



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 31 August 2020

at 5:00 pm

THE MISSION

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

THE VALUES

The Council is:

People	We care about people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

ORDER OF BUSINESS

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

APOLOGIES AND LEAVE OF ABSENCE

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City Planning Committee Meeting (Open Portion) held Monday, 31 August 2020 at 5:00 pm.

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

COMMITTEE MEMBERS

Deputy Lord Mayor Burnet (Chairman)
Briscoe
Harvey
Behrakis
Dutta
Coats

Apologies:

Leave of Absence: Nil

NON-MEMBERS

Lord Mayor Reynolds
Zucco
Sexton
Thomas
Ewin
Sherlock

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

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Planning Committee meeting held on [Monday, 17 August 2020](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

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

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

5. TRANSFER OF AGENDA ITEMS

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

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

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

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

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS

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

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

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

RECOMMENDATION

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

7. COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.1.1 5-7 SANDY BAY ROAD, SANDY BAY AND ADJACENT ROAD RESERVE - DEMOLITION AND NEW BUILDING FOR 45 MULTIPLE DWELLINGS, FOOD SERVICES AND ASSOCIATED WORKS WITHIN THE ADJACENT ROAD RESERVE PLN-19-706 - FILE REF: F20/93200

Address:	5-7 Sandy Bay Road, Sandy Bay and Adjacent Road Reserve
Proposal:	Demolition and New Building for 45 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve
Expiry Date:	8 September 2020
Extension of Time:	Not applicable
Author:	Ben Ikin

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for demolition and new building for 45 multiple dwellings, food services and associated works within the adjacent road reserve at 5-7 Sandy Bay Road, Hobart and adjacent road reserve 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-19-706 - 5-7 SANDY BAY ROAD HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/01747-HCC dated 04/12/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 6101 dated 04 May 2020, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 15

A demolition waste management plan must be implemented throughout demolition.

A demolition waste management plan must be submitted and approved, prior to commencement of work on the site. The demolition waste management plan must include provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.

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

Advice:

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

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

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

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's [website](#).

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards.

PLN s1

The palette of exterior colours and materials must be provided.

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

All work required by this condition must be undertaken in accordance with the approved revised plans, montages and samples.

Reason for condition

In the interest of the streetscape and townscape values of the surrounding area.

PLN s2

A public artwork program is to be submitted for the Sandy Bay Road frontage facade wall.

Prior to the issue of any relevant approval for the artworks under the *Building Act 2016*, or prior to above ground works

commencing on site, whichever occurs first, detail must be submitted and approved to the satisfaction of the Director City Planning in accordance with the above requirement with final details to be provided no later than prior to the issue of an occupancy permit for the proposed development.

All work required by this condition must be undertaken in accordance with the approved plans and be operational within 3 months of the completion of the development.

Reason for condition

In the interest of the streetscape.

PLN s3

A landscape plan must be prepared for the soft and hard landscaping of the site by a suitably qualified landscape architect.

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

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

Reason for condition

In the interest of the amenity of the space.

ENG 12

A construction waste management plan must be implemented throughout construction (including demolition).

A construction waste management plan must be submitted and

approved, prior to commencement of work on the site (including demolition). The construction waste management plan must include:

- **Provisions for commercial waste services for the handling, storage, transport and disposal of post-construction solid waste and recycle bins from the development; and**
- **Provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.**

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

Advice:

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

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

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's [website](#).

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards.

ENG sw4

The development (including hardstand) must be drained to Council infrastructure with sufficient receiving capacity. Any new

stormwater connection(s) must be constructed and existing redundant connections sealed by the Council at the owner's expense, prior to issue of a Certificate of Completion, first occupation or commencement of use, whichever occurs first.

Detailed engineering design drawings must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The detailed engineering design drawings must be certified by a qualified and experience civil engineer and include:

- 1. the location of the existing and proposed connection(s);**
- 2. the size and design of the connection appropriate to satisfy the needs of the development;**
- 3. long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure. Connections must be free-flowing gravity; and**
- 4. A clear distinction between public and private stormwater drainage infrastructure.**

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

Advice:

The applicant is advised to submit detailed design drawings via a Council City Amenity Division [application for a new stormwater connection](#). If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with Council City Amenity Division.

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

Reason for condition

To ensure the site is drained adequately.

ENG sw5

The new stormwater manhole must be constructed at the owner's expense and prior to issue of a Certificate of Completion, first occupation, or commencement of the use, whichever occurs first.

Detailed engineering design drawings must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The detailed engineering design drawings must:

- 1. Be certified by a qualified and experienced civil engineer;**
- 2. Be substantially in accordance with LGAT Drawings (TSD-SW02-v1, TSD-SW03-v1);**
- 3. Be designed to suit the profile of the existing DN300 stormwater main.**

Post-construction photos of the Council's new stormwater manhole as part of the development, must be submitted to council upon completion of work.

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

Advice:

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

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

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENG sw6

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 discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to issue of a Certificate of Completion, first occupation or commencement of use (whichever occurs first). All costs associated with works required by this condition are to be met by the owner.

Detailed engineering design drawings and calculations of the proposed stormwater drainage and connections to the Council's stormwater infrastructure must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The detailed engineering design drawings and calculations must:

- 1. prepared by a suitably qualified person; and**
- 2. include long section(s)/levels and grades to the point of discharge.**

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

Advice:

The applicant is advised to submit detailed design drawings and calculations as part of their Plumbing Permit Application. If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to obtain a plumbing permit for the works.

Reason for condition

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

ENG sw7

Stormwater pre- treatment and detention for stormwater

discharges from the development must be installed prior to issue of a Certificate of Completion, first occupation, or commencement of use, whichever occurs first. All costs associated with works required by this condition are to be met by the owner.

A stormwater management report and design must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The stormwater management report and design must:

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

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

Advice:

Once the stormwater management report and design has been approved Council will issue a condition endorsement (see general

advice on how to obtain condition endorsement).

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

Reason for condition

To avoid the possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG tr2

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

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

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

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

Advice:

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

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

Reason for condition

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

ENG 2a

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

Advice:

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

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

Reason for condition

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

ENG 3a

Prior to the issue of a Certificate of Completion, first occupation or commencement of use (which occurs first), the access driveway, circulation roadways, ramps, parking module (parking spaces, aisles and manoeuvring area), and bicycle parking spaces must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 and AS2890.3:2015 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, ramps, parking module (parking spaces, aisles and manoeuvring area) and bicycle parking spaces design must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016* (excluding demolition or excavation).

The access driveway, circulation roadways, ramps, parking module (parking spaces, aisles and manoeuvring area) and bicycle parking spaces 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 and AS 2890.3:2015;**
- 3. Demonstrate safe and efficient access, and use, where the design deviates from AS/NZS2890.1:2004 or AS 2890.3:2015;**
- 4. Show all user class 1A car parking spaces;**
- 5. Show the locations of all structural columns and obstructions with regard to car parking spaces and provide clearance in**

- accordance with Figure 5.2 AS/NZS 2890.1:2004;
6. **Show signage and pavement marking;**
 7. **Show delineation of pedestrian pathways;**
 8. **Show all bicycle parking spaces;**
 9. **Show pedestrian bollards for egress to/from lifts and doorways;**
 10. **Show jockey parking spaces are associated with the same domestic unit and are suitably marked (pavement marking or signed);**
 11. **Show any small car parking spaces to be suitably marked (pavement marking or signed);**
 12. **Show any visitor car parking spaces to be suitably marked (pavement marking or signed); and**
 13. **Show dimensions, levels, gradients and transitions, and other details as Council deem necessary to satisfy the above requirement.**

Advice:

Jockey parking spaces must not be associated with visitor parking spaces.

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

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

Reason for condition

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

ENG 3c

The access driveway, circulation roadways, ramps, parking module (parking spaces, aisles and manoeuvring area), and

bicycle parking spaces must be constructed in accordance with the design drawings approved by Condition ENG 3b.

Prior to the issue of a Certificate of Completion, first occupation or commencement of use, whichever occurs first, documentation by a suitably qualified engineer certifying that the access driveway, parking module and bicycle parking has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

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

Reason for condition

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

ENG 4

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

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 is eighty six (86) (User Class 1A), including seven (7) car parking spaces in jockey configuration, unless approved otherwise by Council. All

car parking spaces must be designed in accordance with Australian Standard AS/NZS 2890.1:2004 or a Council approved alternate design.

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 issue of certificate of completion, first occupation or commencement of use whichever occurs first.

Advice:

The jockey parking space is to be allocated to the same domestic unit as the parking space that prevents vehicle exit manoeuvre when occupied. Jockey parking spaces must not be associated with any visitor parking spaces

Reason for condition

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

ENG 6

The minimum number of bicycle parking spaces to be provided on the site is two (2), unless approved otherwise by Council. All bicycle parking spaces must be designed in accordance with the Australian Standard AS/NZS 2890.3:2015 or a Council approved alternate design and provided prior to issue of a Certificate of Completion, first occupation, commencement of use, whichever occurs first.

Advice:

Council encourages the provision of bicycle parking over and above the requirements of the Hobart Interim Planning Scheme 2015. It is also encouraged to accommodate ebikes and power points (for ebike charging) into the final design.

Reason for condition

To ensure that bicycle parking areas are located, designed and constructed to enable safe, easy and efficient use.

ENG 9

All car parking spaces for people with disabilities must be delineated to Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009, prior to issue of a Certificate of Completion, first occupation, or commencement of the use, whichever occurs first.

Reason for condition

In the interests of vehicle user safety and the amenity of the development.

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.**

This must be done within 30 days of the completion of the development or any demand from Council (whichever occurs first). Any damage must be reported immediately to Council.

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

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

responsibility of the owner.**Reason for condition**

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

ENG r1

The excavation and/or earth-retaining structures supporting the highway reservation must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the excavations and retaining structures adjacent the highway reservation must be submitted and approved, prior to the commencement of work (including demolition or excavation) and must:

- 1. Be prepared and certified by a suitable qualified person and experienced engineer;**
- 2. Show that the stability of the highway reservation will not be undermined;**
- 3. Be designed in accordance with AS4678, with a design life in accordance with table 3.1 typical application major public infrastructure works;**
- 4. Take into account any additional surcharge loadings as required by relevant Australian Standards;**
- 5. Take into account and reference accordingly any Geotechnical findings;**
- 6. Detail any mitigation measures required;**
- 7. Detail the design and location of the footing adjacent to Wilmot St and**
 - 1. Sandy Bay Road highway reservation;**
- 8. Include structure certificate which notes the driveway slab will not transfer additional loads onto any existing retaining wall(s); and**
- 9. Detail any protection measures required during construction.**

All work required by this condition must be undertaken in

accordance with the approved select design drawing and structural certificates.

Advice:

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

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

Payment of an Infrastructure Protection Bond will be required prior to commencement of works

Reason for condition

To ensure that the stability and integrity of the Council's highway reservation is not compromised by the development.

ENG r3

Prior to issue of a Certificate of Completion, first occupation or commencement of use (whichever occurs first), the proposed driveway crossovers and footpath works within the highway reservation must be designed and constructed in accordance with:

- **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type**
- **KC vehicular crossing;**
- **Footpath - Urban Roads Footpaths TSD-R11-v1; or**
- **A Council approved alternate design.**

Design drawings must be submitted and approved prior to any approval under the *Building Act 2016* (excluding demolition or excavation). The design drawing must:

1. **Show the cross and long section of the driveway crossover within the highway reservation and onto the property;**
2. **Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;**
3. **Show the reinstatement of kerb at redundant crossover in accordance with TSD R14-v1 Type KC;**
4. **Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings;**
5. **Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template);**
6. **Demonstrate that a B85 vehicle or B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the cars underside if the design deviates from the requirements of the TSD; and**
7. **Be prepared and certified by a suitable qualified person, to satisfy the above requirement.**

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

Advice:

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

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

Works undertaken as part of this condition will require a permit to open up and occupy the highway reservation prior to commencing work within the highway reservation. Contact the City's City Amenity Road Services Workgroup on (03) 628 2108 or coh@hobartcity.com.au for information regarding permits.

Reason for condition

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

ENG s1

Gates and doors must not open in such a way as to encroach upon any road reservation. The entire gate and/or door (in any position) including all associated mechanisms must be fully contained within the boundaries of the subject property.

Advice:

Gates and doors that encroach upon road reservation are in contravention of section 52 of the Local Government (Highways) Act 1982.

Reason for condition

For the safety of all road reservation users.

ENG s2

All stairs or ramps associated with pedestrian access to the development must be fully contained within the boundaries of the subject property and not encroach upon any road reservation.

Advice:

Any adjustment to footpath levels necessary to suit the design of any proposed stairs or ramps will require separate agreement from the City's Road Services Engineer and may require further planning approvals. It is advised to place a note to this effect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

Reason for condition

For the safety of all road reservation users.

ENV 2

An approved demolition and construction environmental

management plan, prepared by suitably qualified persons, must be implemented.

A demolition and construction environmental management plan must be submitted and approved prior to the commencement of works and prior to the granting of any building consent.

The plan must include, but is not limited to, the following:

1. Details of the proposed demolition and construction methodology and expected likely time frames.
2. The proposed days and hours of work and proposed hours of activities likely to generate significant noise emissions (including volume and timing of heavy vehicles entering and leaving the site).
3. Details of potential environmental impacts associated with the development works including noise, vibration, erosion and pollution (air, land and water).
4. Details of proposed measures to avoid or mitigate to acceptable levels all identified potential environmental impacts during development works including, but not limited to:
 1. A noise and vibration management plan generally consistent with *AS 2436-2010 - Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites* and the *Interim Construction Noise Guidelines* (New South Wales Department of Environment and Climate Change, July 2009) including, but not limited to:
 1. identification of potentially noisy or vibration-causing construction activities;
 2. procedures to ensure that all reasonable and feasible noise and vibration mitigation measures are applied during operation of the construction management plan; and
 3. details of monitoring measures and triggers for

corrective actions.

- 2. A soil and water management plan including:**
 - 1. measures to minimise erosion and the discharge of contaminated stormwater off-site;**
 - 2. measures to minimise dust emissions from the site;**
 - 3. measures to manage the disposal of surface and groundwater from excavations; and**
 - 4. measures to prevent soil and debris being carried onto the street.**
- 5. Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures.**

The approved demolition and construction environmental management plan forms part of this permit and must be complied with.

Advice:

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

Reason for condition

To minimise the potential for environmental impacts from the construction works

HER 6

The recommendations and methodology contained within Chapter 6 – Archeological Impact Assessment and Method Statement of ‘Heritage Impact Assessment Fragrance Development 5-7 Sandy Bay Road, Hobart Tasmania’ prepared by Brad Williams of Praxis Environment (July 2019) are to be implemented in full.

Reason for condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

Part 5 r1

The owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* with respect to the protection of the underground car park associated walls supporting and adjacent to the Sandy Bay Road and Wilmot Street highway reservation prior to commencement of work (including demolition or excavation).

The owner must not undertake any works at any time (including excavation and building) that will have any effect on the integrity of the Sandy Bay Road and Wilmot Street highway reservation or any retaining structure adjacent to the Sandy Bay Road and Wilmot Street highway reservation or the road formation themselves or undermine the structural integrity of the highway reservation.

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

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

Advice:

For further information with respect to the preparation of a Part 5 Agreement please contact the City's Development Engineering staff.

Reason for condition

To ensure the protection of Council assets.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will

apply to your development under which you may need to obtain an approval. Visit the Council's [website](#) for further information.

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

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

BUILDING PERMIT

You may need building approval in accordance with the *Building Act*

2016. Click [here](#) for more information.

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require a road closure permit for construction or special event. Click [here](#) for more information.

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

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 City of Hobart's City Amenity Division to initiate the permit process).

NEW SERVICE CONNECTION

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

PLANNING

Given that the nature of the Stage 2 development remains unclear, including its potential impact, especially on the heritage listed properties on the site, early pre- application consultation with the Urban Design Advisory Panel and relevant City of Hobart officers is strongly encouraged.

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.

CBD AND HIGH VOLUME FOOTPATH CLOSURES

Please note that the City of Hobart does not support the extended closure of public footpaths or roads to facilitate construction on adjacent land.

It is the developer's responsibility to ensure that the proposal as designed can be constructed without reliance on such extended closures.

In special cases, where it can be demonstrated that closure of footpaths in the CBD and/or other high volume footpaths can occur for extended periods without unreasonable impact on other businesses or the general public, such closures may only be approved by the full Council.

For more information about this requirement please contact the City's

Traffic Engineering Unit on 6238 2804.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

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.

RESIDENTIAL PARKING PERMIT ELIGIBILITY

It is advised that this development will not be eligible for residential parking permits for on-street parking.

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.

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-19-706 - 5-7 SANDY BAY ROAD HOBART
TAS 7000 - Planning Committee or Delegated
Report ↓  |
| Attachment B: | PLN-19-706 - 5-7 SANDY BAY ROAD HOBART
TAS 7000 - CPC Agenda Documents ↓  |
| Attachment C: | PLN-19-706 - 5-7 SANDY BAY ROAD HOBART
TAS 7000 - Planning Referral Officer Cultural
Heritage Report ↓  |
| Attachment D: | PLN-19-706 - 5-7 SANDY BAY ROAD HOBART
TAS 7000 - Urban Design Advisory Panel Minutes
↓  |
| Attachment E: | PLN-19-706 - 5-7 SANDY BAY ROAD HOBART
TAS 7000 - Planning Referral Officer Development
Engineering Report ↓  |

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	7 September 2020
Expiry Date:	8 September 2020
Application No:	PLN-19-706
Address:	5 - 7 SANDY BAY ROAD , HOBART ADJACENT ROAD RESERVE
Applicant:	(Fragrance TAS-Hobart (Sandy Bay) Pty Ltd, by their Agent, Ireneinc Planning and Urban Design) 49 Tasma Street
Proposal:	Demolition and New Building for 45 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve
Representations:	Forty (40)
Performance criteria:	Urban Mixed Use Zone Development Standards, Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Attenuation Code, and Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for Demolition and New Building for 45 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve at 5-7 Sandy Bay Road, Hobart.

- 1.2 The proposal is for the demolition of the existing 'Conservatorium of Music' building and steel tower to facilitate the construction of two apartment buildings containing a total of 45 dwellings, communal spaces and a café. The building on the corner of Wilmot Street and Sandy Bay Road is to contain the café and is to be seven storeys with a maximum height of 22.35m. The other larger apartment building is to be 8 storeys and extend to a maximum height of 27.030m. There will be two levels of basement car parking containing 86 spaces and bicycle storage which is accessed via a ramp from Wilmot Street.

The two buildings will feature a mix of larger sized, two and three bedroom apartments with a single four bedroom penthouse, all with balconies. The development will include a number of communal spaces and facilities including gardens, BBQ areas, pool and gym. The development features the siting of the apartment buildings on a shared platform with the street level brick facade wall Sandy Bay Road frontage to include public art as well incorporating the existing Tasmanian Heritage Council listed mosaic mural. The design utilises articulated facade elements and layers to fragment the visual mass of the buildings. The key pallet of materials are face bricks, coloured rendered panels, concrete panels and the feature use of mosaic tiles.

The development also includes associated infrastructure and road reservation works proposed within Wilmot Street and Sandy Bay Road.

- 1.3 The current proposal is the second version of the application. The current proposal is two storeys or 6.2m lower than the original proposal, resulting in a reduction of 10 dwellings. In all other respects the two versions of the proposal are the same. The original proposal came before Council on 25 May 2020 with an officer recommendation for refusal but was deferred by Elected Members to allow further discussion between the applicant and Council officers.

- 1.4 The proposal relies on performance criteria to satisfy the following standards and codes:

- 1.4.1 Urban Mixed Use Zone Development Standards - 15.4 Development Standards for Buildings and Works
- 1.4.2 Road and Railway Assets Code - E5.5 Use Standards
- 1.4.3 Parking and Access Code - E6.6 Use Standards and E6.7 Development Standards
- 1.4.4 Attenuation Code - E9.7 Development Standards
- 1.4.5 Historic Heritage Code - E13.10 Development Standards for Places of Archaeological Potential

- 1.5 Thirty nine (39) representations opposed to the application, and one (1) representation in support of the application were received during the second round of statutory advertising.
- 1.6 The application was referred to the Urban Design Advisory Panel twice. The original proposal was first presented to the Panel at its meeting of 21 April 2020. The revised and current proposal was presented to the Panel at its meeting of 12 August 2020. The minutes of both meetings are provided as an attachment to this report. The Panel is broadly supportive of the reduced height of the revised proposal.
- 1.7 The proposal is recommended for approval subject to conditions.
- 1.8 The final decision is delegated to the Council because of the number of objections received, and the proposal involves Council owned land.

2. Site Detail

- 2.1 The property address of 5-7 Sandy Bay Road includes four titles with three containing the existing cottages fronting Heathfield Avenue. The development however is only proposed within the title boundaries of CT 106816/1 with an approximate area 2095m² to be developed as shown highlighted purple in figure 1. This site area currently contains the former University of Tasmania's Conservatorium of Music Building and steel tower with open car parking area located on the corner of Sandy Bay Road and Wilmot Street.

The site is within the Urban Mixed Use Zone of the *Hobart Interim Planning Scheme 2015*. The site area itself contains a heritage listed component being that of the existing mosaic mural which is listed on the Tasmania Heritage Register. The full address of 5-7 Sandy Bay Road contains properties within the Hobart Heritage Precinct 2 overlay as well also being individually listed in both the Tasmania Heritage Register and within the planning scheme's Historic Heritage Code.

The site is adjacent to St David's Park and adjoins Hobart Masonic Hall to the north-west with Wilmot Street forming the boundary to the south-east. The rear of the site adjoins the cottages fronting Heathfield Avenue and the large existing warehouse building on Wilmot Street. Further afield on the Davey Street corner of the block there is the significant buildings of Mantra Hotel at approximately 27m high and the Telstra Exchange Building at approximately 36m high. The western section of the block extending to Hampden Road and upper areas of Wilmot Street predominantly contains lower scale residential dwellings, the majority of which are both listed in the Tasmania Heritage Register and within the planning scheme's Historic Heritage Code. The adjacent site to the south-east on the other side of Wilmot Street is the 9 Sandy Bay Road property which currently contains two mid-century residential apartment buildings which are three and two storeys respectively, and accommodate 18 dwellings. However it was recently subject to a planning approval for 28 residential apartments to be contained within a 19m high seven story building form.

2.2



Figure 1: GIS Map Image. The blue bordered properties comprise 5-7 Sandy Bay Road. The area to be developed is shown highlighted purple.

2.3



Figure 2: Subject site viewed from Wilmot Street side

2.4



Figure 3: Subject site and existing mural

2.5



Figure 4: Streetscape including subject site Masonic Hall and Mantra buildings (left to right)

2.6



Figure 5: View from Heathfield Avenue through to existing Conservatorium of Music building

2.7



Figure 6: View from Heathfield Avenue towards subject site

3. Proposal

- 3.1 Planning approval is sought for Demolition and New Building for 45 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve at 5-7 Sandy Bay Road, Hobart.

- 3.2 The proposal is for the demolition of the existing 'Conservatorium of Music' building and steel tower to facilitate the construction of two apartment buildings containing a total of 45 dwellings, communal spaces and a café. The building on the corner of Wilmot Street and Sandy Bay Road is to contain the café and is to be seven storeys with a maximum height of 22.35m. The other larger apartment building is to be 8 storeys and extend to a maximum height of 27.030m. There will be two levels of basement car parking containing 86 spaces and bicycle storage which is accessed via a ramp from Wilmot Street.

The two buildings will feature a mix of larger sized, two and three bedroom apartments with a single four bedroom penthouse, all with balconies. The development will include a number of communal spaces and facilities including gardens, BBQ areas, pool and gym. The development features the siting of the apartment buildings on a shared platform with the street level brick facade wall Sandy Bay Road frontage to include public art as well incorporating the existing Tasmanian Heritage Council listed mosaic mural. The design utilises articulated facade elements and layers to fragment the visual mass of the buildings. The key pallet of materials are face bricks, coloured rendered panels, concrete panels and the feature use of mosaic tiles.

The development also includes associated infrastructure and road reservation works proposed within Wilmot Street and Sandy Bay Road.

- 3.3 The current proposal is the second iteration of the application. The current proposal is two storeys or 6.2m lower than the original proposal, resulting in a reduction of 10 dwellings. In all other respects the two versions of the proposal are the same. See also the Background section of this report.

3.4



Figure 7: Artist montage of proposal

3.5

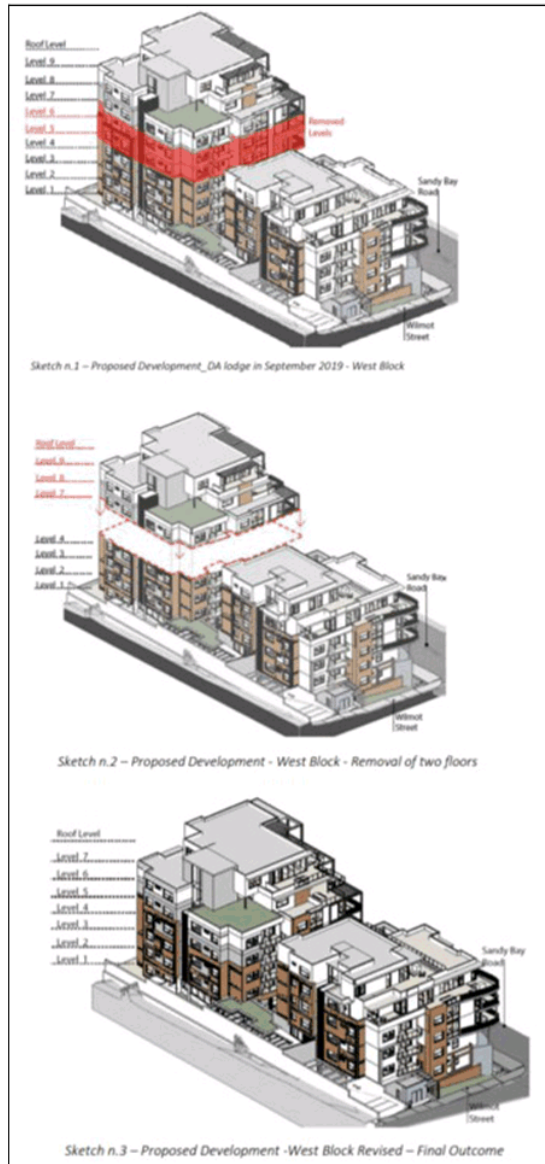


Figure 8: Proposed site plan

4. Background

- 4.1 The applicant was advised prior to advertising the original proposal of officer concerns in respect of the overall height of the larger apartment tower, the compatibility of its scale and absence of transition to adjoining buildings. The developer however wished to proceed with the proposal. The original proposal received 352 representations objecting and one in support of the proposal. The officer recommendation for the application was for refusal. The matter was deferred by the Council at its meeting on the 25 May 2020 to allow further discussions between the applicant and Council officers.

- 4.2 In response, the applicant presented a reduction in height of the proposal by two full storeys equating to 6.2m. The reduction was achieved by removing the central levels of 5 and 6 from the original proposal as illustrated in the submitted documents from the architects below:



- 4.3 The application was referred to the Urban Design Advisory Panel twice. The original proposal was first presented to the Panel at its meeting of 21 April 2020. The revised and current proposal was presented to the Panel at its meeting of 12 August 2020. The minutes of both meetings are provided as an attachment to this report. The Panel is broadly supportive of the reduced height of the revised proposal.

5. Concerns raised by representors

- 5.1 Forty representations were received in relation to the revised proposal, with 39 being opposed and one being in support, during the statutory advertising period of 27 July to 10 August 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.

Built Form and Appearance/Design
• It exceeds the permitted height in the planning scheme.
• Height, size, scale of development is inappropriate.
• Proposal is overbearing.
• Inappropriate form/appearance.
• Impact on character of the area/detracts from the area/does not enhance the area.
• Proposal is discordant with the streetscape.
• Impact on St David's Park.
• The proposal is inconsistent with the recommendations of Leigh Woolley.
• To make the building more compatible with the surrounding area, the west block should be reduced to six stories and the east block should be reduced to four stories.
• The height should be the same as that approved at 9 Sandy Bay Road.
• Council must ensure the facade is built as submitted and not industrialised as in the Fragrance Macquarie Street.
• The colour of the proposed building could be improved by a more sensitive approach, particularly to be in harmony with the beautiful glass mosaic ABC mural by George Davis, on its Sandy Bay Road frontage. The current proposed exterior colour is an orange brick. This could be instead a softer grey hue more in harmony with the blues and violets of the glass mosaic.

- The proposal meets recommendations from council's Urban Design Advisory Panel in terms of its height, mass, setback, density, facade and materials. The permit should include conditions requiring these recommendations be applied.
- Please keep the proposed Fragrant Hotel 5-7 Sandy Bay Road to 24 meters high as per Leigh Woolley plan. No slippage of these already generous building height limits should be allowed.
- This is quite a good proposal, however I object to it on the grounds of height, bulk and lack of human scale.
- The proponent appears to be fudging the renderings. For example, fig 3 page 8 shows the Masonic Hall conveniently disguised behind non-existent trees so we cannot get a true picture of the scale of the proposal relative to that building.
- At present, there is a very satisfactory visual progression from near Wilmot Street all the way to the tallest buildings on Harrington St and Macquarie St. The closer you get to Davey street, the higher the existing buildings appear. To almost double the height of the existing buildings I believe is too high without a set back from the street. A substantial setback for any of the higher levels may be a compromise solution.
- Please do not allow Hobart to become a dog's breakfast of different architectural styles and a patchwork of high-rise towers. It is well-known that architectural styles have an impact on people's psychological health and general well-being. People love Hobart because like most places in Tasmania it exists on a human scale and is rich in cultural heritage.

Amenity and Character

- Impact on neighbours' and nearby properties amenity – overshadowing, reduction in sunlight, visual impacts.
- Impact on neighbouring heritage properties.
- Ensure all AC, Vents and services are appropriately sound dampened and social impact minimised as per your regulatory requirements
- archaeological site excavations should be done and any built heritage and aboriginal Archaeological artifacts uncovered should be treated in accordance with directions from the council's heritage officer and the Tasmanian Aboriginal Heritage Council. This should be a condition of approval.
- Effects on adjacent heritage buildings should be minimised as per advice from the council's heritage officer.

Traffic

- Traffic impacts on Wilmot Street and Sandy Bay Road.
- Access off Wilmot Street will be convoluted because it is a one way street.
- Inadequate onsite parking provision.

Use

- Accommodation not available for all Hobartians.
- Will the public amenities and uses actually be available for the public?

Mural

- The mural must be preserved.
- The mural and the existing building are an integral whole.
- To demolish the building would result in the loss of the context for which the mural was created and, therefore, diminish its significance.
- Attaching the George Davis mosaic to the new structure is inappropriate, as it was specifically designed to the style and dimensions of the existing building.
- Retaining the mural on site should be a condition of approval.

Existing Building

- Demolishing the existing building is a mistake.
- I question whether any consideration was given to redeveloping the existing building and restoring the facade to its original state, which would provide just recognition to the building both as an outstanding example of mid-20th century architecture as well as the significant role it played in Tasmania's broadcasting history for 30 years. This would be consistent with the zone purpose statement for the Urban Mixed Use Zone "to encourage . . . the greater use of underutilised sites as well as the reuse and adaptation of existing buildings for uses with a scale appropriate to the site and area"
- The existing building is an important part of Hobart's architectural heritage of the 1960's and could be repurposed for new usages, rather than being demolished.
- Where practical, the proponent should divert demolition waste away from landfill (e.g. recycling copper, concrete, steel, glass).

General

- Development is an improvement on the previous iteration but is still inappropriate for the site.
- Development does not represent best practice.
- I would like to say how disappointing it is to have such a small, token amendment offered by this developer considering the response to the proposal thus far, Council's advice and the importance of the site.
- The proposal is grossly non-compliant with the planning scheme. The withdrawal of the first proposal and current modification is a typical ruse of such developers to bamboozle and wear down councillors' resistance and should be resisted. Please adhere to our planning scheme.
- All Tasmanians and therefore all post codes are invited to discuss the proposed Cable Car. I cannot see why there was emphasis placed by Dr Sexton in dissection of postcodes with the No 9 Sandy Bay plan and those seeking modification thereof. Surely postcodes do not define dissent. I trust that nonsense will not prevail this time.
- Any proposed developments should consider the benefit to current Tasmanian residents' and consider existing needs, not aim to line the pockets of foreign investors.
- More information is needed on the Fragrance Group's plans for the properties it owns behind this proposed building and fronting on Heathfield Road. All this area should be considered together, rather than as separate developments.
- This proposal represents a degradation of what makes Hobart such a great city.

In favour

- I'm pleased to say I find that the newly submitted proposal, PLN-19-706, has been amended so that it falls in line with most of the HCC planning requirements laid down in the Hobart Interim Scheme. This is good news and both our Hobart City planners and the project proponents are to be congratulated for displaying that our current planning system can be successful in allowing disagreement, discussion and amendments between all parties ending up with solutions and creating balance between community expectations and ongoing and future developments within our wonderful city.

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 Urban Mixed Use Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The proposed uses are for Multiple Dwellings and Food Services. The uses are all permitted in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 15.0 Urban Mixed Use Zone
 - 6.4.2 E5.0 Road and Railway Assets Code
 - 6.4.3 E6.0 Parking and Access Code
 - 6.4.4 E7.0 Stormwater Management Code
 - 6.4.5 E9.0 Attenuation Code
 - 6.4.6 E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 15.0 Urban Mixed Use Zone:-
 - Building Height 15.4.1 P1*
 - Setback 15.4.2 P1*
 - Landscaping 15.4.5 P1*
 - Residential Amenity 15.4.8 P1*
 - 6.5.2 Road and Railway Assets Code:-
 - Existing Road Accesses and Junctions - Part E5.5.1 P3*
 - 6.5.3 Parking and Access Code:-

Number of Car Parking Spaces - Part E6.6.1 P1

Parking and Access Code - Layout of Parking Areas - Part E6.7.5 P1

6.5.4 Historic Heritage Code:-

Building, Works and Demolition within a Place of Archaeological Potential Part E13.10.1 P1

6.5.6 Attenuation Code:-

Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm Part E9.7.2 P1

6.6 Each performance criterion is assessed below.

6.7 Building Height - Part D 15.4.1 P1

6.7.1 The acceptable solution at clause Part D 15.4.1 A1 requires a maximum building height of 10m.

6.7.2 The proposed smaller apartment tower has maximum height of 22.35m and the larger apartment tower is to have a maximum height of 27.030m.

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

6.7.4 The performance criterion at clause Part D 15.4.1 Building Height provides as follows:

P1

Building height must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area;

(b) be compatible with the scale of nearby buildings;

(c) not unreasonably overshadow adjacent public space;

(d) allow for a transition in height between adjoining buildings, where appropriate;

6.7.5 In respect of sub-clause (a), this is not relevant as there are no Desired Future Character Statements provided for the area.

- 6.7.6 In respect of sub-clause (b), the recent Tribunal decision of *9 Sandy Bay Road Pty Ltd v Hobart City Council and Ors - Appeal 100/16P* provides clarity on the meaning of the terms "scale", "nearby" and "compatibility". In the decision the Tribunal stated the following:

... To be compatible is to be consistent or congruous with that which comparison is required to be made. The Tribunal holds that to be "compatible" requires that the building height be capable of co-existing with the scale of nearby buildings.

The decision also stated:

The Tribunal defined the term 'compatible' in two recent decisions: Henry Design & Consulting v Clarence City Council and Flood v George Town Council. In Henry Design, the Tribunal held at [50] that 'compatible' meant "not necessarily the same ... but at least similar to, or in harmony or broad correspondence with the surrounding area".

In terms of scale, the Tribunal found that "scale" should be read in the context of the above performance criterion, commenting that "the reference to scale in this part is an inference to height and requires compatibility in that respect". The Tribunal further commented that when considering a proposal against the above standard "the intent is that building height must be compatible with the scale (height) of "nearby" buildings".

When considering what the term "nearby" should mean, the Tribunal found that it "means "close to" the subject development".

Therefore it is considered that the scale (height) of the proposal, must be consistent, congruous, similar to, and in harmony, broad correspondence and capable of coexisting with buildings that are close to the subject site.

It is also noted that when assessing the compatibility of the proposal's height, regard must be had to the objective of the height standard which is that a building's height contributes positively to the streetscape.

- 6.7.7 Firstly, in respect of the Sandy Bay Road streetscape, the applicant's submission draws consideration of the compatibility of the building's scale in respect of a broader context that includes the streetscape of Harrington Street extending into the Central Business Zone to Collins Street as shown below:



Figure 9: Applicant's Submitted Streetscape Elevation

- 6.7.8 Not only are the significant buildings of Travel Lodge Hotel and the Commonwealth Government Centre building over 200m from the site, it also presents a streetscape that is not viewed a single context nor is there an opportunity to perceive the transition in scale as suggested. The section of the Central Business Zone between Davey Street and Macquarie Street shown also presents one of Hobart's more significant Heritage Precincts. The likely future scale of development in this area to be limited as has been evidenced by recent Tribunal Decision 67/19P in respect of the refusal of the Welcome Stranger Development at 58 Harrington Street.

The site is located in a unique section of streetscape. It is bookended by the corner building of Mantra at 1 Sandy Bay Road contains the Masonic Hall, the existing Conservatorium of Music building on the subject site before tapering to the two and three storey residential building of 9 Sandy Bay Road and beyond on the adjacent side of Wilmot street. This area is considered to be read in its own context, and therefore it represents the relevant section of 'nearby buildings' to draw from to determine compatibility of scale.

This approach was also originally supported by the Urban Design Advisory Panel:

"The Proponent presents an analysis of building height and form in the area and arrives at a height plane within which, it is claimed development can reasonably occur. The height plane is presented as a line drawn from the top of the proposed new development at 9 Sandy Bay Road (which has since been reduced in height) to the top of the distant Commonwealth Centre Building in Collins Street. It in essence concludes that, because the proposal falls within this plane, it is acceptable.

The Panel considers that this extended height plane has no credible basis and that, for the purpose of this assessment, the cluster of buildings within which the subject site is located finishes at the southern side of Davey Street.

The Panel considers that if a theoretical height plane is to be of any assistance at all in determining an appropriate height for this proposal then it should be drawn from the top of the existing units adjacent to 9 Sandy Bay Road to the top of the Mantra building on the corner of Davey Street and Sandy Bay Road. Building within such a plane would likely have the effect of reducing the height of the taller of the two proposed buildings by several storeys – possibly two or three.

In conclusion the Panel is of the opinion that the height and character of any new development within this conspicuous row of buildings (1-9 Sandy Bay Road) should be determined within the narrower context presented by those buildings. The development should also be cognisant of its impact on the adjacent heritage precinct, its character and values."

- 6.7.9 The tallest nearby building is the Telstra Exchange Building at approximately 36m high. It is of significant scale, responds to its Davey Street frontage, and its visual prominence is amplified by its elevation relative to the ground level of Sandy Bay Road. In the context of nearby buildings to the site, it is clearly perceived as a building form in the backdrop of this contained section of the Sandy Bay Road streetscape, and its scale is considered to be an exception rather than the rule; it is a building that is already incongruous in the streetscape. As such, relying on the scale of this building as a justification for the height of the current proposal is not considered to be appropriate. In other words, proposing a building comparable in height to an already incongruous building does not equate to a compatibility of scale of nearby buildings

It is also considered that the existing two steel tower structures (the one on the subject site is to be removed) although visually prominent are not relevant building forms for the purposes assessing compatibility of scale.

- 6.7.10 In light of the above assessment it is considered appropriate to draw from the scale of the Mantra corner building in determining the compatibility of the scale of the proposed development. It is acknowledged that it is not necessarily appropriate for the height of the proposed development to directly respond to the scale of the adjoining Masonic Hall (14m high) building particularly considering the scale of the existing adjoining Conservatorium of Music building (22m high). However the relative scale of the Masonic Hall building does accentuate the height of the adjoining development. From the 27m high Mantra building's role in reinforcing the corner of Davey Street and Sandy Bay Road the scale of buildings tapers down to the two and three storey form of the existing residential buildings

of 9 Sandy Bay Road and beyond. It is noted that 9 Sandy Bay Road was recently subject to a planning approval for 28 residential apartments to be contained within a 19m high, seven story building form.

- 6.7.11 In respect of the larger tower (refer images below) with its maximum height of 27.030m and 8 storeys, it has a proposed height directly comparable to that of the main building form of the existing Mantra building (with a central façade element extending a further 3m). The proposal is approximately 5m higher than the existing Conservatorium of Music building on the site.

It is considered that the developments height respects the scale of the Mantra building that reinforces the Davey Street/Sandy Bay Road corner and bookends the built form of this section of Sandy Bay Road. The proposed larger tower relative to the Mantra building with its marginally higher facade element presents a tapering down of the scale of buildings to the smaller tower, then to the two and three storey residential buildings of 9 Sandy Bay Road and beyond as well the recently approved development in that location. Due to this the proposed larger tower within this context of this section of streetscape presents an expected building form rather than one that is perceived as incongruent. As such, the proposed larger tower is considered to be consistent, similar, in harmony, or in broad correspondence with the scale of nearby buildings. It is considered that the scale of the large tower makes a complimentary contribution to the streetscape.



Figure 10: Montage of proposed development from the pedestrian crossing at St Davids Park

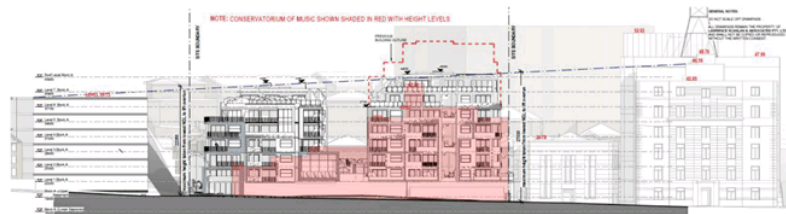


Figure 11: Nearby Streetscape Elevation

- 6.7.12 The smaller proposed tower on the corner of Wilmot Street, although perhaps at the limit of compatibility of scale in this corner location, in respect of the Sandy Bay Road frontage and the Wilmot Street frontage it is considered to fall within an acceptable compatibility of scale. In respect of the Sandy Bay Road streetscape, Wilmot Street provides separation to 9 Sandy Bay Road and the smaller apartment building's seven storey height steps down to a five storey form as it meets this street. Similarly in respect of the Wilmot Street streetscape, there is a stepped down form of the proposed building in a combination with significant setback to the bulky form of the existing commercial brick warehouse building, whose roof height is at a comparable level to the proposed building's third storey, due to its elevated location relative to the subject site. This existing building also provides additional curtilage to the two smaller scale (heritage listed) cottages sited further up Wilmot Street. It is also noted that the maximum height of the small tower is marginally lower than the maximum height of the existing Conservatorium of Music building. The height of the smaller apartment building is considered to present as a building of compatible scale in this location.
- 6.7.13 In relation to the design of the towers, it is acknowledged that there has been considerable design intent to break down the apparent scale. There are no large expanses of a single colour, materials or finishes, instead there is a layered and sectional approach to their application. In combination with the articulated facade elements, collectively these methods are effectively used to fragment and reduce scale and bulk of the buildings.
- 6.7.14 In respect of subclause (c) which is for the building's height to not unreasonably overshadow adjacent public space, the subject site is adjacent to one of Hobart's more significant public open space areas. St David's Park is located to the north-northeast of the subject site. Therefore due to this orientation as demonstrated in submitted shadow diagrams the park will not be overshadowed at any point throughout the year during the day with the exception of the potential minor encroachment

in the early evening during the periods of daylight saving. Therefore the overshadowing is not considered to be unreasonable.

- 6.7.15 In respect of subclause (d), the performance criteria requires development to allow for a transition in height between adjoining buildings, but importantly it also allows for the consideration of whether a transition is appropriate. In respect of the adjoining Masonic Hall Building it is currently sited between the Conservatorium of Music at approximately 22m, and the Mantra building at 27m. The 14m height of the Masonic Hall presents a visibly lower form to the existing neighbouring buildings. There is a question of how appropriate a proposed transition to the Masonic Hall would be, given the adjoining buildings are the existing unarticulated form of the Mantra building and the marginally articulated form of the Conservatorium of Music building. At the current maximum 27m height of the proposal it is considered that any attempted transition to the Masonic Hall would be token in response without a significant reduction of the floor areas of the upper levels. The proposed buildings transition and height is reflective of the existing relationship of the Masonic Hall to the adjoining Mantra building. A significant stepped transition is not presented in the streetscape pattern in this specific location and a transition from the proposed building to the Masonic Hall at the height proposed is not considered an appropriate required response.

In respect of the properties adjoining the rear of the larger tower development site, to the south-west there are the three Heathfield Avenue cottages of 4, 6 and 8 (now included in the address of 5-7 Sandy Bay Road) with heights of approximately 8.8m, 4.9m and 6.9m. These dwellings predominately adjoin the proposed location of the larger tower block and are setback 11.4m, 13.3m and 14.3m from the larger tower respectively, which itself is proposed to be setback 3.9m from its rear boundary.

The proposed larger tower has a centrally split form with a narrow section of articulation, with the central lift core behind. The split of the building forms is somewhat marginal but due to its depth it visually breaks the building into two elements when viewed from the rear. These two elements extend straight up to approximately 17m and then 19m, at these points the building form then steps in 3m to the central lift core and then a further 4m to the upper levels of 7 and 8. These lower elements provide a transition to the full height of the street fronting elements of the proposal from the properties to the rear.

The land from the rear of the site slopes up to Heathfield Avenue therefore

the roof of the cottages at 4 and 8 are the equivalent relative height of the level 4 with cottage 6 closer in relative height of the level 3. The cottage at 4 Heathfield Avenue is approximately 9m lower than adjoining section of the apartment tower, the cottage at 6 Heathfield Avenue is approximately 12m lower and the cottage at 8 Heathfield Ave is approximately 6m lower. Although presenting a relatively substantial difference in height to the adjoining buildings the significant setback of 11.4m, 13.3m and 14.3m creates a sufficient curtilage to offset the height to the point of an acceptable transition in scale. These variances in height in conjunction with setback of the adjoining buildings in a residential context such as the residential scaled pattern of development extending from the adjacent side of Heathfield Avenue, may ordinarily not be considered adequate transition. However in this case the existing adjoining context for the subject cottages features the commercial form of Conservatorium of Music building and therefore the height variance and setback to the closer elements of the proposed building is considered to equate an appropriate transition.

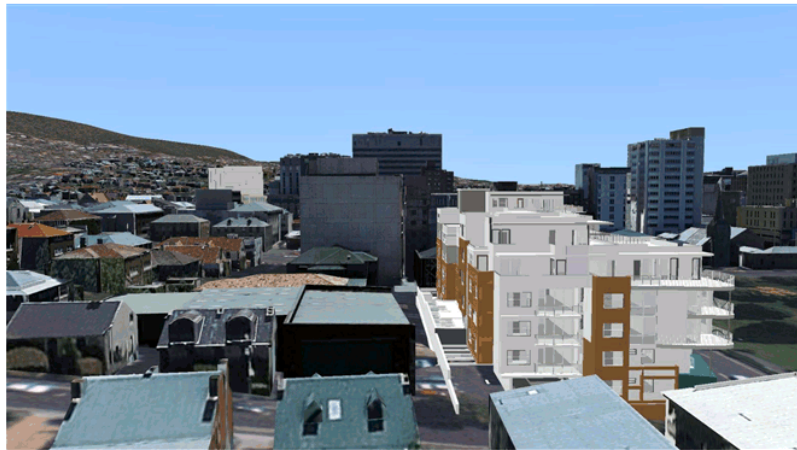


Figure 12: Image capture from Council's K2vi Model showing relationship to Heathfield Avenue properties

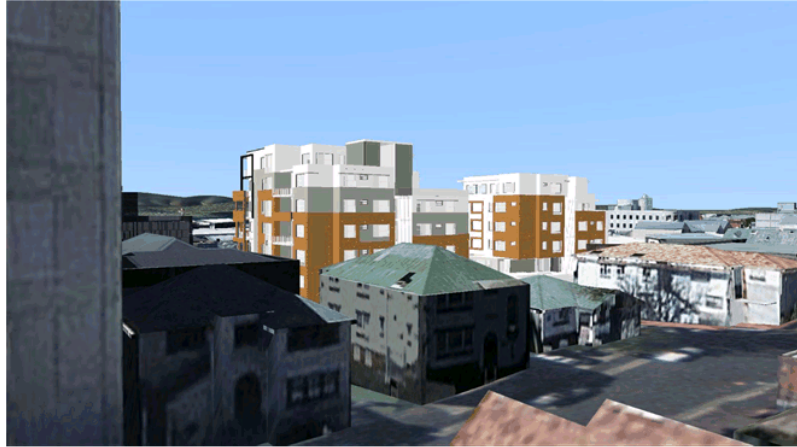


Figure 13: Image capture from Council's K2vi Model showing relationship to Heathfield Avenue properties from the rear. (The above images captured from Council's K2vi model are to illustrate the relationship of form, noting that these images are not intended to present view lines as such but to demonstrate the physical scale and proximity of the buildings.)

- 6.7.16 The smaller of the towers adjoins the existing commercial scale brick warehouse building and although not significant in height, due to its elevation in Wilmot Street, its roof height is equivalent to the proposed buildings third storey. It is setback approximately 8m from proposed smaller tower and provides a buffer to adjoining Heritage listed cottage in Willmott Street. Due to the relative heights between the properties and the bulk of the commercial form of the adjoining building the transition is considered appropriate. The separation of Heathfield Avenue properties of 4, 6 and 8 to the smaller tower at its relative height, provides a curtilage that is considered to afford an acceptable transition in height.
- 6.7.17 The Urban Design Advisory Panel concluded the following on the proposed height of the development:

The Panel supports the reduction in height of the Proposal and acknowledges that the reduction in height and mass significantly improves the relationship of the proposal in the context of the adjacent streetscapes. In particular it will, in the opinion of the Panel, reduce the impact on the amenity of residential properties to the rear.

Accordingly it is the Panel's advice that the height of the proposed development (with particular reference to the reduction in height of the West Block) does now satisfy, from an urban design perspective, the City of Hobart Planning Scheme performance criteria to provide an

acceptable transition in the heights of adjoining buildings along Sandy Bay Road and is satisfactorily compatible with the scale of nearby heritage listed buildings in Wilmot Street and Heathfield Avenue.

6.7.18 The proposal complies with the performance criterion.

6.8 Setback Part D - 15.4.2 P1

6.8.1 The acceptable solution at clause Part D - 15.4.2 A1 requires a building setback from frontage that is parallel to the frontage and no more than 1m from the median street setback of all existing buildings on the same side of the street within 100m of the site.

6.8.2 The proposed minimum setback of the buildings to Sandy Bay Road is approximately 0m, whilst the setback to Wilmot Street varies between 0m to 3m. The proposal does not comply with acceptable solution for its setback to both Sandy Bay Road and Wilmot Street, with the median setback of the buildings fronting Sandy Bay Road within 100m of the site approximately 1.5m, and the median setback of the buildings fronting Wilmot Street within 100m of the site approximately 1.1m.

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

6.8.4 The performance criterion at clause Part D - 15.4.2 P1 provides as follows:

P1

Building setback from frontage must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area;

(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;

(c) enhance the characteristics of the site, adjoining lots and the streetscape;

(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;

(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.

6.8.5 The proposed 0m setback to Sandy Bay Road of the development maintains the established continuous building line set by the existing Conservatorium of Music building on the subject site, the adjoining Masonic Hall building and the Mantra Building at 1 Sandy Bay Road. The proposed setback from Wilmot Street varies 0m to 3m, the area of setback allows for landscaping and the proposed retention of a section existing trees on the Wilmot Street frontage. The section of Wilmot Street where the development is proposed is currently car parking that extends to the Sandy Bay Road frontage. The proposed setback for Wilmot Street will enhance the characteristics of the site, allows for landscaping and will not generate entrapment places.

6.8.6 The proposal complies with the performance criterion.

6.9 Landscaping - Part D 15.4.5 P1

6.9.1 The acceptable solution at clause Part D 15.4.5 A1 requires landscaping along a frontage unless the building extends across the width of the frontage, and the building has a setback of no more than 1m.

6.9.2 The proposal does not comply with the acceptable solution as its setback is more than 1m from the Wilmot Street frontage. Existing and proposed landscaping will be included along the Wilmot Street frontage.

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

6.9.4 The performance criterion at clause Part D 15.4.5 P1 provides as follows:

P1

Landscaping must be provided to satisfy all of the following:

(a) enhance the appearance of the development;

(b) provide a range of plant height and forms to create diversity, interest

and amenity;

(c) not create concealed entrapment spaces;

(d) be consistent with any Desired Future Character Statements provided for the area.

- 6.9.5 The proposed setback allows for the retention of a section existing trees on the Wilmot Street frontage and an area of landscaping. The taller trees in combination with opportunity of low level planting is considered to be able create diversity, interest and amenity whilst enhancing the appearance of the development within Wilmot Street.
- 6.9.6 The proposal complies with the performance criterion.
- 6.10 Residential Amenity - Part D 15.4.8 P1
- 6.10.1 The acceptable solution at clause Part D 15.4.8 A1 requires that dwellings have at least one habitable room window (other than a bedroom) facing between 30 degrees east and west of north.
- 6.10.2 The proposal does not meet this standard due to the orientation of the lot, the alignment of its street frontages and the orientation of the proposed building.
- 6.10.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.10.4 The performance criterion at clause (Part D 15.4.8 P1) provides as follows:
- P1*
- A dwelling must be sited and designed to optimise sunlight to at least one habitable room (other than a bedroom).*
- 6.10.5 The architect's submission stated that a high level of consideration during the design stage was given to ensuring the apartments exposure to natural light. The orientation of the development site and the existing condition places limitations on aspect achievable of the living spaces. However for 80% of the apartments the habitable rooms (other than a bedroom) will be exposed to a northern aspect with windows that are

either 45 degrees west of north or east of north. To maximise sunlight to the other 20% southern apartments the architects employed measures such as increasing the living area openings and removing façade treatment to allow light to enter without obstruction. The design of the apartments is considered to optimise sunlight to habitable rooms (other than a bedrooms).

6.10.6 The proposal complies with the performance criterion.

6.9 Road and Railway Assets Code - Existing road accesses and junctions - Part E5.5.1 P3

6.9.1 The proposal does not meet the Acceptable Solution for Existing road accesses and junctions under clause Part E5.5.1 A3; therefore assessment against the performance criterion is relied on.

6.9.2 The proposal must therefore be assessed against the applicable performance criteria, which at clause Part E5.5.1 P3 provide as follows:

P3

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature and efficiency of the access or the junction;*
- (d) the nature and category of the road;*
- (e) the speed limit and traffic flow of the road;*
- (f) any alternative access to a road;*
- (g) the need for the use;*
- (h) any traffic impact assessment; and*
- (i) any written advice received from the road authority.*

6.9.3 The Council's Development Engineering Officer is satisfied the increase in vehicle traffic at the existing access that is proposed to be used meets the performance criteria and will not unreasonably impact on the efficiency of the road.

6.9.4 The proposal complies with the performance criterion.

6.10 Parking and Access Code - Number of Car Parking Spaces - Part E6.6.1 P1

6.10.1 The proposal does not meet the Acceptable Solution for Number of Car Parking Spaces under clause Part E6.6.1 A1; therefore assessment against the performance criterion is relied on.

6.10.2 The performance criterion at clause Part E6.6.1 P1 provides as follows:

P1

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

- (a) car parking demand;*
- (b) the availability of on-street and public car parking in the locality;*
- (c) the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) the availability and likely use of other modes of transport;*
- (e) the availability and suitability of alternative arrangements for car parking provision;*
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
- (g) any car parking deficiency or surplus associated with the existing use of the land;*
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;*
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;*
- (k) any relevant parking plan for the area adopted by Council;*
- (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.*

6.10.3 The Council's Development Engineering Officer is satisfied the

development meets the performance criteria and has provided the following response:

86 carparking spaces are proposed for 55 apartments (note it is 45 dwellings under the revised proposal) that have two or more bedroom which are required to provide a total of 90 carparking spaces plus 12 visitor spaces in accordance with Table E.6.1. The TIA has identified the provision of car parking spaces will be 80 spaces for residents and 6 spaces for visitors. 26 apartments will have access to one car parking space and 27 apartments will have access to two car parking spaces. No car parking spaces are proposed for the cafe tenancy included in this development which requires 16 car parking spaces in accordance with Table E.6.1. Therefore the total number of car parking spaces required for the full development is 140 with only 86 spaces provided, this creates a deficiency of 54 car parking spaces. TIA identifies that the residential parking demand of the development is considered to be less than what the development generates under the scheme given its proximity to the city centre, services and employment. Many of the cafe customers would likely be residents of the apartments on site or those living or working in the area. It is therefore considered that the parking provided is sufficient to meet the demand of the development.

6.10.4 The proposal complies with the performance criterion.

6.11 Parking and Access Code - Layout of Parking Areas - Part E6.7.5 P1

6.11.1 The proposal does not meet the Acceptable Solution for Layout of Parking Areas under clause Part E6.7.5 A1; therefore assessment against the performance criterion is relied on.

6.11.2 The performance criterion at clause Part E6.7.5 P1 provides as follows:

P1

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

6.11.3 The Council's Development Engineering Officer is satisfied that is considered acceptable for residential use to utilise 'Jockey Parking' configuration in which one car parking space is behind another car parking space and this arrangement is considered reasonable if it only serves the same apartment and is not designated for visitors. The

proposals can satisfy these parameters.

6.11.4 The proposal complies with the performance criterion.

6.12 Historic Heritage Code - Places of Archaeological Potential - Part E13.10 P1

6.12.1 The acceptable solution at clause E13.10.1 A1 requires building and works to not involve excavation. The proposal includes excavation, therefore the performance criterion is relied on.

6.12.2 The performance criterion at clause Part E13.10 P1 provides as follows:

P1

Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:

(a) the nature of the archaeological evidence, either known or predicted;

(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;

(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;

(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;

(e) measures proposed to preserve significant archaeological evidence 'in situ'.

6.12.3 The Council's Cultural Heritage Officer has provided the following comment:

This application relates to site containing a collection of mid to late 20th century buildings of between 2 to 6 storeys in height, associated car parking area, tall metal pylon and collection of Victorian cottages and later two storey Federation residential style properties. Principally facing onto Sandy Bay Road, the Victorian units face onto Wilmot Street and the

Federation units onto Heathfield Avenue.

The principal building to the front is a largely glazed building dating from the mid 19th Century and built to contain the then new offices and studios of the ABC in Hobart. Most recently used as the Conservatorium of the University of Tasmania, the site is notable for its distinctive architectural form and a commissioned tiled mural that forms part of the front façade. The Wilmot facing cottages (Numbers 9, 11 and 13) are brick single storey Georgian style cottages, one of which has later larger Dormer windows added to the front roof plane. Both properties have narrow front yards. Rear gardens have been lost and have instead been built over with large flat roofed 'warehouse' style structures associated with the former use of the wider site. The Federation properties facing onto Heathfield Ave (Numbers 4 and 6) are two storey, brick developments properties, one of which has been converted into office accommodation and the other sub-divided into flats.

The site forms part of the mixed use area set between Sandy Bay Road and Hampden Road. The site falls within the area identified as being of Archaeological Potential and the three Wilmot Street and two Heathfield Avenue properties to the rear are individually heritage listed and form part of the Hampden Road Heritage Precinct (H2). The circumstances regarding referral are unusual in that only these smaller properties to the rear are designated as individually heritage listed whilst the Heathfield Avenue properties also form part of the Hampden Road Heritage Precinct. As such, other than the Archaeological considerations, Heritage Considerations can only be applied to those parts of the plot covered by these designations and not the bulk of the site.

The proposal seeks approval for the demolition of the former ABC building in its entirety, and the erection of two blocks of residential accommodation based on a shared 'podium' of two levels of partial and entirely subterranean parking for 86 cars accessed from Wilmot Street. The 'East' block would then rise by an additional 6 stories, and the 'West' by 9, providing 55 apartments (note revised proposal is for 45 apartments) of between 2, 3 and 4 bedrooms, as well as communal swimming pool, gym, open space and a standalone commercial café.

It is noted that the entirety of the proposed development would fall outside of the areas identified as Heritage Listed or within the Hampden Road Heritage Precinct. Whilst views into and out of the Precinct would be extremely affected, this is not a heritage consideration under the HIPS.

With regard to the issue of Archaeological Potential, a Statement of Archaeological Potential has been produced by a recognised Historical Archaeologist & Heritage Consultant in support of the application. The report is considered to follow correct established research methodology and provides a detailed examination of the development of the site, subdividing it into different zones based on the passed uses and the associated strength of potential archaeological finds. It sets out the degree to which the site remained largely free of significant development and that the construction of the former ABC building would have removed any likely potential for archaeological finds of any significance. Given the above, the report recommends that only a relatively small area close to the corner of Wilmot Street and Sandy Bay on the site of a former 1840's building holds potential for finds and should be subject to a full archaeological investigation, monitoring reporting and potential response in the event of finds and how best to they can be utilised for public benefit.

The report is considered to be reasonable and the recommendations as set out in the report are considered to represent an appropriate method based process for site investigation and response. As such, in the event of permission being granted, it is considered reasonable that any approval contain a condition requiring the implementation of the recommendations set out in the report in full.

Representations

It is noted that representations have been received in response to the consultation process which raise concerns as to the impact of the proposal upon neighbouring and nearby heritage buildings and sites, the surrounding streetscape, the loss of the former ABC site building itself and the potential impact upon the ABC mosaic Mural that forms part of the Sandy Bay frontage.

With regard to the above, as previously noted, the site contains five heritage listed properties at Wilmot Street and Heathfield Avenue, the latter of which also form part of the Hampden Road Heritage Precinct. The site also neighbours the heritage listed Masonic Hall at 3 Sandy Bay Road and is located directly opposite St David's Park, therefore playing a significant role in setting the context to these sites and the character of the immediate streetscape. Further, it is noted that all of the above mentioned sites also appear on the Tasmanian Heritage Register, as does the distinctive ABC Mural on the front façade of the existing Conservatorium.

Not with standing the above, the proposed demolition and new

development sit outside of the Planning Scheme's Heritage Provisions. It is noted that 15.4.1 relating to Development Standards for Buildings and Works with regard to height within the Urban Mixed use Zone requires that 'building height contributes positively to the streetscape', and Performance Criteria P1 requires that building height must be compatible with the scale of nearby buildings and allow for a transition in height between adjoining buildings, where appropriate. However, both of these are not relevant to the heritage discretions of the planning scheme and would instead fall under the consideration of the Planning Officer.

By way of advice and comment, with regard to the distinctive ABC Mural on the front façade of the existing Conservatorium, the mosaic is considered to be both a unique piece of public art and a significant contributor to the cultural and social wealth of the city. Designed by Tasmanian artist George Davis (b1930) in 1960 for the Australian Broadcasting Commission's new staff offices and studios designed by Hungarian immigrant architect Oscar Gimsey, (itself considered to be an important example of the 1960's architectural expression), it was produced in an era of growing cooperation and collaboration between architects and artists in Tasmania, and a growing emphasis on public art. Designed specifically to reflect the use of the building as the regional headquarters of the national broadcaster, its depiction of the nine Muses of Greek classical mythology, contained within a sound wavelength (in a figure later adopted as the ABC's formal logo), is indelibly linked to the building and its original occupier. The mosaic tiling then extends beyond the depiction and is applied to the external front façade supporting columns to the entire height of the building, essentially making the façade a continuation of the Mural. It is therefore considered to be a major and prominent piece of public art, the only one of its kind in Tasmania and in its size, complexity and as a representation of its method of construction, almost unique in Australia.

It is noted that George Davis, the Murals artist has provided a representation with regard to the current application, and has provided specific permission to allow his comments to be reproduced within this report. With regard to the Mural he writes:

My work was designed to relate to the vertical elements of the one time ABC TV Studios. The attempt to relate the fenestration in groupings in the facade of this proposal to elements of my design does not do so. They are massive and monotonous. The colour too of the fabric is so markedly different that it swamps the work of art below. I think that another solution must be found that preserves

the unique concept and the meticulous design of this work of art.

Whilst the proposed plans show the retention and incorporation of the Mural into the fabric of the front elevation of the proposed development, it is questioned as to whether this would be appropriate. Given the specific design, and intention of the curator and artist it could be argued that the Mural is indelible linked to the building and its significant role in the cultural and social history of the state and broadcasting history. Given the above, its continued presence on the site if the building were to be removed could be argued to be both culturally diminishing and arbitrary to the point of inappropriate. Rather, it could be argued that a more appropriate resolution were to see the mural carefully removed from the site, renovated and relocated to a public museum or appropriate public space as a standalone piece of public art.

Notwithstanding the above, as stated above, as no demolition or development would occur to any heritage listed structures as defined in the Hobart Interim Planning Scheme 2015, it is therefore considered that the proposals would not result in detriment to the historic cultural heritage significance of the site and that subject to the adaption of the submitted Archeological Report and recommendations in full, the proposal is considered acceptable when measured against the performance criteria of HIPS 2015.

6.12.4 The officer's report is provided as an Attachment to this report.

6.12.5 The proposal complies with the performance criterion.

6.13 Attenuation Code - Part E9.7.2 P1

6.13.1 The acceptable solution at clause Part E 9.7.2 A1 requires development for 'sensitive use' within 200m of 'late night music venues' to be assessed against the performance criterion.

6.13.2 The performance criterion at clause Part E E9.7.2 P1 provides as follows:

P1

Development for sensitive use, including subdivision of lots within a sensitive zone, must not result in potential to be impacted by environmental harm from use with potential to cause environmental harm, having regard to all of the following:

(a) the nature of the use with potential to cause environmental harm; including;

(i) operational characteristics;

(ii) scale and intensity;

(iii) degree of hazard or pollution that may emitted from the activity;

(b) the degree of encroachment by the sensitive use into the Attenuation Area or the attenuation distance;

(c) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions

6.13.3 The Council's Environmental Development Planner has provided the following comment:

6.13.4 Approval is sought to demolish an existing 6-story building and construct a multi-storey building for apartments, carparking, communal facilities and a cafe.

Attenuation Code

The Attenuation Code applies because development for 'sensitive use' (residential) is proposed within the attenuation distance of an activity listed in Table E9.1 of the Code. A small portion of the site is within 200m of a 'late night music venue' at 21-23 Salamanca Place ('Irish Murphy's'). The site relative to the attenuation area is shown in Figure 1 below.



Figure 1: Area of the site within the attenuation area of Irish Murphy's

No Code exemptions apply to the proposal.

The relevant standards are under clause E9.7.2 of the Code ('Development for Sensitive Use in Proximity to Use with Potential to cause Environmental Harm').

There is no acceptable solution for A1.

Performance criterion P1 states the following:

Development for sensitive use, including subdivision of lots within a sensitive zone, must not result in potential to be impacted by environmental harm from use with potential to cause environmental harm, having regard to all of the following:

(a) the nature of the use with potential to cause environmental harm; including:

- (i) operational characteristics;*
- (ii) scale and intensity;*
- (iii) degree of hazard or pollution that may emitted from the activity;*

(b) the degree of encroachment by the sensitive use into the Attenuation Area or the attenuation distance;

(c) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of

emissions

Irish Murphy's is a live music venue with performances 5 nights a week. The venue has live music after midnight on Fridays and Saturdays, with the venue closing at 3am. Performances are exclusively inside the building. The venue does not have history of receiving significant numbers of noise complaints.

The proposed sensitive use is only partially within the attenuation area for Irish Murphy's. Most of the site is outside the attenuation area. The nearest proposed residential unit would be approximately 195m from the music venue.

No specific noise attenuation design features have been specified in the proposal plans.

Given the minimum separation distance of approximately 195m², and given that this is a relatively-high noise environment due to traffic noise, in my opinion it is inconceivable that residents of the proposed dwellings would be subject to unreasonable noise from music at Irish Murphy's. The proposal is therefore considered consistent with the performance criterion and the exercise of discretion is recommended.

Construction Management

This is a relatively large development with the potential for significant impacts upon occupants of nearby land or the environment during the construction phase. It is recommended that a condition be applied to any permit granted requiring the implementation of a Council approved Construction Management Plan to minimise potential impacts.

6.13.5 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Demolition and New Building for 45 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve at 5-7 Sandy Bay Road, Hobart.

- 7.2 The application was advertised and received forty representations, with 39 of those being in opposition to the proposal, and one being in favour. The concerns raised in the representations were primarily focussed on the size of the proposed building, and the impacts of a building of that scale on the character of the surrounding area (including St David's Park), as well as on adjacent and nearby properties in terms of heritage and amenity. While these concerns are acknowledged, the two storey reduction in height is now considered to satisfactorily address the performance criteria with respect to height.

Another prevalent concern raised was that the development should be restricted to a maximum height of 14m in line with the recommendations for the site of Leigh Woolley in his Building Height Standards Review prepared for Council. The subject site falls into the fringe zone where he recommended a height of 18m. Through the review and upon consideration by Council officers, 15m was then recommended as an appropriate maximum height for the Urban Mixed Use Zone applying to the subject site. However it is to be noted the Central Hobart Building Height Standards Review Project and subsequent recommended changes to planning provisions are under review, and they do not form part of the planning scheme or assessment.

The significant George Davis mosaic mural adorning the existing Conservatorium of Music building was subject of concern in respect of its protection during extensive demolition, excavation and building works. Also that its context is lost when the building is demolished. It is noted that there has been specific consideration of the protection of the mural by the Tasmanian Heritage Council with multiple requests for additional information in respect of how the mural is to be protected with further conditions recommended.

There was also concern raised in respect of traffic congestion and parking with suggestion that the development both provided too much parking as well others acknowledging the parking deficiency in respect of the planning scheme requirements. Also the issues of waste management for the site. The Council's Engineering Officers were satisfied with proposal in respect of these concerns through consideration of the submitted Traffic Impact Assessment and the provision of private waste contractor for the site. The issue of insignificant provision of bicycle parking and facilities was raised. It is noted that the proposal complies with the planning scheme requirements in this regard however the provision of more facilities is generally encouraged by Council.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to meet the relevant performance criteria in respect of its discretions under Urban Mixed Use Zone Development Standards Building Height, Setback, Landscaping and Residential Amenity, Road and Railway Assets Code, Parking and Access Code, Attenuation Code, and Historic Heritage Code.

The design of the development is well considered and has a number of positive attributes, with high density residential accommodation presenting an appropriate fit in terms of use for this location. The approach of two towers on the podium reduces the visual mass and scale of the development whilst allowing view lines through the site. The proposed reduced footprint of the development above the podium allows for significant areas of open space for soft and hard landscaping with the apartments themselves providing a high level of amenity for their residents. The articulated facade elements, layered variation of materials and colours are effectively used to fragment the apparent scale of the building with the use of brick and mosaic tiles considered to reflect the local context of the site. The inclusion of a public art element, although considered a necessary element along the frontage wall of the development, would present a positive attribute to the streetscape. Also considered as a positive is the Heritage listed George Davis ABC Mural to be adequately protected and incorporated into the development. The inclusion of the cafe tenancy and associated activation of the Wilmot Street and Sandy Bay Road corner would be a desirable outcome for the area.

The reduction in height of the larger tower by two storeys or 6.2m addresses the concerns raised with the previous proposal. The proposal's height is now considered to be compatible with the scale of nearby buildings and is considered to provide appropriate transition to adjoining buildings.

- 7.3 The application was referred to the City of Hobart's Urban Design Advisory Panel. Their minutes are included in full at Attachment D. The Panel concluded the following:

The Panel supports the reduction in height of the Proposal and acknowledges that the reduction in height and mass significantly improves the relationship of the proposal in the context of the adjacent streetscapes. In particular it will, in the opinion of the Panel, reduce the impact on the amenity of residential properties to the rear.

Accordingly it is the Panel's advice that the height of the proposed development (with particular reference to the reduction in height of the West Block) does now satisfy, from an urban design perspective, the City of Hobart Planning Scheme performance criteria to provide an acceptable transition in the heights of adjoining buildings along Sandy Bay Road and is satisfactorily compatible with the scale of nearby heritage listed buildings in Wilmot Street and Heathfield Avenue.

- 7.4 The Panel reiterated comments made in relation to the original proposal with respect to what Stage 2 of the proposal will encompass, the proposed landscaping, and the handling of the Davis Mural on Sandy Bay Road. The Panel advised conditions in relation to these matters should be included on any permit issued. These conditions have been included.
- 7.5 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Environmental Development Planner as well as Council's Roads, Traffic, Stormwater and Waste units. The officers have raised no objection to the proposal, subject to conditions. The proposal was also approved by the THC subject to one condition relating to the mural, which is the extent of their interest on the development site (included in the CPC Agenda Documents).
- 7.6 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Demolition and New Building for 45 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve at 5-7 Sandy Bay Road, Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Demolition and New Building for 45 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve at 5-7 Sandy Bay Road, Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-19-706 - 5-7 SANDY BAY ROAD HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/01747-HCC dated 04/12/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 6101 dated 04 May 2020, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 15

A demolition waste management plan must be implemented throughout demolition.

A demolition waste management plan must be submitted and approved, prior to commencement of work on the site. The demolition waste management plan must include provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.

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

Advice:

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

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

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's [website](#).

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards.

PLN s1

The palette of exterior colours and materials must be provided.

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

All work required by this condition must be undertaken in accordance with the approved revised plans, montages and samples.

Reason for condition

In the interest of the streetscape and townscape values of the surrounding area.

PLN s2

A public artwork program is to be submitted for the Sandy Bay Road frontage facade wall.

Prior to the issue of any relevant approval for the artworks under the *Building Act 2016*, or prior to above ground works commencing on site, whichever occurs first, detail must be submitted and approved to the satisfaction of the Director City Planning in accordance with the above requirement with final details to be provided no later than prior to the issue of an occupancy permit for the proposed development.

All work required by this condition must be undertaken in accordance with the approved plans and be operational within 3 months of the completion of the development.

Reason for condition

In the interest of the streetscape.

PLN s3

A landscape plan must be prepared for the soft and hard landscaping of the site by a suitably qualified landscape architect.

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

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

Reason for condition

In the interest of the amenity of the space.

ENG 12

A construction waste management plan must be implemented throughout construction (including demolition).

A construction waste management plan must be submitted and approved, prior to commencement of work on the site (including demolition). The construction waste management plan must include:

- **Provisions for commercial waste services for the handling, storage, transport and disposal of post-construction solid waste and recycle bins from the development; and**
- **Provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.**

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

Advice:

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

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

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's [website](#).

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards.

ENG sw4

The development (including hardstand) must be drained to Council infrastructure with sufficient receiving capacity. Any new stormwater

connection(s) must be constructed and existing redundant connections sealed by the Council at the owner's expense, prior to issue of a Certificate of Completion, first occupation or commencement of use, whichever occurs first.

Detailed engineering design drawings must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The detailed engineering design drawings must be certified by a qualified and experience civil engineer and include:

1. the location of the existing and proposed connection(s);
2. the size and design of the connection appropriate to satisfy the needs of the development;
3. long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure. Connections must be free-flowing gravity; and
4. A clear distinction between public and private stormwater drainage infrastructure.

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

Advice:

The applicant is advised to submit detailed design drawings via a Council City Amenity Division [application for a new stormwater connection](#). If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with Council City Amenity Division.

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

Reason for condition

To ensure the site is drained adequately.

ENG sw5

The new stormwater manhole must be constructed at the owner's expense

and prior to issue of a Certificate of Completion, first occupation, or commencement of the use, whichever occurs first.

Detailed engineering design drawings must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The detailed engineering design drawings must:

1. Be certified by a qualified and experienced civil engineer;
2. Be substantially in accordance with LGAT Drawings (TSD-SW02-v1, TSD-SW03-v1);
3. Be designed to suit the profile of the existing DN300 stormwater main.

Post-construction photos of the Council's new stormwater manhole as part of the development, must be submitted to council upon completion of work.

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

Advice:

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

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

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENG sw6

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 discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to issue of a Certificate of Completion, first occupation or commencement of use (whichever occurs first). All costs associated with works required by this condition are to be met by the owner.

Detailed engineering design drawings and calculations of the proposed

stormwater drainage and connections to the Council's stormwater infrastructure must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The detailed engineering design drawings and calculations must:

1. prepared by a suitably qualified person; and
2. include long section(s)/levels and grades to the point of discharge.

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

Advice:

The applicant is advised to submit detailed design drawings and calculations as part of their Plumbing Permit Application. If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to obtain a plumbing permit for the works.

Reason for condition

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

ENG sw7

Stormwater pre- treatment and detention for stormwater discharges from the development must be installed prior to issue of a Certificate of Completion, first occupation, or commencement of use, whichever occurs first. All costs associated with works required by this condition are to be met by the owner.

A stormwater management report and design must be submitted and approved, prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation). The stormwater management report and design must:

1. Be prepared by a suitably qualified engineer.
2. Include detailed design of the proposed treatment train, including final estimations of contaminant removal.
3. Include detailed design and supporting calculations of the detention tank, sized such that there is no increase in flows from the developed site up to 5% AEP storm events and such that flows are limited to the receiving capacity of the infrastructure. All assumptions must be clearly stated.

4. Include design drawings of the detention tank showing the layout, the inlet and outlet (including long section), the overflow mechanism.
5. Clarification of the emptying times and outlet size.
6. Include supporting maintenance plan.
7. Include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

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

Advice:

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

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

Reason for condition

To avoid the possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG tr2

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

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

The construction traffic and parking management plan must:

1. **Be prepared by a suitably qualified person.**
2. **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**

3. Include a start date and finish dates of various stages of works.
4. Include times that trucks and other traffic associated with the works will be allowed to operate.
5. Nominate a superintendant, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.

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

Advice:

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

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

Reason for condition

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

ENG 2a

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

Advice:

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

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

Reason for condition

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

ENG 3a

Prior to the issue of a Certificate of Completion, first occupation or commencement of use (which occurs first), the access driveway, circulation roadways, ramps, parking module (parking spaces, aisles and manoeuvring area), and bicycle parking spaces must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 and AS2890.3:2015 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, ramps, parking module (parking spaces, aisles and manoeuvring area) and bicycle parking spaces design must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016* (excluding demolition or excavation).

The access driveway, circulation roadways, ramps, parking module (parking spaces, aisles and manoeuvring area) and bicycle parking spaces 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 and AS 2890.3:2015;**
- 3. Demonstrate safe and efficient access, and use, where the design deviates from AS/NZS2890.1:2004 or AS 2890.3:2015;**
- 4. Show all user class 1A car parking spaces;**

5. **Show the locations of all structural columns and obstructions with regard to car parking spaces and provide clearance in accordance with Figure 5.2 AS/NZS 2890.1:2004;**
6. **Show signage and pavement marking;**
7. **Show delineation of pedestrian pathways;**
8. **Show all bicycle parking spaces;**
9. **Show pedestrian bollards for egress to/from lifts and doorways;**
10. **Show jockey parking spaces are associated with the same domestic unit and are suitably marked (pavement marking or signed);**
11. **Show any small car parking spaces to be suitably marked (pavement marking or signed);**
12. **Show any visitor car parking spaces to be suitably marked (pavement marking or signed); and**
13. **Show dimensions, levels, gradients & transitions, and other details as Council deem necessary to satisfy the above requirement.**

Advice:

Jockey parking spaces must not be associated with visitor parking spaces.

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

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

Reason for condition

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

ENG 3c

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

Prior to the issue of a Certificate of Completion, first occupation or commencement of use, whichever occurs first, documentation by a suitably qualified engineer certifying that the access driveway, parking module and bicycle parking has been constructed in accordance with the above drawings

must be lodged with Council.

Advice:

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

Reason for condition

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

ENG 4

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

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 is eighty six (86) (User Class 1A), including seven (7) car parking spaces in jockey configuration, unless approved otherwise by Council. All car parking spaces must be designed in accordance with Australian Standard AS/NZS 2890.1:2004 or a Council approved alternate design.

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 issue of certificate of completion, first occupation or commencement of use which ever occurs first.

Advice:

The jockey parking space is to be allocated to the same domestic unit as the parking space that prevents vehicle exit manoeuvre when occupied. Jockey parking

spaces must not be associated with any visitor parking spaces

Reason for condition

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

ENG 6

The minimum number of bicycle parking spaces to be provided on the site is two (2), unless approved otherwise by Council. All bicycle parking spaces must be designed in accordance with the Australian Standard AS/NZS 2890.3:2015 or a Council approved alternate design and provided prior to issue of a Certificate of Completion, first occupation, commencement of use, which ever occurs first.

Advice:

Council encourages the provision of bicycle parking over and above the requirements of the Hobart Interim Planning Scheme 2015. It is also encouraged to accommodate ebikes and power points (for ebike charging) into the final design.

Reason for condition

To ensure that bicycle parking areas are located, designed and constructed to enable safe, easy and efficient use.

ENG 9

All car parking spaces for people with disabilities must be delineated to Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009, prior to issue of a Certificate of Completion, first occupation, or commencement of the use, whichever occurs first.

Reason for condition

In the interests of vehicle user safety and the amenity of the development.

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.**

This must be done within 30 days of the completion of the development or any demand from Council (whichever occurs first). Any damage must be reported immediately to Council.

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

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

Reason for condition

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

ENG r1

The excavation and/or earth-retaining structures supporting the highway reservation must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the excavations and retaining structures adjacent the highway reservation must be submitted and approved, prior to the commencement of work (including demolition or excavation) and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer;**
2. **Show that the stability of the highway reservation will not be undermined;**
3. **Be designed in accordance with AS4678, with a design life in**

accordance with table 3.1 typical application major public infrastructure works;

4. Take into account any additional surcharge loadings as required by relevant Australian Standards;
5. Take into account and reference accordingly any Geotechnical findings;
6. Detail any mitigation measures required;
7. Detail the design and location of the footing adjacent to Wilmot St and Sandy Bay Road highway reservation;
8. Include structure certificate which notes the driveway slab will not transfer additional loads onto any existing retaining wall(s); and
9. Detail any protection measures required during construction.

All work required by this condition must be undertaken in accordance with the approved select design drawing and structural certificates.

Advice:

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

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

Payment of an Infrastructure Protection Bond will be required prior to commencement of works

Reason for condition

To ensure that the stability and integrity of the Council's highway reservation is not compromised by the development.

ENG r3

Prior to issue of a Certificate of Completion, first occupation or commencement of use (whichever occurs first), the proposed driveway crossovers and footpath works within the highway reservation must be designed and constructed in accordance with:

- Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing;
- Footpath - Urban Roads Footpaths TSD-R11-v1; or

- A Council approved alternate design.

Design drawings must be submitted and approved prior to any approval under the *Building Act 2016* (excluding demolition or excavation). The design drawing must:

1. Show the cross and long section of the driveway crossover within the highway reservation and onto the property;
2. Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;
3. Show the reinstatement of kerb at redundant crossover in accordance with TSD R14-v1 Type KC;
4. Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings;
5. Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template);
6. Demonstrate that a B85 vehicle or B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the cars underside if the design deviates from the requirements of the TSD; and
7. Be prepared and certified by a suitable qualified person, to satisfy the above requirement.

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

Advice:

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

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

Works undertaken as part of this condition will require a permit to open up and occupy the highway reservation prior to commencing work within the highway reservation. Contact Council's City Amenity Road Services Workgroup on (03) 628 2108 or coh@hobartcity.com.au for information regarding permits.

Reason for condition

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

ENG s1

Gates and doors must not open in such a way as to encroach upon any road reservation. The entire gate and/or door (in any position) including all associated mechanisms must be fully contained within the boundaries of the subject property.

Advice:

Gates and doors that encroach upon road reservation are in contravention of section 52 of the Local Government (Highways) Act 1982.

Reason for condition

For the safety of all road reservation users.

ENG s2

All stairs or ramps associated with pedestrian access to the development must be fully contained within the boundaries of the subject property and not encroach upon any road reservation.

Advice:

Any adjustment to footpath levels necessary to suit the design of any proposed stairs or ramps will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this effect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

Reason for condition

For the safety of all road reservation users.

ENV 2

An approved Demolition and Construction Environmental Management Plan, prepared by suitably qualified persons, must be implemented.

A Demolition and Construction Environmental Management Plan must be submitted and approved prior to the commencement of works and prior to the granting of any building consent.

The plan must include, but is not limited to, the following:

1. **Details of the proposed demolition and construction methodology and expected likely time frames.**
2. **The proposed days and hours of work and proposed hours of activities likely to generate significant noise emissions (including volume and timing of heavy vehicles entering and leaving the site).**
3. **Details of potential environmental impacts associated with the development works including noise, vibration, erosion and pollution (air, land and water).**
4. **Details of proposed measures to avoid or mitigate to acceptable levels all identified potential environmental impacts during development works including, but not limited to:**
 1. **A noise and vibration management plan generally consistent with *AS 2436-2010 - Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites* and the *Interim Construction Noise Guidelines* (New South Wales Department of Environment and Climate Change, July 2009) including, but not limited to:**
 1. **identification of potentially noisy or vibration-causing construction activities;**
 2. **procedures to ensure that all reasonable and feasible noise and vibration mitigation measures are applied during operation of the construction management plan; and**
 3. **details of monitoring measures and triggers for corrective actions.**
 2. **A soil and water management plan including:**
 1. **measures to minimise erosion and the discharge of contaminated stormwater off-site;**
 2. **measures to minimise dust emissions from the site;**
 3. **measures to manage the disposal of surface and groundwater from excavations; and**
 4. **measures to prevent soil and debris being carried onto the street.**
5. **Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and**

complaint handling and response procedures.

The approved Demolition and Construction Environmental Management Plan forms part of this permit and must be complied with.

Advice:

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

Reason for Condition

To minimise the potential for environmental impacts from the construction works

HER 6

The recommendations and methodology contained within Chapter 6 – Archeological Impact Assessment and Method Statement of ‘Heritage Impact Assessment Fragrance Development 5-7 Sandy Bay Road, Hobart Tasmania’ prepared by Brad Williams of Praxis Environment (July 2019) are to be implemented in full.

Reason for condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

Part 5 r1

The owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* with respect to the protection of the underground car park associated walls supporting and adjacent to the Sandy Bay Road and Wilmot Street highway reservation prior to commencement of work (including demolition or excavation).

The owner must not undertake any works at any time (including excavation and building) that will have any effect on the integrity of the Sandy Bay Road and Wilmot Street highway reservation or any retaining structure adjacent to the Sandy Bay Road and Wilmot Street highway reservation or the road formation themselves or undermine the structural integrity of the highway reservation.

All costs for the preparation and registration of the Part 5 Agreement must be

met by the owner.

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

Advice: For further information with respect to the preparation of a Part 5 Agreement please contact Council Development Engineering Staff.

Reason for condition

To ensure the protection of Council assets.

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

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

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

Once the CEP is lodged via the [Online Service Development Portal](#), if the value of

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require a road closure permit for construction or special event. Click [here](#) for more information.

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

You may require a permit to construct public infrastructure, with a 12 month

maintenance period and bond (please contact the Hobart City Council's City Amenity Division to initiate the permit process).

NEW SERVICE CONNECTION

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

PLANNING

Given that the nature of the Stage 2 development remains unclear, including its potential impact, especially on the heritage listed properties on the site, early pre-application consultation with the Urban Design Advisory Panel and relevant Council officers is strongly encouraged.

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.

CBD AND HIGH VOLUME FOOTPATH CLOSURES

Please note that the City of Hobart does not support the extended closure of public footpaths or roads to facilitate construction on adjacent land.

It is the developer's responsibility to ensure that the proposal as designed can be constructed without reliance on such extended closures.

In special cases, where it can be demonstrated that closure of footpaths in the CBD

and/or other high volume footpaths can occur for extended periods without unreasonable impact on other businesses or the general public, such closures may only be approved by the full Council.

For more information about this requirement please contact the Council's Traffic Engineering Unit on 6238 2804.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

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.

RESIDENTIAL PARKING PERMIT ELIGIBILITY

It is advised that this development will not be eligible for residential parking permits for on-street parking.

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.

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.



(Tristan Widdowson)

Development Appraisal Planner

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 19 May 2020

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Referral Officer Report Cultural Heritage

Attachment D - Urban Design Advisory Panel Minutes

Attachment E - Referral Officer Report Development Engineering

ireneinc &
smithstreetstudio
PLANNING & URBAN DESIGN

15 July 2020

Tristian Widdowson
Hobart City Council
GPO Box 503
HOBART TAS 7001



Dear Tristian

5-7 SANDY BAY ROAD - SUMMARY OF CHANGES

As a result of the changes to the proposed development the application now requires re-advertisement. This letter has been provided to clarify the changes proposed and confirm that the associated documents which form part of the application have not been modified to reflect the changes.

Changes Proposed

The proposed development, specifically the western block, has been reduced in height by approximately 6.2m, from 33.2m to approximately 27m.

This change has been made following feedback from Council and has been achieved through the removal of two central floors, whilst allowing the retention of the upper level penthouse and terracing which is now located on Level 7.

The architectural treatment and terracing of the upper levels was positively received by Council and the Urban Design Advisory Panel and these elements have been retained.

The following render provides an indication of the change, along with the red dotted line which outlines the previous height of the proposal.



Figure 1: Revised render of the proposal from Sandy Bay Road (source: Scanlan Architects)

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074

PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN

No other change to the proposed development is proposed. Whilst the architectural documentation has been updated, the associated reports have not been changed as they respond to a more intense development, and any recommendations can be transposed to the amended proposal, or updated by condition of approval.

With regard to the ABC Mural Wall, direct discussions with the artist are ongoing, to determine a final solution for the retention and incorporation of the Mural into the Sandy Bay Road façade of the building.

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN



ABN: 64 850 173 585
L1, 79 KING STREET
PERTH WA 6000
T: (08) 9321 0166
E: general@scanlan.com.au

24th June 2020

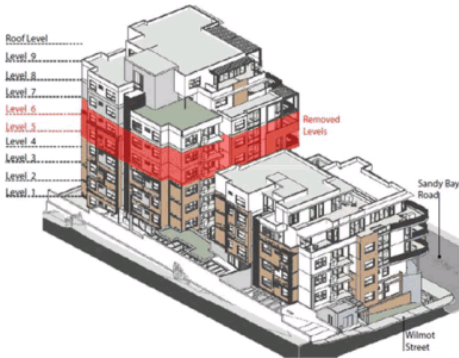
City of Hobart
c/o Mr Tristian Widdowson

**RE: Development Application – File Ref: F20/50303
5-7 Sandy bay Road, Hobart**

Scanlan Architects thanks the Councillors for the opportunity to comment in relation to this project and the changes submitted following the Council meeting held on the 25th of May 2020.

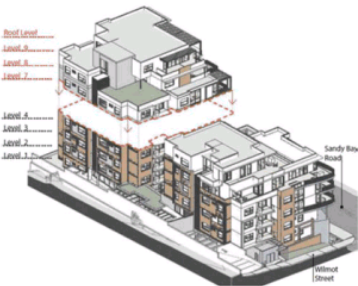
Please note: this letter should be read in conjunction with the updated set of drawings provided by *IreneInc* Planners.

Following the comments provided on the west block's height and its relation towards Heathfield Avenue, we dropped two floors reducing the overall building's height of 6.2m.
As shown in the sketches n.1 and n.2 below, Level 5 and 6 (typical levels), are now removed. Consequently Levels 7, 8 and 9 dropped two floors. In doing so, not only we achieve, what we believe is the Council preferred height, but also implement the back of the building terracing and massing toward Heathfield Avenue.



Sketch n.1 – Proposed Development_ DA lodge in September 2019 - West Block





Sketch n.2 – Proposed Development - West Block - Removal of two floors



Sketch n.3 – Proposed Development -West Block Revised – Final Outcome

As visible from the Sketches above, Level 7,8 and 9 already presented various setbacks depth towards Heathfield Avenue. The new west block tower now gradually approaches Heathfield avenue, achieving the desired height and gently sloping toward the back of the site.

This simplistic but effective approach meant no other changes were introduced to the proposed development.

Scanlan Architects,





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SANDY BAY ROAD DRAWING LIST		SANDY BAY ROAD DRAWING LIST		SANDY BAY ROAD DRAWING LIST		SANDY BAY ROAD DRAWING LIST	
Sheet Name		Sheet Name		Sheet Name		Sheet Name	
DA 000	Cover Sheet & Drawing List	DA 107	Urban Contextual Views 3	DA 204	Block A Level 3	DA 301	East and West Elevations
DA 100	Existing Site Survey	DA 108	Urban Contextual Views 4	DA 205	Block A - Level 4	DA 302	Sandy Bay Road Elevation Height Study
DA 101	Location & Demolition Plan	DA 109	Urban Contextual Views 5	DA 206	Block A Level 5	DA 303	Heathfield and Wilmot Sections
DA 102	Demolition Elevation & Diagram	DA 200	Block A Lower Basement	DA 207	Block A Level 6	DA 400	Sections
DA 103	Shadow Diagram Study	DA 201	Block A - Upper Basement	DA 208	Block A Level 7	DA 401	Sections
DA 104	Proposed Overall Site Plan	DA 202	Block A Level 1	DA 209	Block A Level 8	DA 402	Section - Ramps
DA 105	Urban Contextual Views 1	DA 203	Block A Level 2	DA 211	Typical Floor Sun Study		
DA 106	Urban Contextual Views 2			DA 300	North Elevation (Sandy Bay Road) & South Elevation		

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SITE PHOTOS - EXISTING

01. DISTANT N.E. VIEW FROM ST DAVIDS PARK



02. CLOSER N.E. VIEW FROM ST DAVIDS PARK



03. CORNER VIEW OF THE CONSERVATORIUM OF MUSIC



04. CONSERVATORIUM OF MUSIC STREET VIEW



05. CORNER VIEW OF MANTRA ONE HOTEL



06. HOBART MASONIC HALL STREET VIEW

NOTES

Dates of Survey: 22nd, 27th, 29th 30th June & 6th July 2017.

Bearing Datum is GDA84 per observation to SPM970 from SPM970.

Horizontal Datum is GDA84 per SPM970, with coordinates of:

E: 526 737 469

N: 5251 756 350N per SURCOM

All other coordinates have been treated as plane

Vertical datum is AHD per SPM 970 with reduced RL 16.805m.

Only those features specifically requested by Neil McIntosh of JAVS Architects have been located and subsequently shown on this plan.

Some services have been plotted from DBVD (Dig Before You Dig) records, and as such are approximate only. Some services have been located and marked on site by AUS Locations.

While reasonable effort has been made to locate all visible above ground services, and those underground services as marked by AUS Locations there may be other services which were not located during survey.

Prior to any demolition, excavation, final design or construction on this site, a comprehensive site investigation should be undertaken to locate all above and below-ground service infrastructure.

Sever house connections have been plotted from DBVD information. No surface features exist to verify these connections and other house connections. In the accompanying AutoCAD file the layering identifies the services which are plotted exclusively from DBVD information.

All coordinates within this file, although stated to be nearest 0.001 metre, are approximate only and are only within 0.025m of the stated coordinate (horizontally and vertically). Points higher than 2m above ground level have been measured remotely and have a reduced accuracy of 0.05m (horizontally and vertically).

The boundaries shown on this plan are compiled from SP51956 and as such, are approximate only. If any works are to be conducted on or near the boundary a re-establishment survey will be required.

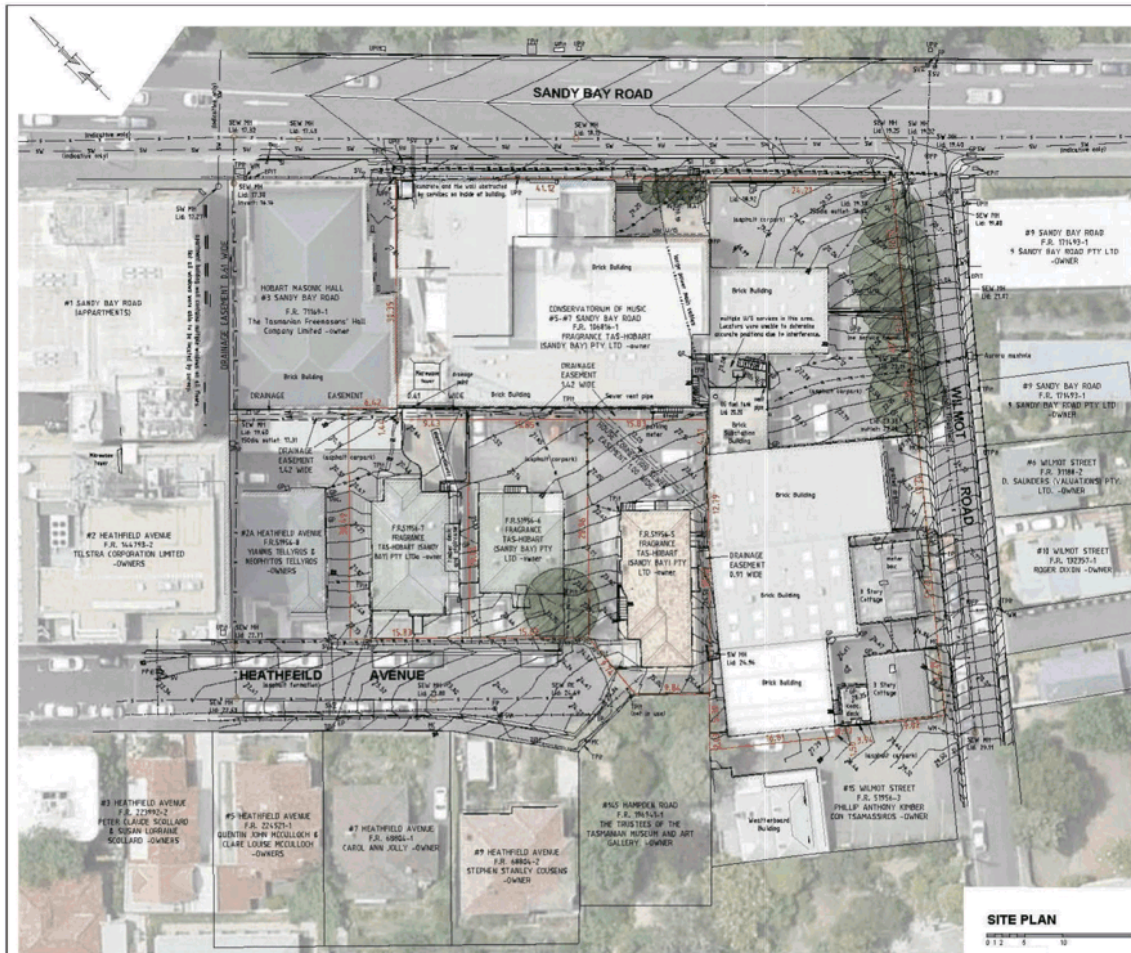
Contour interval 0.25m. In the accompanying AutoCAD Drawing the additional Contour intervals are included in a hidden layer.

Any DTM modelling that is to be undertaken from the accompanying 3D digital file must be done using only the layer TRIANGLE_3D or TRIANGLE_3D_FACES to ensure that surface matches that verified by PDA Surveyors. No responsibility is taken for the use or interpretation of this data in any other form.

Some feature levels are not shown on this plan for clarity. These can be found listed on in model space or on the OFF Levels layer.

LEGEND:

- TITLE BOUNDARY
- RIGHT OF WAY / EASEMENT LINE
- NEIGHBORING BOUNDARY
- EXTENT OF GUTTERING / ROOFING
- FENCE LINE
- CONCRETE / ASPHALT FEATURE
- BUILDING LINE
- UNDERGROUND POWER
- OVERHEAD POWER
- U/G TELECOMMUNICATIONS (per and AUS locations)
- U/G WATER (per tapwater GIS and AUS locations)
- U/G STORM WATER (per HCC GIS and AUS locations)
- U/G SEWER (per Tapwater GIS)
- U/G FIBER OPTIC CABLE (per NBN GIS)
- U/G UNCLASSIFIED SERVICE (per AUS locations)
- GATE
- STATE PERMANENT MARK
- ELECTRICITY POLE
- LIGHT POLE
- TELECOMMUNICATIONS PIT
- GRATED PIT / DRAIN
- WATER METER
- SIGN
- SEWER MANHOLE
- STORM WATER MANHOLE
- UNCLASSIFIED MANHOLE
- ELECTRICAL MANHOLE
- STOP VALVE
- MAIN COCK (water valve)
- FIRE PLUG
- SIGN
- TREE

**SITE PLAN**

0 1 2 5 10 20m

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
REV	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
DATE	12th July 2017																																																	
BY	JW	VSDM																																																
CHKD	MK	AMP																																																

DETAIL SITE PLAN

5-7 SANDY BAY ROAD, 9, 11 & 13 WILMOT STREET
 4 & 8 HEATHFIELD AVENUE, HOBART
 for FRAGRANCE TAS - HOBART (SANDY BAY) Pty. Ltd.

PDA Surveyors
 Surveying, Engineering & Planning

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JOB NUMBER: V926M - 1

SCANLAN
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Plot Date: 6/06/2020 3:54:19 PM File Path: C:\Users\lsc\Documents\1718-Hobart\pda\hobart\scanlan\CENTRAL_Restaurant\hobart\scanlan.com.au

CLIENT
FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd

TITLE
Existing Site Survey

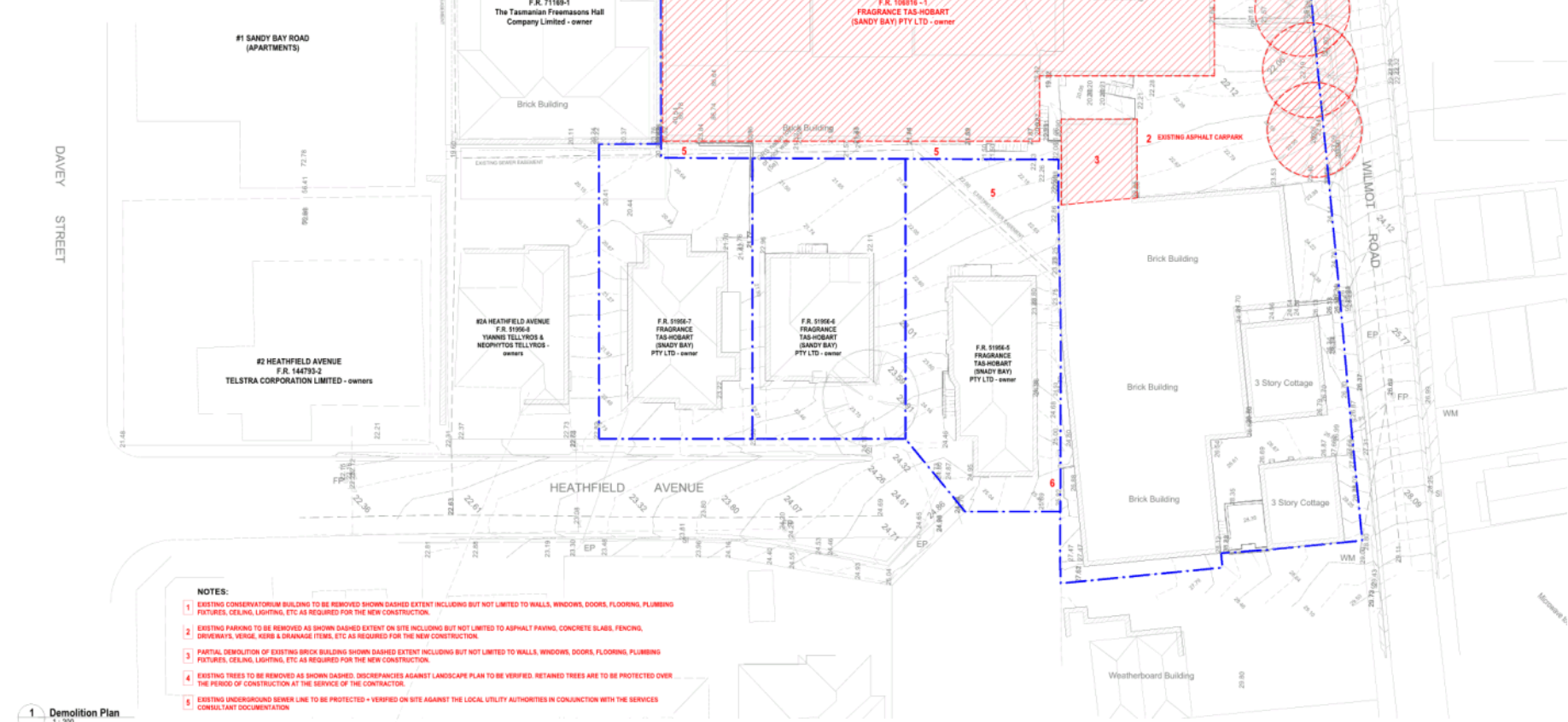
PROJECT
**5-7 SANDY BAY ROAD,
 HOBART TASMANIA**

Job No. 1718 Drawing No.
 Date 06/06/19
 Scale 1:300
 Drawn AT
 Checked by AA Issue

DA 100



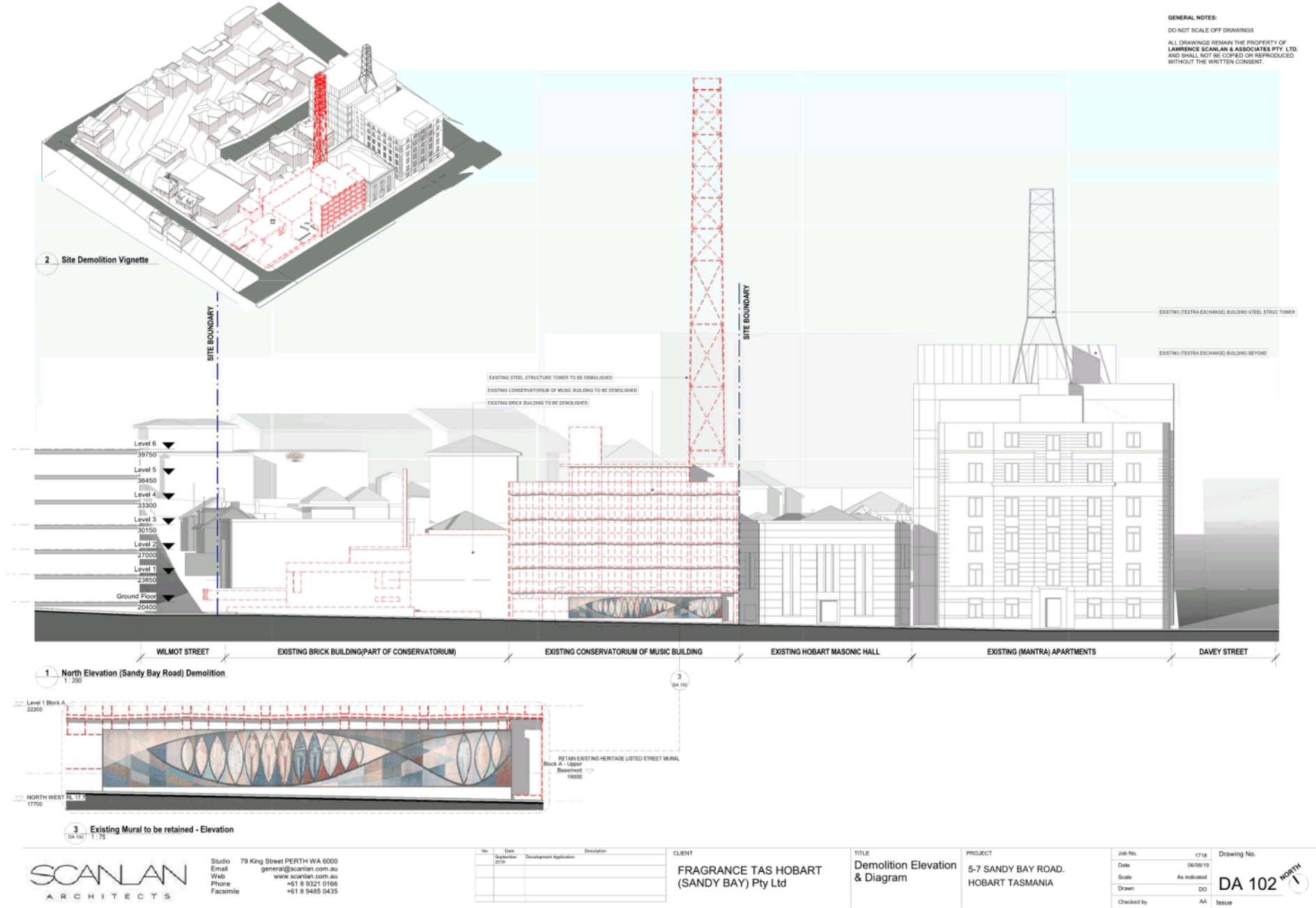
LOCATION PLAN - N.T.S



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- NOTES:
- 1. EXISTING CONSERVATORIUM BUILDING TO BE REMOVED SHOWN DASHED EXTENT INCLUDING BUT NOT LIMITED TO WALLS, WINDOWS, DOORS, FLOORING, PLUMBING, FIXTURES, CEILING, LIGHTING, ETC AS REQUIRED FOR THE NEW CONSTRUCTION.
 - 2. EXISTING PARKING TO BE REMOVED AS SHOWN DASHED EXTENT ON SITE INCLUDING BUT NOT LIMITED TO ASPHALT PAVING, CONCRETE SLABS, FENCING, DRIVEWAYS, VERGE, KERB & DRAINAGE ITEMS, ETC AS REQUIRED FOR THE NEW CONSTRUCTION.
 - 3. PARTIAL DEMOLITION OF EXISTING BRICK BUILDING SHOWN DASHED EXTENT INCLUDING BUT NOT LIMITED TO WALLS, WINDOWS, DOORS, FLOORING, PLUMBING, FIXTURES, CEILING, LIGHTING, ETC AS REQUIRED FOR THE NEW CONSTRUCTION.
 - 4. EXISTING TREES TO BE REMOVED AS SHOWN DASHED. DISCREPANCIES AGAINST LANDSCAPE PLAN TO BE VERIFIED. RETAINED TREES ARE TO BE PROTECTED OVER THE PERIOD OF CONSTRUCTION AT THE SERVICE OF THE CONTRACTOR.
 - 5. EXISTING UNDERGROUND SEWER LINE TO BE PROTECTED - VERIFIED ON SITE AGAINST THE LOCAL UTILITY AUTHORITIES IN CONJUNCTION WITH THE SERVICES CONSULTANT DOCUMENTATION.

1 Demolition Plan
1:200



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JUNE 21st - 9AM



JUNE 21st - 12PM



JUNE 21st - 3PM



EQUINOX - 9AM



EQUINOX - 12PM



EQUINOX - 3PM



DECEMBER 21st - 9AM



DECEMBER 21st - 12PM



DECEMBER 21st - 3PM



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No.	Date	Description
1	24/06/2019	Development Application
2	24/06/2019	Development Application: Building height reduced by 2 storeys
3		
4		

Plot Date: 6/06/2020 3:55:13 PM File Path: C:\3\scanlan\w\Documents\1718-SandyBay\Hobart\Hobart\KUSA-CENTRAL_Restaurant\Height_Landing\scanlan.com.au\

CLIENT
FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd

TITLE
Shadow Diagram
Study

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1718	Drawing No.	DA 103
Date	06/06/19		
Scale	1:1000		
Drawn	ZW		
Checked by	AA	Issue	P4



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No.	Date	Description
1	20/08/2020	Development Application
2	21/08/2020	Development Application Response to RFPs
3	24/08/2020	Development Application: Building height reduced by 2 stories

CLIENT
**FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd**

TITLE
**Proposed Overall
Site Plan**

PROJECT
**5-7 SANDY BAY ROAD,
HOBART TASMANIA**

Job No.	1718	Drawing No.
Date	06/08/19	
Scale	As indicated	
Drawn	ZW	
Checked by	AA	
Issue		P4

DA 104





1 MACQUARIE STREET VIEW FROM ST JOSEPH'S CHURCH



2 DAVEY ST VIEW FROM THE ENTRANCE OF DAVIS PARK



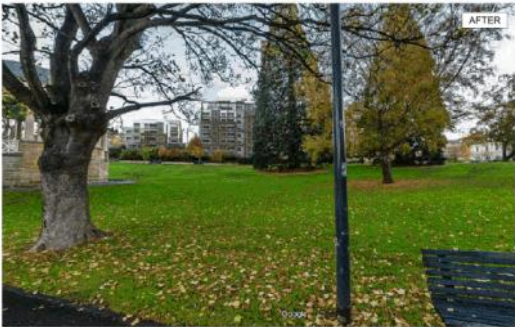
3 VIEW FROM THE END OF WILMOT ST



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4 NEARER VIEW FROM WILMOT ST TOWARDS SANDY BAY RD



5 PERSPECTIVE VIEW FROM DAVIS PARK



6 PERSPECTIVE VIEW FROM GLADSTONE ST

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INCORPORATE LATEST HEIGHT
REDUCTIONS OF TWO FLOORS.



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No.	Client	Description
1	Scanlan	Development Application
2		
3		
4		

CLIENT

FRAGRANCE TAS HOBBART
(SANDY BAY) Pty Ltd

TITLE
Urban Contextual
Views 2

PROJECT
5-7 SANDY BAY ROAD,
HOBBART TASMANIA

Job No.	1718	Drawing No.
Date	06/08/19	
Scale	1:2000	
Drawn	AT	
Checked by	AA	Issue

DA 106





7 MORRISON ST VIEW FROM COSTUMS HOUSE HOTEL



8 VIEW FROM PARLIAMENT HOUSE LAWN



9 LOCATION VIEW FROM CASTRAY ESPLANADE

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No.	Client	Description
1	Scanlan	Development Application
2		
3		

CLIENT
FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd

TITLE
Urban Contextural
Views 3

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1718	Drawing No.
Date	06/08/19	
Scale	1:2000	
Drawn	AT	
Checked by	AA	Issue

DA 107





10 HUNTER ST VIEW FROM UNIVERSITY OF TASMANIA



11 HEATHFIELD AVE VIEW FROM NEARMAP.COM



12 HEATHFIELD AVE VIEW FROM NEARMAP.COM

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HEATHFIELD AVENUE VIEW 01_24mm LENS
From a point on the kerb adjacent No.5 Heathfield Avenue looking towards the proposed development in the context of Nos. 2a to 6 Heathfield Avenue.



HEATHFIELD AVENUE VIEW 02, 50mm LENS
From a point on the kerb adjacent No.5 Heathfield Avenue looking towards the proposed development in the context of Nos. 2a to 6 Heathfield Avenue.



SANDY BAY ROAD VIEW 03_ 24mm LENS
From a point on the kerb of Sandy Bay Road adjacent to the junction with Davey Street and to the entrance of St David's Park showing the context of the mural as existing and proposed.

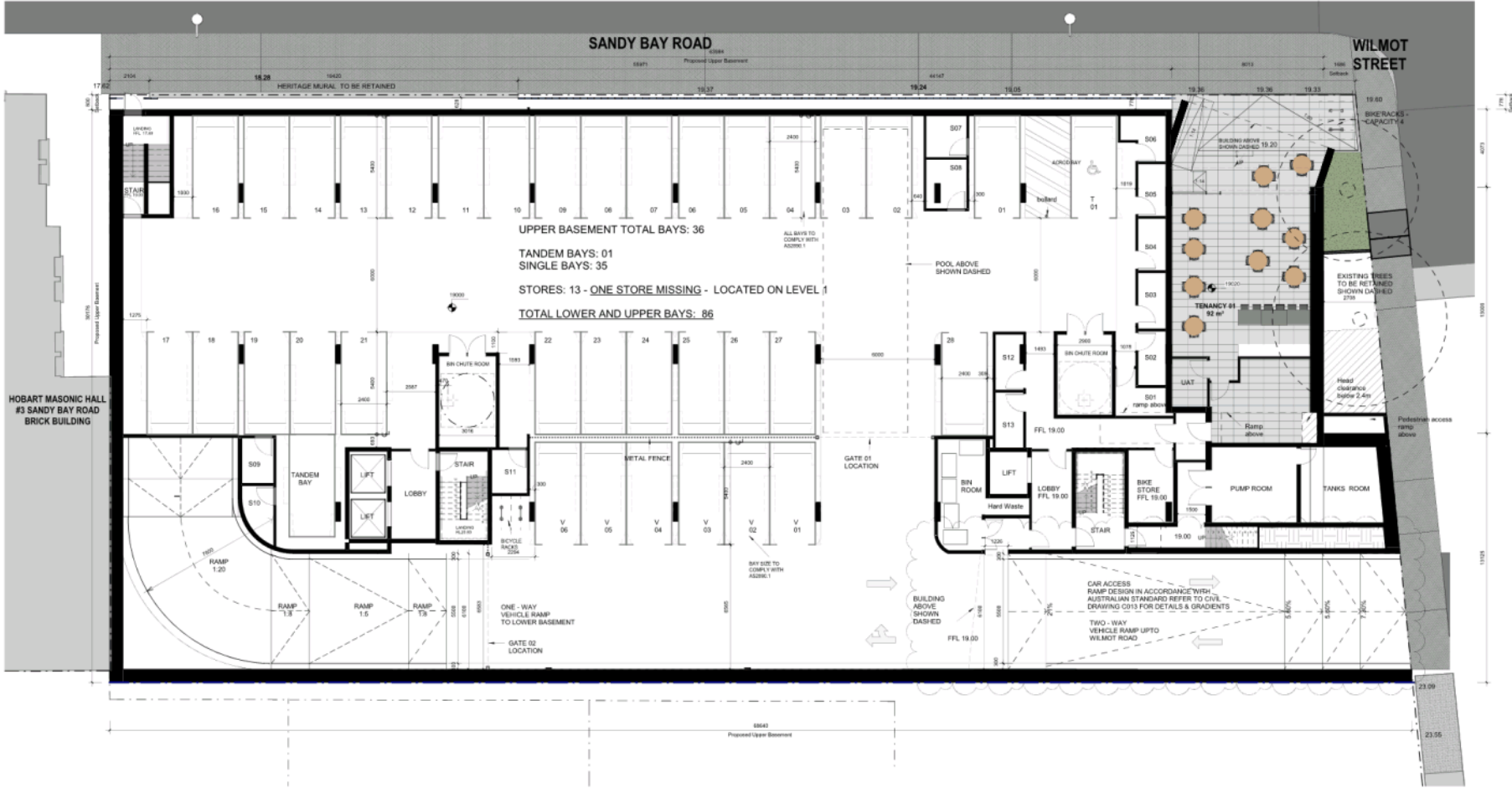


SANDY BAY ROAD VIEW 04_50mm LENS
From a point on the kerb of Sandy Bay Road adjacent to the junction with Davey Street and to the entrance of St David's Park showing the context of the mural as existing and proposed.

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1 Block A - Upper Basement - Bin Chute-Extra Bay
DA 101
1:100

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No.	Date	Description
01	September 2019	Development Application
02	19/05/2020	Development Application - Response to RFRs

Plot Date: 6/06/2020 3:57:50 PM File Path: C:\Users\lsc\Documents\1718-SandyBayRoad\Drawings\BlockA-CENTRAL_Reducing\sign_line\scanlan.com.au

CLIENT
FRAGRANCE TAS HOBART (SANDY BAY) Pty
Ltd

TITLE
Block A - Upper
Basement

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1718
Date	11/01/2019
Scale	1:100
Drawn	AA
Checked by	RS

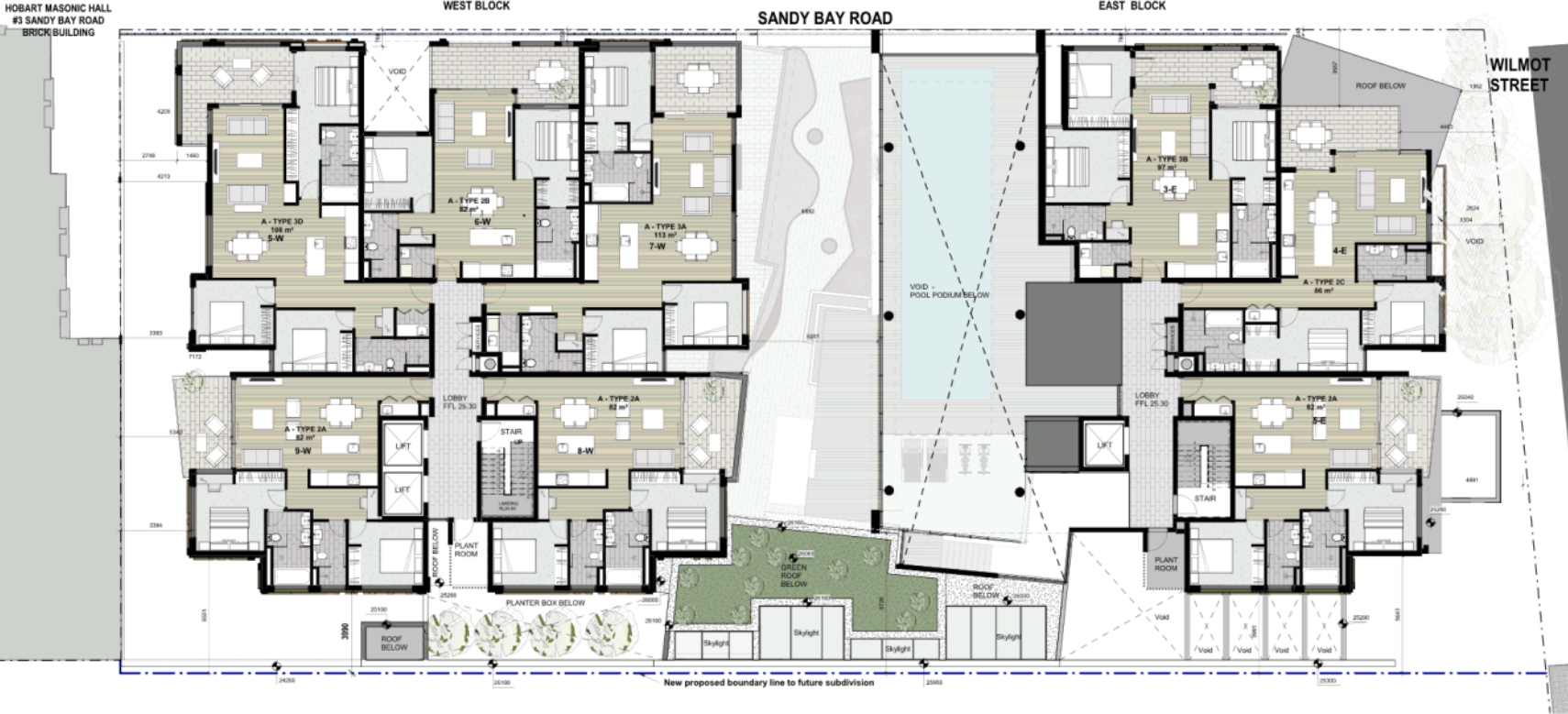
Drawing No.
DA 201
Issue P2



1 Level 1 Block A
DA 102 1 : 100

BLOCK A
FFL 25.20

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1 Level 2 Block A
DA 203
1:100



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1	20/08/2020	Development Application
2	20/08/2020	Development Application - Response to RFRs

CLIENT
FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd

TITLE
Block A Level 2

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1718	Drawing No.	DA 203
Date	06/08/19	Scale	1:100
Drawn	AA	Issue	P2
Checked by	RS		



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1 Level 3 Block A
DA 303 / 1: 100

BLOCK A
FFL 28.20

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No.	Date	Description
1	September 2019	Development Application

CLIENT
FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd

TITLE
Block A Level 3

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1718
Date	06/08/19
Scale	1: 100
Drawn	AA
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Drawing No.

DA 204

Issue



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1 Level 4 Block A
DA 205 1:100



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No.	Date	Description
1	September 2019	Development Application

CLIENT
FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd

TITLE
Block A - Level 4

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1718
Date	09/12/19
Scale	1:100
Drawn	AA
Checked by	RS

Drawing No.

DA 205

Issue



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1 Level 5 Block A
GA 363 1:100

BLOCK A
FFL 34.20



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No.	Date	Description
1	September 2019	Development Application

CLIENT
FRAGRANCE TAS HOBART
(SANDY BAY) Pty Ltd

TITLE
Block A Level 5

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1758
Date	06/08/19
Scale	1:100
Drawn	AA
Checked by	RS

Drawing No.

DA 206



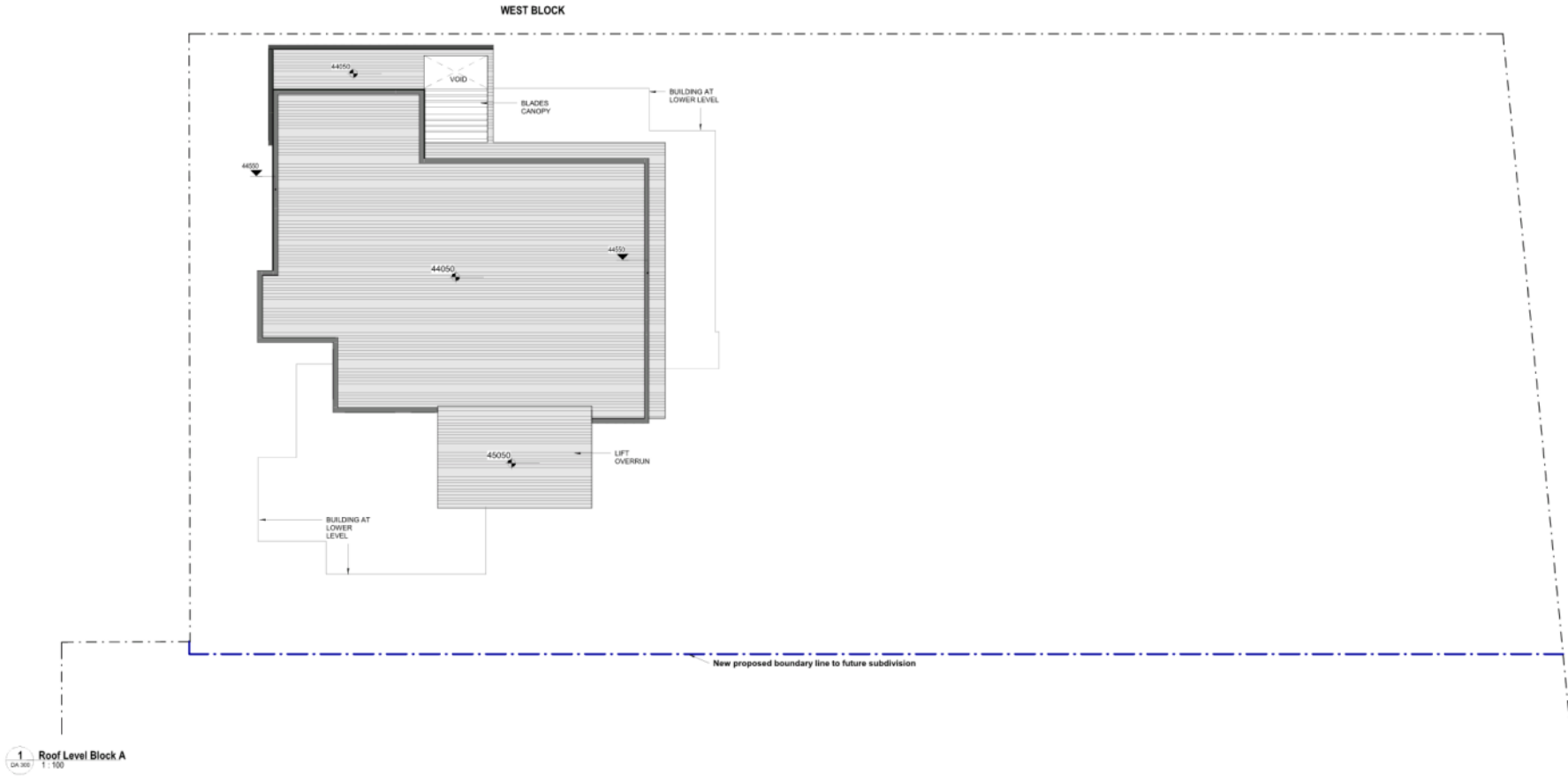
Issue

1 Level 6 Block A
CA 333 1:100

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RESPONSE TO RfTs: 15.4.8
PLEASE NOTE:
ABOVE SCHEMES USES TRUE NORTH POINT.
TITLE SHEET USES PROJECT NORTH.



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No.	Date	Description
01	10/12/2018	Information Only
02	10/12/2018	Development Application - Response to RfTs
03	20/02/2020	Development Application - Response to RfTs

Plot Date: 6/06/2020 4:01:28 PM File Path: C:\Users\lscanlan\Documents\1718-SandyBayFoodHawthornBlockA-CENTRAL_Restaurant_Land\scanlan.com.au

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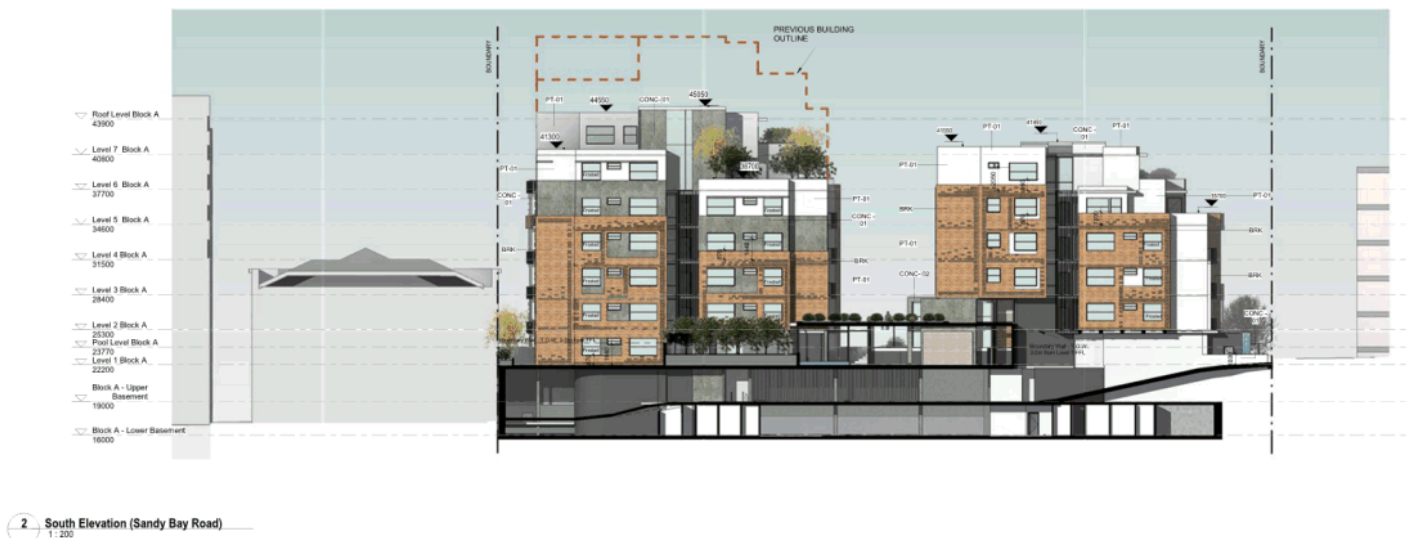
TITLE
Typical Floor Sun
Study

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

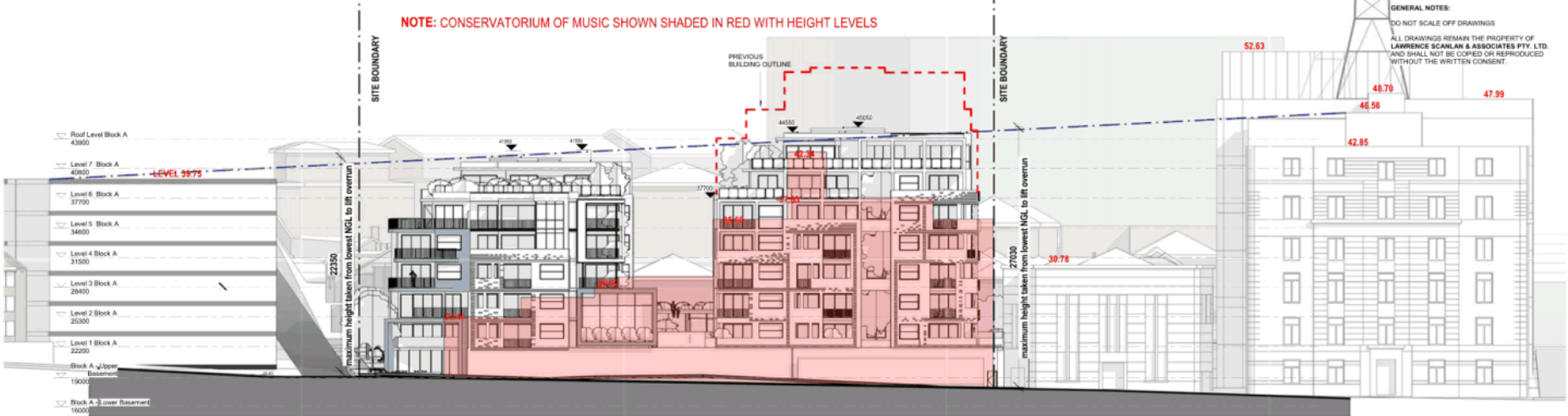
Job No.	1718
Date	12/10/19
Scale	1 : 200
Drawn	AA
Checked by	RS

Drawing No.	DA 211
Issue	P3

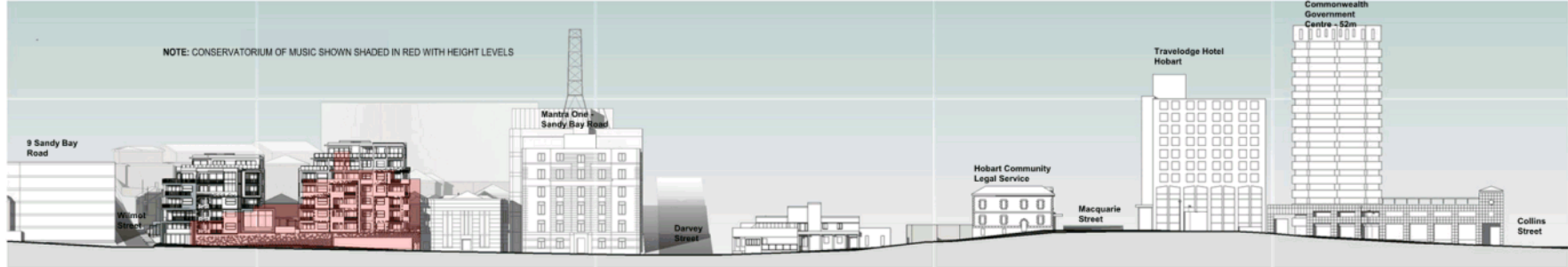




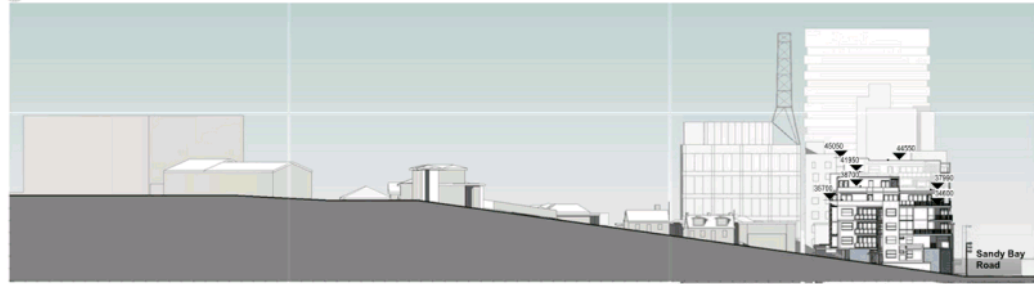
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1 Sandy Bay Road Elevation Height Study
1:200



3 Sandy Bay Road Full Street Elevation 500
1:500



2 Wilmot Street - Full Street Elevation 500
1:500

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No.	Date	Description
1	September 2018	Development Application
2	15/10/2018	Development Application Response to RFPs
3	16/10/2018	Development Application Building height reduced by 2 stories
4	16/10/2018	Development Application: Drawings and Perspective additional info

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(SANDY BAY) Pty Ltd

Sandy Bay Road
Elevation Height
Study

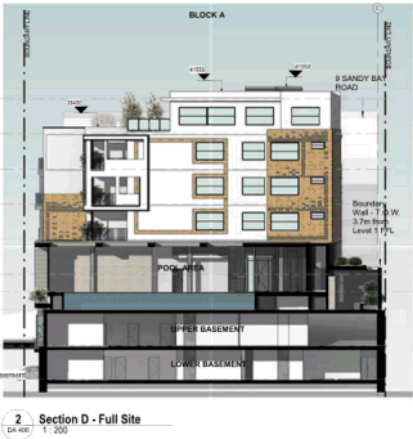
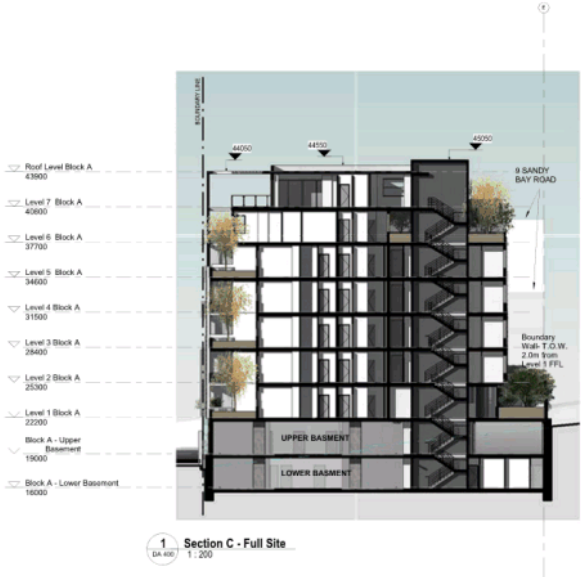
PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

Job No.	1716	Drawing No.
Date	06/08/19	
Scale	As indicated	
Drawn	AA	DA 302
Checked by	RS	Issue P6



2 Wilmot street Section View
DA 201 1 : 200

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No.	Date	Description
1	15/12/2019	Development Application
2	26/01/2020	Development Application Response to RFPs
3	04/06/2020	Development Application: Building height reduced by 2 stories

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(SANDY BAY) Pty Ltd

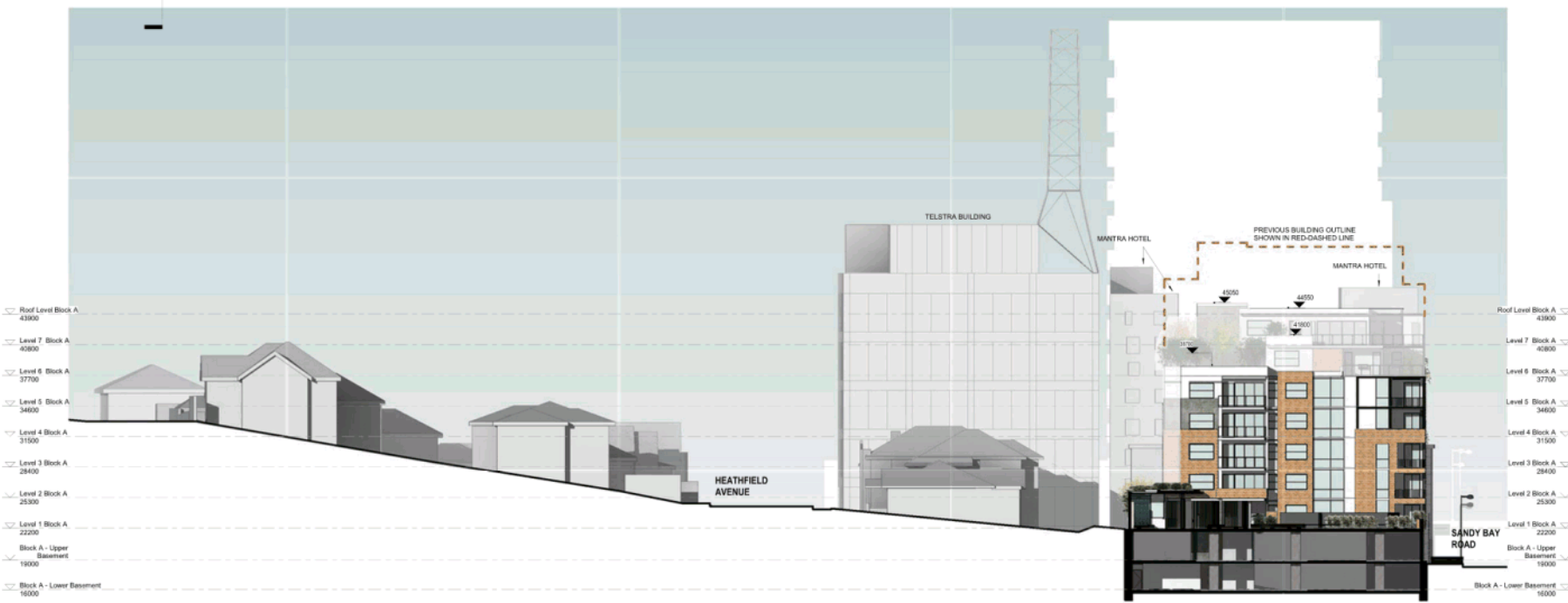
TITLE
Sections

PROJECT
5-7 SANDY BAY ROAD,
HOBART TASMANIA

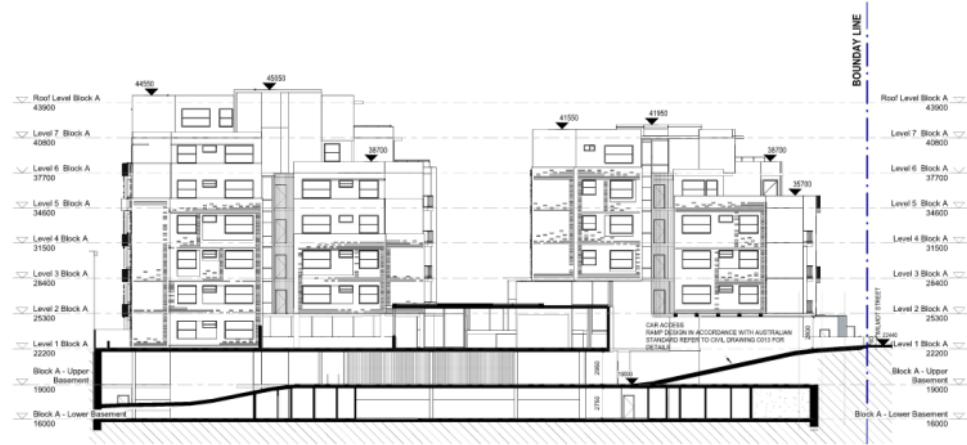
Job No.	1718
Date	06/08/19
Scale	As indicated
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Checked by	LS

Drawing No.	DA 400
Issue	P4

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1 Section E - Heathfield Ave. to Sandy Bay Road
DA 401 1:200



2 Sketch Section - Car Ramp - Middle Point
DA 402 1:200



3 Sketch Section - Pedestrian Access
DA 402 1:200

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No.	Date	Description
79	10/10/2019	Development Application - Response to RFPs
79	11/10/2019	Development Application - Response to RFPs
79	24/10/2019	Development Application - Response to RFPs

CLIENT
FRAGRANCE TAS HOBBART
(SANDY BAY) Pty Ltd

TITLE
Section - Ramps

PROJECT
5-7 SANDY BAY ROAD,
HOBBART TASMANIA

Job No.	1718	Drawing No.
Date	12/06/19	
Scale	1:200	
Drawn	AA	
Checked by	RS	Issue P4

DA 402 NORTH

SCANLAN ARCHITECTS – SANDY BAY ROAD



Sandy Bay Road- View- UPDATED- TWO FLOORS REMOVED



City Aerial View - Site marked in red



Site View from Sandy Bay Road

01 INTRODUCTION

1.1 Project Overview

02 SITE CONTEXT

- 2.1 Site Location
- 2.2 Site Information
- 2.3 Site Characteristics
- 2.4 History and Heritage
- 2.5 George Davis Mural

03

SITE ANALYSIS

- 3.1 Local Amenities
- 3.2 Public Transport and Infrastructure
- 3.3 Public Street Art
- 3.4 Urban Context and Built Form

04

PROPOSED DESIGN

- 4.1 Project Aim
- 4.2 Residential Project
- 4.3 Materials
- 4.4 Façades Treatment
- 4.5 The Mural- preservation and new approach
- 4.6 Archeological Impact
- 4.7 Landscape

1.1 Project Overview

This proposed residential development features boutique apartments tailored for Hobart's growing market and expectation. Communal facilities for the residents have been located on the premises and two levels of secure car parking provided for both residents and visitors.

The ground level corner between Wilmot Street and Sandy Bay Road opens to a small commercial tenancy (cafe, bar or bistro) to improve and activate the relationship between the proposed building and the community. This locally owned commercial activity could be highly beneficial not only for the residents, but for all community members coming from nearby areas.

The preservation of the heritage listed George Davis Mural was given serious consideration during the design stage. Scanlan is currently liaising with the artist- George Davis- and seeking his input in the best interest of the Mural's future and its relationship with new proposed development. The concept idea is to create a new piece of artwork, complimentary to and enhancing the existing Mural and to be embedded within the common areas, to be appreciated from outside the boundaries by both the local community and visitors to the City of Hobart's.



2.1 Site Location

(Also refer to Planning Statement prepared by IreneInc Drawings for further detail)

The proposed development is located at 5-7 Sandy Bay Road, on the corner of Wilmot Street, and close to the intersection of Davey Street, both major thoroughfares through the City of Hobart. Directly adjacent stands the Masonic Temple designed by Lauriston Crisp in 1938, and opposite is St David's Park.

The site is well connected with public transport and in walking distance to major city attractions and facilities.

Sandy Bay Road is an important four lane arterial road which connects the south of Hobart central business district with the suburb of Battery Point. It also bears testimony to the city growth and urbanization from the first Colonial days until now.

The precinct where the site is located presents a variety of mixed-use developments, from commercial, to educational and small residential buildings and has been successful in providing an integration of residential, community services, retail and commercial activities.

The buildings heights vary from East to West following a recognizable pattern facing Sandy Bay Road, trending from the highest point towards the city centre and decreasing in height approaching Hampden Road.

The site is located opposite to the charming St. David's Park which is not only a reminder of the town's Colonial past but also provides important evidence of how time changes and transforms presentation, function and use.

SCANLAN ARCHITECTS - SANDY BAY ROAD - Site Context



Site Plan
Size Area extension shown in faded blue
Drawing not to scale

2.2 Site Information

Address	5-7 Sandy Bay Road
Local Council	City of Hobart
Site Area	2081.98 m ²
Project Gross Floor Area	6400 m ²
Zone/Code	15 / Urban Mixed Use
Access & Service	Sandy Bay Road and Wilmot Street
Heritage Register	The ABC Mural- THR (ref #7481)
Developer	Fragrance Tas Hobart (Sandy Bay) Pty. Ltd.
Architect	Scanlan Architects (Lawrence J. Scanlan & Associates Pty. Ltd.)

2.3 Site Characteristics

The site topography shows quite a dramatic change of levels from North to South and a gentler gradient from East to West. Currently the landscape is limited to four trees on the Wilmot Street corner and four smaller trees facing Sandy Bay Road.



05. Masonic Temple boundary condition



06. Wilmot Street - approx site boundary



04. View from Wilmot Street



07. View from Wilmot Street



01. View from Sandy Bay Road



03. Rear of the site

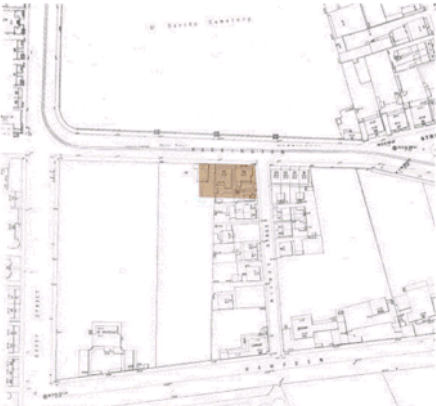


02. Sandy Bay Looking to Wilmot Street

2.4 Site History & Heritage

(Also refer to Heritage Impact Statement prepared by Praxis and Architectural Drawings for further detail)

Heathfield Estate



1910- Metropolitan Drainage Board, City of Hobart, Detail Plan N.31-41.
Approximate site extension shown in red

The former ABC building and surrounding properties are located on a part of what was once the Heathfield Estate, which was granted to Assistant Commissary General Affleck Moodie during the 1820s. The estate originally ran from Davey Street almost up to Wilmot Street, and from Hampden Road down to what was then Harrington Street (now Sandy Bay Road). Andrew Bell built Heathfield for Moodie between 1827 and 1829. It was a fine regency villa and the first of that category of dwelling in Hobart.

The Heathfield Estate was purchased in 1920 by Cecil Walker, a Hobart solicitor, who transferred it to his sister Elinor Wayne Walker. In 1925, the first allotment subdivided from the Heathfield Estate was the corner of Harrington (now Sandy Bay Road) and Davey Streets. Acquired by the Commonwealth Government, it is the current site for the Telstra Exchange building, constructed in the 1950s. Over the following years, a number of parcels of land were subdivided from the Heathfield Estate, including the land where the former ABC Building was located. It is reported there were a few modest Georgian cottages located where the current forecourt and car park area of the building are. The area where the ABC offices and studios were built in the later 1950s, was reportedly a vacant block of land.

Currently, the precinct offers a variety of architectural styles, from the late nineteenth century up to current times. These range from Colonial/Victorian, Georgian/Regency, Federation / Queen Anne and Inner War with an emphasis on the Spanish mission and bungalow styling, and all can be found throughout the precinct. More recent intrusions within the area are the extensive use of front yards for car parking, and some large-scale medium rise developments such as the Mantra Hotel (corner of Davey St and Sandy Bay Rd) and the Tesla Tower Block (corner of Davey St and Heathfield Ave). The area bears testimony to a growing and emerging city witnessing a thriving urban growth from the colonial age until the present. St David's Park located opposite the site rates a special mention. Dating from the beginning of European Settlement in 1804, even though its original use was a burial ground, it was considered a place of "seclusion and rare beauty". Despite its change of use in 1973, its consequential adaptation as a leisure/ornamental garden still preserves the English walled park characteristic and is reflective of its past.

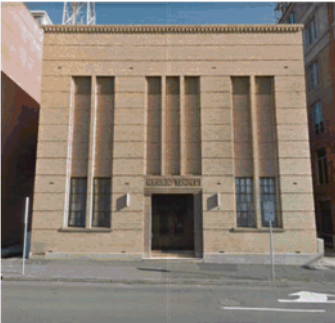
Adjacent to the development is the Masonic Temple, built in 1938, with its symmetrical brick facade and Art Deco characteristics preserving the elegance and beauty of its time.



4 Heathfield Avenue



6 Heathfield Avenue



Masonic Temple- Sandy Bay Road



Mantra Hotel- Sandy Bay Road

ARCHITECTURAL STATEMENT - Rev 01



9-11 Wilmot Street

5-7 Sandy Bay Road, Hobart, Tasmania



13 Wilmot Street

July 2020



ABC Formal Building- ABT2 Tasmania

The 1954 Royal Commission into Television, under the Menzies Government, recommended television services be introduced gradually across the country. The first ABC television station, ABN2 Sydney, commenced transmission on November 2, followed by Melbourne and the so called "BAPH" cities – Brisbane, Adelaide, Perth and Hobart. ABT2 Hobart was the last of these to go to air when it launched on 4 June 1960. Thousands of viewers on a cold Hobart night watched as Postmaster-General Mr C W Davidson officially opened ABT2 shortly after the test pattern faded at 7.00pm.

Mr Davidson also personally acknowledged the special efforts of the State Government, Hobart's City Council and the Hydro Electric Commission for their co-operation in assisting and getting the necessary infrastructure in place in very challenging conditions – in particular the extreme weather conditions of wind, ice, snow and rain- at the transmitter site on top of Mount Wellington.

The ABC building was designed by Oscar AT Gimsey & Associates, Sandringham VIC, Architects and Engineer for the ABC during the late 1950s. The first stage of the ABC building consisted of three floors and was designed to accommodate two additional floors and a radio tower, which were added later. The original street elevation included a panel of white mosaic tiles which the ABC felt should be filled with a suitably designed glass mosaic mural.

The building also included a studio space for ancillary activities and offices. The contract was let in November 1959 and the building completed in the first half of 1960. Within two years, the ABC had completed the extension of two floors to the television studio and office building. By 1981, various properties adjoining the main TV building had been purchased with a view to expansion and consolidation of ABC facilities in Hobart comprising:

- 5-7 Sandy Bay Road (office tower)
- 1-7 Wilmot Street (car park and warehouse)
- 9-13 Wilmot Street (two cottages)
- 15 Wilmot Street (cottage)
- 2A Heathfield Avenue (two storey building)
- 4 Heathfield Avenue (two storey building)
- 6 Heathfield Avenue (residence)
- 8 Heathfield Avenue (residence)

Due to increased expansion of the network and space requirements, after 25 years of television broadcasting in Tasmania the ABC was facing multiple logistic issues. By 1981, 386 staff members were dispersed over 14 buildings on six separate sites reducing operational efficiency. Several feasibility studies were carried out concerning the development of the Sandy Bay Road site with the last study prepared in 1974 by the Department of Housing and Construction. It was determined that the television building (5-7 Sandy Bay Road) was no longer satisfactory to the anticipated production outcomes. The ABC's plans for the redevelopment of the TV site were further constrained by heritage classification by the National Trust of three of the cottages in Wilmot Street. Consequently, the site had limited potential for expansion by the ABC.

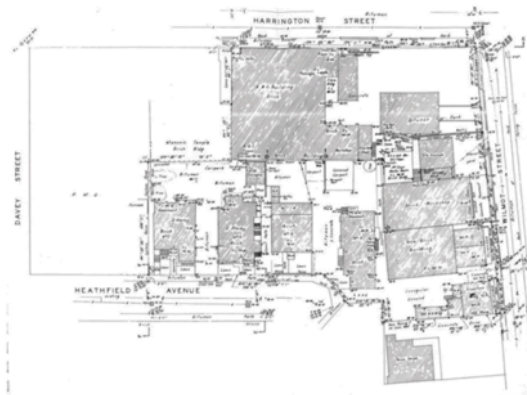
University of Tasmania - Conservatorium of Music

Established as the Tasmanian School of Music in 1964 it officially became the Tasmanian Conservatorium of Music in 1965. In 1973 an arrangement was agreed with the University of Tasmania which included these studies as a bachelor's degree (Bachelor of Arts). During this period the Conservatorium was housed on the following sites:

- 1964 Hobart Matriculation Collage
- 1972 Mt Nelson site
- 1984 Hunter Street

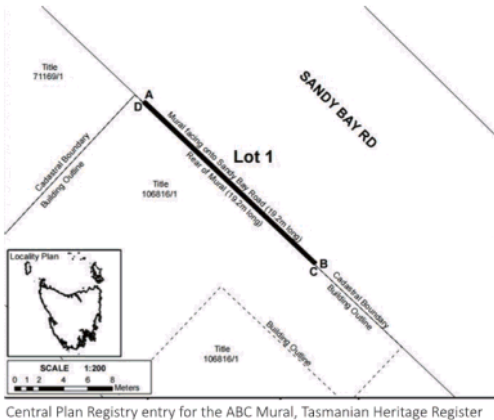
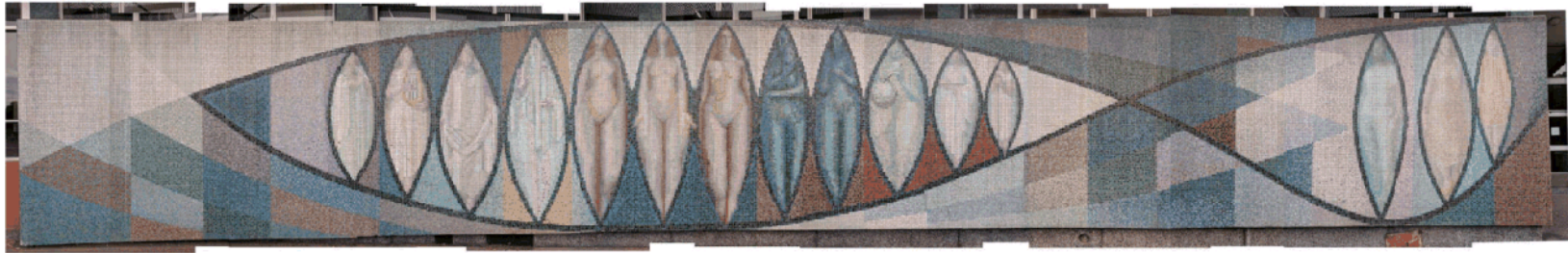
During the '80s a number of attempts were made to move the Conservatoriums to a more permanent location. But it was not until 1991, when the University approached the Government to purchase and renovate the vacant ABC building, that the move was finalized. In May 1993 the University unveiled the \$4 million refurbishment project and the Tasmanian Conservatorium of Music was formally opened by Tasmanian Premier Ray Groom.

The most current timeline indicates the Conservatoriums will move into the new arts hub in 2019, leaving the site empty once again.



Plan of ABC Site - Sandy Bay Road July 1981

2.5 George Davis and the Mural



Central Plan Registry entry for the ABC Mural, Tasmanian Heritage Register



George Davis - Preliminary Mural Sketch

This mural is located external to the ground floor of the former Australian Broadcasting Commission (ABC) Building. The mosaic mural measures 2.7 metres high and 19.2 metres long, covering a total area of 56 square metres, with a total of 150,000 Italian glass mosaic tiles. The glass tiles range in colour and tone, dominated by shades of blue and green.

The composition of the mural design is based on the mathematical infinity symbol, which may be further read as the ancient symbol of a fish or the ABC symbol. Within this form are fifteen stylized figures with pointed ellipses in silhouette and graduated within an outline of the infinity shape. The pattern is also representative of the emission of sound waves. The first twelve figures comprise the nine Muses (Clio, Euterpe, Thalia, Melpomene, Terpsichore, Erato, Polyhymnia, Calliope and Urania) and the three Graces (Euphrosyne, Aglaia and Thalia); and the second group of three is a man, woman and child. The Muses are draped figures, holding symbols of their spheres and following the orthodox Greek character. White mosaic tiles wrap around the ends of the mural and appear internally on the other side of the mural.

In June 1960 the ABC invited a number of artists and designers to submit a design for the mosaic mural. The selected artists were, John Coburn, Andor Masza-ros, John Santry, Leonard Hessing and Stan de Teliga (a Tasmanian artist who was, however, unable to submit a design). The Commission was intent on including at least one Tasmanian artist so De Tilga recommended George Davis, who was already known as an excellent painter and past winner of the Tasmanian Traveling Scholarship.

The design of the mural was to be based on the following criteria:

'Intention to depict the function of general broadcasting in the community or some aspect of this general subject, also: (i) A subject indicating the contribution made by national sound broadcasting and TV to community life ; (ii) A subject indicating the contribution made by sound broadcasting and TV to the development of the arts ; (iii) A subject indicating the contribution made by sound broadcasting and TV to the life and development of Tasmania ; (iv) A subject indicating the value of broadcasting and TV as educational media , in the broad sense, eg as means of disseminating information on current events etc, and providing specialized services for the man on the land, for school children and so on.'

(RAIA Nomination No 48)

The designs were submitted to an independent Assessors Committee before being considered by the Commission in Hobart. The Committee reported that 'the designs suffered from the weakness that the submissions failed to relate sufficiently the shapes and colours of their designs to the general mass and details of the building itself'.

The competition came down to two designs; one by Tasmanian artist George Davis and one by Sydney-based designer TJ Santry. The two qualifying entrants were asked to re-submit, with the suggestion from the judging panel that the vertical tie with the projecting blue tiled columns, be more apparent. The Commission accepted Davis' design on 17 July 1961, with an estimated contract price of £1500 and materials supplied by the ABC. Davis described his design as follow:

'The general pattern is static and architectural, yet embodies movement through time, and the infinity sign within the classical figures links the past with the present and the future ...The Muses are all draped figures, holding symbols of their spheres and following the orthodox Greek character.'

Due to the glass mosaic tiles composition, the whole is 'simplified and controlled in tonal pattern, so as not to destroy the basic composition. In this way it is both striking and beautiful'. The mural, made up of 150,000 Italian glass tiles, was fabricated entirely off-site in a studio space located in Hobart. Davis designed a table with two panelled sections that could slide apart on rollers, allowing access to the horizontal centreline.

A rolling bench-frame was constructed so that Davis could work from above. The construction involved glass tiles mounted on specially selected paper and entirely pre-fabricated off site. The length and breadth of the mural was divided up into a complex grid on which to lay out the pattern. Each 18-inch section was taken to the site in custom made timber boxes individually coded and packed. The project took over two years to make and erect on site. Davis required the assistance of one artist to help with the mosaic layout and an expert tiler, with one assistant, to lay the tiles on site.

Source:

Tasmanian Heritage register Datasheet – ABC Mural & The Mercury: article from 11th March 2017

3.1 Local Amenities

SCANLAN ARCHITECTS – SANDY BAY ROAD - Site Analysis



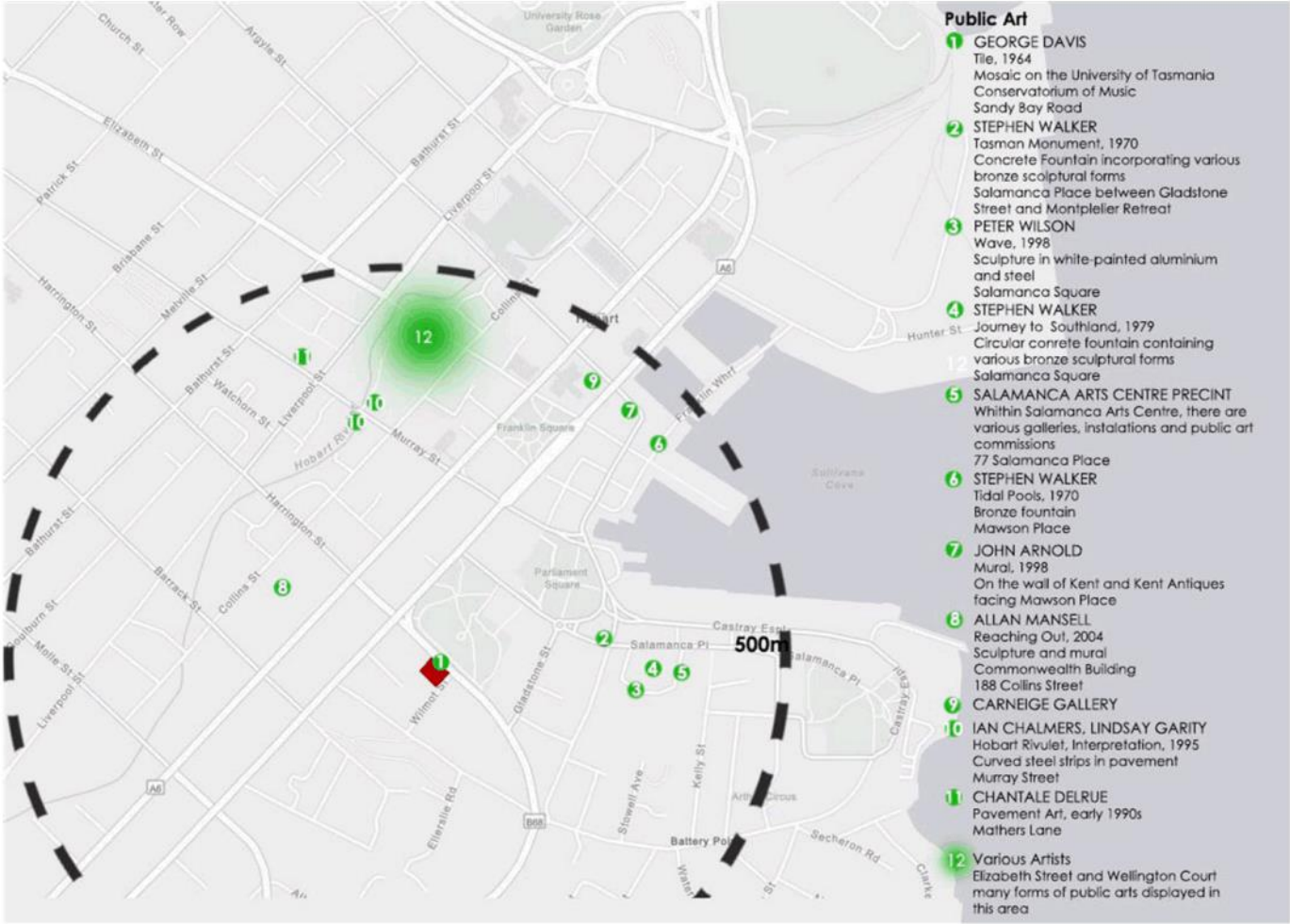
3.2 Public Transport and Infrastructure



SCANLAN ARCHITECTS – SANDY BAY ROAD - Site Analysis

SCANLAN ARCHITECTS – SANDY BAY ROAD - Site Analysis

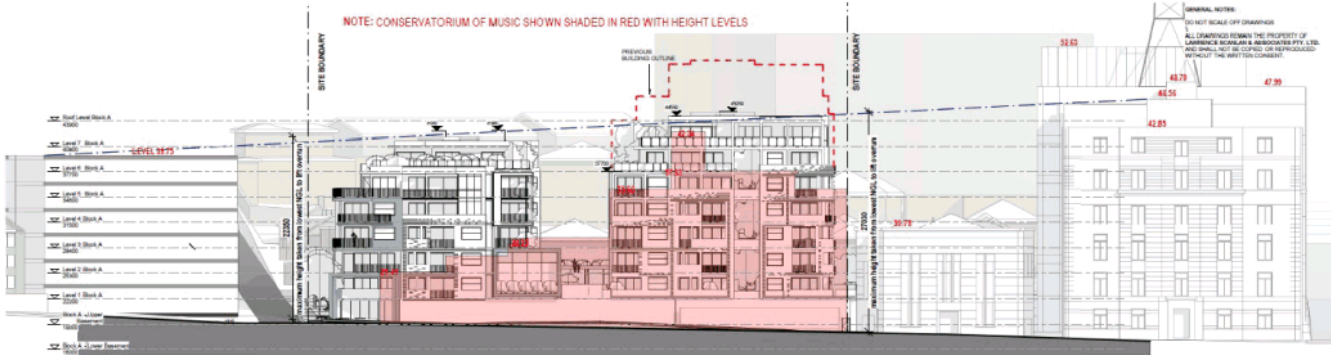
3.3 Public Street Art



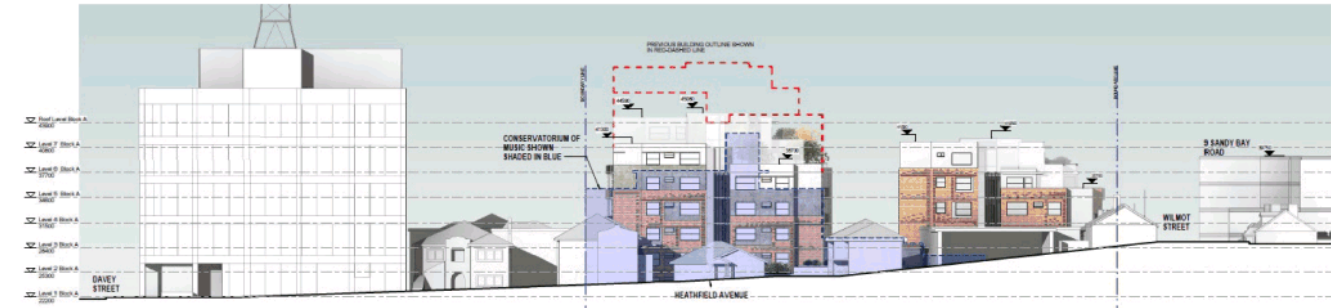
3.4 Urban Context and Built form



Sandy Bay Road- Street Elevation- **UPDATED- TWO FLOORS REMOVED** - not to scale - Ref. Sheet DA302



Sandy Bay Road- Street Elevation- **UPDATED- TWO FLOORS REMOVED** - not to scale - Ref. Sheet DA302



Heathfield Avenue- Street Elevation- **UPDATED- TWO FLOORS REMOVED** - not to scale- Ref. Sheet DA303

Building Height Study



Sandy Bay Road Height Study

Height is calculated from the Building RL on the highest point.
Excluding Plant Rooms.

1. Proposed Design Tallest Point- 31m
2. Masonic Hall- 14m
3. Mantra Hotel- 27m
4. Telstra Building- 36m
5. Possible Building- approx. 21m
6. Travelodge Hotel Hobart 34m
7. Commonwealth Gov. Centre- 52m



Sandy Bay Road - View- UPDATED- TWO FLOORS REMOVED



Sandy Bay Road - View- UPDATED- TWO FLOORS REMOVED

4.1 Project Aim

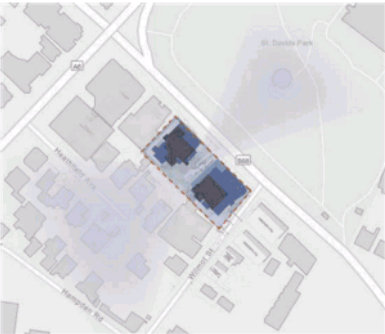
The project proposes a development that will infuse new life into the site, with a mix of residential apartments and a commercial use, orientated towards Sandy Bay Road. The tenancy located on the corner of Sandy Bay Road and Wilmot Street interacts with the street and helps activate this corner creating a desirable meeting point for all who coexist in this captivating precinct.

The scale, materiality and complexity of the massing of the project will complement the existing street scape and other proposed developments within the Sandy Bay Road precinct creating a continuum in the facades, proportion and alignment. The continuity of the street scape will also be assisted by the choice of materials and architectural style. We believe the proposed development sits appropriately within the city scape and future urban developments. The built form provides for different layers of materials and setbacks which will harmonize into the urban fabric infusing a contemporary and fresh approach to multi-residential living.

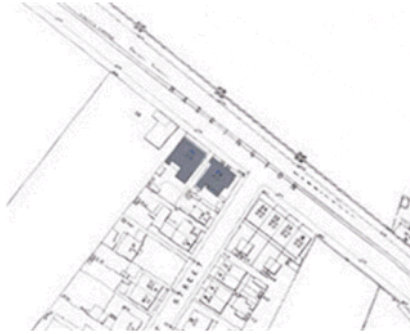
4.2 Residential Project

The proposed development consists of 45 apartments divided into two blocks, sitting over a podium incorporating a two level basement parking garage together with common facilities such as enclosed pool, gym, BBQ areas and a meeting room. The basement will accommodate all major services together with both residential and visitor car bays. Pedestrian and vehicular access to the site will be via Wilmot Street, with an additional pedestrian exit from the basement located on Sandy Bay Road, near the Mural.

As a result of extensive input from Hobart based real estate agents, the apartments have been designed to cater for the specific needs and requirements of the local residential market of incorporating generously sized two bed/ two bath and three bed/two bath apartment types. These configurations will attract a variety of possible buyers, including downsizing owners, young families and professionals working in Hobart, who want to be close to the heart of the city and within walking distance to the many amenities in the immediate area. The interior layouts of the apartments offer a large range of configurations to cater to a variety of individual needs in an attempt to provide bespoke “homes” for the future buyers.



Proposed Building- built in form - with cone of visions opening both to the park and harbour and toward Mount Wellington on the other side.



1910 - Metropolitan Drainage Board, City of Hobart, Detail Plan N.31-41. Residence shown in blue.



South Elevation (portion)- View from Heathfield Avenue toward St Davids Park- UPDATED- TWO FLOORS REMOVED

SCANLAN ARCHITECTS – SANDY BAY ROAD - Proposed Design



Common Facilities

The common facilities and extensive landscaped areas are located on Level 1 between the two apartment buildings. These create a visual and physical connection to St David's Park and include:

- enclosed swimming pool and gym pavilion, visible from Sandy Bay Road;
- a semi-enclosed BBQ area directly connected to the landscaped recreational space; and
- flexible spaces for leisure / dining / living / meeting rooms.

The space between the two residential blocks also reflects and has a symbolic relationship (on a different scale) to the original Heathfield Estate lot subdivision facing the park. This figurative reconnection of the site to its past represented a way of moving forward whilst providing connectivity of the project to the history of the precinct.

- Leisure dining/living space adjustable to meeting room.
- Semi-enclosed BBQ area directly connected to the landscaped recreational space.
- Landscaped recreational space with direct visual connection to St. David's Park.
- Enclosed swimming pool with outdoor space.
- Gym and UAT accessible from pool area.
- Wilmot Street pedestrian access and Foyer.

Propose Design- Level 1 Common Areas - not to scale

ARCHITECTURAL STATEMENT - Rev 01



View 01- Park View from the enclosed pool area

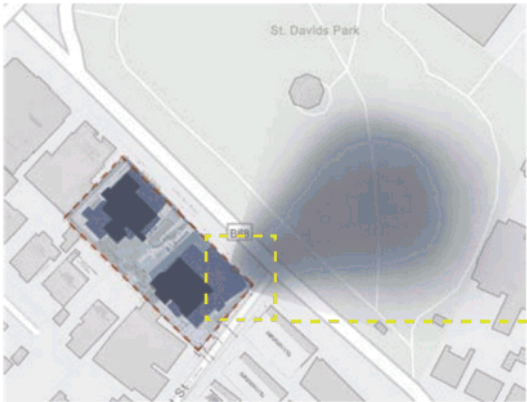


View 02- Park View from the landscaped common area

5-7 Sandy Bay Road, Hobart, Tasmania

July 2020

SCANLAN ARCHITECTS – SANDY BAY ROAD – Proposed Design



Site Map Showing corner opening towards the City



Upper Basement - Tenancy 01 location

Wilmot Street and Sandy Bay Road Corner- Commercial Activity

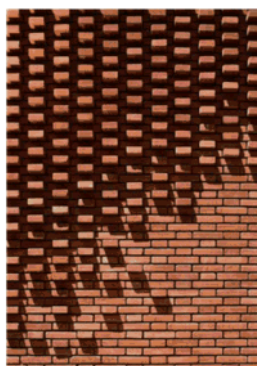
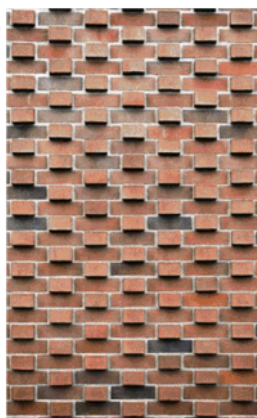
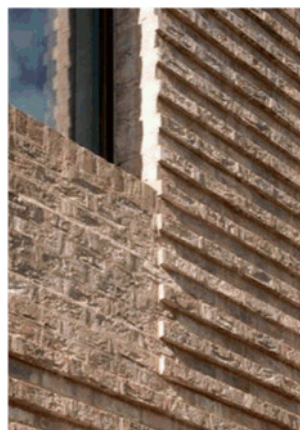
The proposed corner tenancy located on the ground floor between Wilmot St and Sandy Bay Rd incorporates a double volume spatial outcome and a framed tiled archway that reflects and complements the existing mosaic artwork. The design intention was to create an attractive and inviting point of interest for both residents and the general community, who will be able to enjoy the café / restaurant nestled within.

The 97m2 tenancy will be equipped with a kitchen and a UAT for use by both staff and customers. Direct access to the buildings main bin stores and parking space is gained via the back of house areas. The tenancy has been allocated one parking space with access through the main vehicular access off Wilmot Street.

Bin store capacity and collection strategies as well as parking space requirements have been checked and designed in consultation with the relative consultants. Please refer to:

- Waste Management Plan - *Lid consultants*
- Traffic Report - *Midson Traffic Engineers*





ARCHITECTURAL STATEMENT - Rev 01

4.3 Materials

The choice of materials for the facade treatments has been influenced by the research and understanding of Hobart's Architectural History within the immediate surroundings and the willingness to harmonize the proposed development with the rich and diverse history of the precinct. The main palette of materials used for the facades are face brick, mosaic tile and different shades of rendered walls.

Brick:

Bricks have been one of the most popular building materials in the Australian history. Not only appreciated for their versatility in building typology and use but also for their capacity to be satisfactorily reproduced in most states and developing towns. The rich history of the use of bricks as a façade treatment has throughout time, had its ups and downs. However, in more recent years, we see their use flourishing again in multiple architectural applications. The use of bricks as a façade treatment for this proposed development seemed the most appropriate choice for not only its versatility and beauty but to also pay homage to the site's surroundings and Hobart's brick making history.

The first reference of bricks been unloaded to Tasmania (Van Diemen's Land) is recorded as being off a New South Wales ship in 1803. It is then reported that two male convicts brickmakers arrived in Hobart in 1804 to start work on a number of primary structures such as shelters, chimneys, heating and cooking facilities.

The first official report of brick making was registered on the 1st of October 1804 by Rev. Robert Knowood. The process of making bricks was time and labor intensive with each brick individually hand moulded using a manually made clay mixture. It is believed that at this early stage, due to the high cost and difficulties of transportation, bricks were made and fired where they were to be used.

The first indication of modernisation came in 1834 with the delivery of a mill pug and later (in 1841) of a brick making press. These systems allowed 3 to 4 men to produce 10- 12,000 bricks per day, revolutionizing Hobart's brick industry.

To better understand the extent of the value of bricks in Hobart during those days it is noted that theft of bricks was not uncommon and some major incidents have been recorded over the years.

A turning point for the mechanization of the brickmaking industry arrived with new bricklaying equipment released at the 1850 London Great Exhibition. Following this, various types of machinery arrived in Hobart from 1851 onwards, including the Clayton's brickmaking machine, capable of making an average of 20,000 to 25,000 bricks a day, which arrived on the Hobart wharf in 1854. It was said: "Clayton's Improved Patent Clay-preparing Solid and Hollow Brickmaking Machine, Pug Mill, Rollers; together with a selection of the most useful Dies for making bricks; draining, flooring and corrugated roofing tiles; spouting, flues and piping, A portable 3- Page 8 of 16 horse Steam Engine, with gearing complete, to work this machinery, is also ordered." (The Courier 1854)

With the colony flourishing, the Hobart brick industry kept expanding. So much so, that by the mid-1880s four large brickyards were in operation. Over the next few decades two companies increased their productivity and capacity enabling them to survive during WWI. However, by 1965 only one company, K&D, survived and it too had to close its doors in 2012 unable to keep production competitive and not adjusting to upcoming energy efficiency and requirements.

Source:
Hobart Brick Heritage, Sarah Waight, Fabric – The Threads of Conservation, Nov 2015

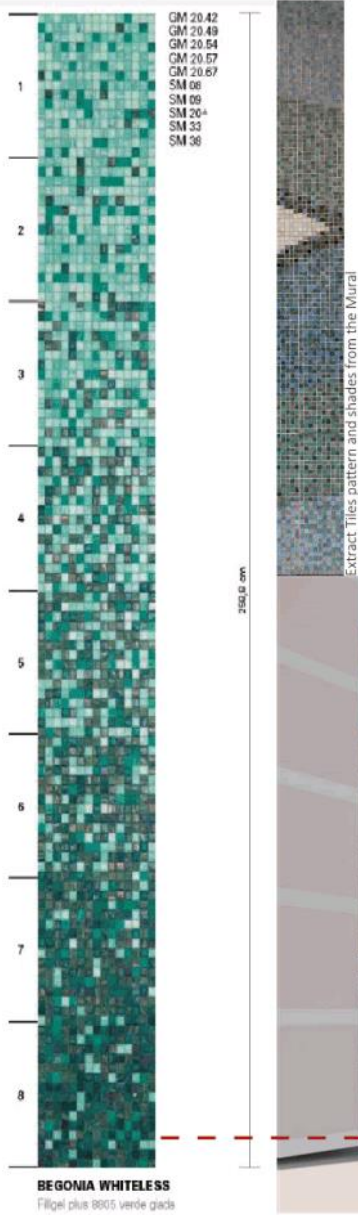
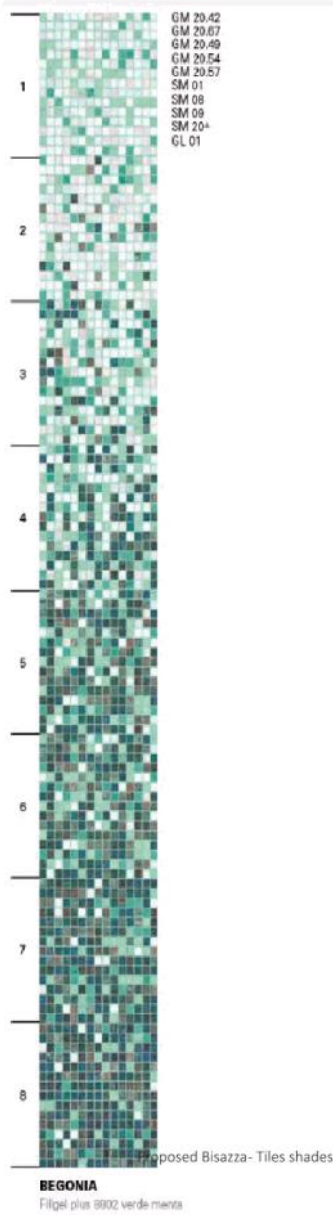


Arrows on convicts brick

Wire cut bricks produced in Hobart Town for sale in 1857
July 2020

Crisp and Gunn- Brickwork near Hobart

SCANLAN ARCHITECTS - SANDY BAY ROAD - Proposed Design



ARCHITECTURAL STATEMENT - Rev 01

Mosaic:

Mosaic tiles were a popular decorative architectural material during the mid-twentieth century. In Hobart, during this period, mosaic tiles were used on a number of large public projects including:

- Cat and Fiddle Arcade (1962)
- Annexe Building at the Tasmanian Museum and Art Gallery (1966)
- The tunnels at the Railway Roundabout
- Memorial Fountain (1963). The base of the Memorial Fountain features a mosaic mural.
- Clinical School (1970) at the Royal Hobart Hospital featuring a smaller public mosaic mural at the entrance.

Eminent Tasmanian artist, Max Angus was responsible for the Mondrian inspired mosaic murals which form the spandrels between each floor of the Department of Education and Teachers' Federation Building at 116 Bathurst Street, Hobart.

Notwithstanding the tiled Mural on the site, George Davis also worked on the former ABC buildings vertical piers which are covered with blue/green mosaic tiles.

Sandy Bay Road - View - UPDATED- TWO FLOORS REMOVED



July 2020

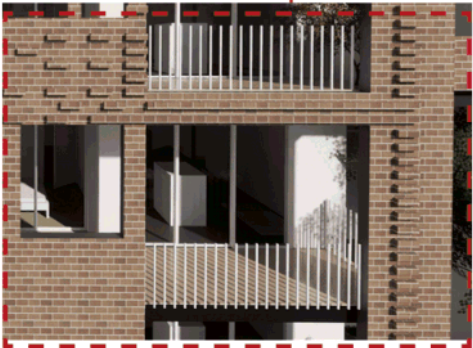
SCANLAN ARCHITECTS - SANDY BAY ROAD - Proposed Design



Sandy Bay Road - Elevation
-UPDATED- TWO FLOORS REMOVED



Facade Detail: Face brick, concrete panel and Mosaic Tiles



Facade Detail: Face brick, aluminum white balustrade

4.4 Façades Treatment

Being acutely aware of the historic surroundings of the site and the textural nature of the city fabric, this has been used as a focal point during the design development of the project. The current site layout, especially facing Sandy Bay Road, lacked consistency with the street proportions and the architectural language. The former ABC building built form maintained a balanced outcome relating to the overall streetscape, but the car park adjacent to it detracts from the scale and proportions, negatively impacting on an interesting corner of the city and the overall streetscape.

The proposed solid podium, which opens on to the corner with Wilmot Street, is based around a desire to ground the project with the overall landscape and create a raised communal platform. This allows the two buildings to present as smaller components which in turn provide an opportunity for a more articulated outcome that address and complement each other and present a far more interesting rhythm to the street. The façade is fragmented with different layers of materials and architectural language to break-up the mass and create a sense of contemporary urban residential proportions long lost in this precinct.

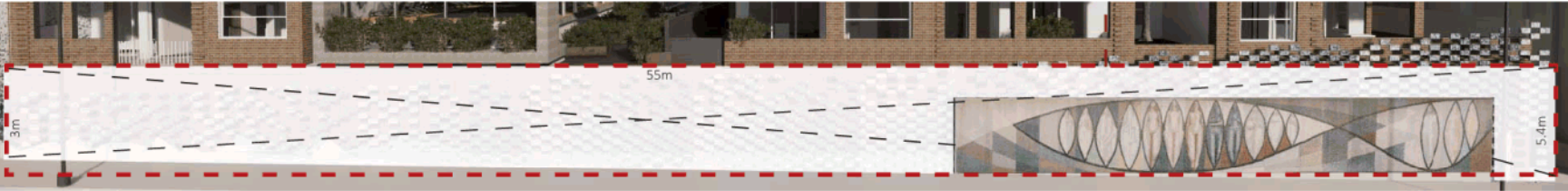
Varying setbacks, with horizontal and vertical layers of materials, create both private and protected areas together with open and transparent lanai. All of these elements combine to produce very textural surfaces to complement the surrounding buildings.

SCANLAN ARCHITECTS -SANDY BAY ROAD - Proposed Design



Mural original design intent perpetuated in the facade treatment- SKETCH NOT UPDATED

Facade Detail: Facade extension available for Artist competition.
Please note current facade treatment (big tiles) is for ornament only

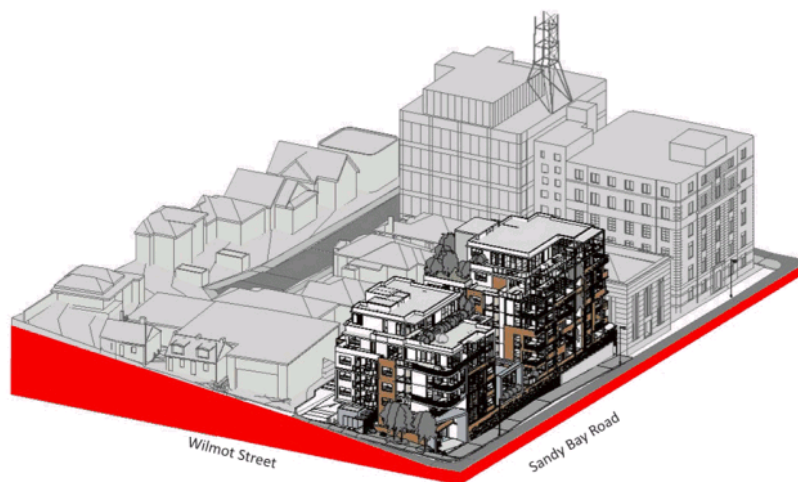


4.5 The Mural- preservation and new approach

The ABC Mural was produced in an era of growing cooperation and collaboration between architects and artists in Tasmania, which generated a wider emphasis on public art. Great thought was given to the future of the Mural in the proposed development with the intention to preserve this artwork and its history; to pay homage to it and complement it by collaborating with the new contemporary Hobart Art Scene to incorporate new installations within the architecture being developed behind and above it.

The idea is to once again promote the cooperation between Architect, Artist and Designer; to approach and engage the community in the re-development of this small corner of the city. We are currently liaising with the Mural's Artist – Mr. George Davis. We are seeking his unique input and insight on the Mural new possible surrounding. Once the proposed development is approved, we will further investigate options and possible outcomes. The wall behind the Mural (refer to image below) and other surfaces within the common areas will be provided as a “white canvas” with which to work. This unique George Davis piece will assist with the development of a new architectural language for the building podium.

The Mural and Facade Treatment
To perpetuate the design of the mural with the wider built form of the building, horizontal and vertical elements run through the façade to ensure continuity with the original design concept of the 60's and ensure harmony between the existing setting and the proposed development.



Aerial view of the project and its surrounding - Site topography highlighted in red
UPDATED- TWO FLOORS REMOVED

4.6 Archaeological Impact (Please refer to Praxis Environment - Heritage Impact Statement)

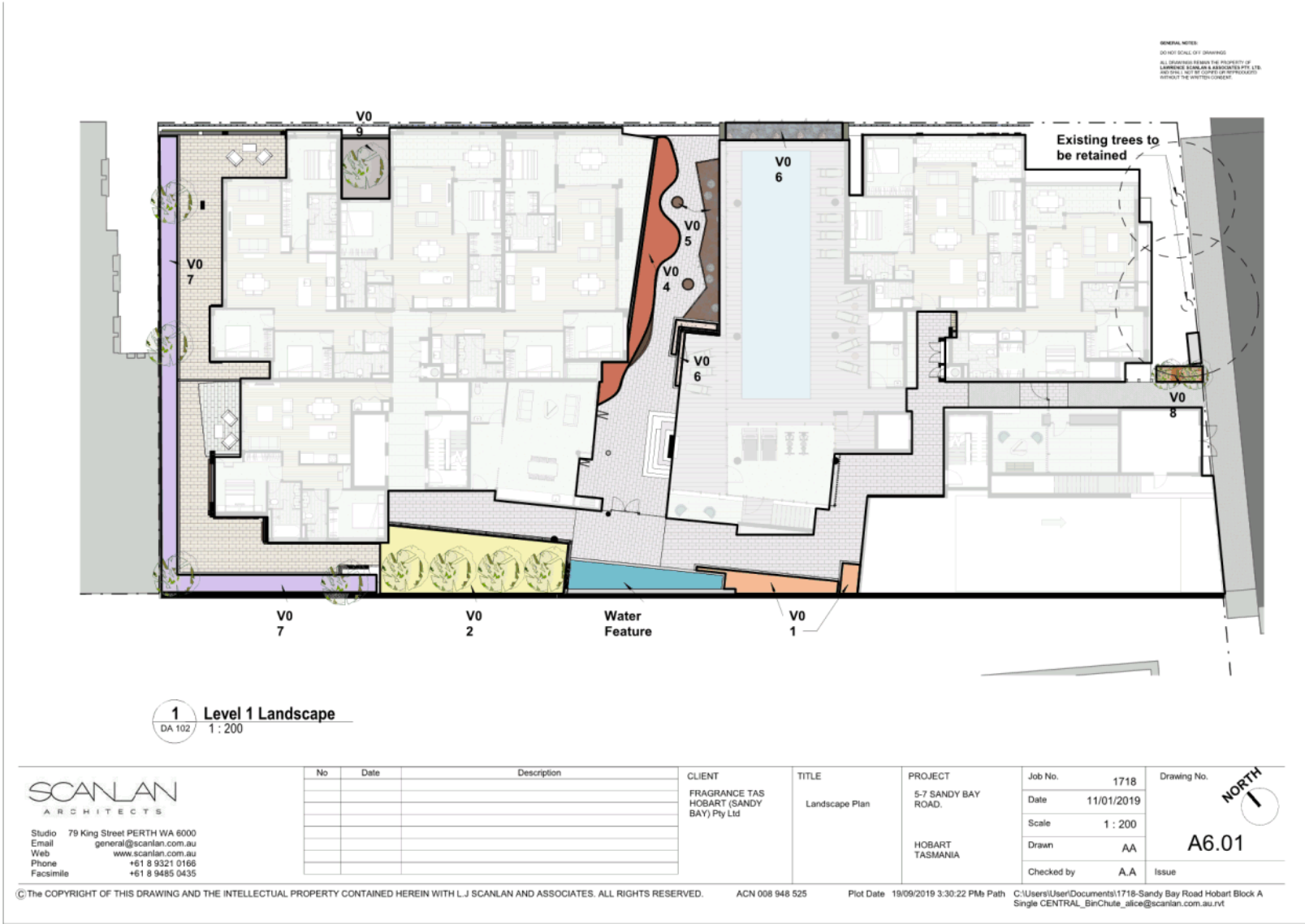
As Hobart is rapidly growing, we believe the relationship between the City's history and its promising future has been integral to the design of the project. It is essential to ensure and emphasise harmony between the existing precinct and the proposed development, in accordance with the latest planning scheme and Council requirements. The necessity to accommodate a considerable number of services including parking bays became clear at an early stage of the design and was led by, but not limited to, the following key factors:

- Site characteristic: major difference in levels between front and back of the site.
- Avoiding visually unattractive and obstructive above ground parking solution. Furthermore improving site activation and neighbourhood security
- Location of key building services, potential noise and restrictive outlook
- Appealing and pleasing project sightline from all sides of the site and surrounding areas.
- Site activation: Wilmot St. and Sandy Bay Road corner to be open and approachable from street level without the introduction of steps or architectural barrier.
- Residential entrance to be approachable from street level, without the introduction of steps or architectural barrier
- Secure access to car bays, bike store and bin area

The willingness and importance to gently incorporate the project in the surrounding built form and preserve the urban scale led to the incorporation of two levels basements, in accordance with Council and planning requirements.

4.7 Landscape

SCANLAN ARCHITECTS – SANDY BAY ROAD – Proposed Design



SCANLAN ARCHITECTS – SANDY BAY ROAD – Proposed Design

VO1



cycas revoluta.jpg



philodendron xanadu.jpg



ficus pumila.jpg



Mulch.jpg

LANDSCAPING - SPECIES AND MATERIALS

VO2



ficus microcarpa hillii flash cropped.jpg



liriope evergreen giant.jpg

VO4



trachelospermum jasminoides 2.jpg

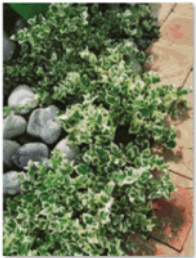


liriope gigantea 2.jpg



Mulch.jpg

VO5



euonymus japonicus var microphyllus 2.jpg



liriope evergreen giant.jpg



Pebbles.jpg

SCANLAN ARCHITECTS – SANDY BAY ROAD – Proposed Design

VO6



casuarina cousin it.jpg

VO7



lagerstroemia indica fauriei zuni.gif



fisuc pumilia.jpg

VO8



magnolia grandiflora little gem.jpg



Mulch.jpg

VO9



platanus acerifolia.jpg



Mulch.jpg

LANDSCAPING - SPECIES AND MATERIALS

5-7 SANDY BAY ROAD, SANDY BAY



ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN - ABN 78 114 905 074

5-7 SANDY BAY ROAD, SANDY BAY

Development Application to Hobart City Council

Last Updated - (revised - February 2020)

Author - Phil Gartrell & Keith Brown

Reviewed - Irene Duckett

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ireneinc PLANNING & URBAN DESIGN

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1. INTRODUCTION

Ireneinc Planning & Urban Design has been engaged by Fragrance TAS (Sandy Bay) Pty Ltd, to prepare a planning report to accompany a development application for the site at 5-7 Sandy Bay Road.

1.1 THE SITE

The subject site is comprised of 4 titles, all of which are known as 5-7 Sandy Bay Road. This application only involves works within one of the 4 individual titles, identified in bold below. The titles which make up the site are:

- CT 106816/1;
- CT 51956/6;
- CT 51956/7; and
- CT 51956/5

The following figure describes the location of the site.



Figure 1: Site Locality with cadastre, street names & aerial image from www.theLIST.tas.gov.au © the State of Tasmania

The site has primary frontage to Sandy Bay Road and vehicle access is provided via Wilmot Street. The existing cottages along the southern portion of the site have frontage to Heathfield Avenue. The front portion of the site, as shown in the figure below, is the only portion of the 4 titles that is to be developed as part of this application.



Figure 2: Portion of the site to be redeveloped with cadastre, street names & aerial image from www.theLIST.tas.gov.au © the State of Tasmania

The area of the site to be developed is approximately 2,095m², and currently forms part of the UTAS Conservatorium of Music.

1.2 SITE SURROUNDS

The site is located opposite St David's Park and adjoins the Hobart Masonic Hall to the northwest and Mantra Building, on the corner of Sandy Bay Road and Davey Street. Otherwise, the site is adjoined by predominately residential properties.

A large portion of the block bounded by Hampden Road, Davey Street, Sandy Bay Road and Wilmot Street is located within the H2 Heritage Precinct, as is the block to the east on the south-eastern side of Wilmot Street.

These blocks are characterised by generally narrow streets and access ways, with buildings generally built close to side and/or front boundaries which is a relatively consistent theme among most of Hobart's Heritage Precincts.

1.3 URBAN DESIGN ANALYSIS

A summary of the accompanying urban analysis is provided as follows, extracted from the accompanying Urban Form Supporting Statement.

Existing built form and context:

Buildings on the site contribute to the streetscape both on Sandy Bay Road and Wilmot Street, and the broader townscape of St David's Park, as a built edge defining the space.

The topography surrounding the area presents an amphitheatre with buildings on the Macquarie Street ridge and upper Davey Street forming part of the visual context of the site.

The primary arterial role of Sandy Bay Road is characterised by larger building forms of a more commercial scale, whilst the radiating side streets and parallel streets demonstrate a domestic scale of dwellings either retained for visitor accommodation, residential, or adapted to other uses.

Taking the urban blocks that surround St David's Park as an example of direct relevance (given the application site location on Sandy Bay Road, with frontage to the park), it is clear that each urban block, with buildings that front onto streets surrounding the park, contains a great variety of building form within relatively short sections of street and block. Whilst there is generally consistency with building 'frontages' addressing the street and overlooking the park there is variety in building form, building height, building appearance, architectural style and aesthetic. Building setbacks are predominantly consistent, with the majority of buildings built up to the pavement edge of the street (i.e. zero or very shallow setbacks).

Proposed built form and context:

The proposed built form has been designed to work within the local context including reference to the changing topography, with Wilmot Street rising to the south of the site, and Sandy Bay Road rising towards the north-west. It is notable that the proposed building height, scale and massing is different when viewed from different angles and street elevations. For instance the changing topography helps reduce the height impact (particularly of the lower 'East Block') as Wilmot Street rises from Sandy Bay Road.

The Sandy Bay Road frontage of the proposed building presents the tallest building heights, albeit this scale and massing should be considered in relative to the context of the setting, notably with the adjacent public open space of street and St David's Park as stated and illustrated in the Urban Form Supporting Statement.

The 'building' adjoining Wilmot Street and Sandy Bay Road ('East Block' as titled in the Architectural Drawings) is 7 storeys/levels (above street/ground level on Sandy Bay Road), with a height of approximately 22.2m at the highest point above natural ground level. The other 'building' adjoining the Hobart Masonic Hall is proposed to be 10 levels (above street/ground level on Sandy Bay Road), with a maximum height of approximately 32.8m. Both buildings also have an addition basement level (for car parking) under the 'upper basement' level.

The proposed variation in form and appearance is fitting in the context of the surrounding buildings in the locality that also demonstrate characteristics of variety in scale, massing, height and appearance as detailed in the previous section. The proposed built form steps back at upper levels of the new buildings, softening the effect of the collective building height as the tallest elements recede from the street edge reducing the visual prominence from the street and surrounding spaces (including St David's Park).

The built form of the proposal demonstrates a consistency in other design elements including the construction of the building to the footpath edge on Sandy Bay Road, with the exception of a corner indentation forming part of the entrance feature for the proposed ground floor café which will provide a strong active frontage to the corner of Sandy Bay Road and Wilmot Street.

2. PROPOSAL

The application proposes demolition of the existing 6 storey 'Conservatory of Music' building (with the retention of the mosaic mural) which fronts Sandy Bay Road and construction of a multi-level residential apartment complex, adopting an architectural form designed as 2 buildings on a shared podium.

The building adjoining Wilmot Street and Sandy Bay Road is 7 storeys/levels above street/ground level (on Sandy Bay Road), with a height of approximately 22.2m at the highest point above natural ground level. The other building adjoining the Hobart Masonic Hall is proposed at 10 levels, with a maximum height of approximately 32.8m. Both buildings also have an additional basement level (for car parking).

A café will occupy the single tenancy on the upper basement level, located on the corner of Sandy Bay Road and Wilmot Street, with access provided from both Sandy Bay Road and from within the building.

According to the architectural statement:

The project proposes a development which will infuse new life into the site with a mix of residential apartments and a commercial use oriented towards Sandy Bay Road. The tenancy located on the corner of Sandy Bay and Wilmot Street interacts with the street and helps activate this corner creating a desired point in this precinct.

The proposal also includes two levels of basement car parking to serve the 55 apartments, generally varying between 2-3 bedrooms along with a penthouse on level 9, as detailed in the table below:

Upper & Lower Basement Levels	The basement levels will provide a total of 86 car parking spaces, including tandem bays storages areas, bin & bicycle stores and plant/equipment areas. The café within the tenancy will occupy an approximate area of 97m ² .			
	2 Bedroom	3 Bedroom	Other	Total Apartments
Level 1	3	3	Common area, communal pool and gym, along with communal open space and entry foyer area	6
Level 2	5	3		8
Level 3	4	5		9
Level 4	4	5		9
Level 5	3	5		8
Level 6	3	3		6
Level 7	3	2	Roof of the lower 'building'	5
Level 8	1	2	Communal outdoor area	3
Level 9			4 bedroom penthouse	1
Total	25	27	1	55

Primary vehicle and pedestrian access to the site will be from Wilmot Street, whilst pedestrian access will also be provided from Sandy Bay Road, on the corner of Wilmot Street.

The proposed café on the Sandy Bay Road street level will activate the frontage and is considered to significantly improve streetscape activation from the current use of car park. The podium wall along the remainder of the Sandy Bay Road frontage is designed to incorporate the existing wall mural.



Figure 3: Render of the proposal from Sandy Bay Road (source: Scanlan Architects)

3. PLANNING SCHEME PROVISIONS

The area is within the *Hobart Interim Planning Scheme 2015*, and the following provisions are relevant to the site and proposed use and development.

3.1 URBAN MIXED USE ZONE

The subject land is zoned Urban Mixed Use (grey) as is the immediately surrounding area.



Figure 4: Zone plan with cadastre, zone and aerial (source: www.theLIST.tas.gov.au © the State of Tasmania)

3.1.1 ZONE PURPOSE

The Purpose Statements for the zone are:

15.1.1 Zone Purpose Statements

15.1.1.1 - To provide for integration of residential, retail, community services and commercial activities in urban locations.

The proposal adds to existing residential development in close proximity to the site, particularly to the south and south-east.

15.1.1.2 - To encourage use and development at street level that generates activity and pedestrian movement through the area.

The proposed commercial tenancy at street level will provide activation of the streetscape on the corner of Sandy Bay Road and Wilmot Street.

15.1.1.3 - To provide for design that maximises the amenity at street level including considerations of microclimate, lighting, safety, and pedestrian connectivity.

The design of the building form provides openings at both ground level and above including significant communal and private open space across level 1, with the proposed café opening onto Sandy Bay Road resulting in a further activation of the streetscape.

15.1.1.4 - To ensure that commercial use are consistent with the activity centre hierarchy.

The proposal is for a primarily residential development with one commercial tenancy at street level and is therefore appropriate to its location at the edge of the CBD area.

15.1.1.5 - To ensure development is accessible by public transport, walking and cycling.

The site is within close proximity to the CBD and key cultural areas such as Sullivan's Cove and Battery Point. Sandy Bay Road is a primary public transport corridor and the close proximity of the site to key areas within the CBD ensures that walking and cycling are viable alternatives to vehicle transport.

15.1.1.6 - To provide for a diversity of uses at densities responsive to the character of streetscapes, historic areas and buildings and which do not compromise the amenity of surrounding residential areas.

The building forms ensure that the development scale suitably responds to the variable density evident in surrounding properties, by allowing a contrast in scale and built form at street level.

15.1.1.7 - To encourage the retention of existing residential uses and the greater use of underutilised sites as well as the reuse and adaptation of existing buildings for uses with a scale appropriate to the site and area.

Redevelopment of the site for residential purposes is considered to be a suitable outcome by encouraging expansion of inner city residential opportunities.

15.1.1.8 - To ensure that the proportions, materials, openings and decoration of building facades contribute positively to the streetscape and reinforce the built environment of the area in which the site is situated.

The built form of the proposal will provide alternate layers of materials and setbacks which will ensure a degree of harmony with the existing urban fabric, whilst also presenting as a new, contemporary building. As detailed in the architectural statement, the choice of materials has been influenced by the research undertaken with respect to the history of the site and surrounding area. The development proposed will reinforce the corner of the site at the junction of Sandy Bay Road and Wilmot Street, replacing an existing car park and provide a built response to consolidate the street corner.

15.1.1.9 - To maintain an appropriate level of amenity for residential uses without unreasonable restriction or constraint on the nature and hours of commercial activities.

The proposed development does not result in any restrictions on existing commercial activities in surrounding buildings, predominately to the south-west along Hampden Road.

15.1.1.10 - To ensure that retail shopping strips do not develop along major arterial roads within the zone.

The application does not create or contribute to development of a retail shopping strip.

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

3.1.2 USE STATUS

The definitions of Use Classes include the following relevant to the proposal.

Residential - Permitted

use of land for self contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

The proposal is for residential apartments and is consistent with the above definition.

The proposed street level tenancy would be considered as food services, which is defined as follows:

Food Services - Permitted

use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.

The tenancy will operate as a café which is anticipated to improve local amenities and promote additional pedestrian activity at street level along Sandy Bay Road and adjoining streets.

3.1.3 USE STANDARDS

The use standards in the zone apply to non-residential use and are therefore relevant to the cafe tenancy, the following use standards will apply.

15.3.1 Non-Residential Use

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

SCHEME REQUIREMENTS	RESPONSE
A1	The proposed cafe will operate within the hours specified under A1.
<i>Hours of operation must be within:</i>	
<i>(a) 7.00am to 9.00pm Mondays to Fridays inclusive;</i>	
<i>(b) 8.00am to 6.00pm Saturdays;</i>	
<i>(c) 9.00am to 5.00pm Sundays and Public Holidays;</i>	
<i>except for office and administrative tasks or visitor accommodation.</i>	

...	
<p>A2</p> <p>Noise emissions measured at the boundary of the site must not exceed the following:</p> <p>(a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am;</p> <p>(c) 65dB(A) (LAmax) at any time.</p> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p> <p>P2</p> <p>Noise emissions measured at the boundary of the site must not cause environmental harm.</p>	<p>The use as a café is not likely to produce noise that is audible from outside the tenancy.</p> <p>The café will operate within the hours specified under A1.</p> <p>On this basis, it is considered unlikely that the noise generated by the café would exceed the noise levels specified under A2, particularly given the background noise levels that are likely to be generated from existing traffic movements along Sandy Bay Road. Any noise generated is therefore considered to not be of a level to cause environmental harm.</p>
<p>A3</p> <p>External lighting must comply with all of the following:</p> <p>(a) be turned off between 10:00pm and 6:00 am, except for security lighting;</p> <p>(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.</p>	<p>Given the proposed operating hours of the café lighting will meet A3.</p>
<p>A4</p> <p>Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to within the hours of:</p> <p>(a) 7.00am to 5.00pm Mondays to Fridays inclusive;</p> <p>(b) 8.00am to 5.00pm Saturdays;</p> <p>(c) 9.00am to 12 noon Sundays and Public Holidays.</p>	<p>Commercial movements associated with the tenancy may include intermittent deliveries of produce.</p> <p>Given that the proposed café will operate within the hours specified under A1, these deliveries (if required) are anticipated to occur within the hours specified under A4. As detailed in the TIA, there is a loading zone within 50m of the site that can be used for deliveries.</p> <p>With regard to waste removal, according to the accompanying waste management plan, removal of rubbish from the site will be undertaken in accordance with hours specified by A4.</p>

3.1.4 DEVELOPMENT STANDARDS

15.4.1 Building Height

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

SCHEME REQUIREMENTS**A1**

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

P1

Building height must satisfy all of the following:

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

PROPOSAL RESPONSE

The proposal complies with P1 as follows:

- (a) there are no desired character statements under the zone.

Sandy Bay Road

(b) & (d) The proposal provides two separated building forms above a shared podium, these two 'buildings' have heights of 22.2m and 32.8m. This stepped height between the two forms allows a visual transition from adjoining buildings to the south along Sandy Bay Road. The smaller of the two 'buildings' will sit at a similar height to the proposed development at 9 Sandy Bay Road, whilst the larger podium form will sit at a similar height to the Mantra Hotel (approximately 2m higher than the Mantra), which sits on the corner of Davey Street and Sandy Bay Road. These elevations are illustrated in figures below.

The following buildings have been considered in the design development as described:

- **Existing Conservatorium building**
The conservatorium currently sits at a maximum height of around 22m from natural ground level along Sandy Bay Road. There is also an existing steel tower on the roof of the building which extends a further 48m from the roof of the conservatorium, which will be removed and is anticipated to result in a substantial improvement to the local streetscape, particularly when viewed from adjoining streets including along Davey Street and Sandy Bay Road.
- **Mantra Building**
The Mantra sits on the corner of Davey Street and Sandy Bay Road and has a height of approximately 29m (if taking into account the raised signage section). The building directly behind the Mantra is the Telstra Exchange Building which also has a roof-top tower structure.
- **Hobart Masonic Hall**
The Masonic Hall sits directly between the existing Mantra building and conservatorium and has a height of approximately 13m from natural ground level along Sandy Bay Road. The existing conservatorium building sits approximately 7m higher than the Masonic Hall.

As specified in this report, the block is characterised by larger built forms (i.e. Telstra and Mantra buildings). This is particularly evident where the topography begins to rise into Macquarie Street. The height of the building largely responds to the transition of buildings along Sandy Bay Road, with the Masonic Hall representing a lower built form. This form should not be considered in isolation, particularly given that the existing Mantra building already sits at almost double the height of the Masonic Hall. If the proposed building were to respond to the height of the Masonic Hall, this would result in a substantial step in height between the proposed building and the existing Mantra building which would restrict larger built form to the corner of Sandy Bay Road and Davey Street which would also represent an inconsistency in height transition.

In addition, the site adjoins properties along Wilmot Street and Heathfield Avenue. In order to 'appropriately' transition from all of these buildings across each elevation would substantially reduce the available residential yield of the site to a point that would not be financially viable and would result in a substantial underutilisation of the site.

The performance criteria refer to compatibility with 'nearby buildings', meaning that consideration of just one building between two existing larger built forms should not be the sole factor in determining height compatibility and transition.

The following figure from the Urban Form Supporting Statement illustrates the varying building heights within 400m of the site:

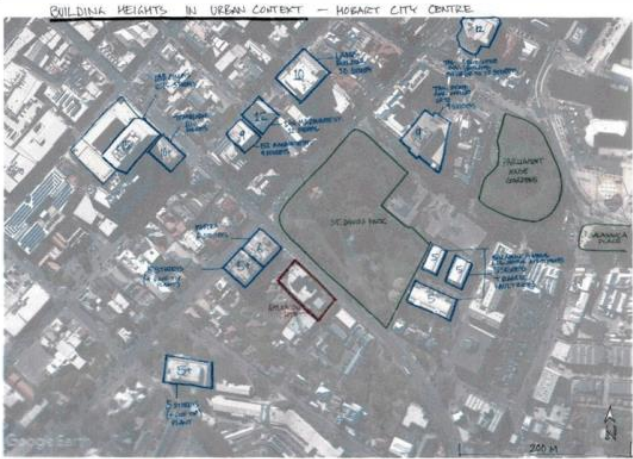


Figure 5: Taller buildings within circa 400m vicinity of the application site (source: Extracted from Ireneinc Urban Form Supporting Statement).

An analysis of these heights is also provided within the Architectural Design Statement.

When considered within the wider townscape, the proposal provides a transition in scale from the taller buildings on the Macquarie Ridge to the stepping down in built form along Harrington Street toward Davey Street. The proposed buildings are lower than the buildings along the Macquarie ridge and respond to the increased building form which adjoins Sandy Bay Road and Davey Street.

Many of these taller buildings form part of city blocks which support substantial variations in scale, bulk and height and in some instances directly adjoin buildings which are substantially smaller without imposing on the transition of buildings through the streetscape.

The accompanying Urban Form Supporting Statement provides a detailed analysis of existing built form within a local context. The document specifies that the urban form surrounding the site accommodates a great degree of variety particularly with regard to building height.

The Tribunal decision *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors* [2017] TASRMPAT 19, states the following:

... To be compatible is to be consistent or congruous with that which comparison is required to be made. The Tribunal holds that to be "compatible" requires that the building height be capable of co-existing with the scale of nearby buildings.¹

The decision also states:

The Tribunal defined the term 'compatible' in two recent decision: Henry Design & Consulting v Clarence City Council¹² and Flood v George Town Council¹³. In Henry Design, the Tribunal held at [50] that 'compatible' meant "not necessarily the same... but at least similar to, or in harmony or broad correspondence with the surrounding area".²

Although the term has been defined by the Tribunal, the definition is still subjective. The terms 'similar to, or in harmony or broad correspondence with the surrounding area' implies that when considering whether a building is 'compatible', the decision should not be solely based on the relationship between one specific building, (i.e. the Masonic Hall), but rather take into account the wider built form in making a sound determination.

In considering the wider built form of the block a number of existing buildings sit well outside the permitted height in the zone and these buildings (Mantra, Telstra building) provide a substantial indication as to the built form that can be reasonably accommodated within the block.

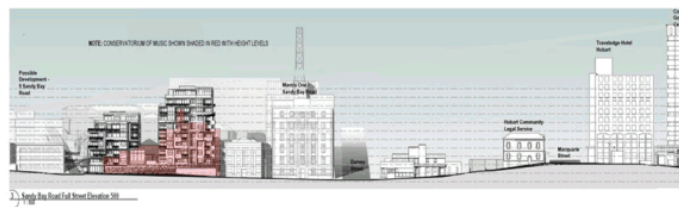


Figure 6: Sandy Bay Road streetscape, illustrating the varied height transition already evident within the streetscape (red outline denotes existing conservatorium) (source: Scanlan Architects - modified by IreneInc)

¹ *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors* [2017] TASRMPAT 19, paragraph 52, p 11.

² *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors* [2017] TASRMPAT 19, paragraph 52, p 11.

The separation of the overall mass of the proposal into two separate forms is considered to significantly reduce the visual bulk and apparent mass and allows permeability between the two buildings on Sandy Bay Road and the existing buildings on the higher ground in Wilmot Street and Hampden Road.

The local context of scale compatibility also presents in terms of height transitions between buildings of 6m or more between existing buildings. Along Sandy Bay Road the streetscape is not defined by uniform building heights.

The split building form will also reduce the overall visual bulk of the building when viewed along Sandy Bay Road, demonstrating a level of contrast between the flat façades of existing buildings in the streetscape.

The removal of the existing steel tower structure will also significantly improve the local townscape. The façade is fragmented with different layers of materials and architectural language to break-up the mass and create a sense of contemporary urban residential portions, as further described in the Architects statement.

Heathfield Avenue

The building backs onto three existing properties along Heathfield Avenue, previously identified as 6, 8 & 10 Heathfield Avenue. These properties formed part of the existing Conservatorium of Music and now form part of the Fragrance site (identified now as 5-7 Sandy Bay Road).

The architect has advised that these properties are currently used as offices and are built to heights of approximately 8.8m, 4.9m and 6.9m, as shown on the accompanying section drawing. The setback of the cottages from the rear boundary varies from a minimum of approximately 8.4m to a maximum of 10.4m, as shown in the figures below.

These setbacks have a substantial effect on reducing the overall visual impact of both the existing conservatorium building and the proposed building, particularly when viewed from street level along Heathfield Avenue, as shown in the accompanying photo renders.

From street level along Heathfield Avenue, the existing conservatorium building sits at a maximum height of approximately 18.2m. From the rear boundary of these properties (which slopes downward to Sandy Bay Road), the existing conservatorium building sits at a maximum height of approximately 20m, with no rear setback.

To improve the height transition, the proposed building will be setback from the southern boundary by 3.9m from level 2 through to level 8, where it will then be setback a further 3.3m (approx.). Once the proposed setback of the development and the setback of the existing cottages is taken into account, the total separation between the proposed building and the cottages on Heathfield Avenue will be;

- 11.4m from 6 Heathfield Avenue (formerly);
- 13.3m from 8 Heathfield Avenue (formerly); and
- 14.3m from 10 Heathfield Avenue (formerly).

These setbacks substantially aid, in addition to the sloping topography, in reducing the perceived height difference between the proposed building and the existing cottages, particularly when viewed from Heathfield Avenue.

In terms of overall height from street level, the existing conservatorium building sits approximately 9.5m higher than 6 Heathfield Avenue, 13.4m higher than 8 Heathfield Avenue and 10m higher than 10 Heathfield Avenue. The proposed building will sit approximately 5.1m higher than the existing conservatorium, where it will then be further setback approximately 3.3m before extending an additional 3.3m to maximum height (level 9), when viewed from

street level along Heathfield Avenue. The entire façade will be setback a minimum of 3.9m from the boundary in addition to the existing setback of the cottages, as shown in the figures below.



Figure 7: Existing rear setback with proposed additional 3.9m setback across level 2-8 (source: www.thelist.tas.gov.au © State of Tasmania).

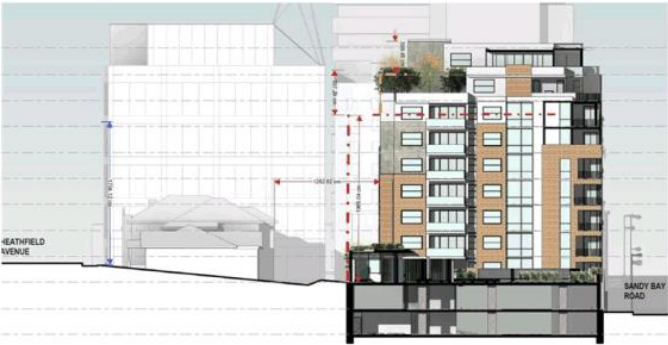


Figure 8: Red line depicts existing conservatorium height (max) measured from NGL at the rear of the cottages. Yellow line depicts additional height proposed over existing before being setback approximately 3.3m. The blue line indicates the height of the existing conservatorium when measured from street level along Heathfield Avenue (source: Scanlan Architects & Ireneinc).

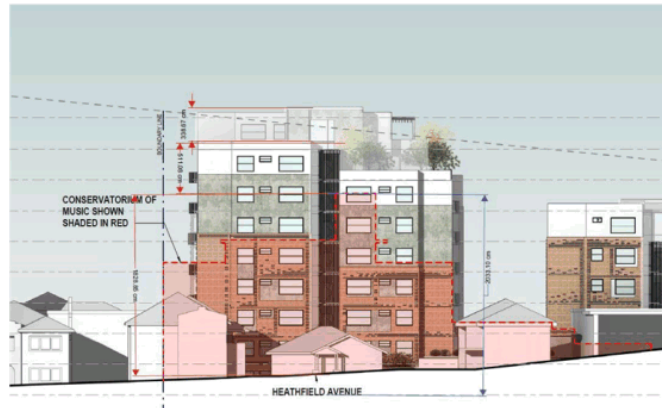


Figure 9: Development from Heathfield Avenue - red lines indicate height of existing conservatorium from street level and additional height proposed. The blue line indicates height of existing conservatorium when measured from rear boundary of the cottages, due to topographical change (source: Scanlan Architects & Ireneinc)

The proposed building will have a greater setback from the cottages which is considered to reasonably offset the overall height increase of the building when compared to adjoining buildings.

The form of the proposed building is of a scale that is not unreasonable when compared to existing built form and the existing cottages that form part of the site along Heathfield Avenue are not located within a residential zone and are not used for residential purposes.

Wilmot Street

With regard to the appearance and compatibility of the building along the Wilmot Street frontage, the topography of the street rises toward Hampden Road creating a natural transition in height, with lower buildings further up Wilmot Street elevated, allowing larger buildings to be located along the Sandy Bay Road frontage without overly dominating existing buildings located above the site.

As shown in figure 6 below, there is a significant setback of approximately 20m between the proposed building and the heritage cottage to the south (which is located on the same site). In addition to this setback, the lower of the two proposed building forms will be setback a further 6m at level 1 from the southern boundary. At level 2, this setback reduces to approximately 3.8m.

In total there will be a minimum setback distance of approximately 23.8m from the adjoining heritage building to the south, which is currently surrounded by a brick garage/warehouse structure.

This setback distance coupled with the rising topography of Wilmot Street reduces the apparent scale of the proposal when viewed along Wilmot Street.

The cottage to the south sits at a height of approximately 6.5m from NGL, whilst the lower of the two proposed building forms will sit at a height of approximately 17.5m when measured from the southern boundary (due to the slope of Wilmot Street).

The difference in height between the proposed building and the existing cottage is approximately 8.4m, as illustrated in the figures below.

When viewed within the wider streetscape along Wilmot Street, the lower form of the proposed building is lower than height of the building located at the top of Wilmot Street (identified as 145 Hampden Road), which provides a more subtle height transition than existing Sandy Bay Road, including the existing Telstra Exchange building located on Davey Street and the corner of Heathfield Avenue, or the Mantra Building. Furthermore, the proposed building closest to Wilmot Street, and most present in that streetscape, is only one storey higher than the existing Conservatorium building.

The section of the proposed building fronting Wilmot Street presents a varied façade, broken up by windows and balconies, which is considered to add additional streetscape elements without presenting as a flat façade.

The architectural treatment of the façade, primarily the brick elements, have been derived from the history of the site and the treatment of the existing conservatorium building providing greater consistency with the surrounding buildings whilst also presenting as new contemporary building within the streetscape.

The accompanying Heritage Impact Assessment also states that due in part to the distance between the proposed building and adjoining heritage cottages (previously identified as 9-13 Wilmot Street), the proposed building could not be seen to have a detrimental impact by way of siting, scale, bulk and design.

(c) the adjacent public space within St David's Park is separated by Sandy Bay Road and the accompanying shadow diagrams provided indicate that this space will not be overshadowed at any point during the day.

There will be some overshadowing of Sandy Bay Road, Heathfield Avenue and Wilmot Street. The rear of Heathfield Avenue will be overshadowed during the morning from 9am until 11/11:30am, whilst a portion of Wilmot Street will be overshadowed during the early to late afternoon.

The shadow diagrams indicate that the overshadowing caused by the development is similar to the overshadowing generated by existing buildings, particularly the Mantra building in the morning and afternoon.

The Urban Form Supporting Statement provides further consideration of building heights. In conclusion this document states:

With consideration of the above listed features the proposed built form has been designed in a way that is considered to be compatible within the setting of both Sandy Bay Road and Wilmot Street.

The proposed building heights are compatible with the existing pattern of urban form presented by existing buildings to streets and urban blocks in the local urban context of the site, as illustrated in the figures, below, that show the proposed built form in the context of existing buildings and street elevations.

It is considered that the proposal complies with P1.

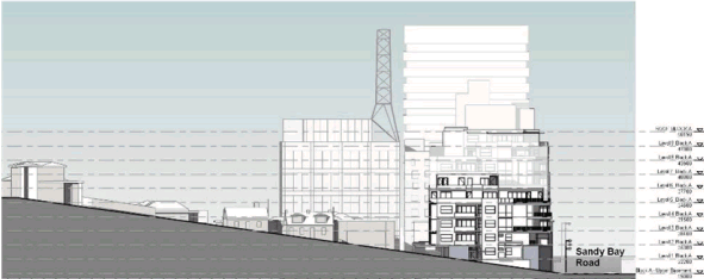


Figure 10: Streetscape elevation (Wilmot Street) (source: Scanlan Architects)

<p>A2</p> <p><i>Building height within 10m of a residential zone must be no more than 8.5m.</i></p> <p>P2</p> <p><i>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.</i></p>	<p>The nearest residential zoned land is approximately 230m to the south-east, therefore it is considered that A2 is not applicable.</p>
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<p>15.4.2 Setback</p> <p><i>Objective: To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.</i></p> <p>SCHEME REQUIREMENTS</p> <p>A1</p> <p><i>Building setback from frontage must be parallel to the frontage and must be no more than: 1m from the median street setback of all existing buildings on the same side of the street within 100m of the site.</i></p> <p>P1</p> <p><i>Building setback from frontage must satisfy all of the following:</i></p> <ul style="list-style-type: none"><i>(a) be consistent with any Desired Future Character Statements provided for the area;</i><i>(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;</i><i>(c) enhance the characteristics of the site, adjoining lots and the streetscape;</i><i>(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;</i><i>(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the</i>
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that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.

PROPOSAL RESPONSE

The figure below demonstrates the current variable setback of buildings along Wilmot Street and Sandy Bay Road, the blue area indicates the setback of the proposed building.

Sandy Bay Road

The setback of buildings along Sandy Bay Road varies from around 1m to a maximum of 4m.

- 1 Sandy Bay Road (Mantra) - 0m setback
- 3 Sandy Bay Road (Hobart Masonic Hall) - 0m setback
- 9 Sandy Bay Road (existing building) - 3.1m setback
- 12 Wilmot Street (section fronting Sandy Bay Road) - 3.4m setback

The median value is therefore calculated as 1.55m.

The building proposed will have a 0m setback from the frontage to Sandy Bay Road at the street level and level 1 with the brick façade which will connect to rear of the ABC Mural Wall.

Wilmot Street

The setback of buildings along the northwest side of Wilmot Street varies from 0m to approximately 16.7m (with the remaining 5 buildings along Wilmot Street being setback 3.7m, 1.1m, 0.9m, 16.6m and 0m). The median value is therefore calculated to be 1.1m.

The proposed setback to Wilmot street is 0m at the closest point, the setback increases to approximately 3m maximum.

The application meets the Performance criteria in relation to the frontage setbacks as follows:

- (a) there are no Desired Future Character Statements for the area.
 - (b) the proposed setback to both frontages is compatible with the setback of adjoining buildings being within the range of existing setbacks along the road frontages and will create a greater conformity between the buildings on the site and other elements in the street scape.
 - (c) The greater setback conformity, combined with additional civic benefits such as the café will ensure a higher degree of street level activation, whilst also improving the appearance of the site in terms of façade design and materials.
 - (d) As specified above, the setback to Wilmot Street will vary, allowing a variation in alignment which will serve to break up the facade of the building and allow for the retention of existing and proposed landscaping which will also improve the streetscape. The building does not create any entrapment spaces.
 - (e) The proposal is for residential use and communal open areas have been provided across level 1. The café will be open to the public and the proposal does not require large variations in the building alignment. As specified above, existing and proposed landscaping will be provided along the Wilmot Street frontage to improve pedestrian amenity and the streetscape.
-



Figure 11: Evidence of variable setbacks along Wilmot Street & Sandy Bay Road (red) along with extent of proposed setback (blue) (source: www.thelist.tas.gov.au © The State Government of Tasmania)

A2 <i>Building setback from a residential zone must be no less than:</i> <i>(a) 3m;</i> <i>(b) half the height of the wall,</i> <i>whichever is the greater.</i>	As detailed above, the site is not located in proximity to a residential zone. Therefore, it is considered that A2 does not apply.
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15.4.3 Design	
Objective: To ensure that building design contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone.	
SCHEME REQUIREMENTS	
A1 <i>Building design must comply with all of the following:</i> <i>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</i>	P1 <i>Building design must enhance the streetscape by satisfying all of the following:</i> <i>(a) provide the main access to the building in a way that addresses the street or other public space boundary;</i>

- | | |
|--|--|
| <p>(b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front facade no less than 40% of the surface area of the ground floor level facade ;</p> <p>(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front facade and facades facing other public spaces is not greater than 30% of the length of the facade;</p> <p>(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</p> <p>(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;</p> <p>(f) provide awnings over the public footpath if existing on the site or on adjoining lots;</p> <p>(g) not include security shutters over windows or doors with a frontage to a street or public place.</p> | <p>(b) provide windows in the front facade in a way that enhances the streetscape and provides for passive surveillance of public spaces;</p> <p>(c) treat large expanses of blank wall in the front facade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;</p> <p>(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;</p> <p>(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;</p> <p>(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;</p> <p>(g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;</p> <p>(h) be consistent with any Desired Future Character Statements provided for the area.</p> |
|--|--|

PROPOSAL RESPONSE

Given that the proposal has two frontages with entrances provided on both, each frontage will be assessed separately, as follows:

Wilmot Street**A1**

- (a) The main pedestrian entrance for the residential apartments is located on Wilmot Street and will be clearly visible.
- (b) Window and door openings along the Wilmot Street frontage occupy more than 40% of the ground level facade and are considered to comply.
- (c) the extent of blank wall along Wilmot Street is significantly less than 30%, as can be seen in on sheet 301 of the accompanying architectural documentation.
- (d) & (e) mechanical plant equipment will be contained within the proposed plant room on Level 1 and lift structures have been contained within the design of the roof.
- (f) no awnings are proposed.
- (g) no security shutters are proposed.
- It is considered that the Wilmot Street frontage complies with A1.

Sandy Bay Road

Due to the heritage wall that exists along Sandy Bay Road, windows and door openings along that frontage have not been provided at ground level, except for the entrance to the café, and therefore do not comply with A1(b).

Consideration of P1 is therefore required.

P1

(a) the primary residential access to the building is via Wilmot Street and pedestrian access to the café is provided from Sandy Bay Road.

(b) due to the topography of the site, the upper basement level will occupy 'ground floor' level along Sandy Bay Road, as shown in sheet 300 of the accompanying architectural documentation. Windows and doors have been provided on the south-eastern corner of the building to provide ground level access to the café and will ensure that the streetscape is enhanced and will allow for further activation.

In addition, future public artwork is set to feature on the brick façade along Sandy Bay Road, which is anticipated to further improve the streetscape.

(c) the brick wall/façade facing Sandy Bay Road at ground level will be subject to a public art competition which will result in the façade becoming a 'blank canvas' to further promote public art and significantly improve the overall streetscape, whilst also demonstrating and retaining the connection to the ABC Mural.

(d) & (e) no mechanical equipment or roof-top service infrastructure will be visible from Sandy Bay Road.

(f) No awnings are proposed.

(g) No security shutters are proposed.

(h) there are no desired character statements for the zone.

To summarise, the Wilmot Street frontage complies with A1, whilst the Sandy Bay Road frontage is considered to comply with P1.

A2

Walls of a building facing the General Residential Zone or Inner Residential Zone must be coloured using colours with a light reflectance value not greater than 40 percent.

...

Although there are a number of properties to the south of the site that are used for residential purposes, the nearest land zoned residential is located over 230m away to the east.

Therefore, it is considered that A2 does not apply.

15.4.4 Passive Surveillance

Objective: To ensure that building design for non-residential uses provides for the safety of the public.

SCHEME REQUIREMENT	RESPONSE
A1	As detailed in the response to Clause 15.4.3, the Wilmot Street frontage complies with A1.
<i>Building design for non-residential uses must comply with all of the following:</i>	However, due to the design of the building the Sandy Bay Road frontage does not comply with A1 to Clause 15.4.3 and therefore does not
<i>(a) provide the main pedestrian entrance to the building so that it is clearly visible</i>	

- from the road or publicly accessible areas on the site;
- (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front facade which amount to no less than 40 % of the surface area of the ground floor level facade;
- (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the facade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade;
- (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;
- (e) provide external lighting to illuminate car parking areas and pathways;
- (f) provide well-lit public access at the ground floor level from any external car park.
- P1**
- Building design must provide for passive surveillance of public spaces by satisfying all of the following:
- (a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;
- (b) locate windows to adequately overlook the street and adjoining public spaces;
- (c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;
- (d) locate external lighting to illuminate any entrapment spaces around the building site;
- (e) provide external lighting to illuminate car parking areas and pathways;
- (f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;
- (g) provide for sight lines to other buildings and public spaces.
- comply with A1 to this Clause. A response to P1 has been provided below.
- Sandy Bay Road
- P1(a) the only non-residential component of the application is the café tenancy, access to the cafe will be clearly visible from both within the building and from Sandy Bay Road.
- (b) windows have been provided at Level 1 for the apartments along the Sandy Bay Road elevation which provide ample overlooking of the street and adjoining St. David's Park.
- (c) windows and door openings have been provided along the north-eastern facade at ground level to signify the entrance to the café.
- (e) no external lighting is required along the Sandy Bay Road frontage, and light spill from the level 1 apartments will aid in improving pedestrian safety and amenity. The proposal does not create any entrapment spaces.
- (f) the primary public access to the building will be via the café fronting Sandy Bay Road. The entrance is clearly visible from public spaces and will active the streetscape.
- (g) although the building will present as a larger built form, it is not considered to impact on pedestrian sight lines along Sandy Bay Road or Wilmot Street. As stated above, increased pedestrian activity as a result of the café is anticipated to improve pedestrian amenity along Sandy Bay Road and the design of the building is not anticipate to impact on pedestrian sightlines at street level.
- The Sandy Bay Road frontage is considered to comply with P1.

15.4.5 Landscaping

Objective: To ensure that a safe and attractive landscaping treatment enhances the appearance of the site and if relevant provides a visual break from land in a residential zone.

SCHEME REQUIREMENT	RESPONSE
<p>A1</p> <p><i>Landscaping along the frontage of a site is not required if all of the following apply:</i></p> <p><i>(a) the building extends across the width of the frontage, (except for vehicular access ways);</i></p> <p><i>(b) the building has a setback from the frontage of no more than 1m.</i></p>	<p>As the building extends across the width of the Sandy Bay Road frontage and is setback within 1m, no landscaping is required along that frontage.</p> <p>However, small areas of landscaping are proposed along the north-eastern edge of the site adjacent to the entry to the café to improve pedestrian amenity and the streetscape.</p>
<p>P1</p> <p><i>Landscaping must be provided to satisfy all of the following:</i></p> <p><i>(a) enhance the appearance of the development;</i></p> <p><i>(b) provide a range of plant height and forms to create diversity, interest and amenity;</i></p> <p><i>(c) not create concealed entrapment spaces;</i></p> <p><i>(d) be consistent with any Desired Future Character Statements provided for the area.</i></p>	<p>With regard to Wilmot Street, due to the variable setback between 0m and approximately 3m, it is proposed to retain some of the existing landscaping as well as including new landscaping along this frontage the frontage.</p> <p>The application meets the performance criteria as follow:</p> <p>(a) & (b) The proposed landscaping in conjunction with the existing trees located on the western side of the site will aid in enhancing the overall built appearance of the building and contribute to creating an inviting entry way from both Wilmot Street and Sandy Bay Road.</p> <p>(c) The landscaping will not create any entrapment spaces and there are no desired future character statements for the zone.</p>
<p>A2 <i>Along a boundary with the General Residential Zone or Inner Residential Zone landscaping must be provided for a depth no less than:</i></p> <p><i>2m.</i></p> <p>P2</p> <p><i>Along a boundary with the General Residential Zone or Inner Residential Zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in the General Residential Zone or Inner Residential Zone, having regard to the characteristics of the site</i></p>	<p>A number of properties in proximity to the site are utilised for residential and visitor accommodation purposes.</p> <p>However, the site does not directly adjoin a residential zone and the nearest mapped residential area is over 250m to the east.</p> <p>Therefore, A2 does not apply.</p>

and the characteristics of the adjoining
residentially-zoned land.

15.4.6 Outdoor Storage Areas

No outdoor storage areas are proposed.

15.4.7 Fencing

Objective: To ensure that fencing does not detract from the appearance of the site or the locality and provides for passive surveillance.

SCHEME REQUIREMENT	RESPONSE
A1	No fences are proposed in the application.
Fencing must comply with all of the following:	
(a) fences, walls and gates of greater height than 1.5m must not be erected within 4.5m of the frontage;	
(b) fences along a frontage must be at least 50% transparent above a height of 1.2m;	
(c) ...	

15.4.8 Residential Amenity

Objective: To ensure that buildings for residential use provide reasonable levels of residential amenity and safety.

SCHEME REQUIREMENTS

A1 - A dwelling must have at least one habitable room window (other than a bedroom) facing between 30 degrees west of north and 30 degrees east of north.

P1 - A dwelling must be sited and designed to optimise sunlight to at least one habitable room (other than a bedroom).

PROPOSAL RESPONSE

Due to the orientation of the lot and street frontages, the windows to habitable rooms (other than bedrooms) along the northern, eastern and western elevations do not face 30 degrees east or west of north.

Therefore, a response to the performance criteria is required.

Access to sunlight and orientation of windows is constrained by the orientation of the lot, orientation of streets and requirement for the building to be built to the frontage along Sandy Bay Road.

The balconies provided along the northern and eastern elevations directly adjoin living areas and serve as extensions to these areas. The balconies are oriented as far as possible east and west of north to optimise sunlight into these areas. Although the windows themselves do not comply with A1, the balconies will receive sunlight.

Several balconies along the south-western elevation do not face between 30 degrees east or west of north, however they have also been oriented to optimise access to sunlight as far as practicable.

All balconies across the northern, western and eastern elevations will receive direct sunlight during the equinox and on December 21st, ensuring substantial access to sunlight throughout the summer months.

Therefore, the siting and design of the building is sufficient to optimise sunlight to habitable rooms (other than bedrooms) via balconies which serve as extensions to these living areas.



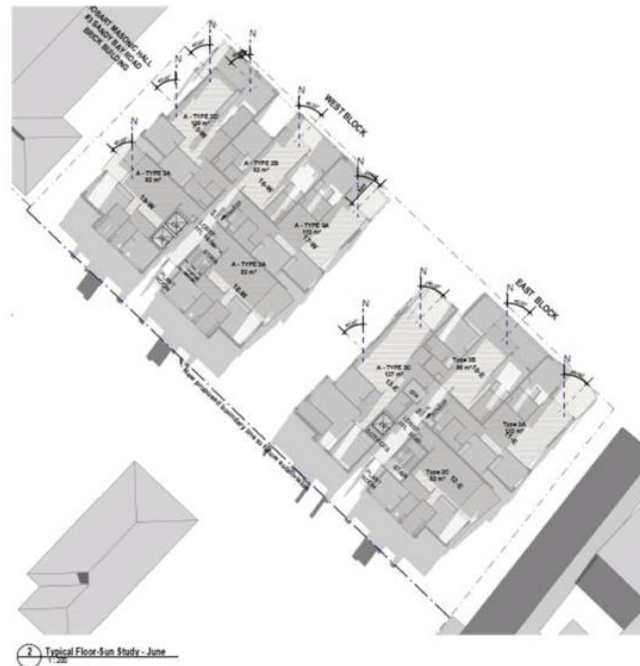


Figure 13: Window orientation and sun study for June (source: Scanlan Architects)

A2 - The potential for direct overlooking from windows of habitable rooms with a finished surface or floor level more than 1m above natural ground level on one lot to the windows of habitable rooms, balconies, decks and roof gardens on adjacent lots must be avoided or minimised by complying with any of the following:

- (a) have a side boundary setback no less than 3 m;
- (b) be offset no less than 1.5 m from the windows of habitable rooms on adjacent lots where on the same horizontal lane;
- (c) have a window seal height no less than 1.5 m.

PROPOSAL RESPONSE

The standard refers to overlooking from one lot onto another lot. The only elevation which has windows to habitable rooms that overlook an adjacent lot is the western elevation of the lower building form. The windows to habitable rooms along this elevation are setback over 3m from the side boundary of the site across all levels, complying with A2(a).

A3 - Outdoor living space must be provided for a dwelling that complies with all of the following:

(a) be no less than 10 m²;

(b) have a width no less than 2 m.

P3 - Outdoor living space must be provided for a dwelling with dimensions sufficient for the projected requirements of the occupants.

PROPOSAL RESPONSE

The outdoor living space (balconies) for each apartment vary from a minimum of 12m² to a maximum of approximately 106m² for the penthouses. All balconies have a minimum depth of approximately 2.4m, thereby complying with A3.

A4 - Habitable rooms of dwellings adjacent to streets carrying more than 6000 vehicle per day must be designed to achieve internal noise levels no more than 45 dBA in accordance with relevant Australian Standards for acoustics control, (including AS3671 - Road Traffic, and AS2107 - Habitable Rooms).

P4 - Habitable rooms of dwellings adjacent to streets carrying more than 6000 vehicle per day must be designed, through site layout and building design, to provide internal noise levels that accord a reasonable level of residential amenity for the occupants.

RESPONSE

All windows and doors to apartments across both building forms will be double glazed, which is now standard practice and legal requirement for any new development. Double glazing incorporates two panes of glass within which is a void filled with gas to regulate heat loss and absorption. These design elements substantially reduce noise emissions and are considered sufficient to achieve internal noise levels of no more than 45dBA.

The design of windows and doors to both habitable and non-habitable rooms are in accordance with the relevant Australian Standards.

The proposal complies with A4.

3.2 POTENTIALLY CONTAMINATED LAND CODE

Site investigations have confirmed that there is an existing fuel tank present on the site. Investigations are ongoing to determine whether there is any evidence of contamination along with a plan to remove the tank.

A report will be prepared and submitted to Council for consideration, along with a response to the relevant provisions of the Code once that information becomes available.

3.2.1 USE STANDARDS

E2.5 Use Standards

Objective: To ensure that potentially contaminated land is suitable for the intended use.

SCHEME REQUIREMENTS

RESPONSE

A1

The Director, or a person approved by the Director for the purpose of this Code:

- (a) certifies that the land is suitable for the intended use; or*
(b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.

P1

Land is suitable for the intended use, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or*
(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or
(c) a plan to manage contamination and associated risk to human health or the environment that includes:
(i) an environmental site assessment;
(ii) any specific remediation and protection measures required to be implemented before any use commences; and
(iii) a statement that the land is suitable for the intended use.

A site contamination report is currently being prepared, along with recommendations regarding the removal of the fuel tank.

This report, along with a response to P1 will be provided as additional information once complete.

3.2.2 DEVELOPMENT STANDARDS

E2.6.2 - Excavation

Objective: To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.

SCHEME REQUIREMENTS	RESPONSE
A1 No acceptable solution.	A site contamination report is currently being prepared, along with recommendations regarding the removal of the fuel tank.
P1 Excavation does not adversely impact on health and the environment, having regard to: <i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i>	This report, along with a response to P1 will be provided as additional information once complete.

(b) a plan to manage contamination and associated risk to human health and the environment that includes:

- (i) an environmental site assessment;*
- (ii) any specific remediation and protection measures required to be implemented before excavation commences; and*
- (iii) a statement that the excavation does not adversely impact on human health or the environment.*

3.3 ROAD AND RAILWAY ASSETS CODE

3.3.1 USE STANDARDS

E5.5.1 Existing road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

SCHEME REQUIREMENTS	RESPONSE
P3	
<i>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	The AADT of vehicle movements will increase over existing, given that the existing parking area only provides for approximately 19 spaces on the north-eastern and south eastern sides of the site.
<i>(a) the increase in traffic caused by the use;</i>	The proposed lower and upper basement levels will provide a total of 86 car parking spaces.
<i>(b) the nature of the traffic generated by the use;</i>	The application meets the Performance Criteria as follows:
<i>(c) the nature and efficiency of the access or the junction;</i>	(a) As detailed by the accompanying TIA the trip generation under RMS Guidelines, will be approximately 283 trips per day for the residential component, and 58 per day for the café, totalling around 341 vehicles per day.
<i>(d) the nature and category of the road;</i>	The TIA suggests that actual generation is anticipated to be lower given that the café is ancillary to the residential component and the proximity of the site to nearby offices and businesses will result in a higher level of pedestrian activity.
<i>(e) the speed limit and traffic flow of the road;</i>	(b) the traffic generated by the development will be primarily residential.
<i>(f) any alternative access to a road;</i>	(c) As detailed in the accompanying TIA, the access conditions at Wilmot Street are considered sufficient and safe with regard to
<i>(g) the need for the use;</i>	
<i>(h) any traffic impact assessment; and</i>	
<i>(i) any written advice received from the road authority.</i>	

the speed environment and sight distance provision.

(d) & (e) Wilmot Street is a one-way road that provides a connection between Hampden Road and Sandy Bay Road. The Street supports a mix of residential and commercial vehicles. The speed limit along Wilmot Street is 50km/hr, however, as specified in the TIA, given the nature of the road it is unlikely that vehicles would exceed 40km/hr.

(f) The other frontage to the site is Sandy Bay Road where access would be less suitable due to traffic conditions.

(g) Residential use within close proximity to the city is appropriate where future residents will be in close proximity to services and employment opportunities.

(h) the accompanying TIA states that vehicle movements generated by the proposal are not considered to have any adverse impacts on the safety or efficiency of Wilmot Street given the one-way nature of the Street.

It is not anticipated that there will be any impacts on Sandy Bay Road, given that the left lane operates as a clearway during the evening peak period, whilst the west bound left lane is a clearway during the morning peak period.

Further detailed information is contained within the accompanying TIA.

(i) n/a

3.3.2 DEVELOPMENT STANDARDS

E5.6.2 Road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

SCHEME STANDARDS	RESPONSE
A2 <i>No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</i>	Access to the site is currently provided via two crossovers, one on the southern side and one on the northern side, which provide access to two existing parking areas. The proposed development seeks to remove the northern crossover and reinstate the kerb and gutter, whilst replacing the existing southern crossover.

This will result in the proposal utilising one access to the site which will provide both entry and exit.

The proposal complies with A2.

E5.6.4 Sight distance at accesses, junctions and level crossings

Objective: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

SCHEME REQUIREMENTS	RESPONSE
A1	Wilmot Street is a one-way street running from Hampden Road to Sandy Bay Road. Therefore, sight distance would only require measurement to the south toward Hampden Road.
<i>Sight distances at:</i>	
<i>(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; ...</i>	Given the site is located on the northern end of Wilmot Street, the distance between the site entrance and the junction between Wilmot Street and Hampden Road would be over 80m. The speed limit along Wilmot Street is 50km/hr, however given the narrow nature of the street it is likely that vehicle speeds would be considerable lower. The site distance is considered more than sufficient to comply with Table E5.1 and this conclusion is supported in the TIA. The proposal complies with A1.

3.4 PARKING AND ACCESS CODE

3.4.1 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.*

SCHEME REQUIREMENTS	RESPONSE
A1	The application proposes 86 car parking spaces.
<i>The number of on-site car parking spaces must be:</i>	

- (a) *no less than the number specified in Table E6.1;*
except if:
- (i) *the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- P1**
- The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:*
- (a) *car parking demand;*
- (b) *the availability of on-street and public car parking in the locality;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*
- (e) *the availability and suitability of alternative arrangements for car parking provision;*
- (f) *any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
- (g) *any car parking deficiency or surplus associated with the existing use of the land;*
- (h) *any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;*
- (i) *the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*
- The scheme requires provision of 2 spaces per 2-3 bedroom dwelling plus 1 visitor space per 4 dwellings, which would generate a requirement for 124 parking spaces.
- The café would also generate a requirement for 16 spaces.
- The total parking requirement is 140 spaces, resulting in a shortfall of 54 car parking spaces.
- The application meets the performance criteria as follows:
- (a) As detailed in the accompanying TIA, the residential parking demand of the development is considered to be less than what the development generates under the scheme given its proximity to the city centre, services and employment.
- In addition many of the café customers would likely to be residents of the apartments on site or those living or working in the area.
- It is therefore considered that the parking provided is sufficient to meet the demand of the development.
- (b) on-street parking is limited in the vicinity of the site, generally to time restricted and metered parking along Sandy Bay Road, Davey Street and Hampden Road. These streets are within close walking distance of the site, however as mentioned above, it is considered that the parking provided for the development is sufficient to meet the anticipated demand.
- (c) & (d) The site is well within 400m of a number of key public transport corridors where ample public transport is available.
- The site is also well within walking distance of key sites such as the CBD and Sullivan's Cove.
- (e), (f), (g), (h), (i), (j) & (k) n/a
- (l) the site is subject to the code, however the parking is within the basement levels and will not result in any impact on the heritage precinct or place.
- (m) n/a.

- (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.

E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability

Objective: To ensure that a use or development provides sufficient accessible car parking for people with a disability.

SCHEME REQUIREMENTS	RESPONSE
A1	
Car parking spaces provided for people with a disability must:	The residential component does not generate a requirement for accessible parking. However, 1 accessible space has been provided on the upper basement level in close proximity to the lifts and internal entrance to the café tenancy.
(a) satisfy the relevant provisions of the Building Code of Australia;	
(b) be incorporated into the overall car park design;	The space has been designed to satisfy the relevant provisions of the Building Code, is incorporated into the design of the parking areas and is located as close as practicable to the lifts and entry ways.
(c) be located as close as practicable to the building entrance.	
	The proposal complies with A1.

E6.6.3 Number of Motorcycle Parking Spaces

Objective: To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.

SCHEME REQUIREMENTS	RESPONSE
P1	
The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:	The proposal generates a requirement for 4 motorcycle parking spaces. However, no motorcycle spaces have been provided. The application responds to the performance criteria as follows:
(a) motorcycle parking demand;	(a) Given the location of the site in close proximity to existing public transport corridors and within walking distance of the CBD the development provides alternative transport alternatives. Residents will also have the
(b) the availability of on-street and public motorcycle parking in the locality;	
(c) the availability and likely use of other modes of transport;	

(d) the availability and suitability of alternative arrangements for motorcycle parking provision.	<p>ability to utilise car parking spaces for their own motorbikes or scooters if they use those transport forms.</p> <p>(b) & (c) It is common for motorcycles to utilise existing car parking spaces.</p> <p>(d) n/a</p> <p>Given the proximity of the site to the CBD and other key sites and public transport corridors it is considered that provision of 4 motorcycle spaces is not necessary.</p>
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E6.6.4 Number of Bicycle Parking Spaces

Objective: To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.

SCHEME REQUIREMENTS	RESPONSE
<p>A1</p> <p>The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p>	<p>Although residential use does not generate a requirement for bicycle parking a bicycle storage space has been provided for residents to promote alternative forms of transportation.</p> <p>The proposed café will generate a minimum requirement for 2 bicycle spaces for patrons. These spaces have been provided outside the café entrance in accordance with class 3 bicycle parking.</p> <p>The proposal complies with A1.</p>

3.4.2 DEVELOPMENT STANDARDS

E6.7.1 Number of Vehicular Accesses

Objective: To ensure that:

- (a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:
- (i) the number of vehicle access points; and
 - (ii) loss of on-street car parking spaces;
- (b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;
- (c) vehicle access points do not have a dominating impact on local streetscape and character.

SCHEME REQUIREMENTS	RESPONSE
<p>A1</p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p>	<p>There are two existing access points to the site from Wilmot Street. These access points will be removed and replaced with one access point which will provide both entry and exit.</p> <p>The proposal complies with A1.</p>

E6.7.2 Design of Vehicular Accesses

Objective: To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.

SCHEME REQUIREMENTS	RESPONSE
A1	The accompanying TIA specifies that the design of the vehicle access has been designed in accordance with the relevant Australian Standards for non-commercial access.
<i>Design of vehicle access points must comply with all of the following:</i>	
(a) <i>in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 - "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;</i>	The proposal complies with A1(a).
(b) ...	
...	

E6.7.3 Vehicular Passing Areas Along an Access

Objective: To ensure that:

- (a) *the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;*
- (b) *use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.*

SCHEME REQUIREMENTS	RESPONSE
A1	Given the internal access ways have been designed as two-way, it complies with A1.
<i>Vehicular passing areas must:</i>	
(a) <i>be provided if any of the following applies to an access:</i>	
(i) <i>it serves more than 5 car parking spaces;</i>	
(ii) <i>is more than 30m long;</i>	
(iii) <i>it meets a road serving more than 6000 vehicles per day;</i>	
(b) <i>be 6m long, 5.5m wide, and taper to the width of the driveway;</i>	
(c) <i>have the first passing area constructed at the kerb;</i>	
(d) <i>be at intervals of no more than 30 m along the access.</i>	
...	

E6.7.4 On-Site Turning

Objective: To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.

SCHEME REQUIREMENTS	RESPONSE
A1 <i>On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</i> <i>(a) it serves no more than two dwelling units;</i> <i>(b) it meets a road carrying less than 6000 vehicles per day.</i>	<p>The proposed vehicle circulation within the basement and ground floor car parks ensures vehicles can turn on-site and enter and exit the site if a forward direction.</p> <p>The proposal is capable of complying with A1.</p>

E6.7.5 Layout of Parking Areas

Objective: To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

SCHEME REQUIREMENTS	RESPONSE
A1 <i>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.</i>	<p>As per the accompanying TIA, the car parking spaces, access aisles and ramps have been designed in accordance with the relevant Australian Standard and comply with A1.</p>

E6.7.6 Surface Treatment of Parking Areas

Objective: To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

SCHEME REQUIREMENTS	RESPONSE
A1 <i>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</i> <i>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</i>	<p>The parking areas will be paved with durable all-weather pavement in compliance with A1.</p>

(b) drained to an approved stormwater system,
unless the road from which access is provided to the property is unsealed.

E6.7.7 Lighting of Parking Areas

Objective: To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which:

- (a) enables easy and efficient use;
- (b) promotes the safety of users;
- (c) minimises opportunities for crime or anti-social behaviour; and
- (d) prevents unreasonable light overspill impacts.

SCHEME REQUIREMENT	RESPONSE
A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	The internal car parking areas will be provided with lighting to comply with Australian Standards.

E6.7.8 Landscaping of Parking Areas

Objective: To ensure that large parking and circulation areas are landscaped to:

- (a) relieve the visual impact on the streetscape of large expanses of hard surfaces;
- (b) screen the boundary of car parking areas to soften the amenity impact on neighbouring properties;
- (c) contribute to the creation of vibrant and liveable places;
- (d) reduce opportunities for crime or anti-social behaviour by maintaining clear sightlines.

SCHEME REQUIREMENTS	RESPONSE
A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	The application meets the performance criteria as follows: (a) due to the car parking being located within the basement levels, there will be no large expanses of hard surfaces visible from the road. (b) as per above, the parking areas will not be visible from the streetscape and existing and proposed landscaping along the Wilmot Street frontage will significantly improve the streetscape.
P1 Landscaping of parking and circulation areas accommodating more than 5 cars must satisfy all of the following:	

- (a) relieve the visual impact on the streetscape of large expanses of hard surfaces;
- (b) soften the boundary of car parking areas to reduce the amenity impact on neighbouring properties and the streetscape;
- (c) reduce opportunities for crime or anti-social behaviour by maintaining passive surveillance opportunities from nearby public spaces and buildings.
- (c) the parking areas are provided for residents and guests and will not be accessible by the public. The parking areas are not considered to result in any opportunities for crime or anti-social behaviour.

E6.7.10 Design of Bicycle Parking Facilities

Objective: To encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips by providing secure, accessible and convenient bicycle parking spaces.

SCHEME REQUIREMENTS	RESPONSE
<p>A1</p> <p>The design of bicycle parking facilities must comply with all the following;</p> <p>(a) be provided in accordance with the requirements of Table E6.2;</p> <p>(b) be located within 30 m of the main entrance to the building.</p>	<p>Although the proposal does not generate a requirement for bicycle parking for residents, a bicycle store has been provided on the upper basement level for residents if required and is located within 30m of the main entrances to the building.</p> <p>The proposal also generates a requirement for a minimum of 2 bicycle spaces for visitors/patrons to the café. These spaces have been provided outside the café entrance in accordance with Class 3 bicycle parking.</p>
<p>A2</p> <p>The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.^{R1}</p>	<p>A bicycle storage area has been provided for residents if required. It is considered that the storage area would be consistent with Class 2 facilities, in that the storage area is lockable and only accessible by residents.</p> <p>The two spaces required for the café have been provided as Class 3 bicycle spaces, located outside the café.</p>
<p>P2</p> <p>The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.</p>	<p>The accompanying TIA specifies that the proximity of the site to the CBD, Sullivan's Cove and nearby businesses would suggest a high level of walkability by patrons to the café. It is considered that the bicycle parking facilities provided are in accordance with Australian Standards, and therefore comply with A2.</p>

E6.7.11 Bicycle End of Trip Facilities

Objective: To ensure that cyclists are provided with adequate end of trip facilities.

SCHEME REQUIREMENTS	RESPONSE
A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter. ...	The uses proposed only require 2 spaces and therefore this standard is not applicable.

E6.7.12 Siting of Car Parking

Objective: To ensure that the streetscape, amenity and character of urban areas is not adversely affected by siting of vehicle parking and access facilities.

SCHEME REQUIREMENTS	RESPONSE
A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	The proposed car parking will be located within the lower and upper basement levels and will not be visible from either street frontage. Therefore, A1 does not apply.

E6.7.13 Facilities for Commercial Vehicles

Objective: To ensure that facilities for commercial vehicles are provided on site, as appropriate.

SCHEME REQUIREMENTS	RESPONSE
A1 Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	The proposal is not reliant on the outward delivery of goods. However, inbound deliveries may be required for the proposed café. As per the TIA, there is a loading zone within 50 metres of the site and it is considered that this is sufficient to demonstrate compliance with A1(b).

P1

Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.

E6.7.14 Access to a Road

Objective: To ensure that access to the road network is provided appropriately.

SCHEME REQUIREMENTS	RESPONSE
A1 Access to a road must be in accordance with the requirements of the road authority.	The site currently possesses two vehicle access points from Wilmot Street. One of the existing crossovers will be removed, whilst the remaining crossover will be relocated. A request for Council consent forms part of this application.

3.5 STORMWATER MANAGEMENT CODE**3.5.1 DEVELOPMENT STANDARDS****E7.7.1 Stormwater Drainage and Disposal**

Objective: To ensure that stormwater quality and quantity is managed appropriately.

SCHEME REQUIREMENTS	RESPONSE
A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	The proposed stormwater system includes a detention tank and Ocean Protect treatment system. Stormwater will be stored within the detention tank and released to the public system to reduce overall outflow. The proposal complies with A1.
A2 A stormwater system for a new development must incorporate water sensitive urban design principles ⁸¹ for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	The site is already covered with impervious surfaces and the application therefore does not increase these in excess of 600m ² . Previous advice from Council's engineers has indicated that WSUD principals are not required for underground/undercover parking areas, given that they are not generally subject to direct rainfall and runoff. No subdivision is proposed. Although this standard is not considered applicable, the proposed development will incorporate an Ocean Protect stormwater

system which includes on-site detention. This system will ensure that stormwater flow to the public system is reduced to a level that can be accommodated by existing infrastructure and to ensure that state stormwater strategy guidelines are met.

If applicable the proposal complies with A2.

A3

A minor stormwater drainage system must be designed to comply with all of the following:

- (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;
- (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

The proposed stormwater drainage system has been designed to accommodate a storm with an ARI of 20 years.

Although stormwater runoff will be greater than pre-existing runoff, the proposed stormwater system will ensure that the increase can be accommodated by existing public stormwater infrastructure, therefore no upgrades are required.

The proposal complies with A3.

3.6 HISTORIC HERITAGE CODE

Part of the site falls within the H2 Heritage Precinct - Hampden Road, as do the adjoining cottages which front Heathfield Avenue. This heritage precinct is significant for the following reasons:

1. It contains a broad range of residential types; from intact examples of Colonial, Victorian and Inter War architecture exemplifying economic boom periods and great individual prosperity alongside smaller cottages and a collection of residential flats built at the height of the Great Depression for a new middle class market.
2. This precinct contains a large number of individual buildings and features that are of historic merit demonstrating the early settlements of Hobart.
3. Places within this precinct of architectural merit with original external detailing, finishes and materials demonstrating a high degree of integrity with a distinctive historic character. Features of significance include high boundary walls as well as sections of continuous built form creating distinctive and strong visual characteristics.
4. The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.

There are also a number of heritage places listed within the site, as follows:

Hobart City Council Register:

Ref. No.	Name	Street No.	Street/Location	C.T.	General Description
2777	No name provided	5-7	Sandy Bay Road	51956/7	Flats (Previously known as 4 Heathfield Avenue)

2778	No name provided	9-13	Wilmot Street	106816/1	(Now part of 5-7 Sandy Bay Road)
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Tasmanian Heritage Register:

Ref. No.	Name	Street No.	Street/Location
2604	Conjoined Cottages	5-7	Sandy Bay Road
6756	Cottage	5-7	Sandy Bay Road
7481	ABC Mural	5-7	Sandy Bay Road

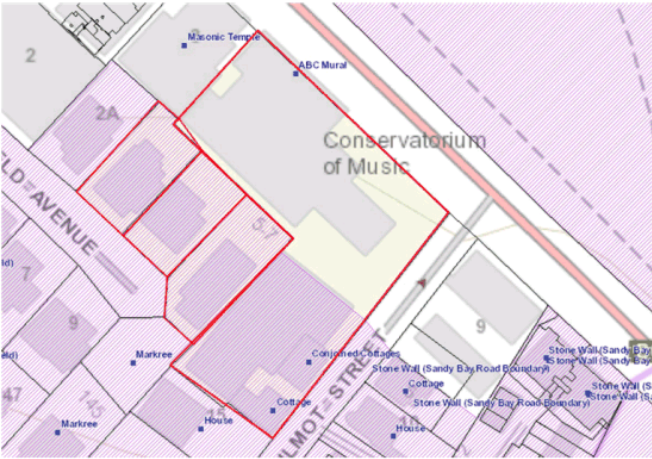


Figure 14: Extent of H2 Heritage Precinct and heritage listings (source: www.thelist.tas.gov.au © State Government of Tasmania)

The site is heritage listed due to the ABC Wall Mural and two heritage listed cottages on the southern portion of the site. The ABC Wall Mural fronts Sandy Bay Road, whilst the two cottages front Wilmot Street, therefore the following provisions will require assessment.

3.6.1 DEVELOPMENT STANDARDS FOR HERITAGE PLACES

E13.7.1 - Demolition	
Objective: To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.	
SCHEME REQUIREMENTS	RESPONSE

<p>P1</p> <p><i>Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;</i></p> <p><i>(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</i></p> <p><i>(b) there are no prudent and feasible alternatives;</i></p> <p><i>(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;</i></p> <p><i>(d) significant fabric is documented before demolition.</i></p>	<p>As detailed in the accompanying heritage and archaeological report, the proposed development will not involve demolition of any significant heritage fabric including the ABC Mural Wall.</p> <p>The heritage and archaeological report recommend that a construction management plan be prepared to detail measures to ensure that the Mural Wall is protected and conserved during the removal of the existing building and excavation process.</p> <p>Given that the proposed development does not require the demolition or removal of any heritage places and the Mural will be retained and carefully incorporated into the building, it is considered that the proposal complies with P1.</p>
--	---

E13.7.2 Buildings and Works other than Demolition

Objective: To ensure that development at a heritage place is:

- (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and*
- (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.*

SCHEME REQUIREMENTS	RESPONSE
<p>A1</p> <p><i>No acceptable solution.</i></p> <p>P1</p> <p><i>Development must not result in any of the following:</i></p> <p><i>(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;</i></p> <p><i>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.</i></p>	<p>A response to the performance criteria has been provided.</p> <p>No development is proposed within the traditional allotments that contain the Wilmot Street cottages, despite them forming part of the wider site. The heritage and archaeological report states that there is a substantial gap between the existing cottages on Wilmot Street and the proposed development and the development is not considered to result in any detriment to the historic cultural heritage significance of the cottages by virtue of siting, scale, bulk or design.</p> <p>With regard to the ABC Mural Wall, the accompanying heritage and archaeological report has specified a conservation policy to ensure that the Mural is retained and preserved in its current location. The report also addresses the relevant criteria of the Historic Cultural Heritage Act.</p>

	<p>The heritage report specifies that;</p> <p><i>'The evolution of the building and site to incorporate the mural and the intent to supplement this with further thoughtful and meaningful public art will add another layer to the history of the mural and how it has acted to shape the appreciation of its surrounds.'</i></p> <p>The proposal complies with P1.</p>
<p>P2</p> <p><i>Development must be designed to be subservient and complementary to the place through characteristics including:</i></p> <p><i>(a) scale and bulk, materials, built form and fenestration;</i></p> <p><i>(b) setback from frontage;</i></p> <p><i>(c) siting with respect to buildings, structures and listed elements;</i></p> <p><i>(d) using less dominant materials and colours.</i></p>	<p>As specified above, the heritage report indicates that separation distance from the proposed building location and the existing heritage cottages on Wilmot Street ensures that the building will not impact on the heritage significance of those sites with regard to bulk, materials, built form and fenestration.</p> <p>The setback of the proposed building is considered to be consistent with the setback of the adjoining heritage cottages and there will be no works or development on those sites.</p> <p>With regard to the ABC Mural Wall, the artwork will be retained in place and incorporated into the overall design of the building and will form part of the premise for future public art on the site.</p> <p>According to the heritage report and architectural statement, the retention of the Mural and incorporation into the proposed building;</p> <p><i>"...is intended to perpetuate the memory of the original art competition which conceived the mural with a modern competition in conjunction with a local gallery to provide supplementary public art to complement the mural and the sites place in the public art history of Hobart."</i></p> <p>It is considered that the proposal complies with P2.</p>
<p>P3</p> <p><i>Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.</i></p>	<p>The heritage report states that the new development is separated from the existing cottages on Wilmot Street by approximately 20m which provides a spatial buffer between the finer-grained cottages and the larger</p>

	developments along Sandy Bay Road, given that the area contains a variety of built forms.
P4	Not applicable.
Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.	
A5	No new front fences or gates are proposed.
New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	
A6	The proposed use and development on the site is restricted to the northern portion of the site and no changes are proposed to the existing cottages.
Areas of landscaping between a dwelling and the street must be retained.	



Figure 15: Extent of H2 Heritage Precinct (purple) and area of the site subject to demolition and redevelopment (red) (source: www.thelist.tas.gov.au © State Government of Tasmania)

3.6.2 DEVELOPMENT STANDARDS FOR HERITAGE PRECINCTS

As discussed in the accompanying Heritage Report, although three titles in Heathfield Avenue and the southern section of the primary title (all of which are identified as 5-7 Sandy Bay Road) fall within the heritage precinct, no buildings, works or demolition are to occur within the confines of the H2 Heritage Precinct.

Therefore, development standards for the Heritage Precinct do not apply.

3.6.3 DEVELOPMENT STANDARDS FOR PLACES OF ARCHAEOLOGICAL POTENTIAL

According to the Code, the site is within an area identified as having archaeological potential. Therefore, the following provisions will apply.

E13.10.1 - Building, Works and Demolition

Objective: To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.

SCHEME REQUIREMENTS	RESPONSE
<p>P1</p> <p><i>Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:</i></p> <p><i>(a) the nature of the archaeological evidence, either known or predicted;</i></p> <p><i>(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;</i></p> <p><i>(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;</i></p> <p><i>(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;</i></p> <p><i>(e) measures proposed to preserve significant archaeological evidence 'in situ'.</i></p>	<p>The application meets the performance criteria as follows:</p> <p>(a) The site history provided in the accompanying heritage and archaeological report details the development sequence of the site since the first documented establishment of buildings on the site between 1840s through to the 1960s.</p> <p>(b) the archaeological method statement provided in the accompanying report specifies the process for investigating the archaeological potential of the site.</p> <p>(c) & (d) the accompanying report states that the removal of archaeological remains is not inappropriate, provided that any remains found through a reconnaissance program be properly interpreted, catalogued and made available for research. This is a suitable objective, given that the report indicates the remains are unlikely to be rare based on the history of the site.</p> <p>Ultimately, it is considered that the removal of the archaeological remains to facilitate the provision of basement level parking, thus reducing the overall building height, is considered an acceptable outcome given the recommended offset of ensuring any remains are made available for interpretation.</p> <p>The report states that:</p> <p><i>'It is considered in this instance that yielding the archaeological potential provides a more widespread benefit than retention - which would compromise the viability, visual qualities and townscape fit of the proposed development if the only other option for parking were above ground.'</i></p> <p>(e) as per above, the accompanying report states that the significance of the potential</p>

archaeological remains is not considered to be particularly high. Therefore, the retention of the remains on-site is not considered necessary, provided any remains are catalogued and provided for research purposes (and possibly public interpretation).

E13.10.2 - Subdivision

The indicative subdivision area shown on the plans will form part of separate application at a later date. Therefore, the subdivision principals are not considered applicable to this proposal.

3.7 SIGNS CODE

No signage is currently proposed. Therefore, the provisions of the code are not applicable.

4. SUMMARY

The proposal is for the construction of an apartment building on the site at 5-7 Sandy Bay Road. The development will replace the existing Conservatorium of Music building, whilst ensuring the retention of the heritage listed ABC Mural Wall.

The site is subject to the Historic Heritage Code and is also partially contained within the H2 Heritage Precinct. As discussed in the accompanying heritage assessment, no works are proposed within the Heritage Precinct and no modifications to the existing cottages on the south-eastern portion of the site are proposed.

The proposal will incorporate on-site parking for 88 vehicles across the sub-basement and basement level. Although discretion is triggered in relation to the number of parking spaces, the accompanying traffic impact assessment has determined that the parking provided is sufficient to meet the needs of the projected residents. The proximity of the site to the existing CBD is considered to significantly reduce the overall demand for parking.

Although the building exceeds the permitted building height in the zone, the design of the building into two separated structural elements above a shared podium allows for a clearly identifiable transition in height between adjoining buildings to the east along Sandy Bay Road and larger buildings to the west where the site then adjoins the Central Business Zone. The proposal is considered to be suitable to the local setting of urban form, as detailed in the Urban Form supporting statement. This statement outlines the built form considerations including:

- Existing built form considerations including building form (height, scale, massing) and pattern of built form (including for example, building set-backs) within the immediate and local context of the site.
- The compatibility of the proposed development within the context of the above listed existing conditions.

With consideration of the above listed features the proposed built form has been designed in a way that is considered to be compatible within the setting of both Sandy Bay Road and Wilmot Street. The proposed building heights are compatible with the existing pattern of urban form presented by existing buildings to streets and urban blocks in the local urban context of the site, as illustrated in the following illustrations (from the Architectural Statement) in figures 10 and 11, that show the proposed built form in the context of existing buildings and street elevations (also see the Architectural Statement for further illustration and detail).

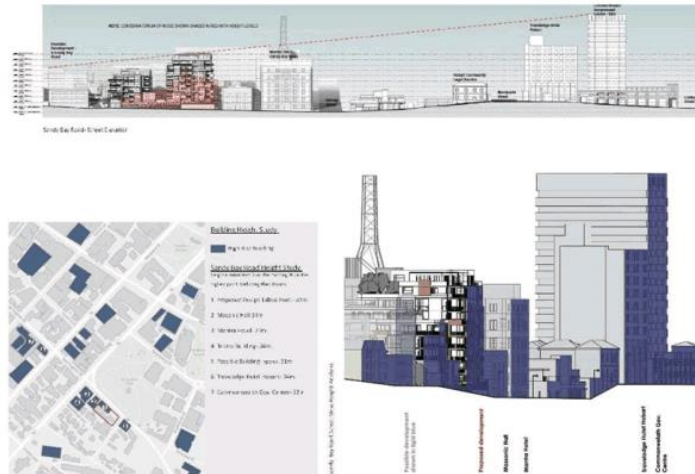


Figure 16: Building height study with illustration of street frontage from Sandy Bay Road (including the proposal), through to Harrington Street, detailing existing built form and relative heights (source: Scanlan Architects)

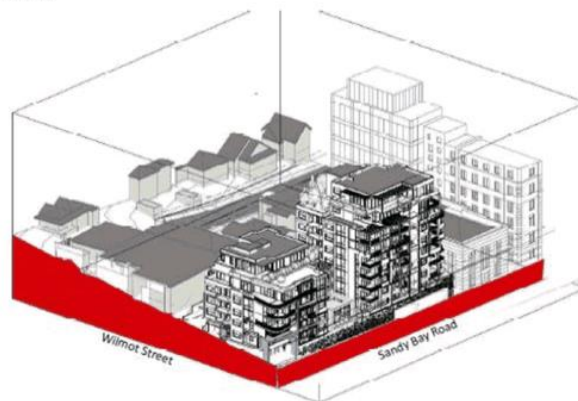


Figure 17: Perspective view of the axis between Sandy Bay Road and Wilmot Street, demonstrating building form to the west and south (source: Scanlan Architects)

APPENDIX - TITLES

URBAN FORM SUPPORTING STATEMENT

5-7 Sandy Bay Road, Hobart

Last Updated - 10 October 2019
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1. DESIGN ANALYSIS

1.1.1 The design analysis provides a concise study of built form considerations, to be assessed under the planning scheme including:

- Existing built form considerations including building form (height, scale, massing) and pattern of built form (including for example, building set-backs) within the immediate and local context of the site.
- The compatibility of the proposed development within the context of the above listed existing conditions.

These factors will be considered in detail in the below sections.

2. EXISTING BUILT FORM

2.1 LOCATION

- 2.1.1 The location of the site is on the periphery of the CBD, directly opposite the prominent city park, St David's Park. It is notable that the application site has street frontage elevations addressing two city streets, Sandy Bay Road and Wilmot Street.
- The following figure describes the location of the site.



Figure 1: Site Locality with cadastre, street names & aerial image from www.theLIST.tas.gov.au © the State of Tasmania

Within this context, the buildings on the site contribute to the streetscape on both Sandy Bay Road and Wilmot Street, and the broader townscape of St David's Park, as a built edge defining the space.

The topography surrounding the area presents an amphitheatre with buildings on the Macquarie Street ridge and upper Davey Street forming part of the visual context of the site.

2.2 PATTERN OF BUILT FORM IN LOCAL, URBAN CONTEXT

2.2.1 The application site is centrally located in the south eastern periphery of the CBD, as illustrated in Figure 2, below.



Figure 2: Aerial Photograph of site within urban context (source: Google Earth).

2.2.2 Notable built form considerations within the existing local, urban context include:

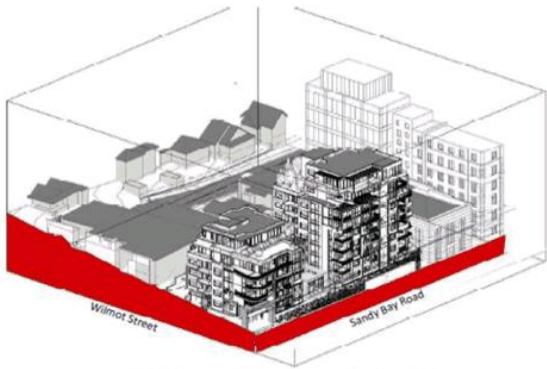
- **Block structure:** strong pattern of urban blocks, in traditional 'perimeter block' form, with buildings filling blocks of broadly rectilinear form, building frontages addressing the streets.
- **Urban grain:** the urban grain is notable for the relatively dense pattern of urban blocks set in a connected network of streets that are broadly arranged in grid iron pattern in the Hobart city centre / CBD, with some arterial routes such as Sandy Bay Road tapering off to link to areas beyond the city centre. Within this a finer lot pattern is evident in the built form, even where lots have been amalgamated.
- **Building form:** a wide variety of building forms are present in the local urban context in and around the application site. Variety of built form is related to the great mixture of land uses, and the evolution of buildings within the city structure (of blocks, streets and spaces) over a long period of time, with a great variety of building ages and architectural styles. This pattern of variety is a common feature of cities of Hobart's age and creates the diversity of individual building forms and appearance cumulatively contribute to the richness in character of the city.

The primary arterial role of Sandy Bay Road is characterised by larger building forms of a more commercial scale, whilst the radiating side streets and parallel streets demonstrate a domestic scale of dwellings either retained for visitor accommodation or adapted to other uses.

The subject site sits at the axis of these two forms, as illustrated in figures below.



Figure 3: The proposal viewed from the axis between Sandy Bay Road and Wilmot Street (source: Scanlan Architects)



Aerial view of the project and its surrounding - Site topography highlighted in red

Figure 4: Aerial view of the axis, demonstrating building form to the west and south (source: Scanlan Architects)

Figures 3 provides some context of the proposed building at 9 Sandy Bay Road, demonstrating the similarities in terms of building height along Sandy Bay Road, whilst figure 4 demonstrates the urban grain and block structure, detailing the larger built forms at the corner of Sandy Bay Road and Davey Street.

2.3 PATTERN OF BUILT FORM IN LOCAL, URBAN CONTEXT

2.3.1 It is notable that a great variety of building scale and massing is evident within a relatively small area around the application site, as illustrated in the oblique aerial photograph presented in the figure below. Taking the urban blocks that surround St David's Park as an example of direct relevance (given the application site location on Sandy Bay Road, with frontage to the park), it is clear that each urban block, with buildings that front onto streets surrounding the park, contains a great variety of building form within relatively short sections of street and block.

2.3.2 Streets on three sides of the park (Davey Street, Salamanca Place and Sandy Bay Road) share some common characteristics including:

- Consistency of building frontages addressing the street and overlooking the park;
- Variety of building form;
- Variety of building height;
- Variety of building appearance, architectural style and aesthetic;

Predominantly consistent building setbacks, with the majority of buildings built up to the pavement edge of the street (i.e. zero or very shallow setbacks).



Figure 5: Oblique aerial photograph, showing application site in local urban context (source of aerial photograph: Bing Maps: www.bing.com/maps).

The following figure from the accompanying architectural documentation illustrates the existing streetscape conditions, whilst also including the proposed development at 9 Sandy Bay Road for context.

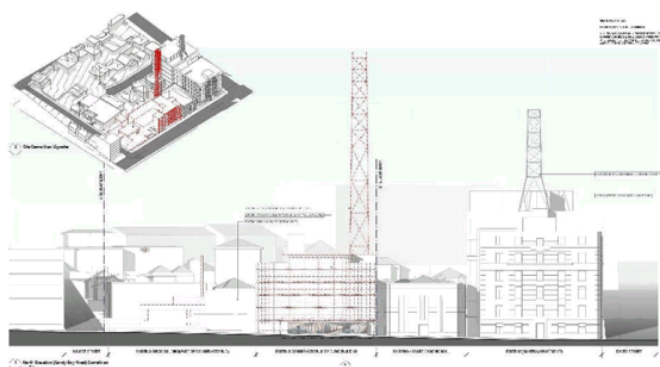


Figure 6: Sandy Bay Road elevation (source: Scanlan Architects)

2.4 EXISTING BUILT FORM: VARIATION AND RHYTHM OF SCALE, MASSING AND HEIGHT

- 2.4.1 The most notable features of the existing urban form in the local context around the subject site is the divergence of building form within the urban blocks in this part of the city.
- 2.4.2 Figure 5 illustrates the variation and rhythm of scale, massing and height for built form on all block frontages that address streets around St David's Park.
- 2.4.3 By highlighting the building line of directly addressing streets, it is evident that the urban blocks accommodate a great degree of variety including:
- **Building height:** heights range from single - two storey (for instance residential) to approximately nine storeys (for instance the recent Tasmanian State Government building at 2, Salamanca Place).
 - **Building form and massing:** is greatly varied, ranging from tall thin buildings such as the tall office buildings a short distance away (one block back) on Macquarie Street (144 and 152) to buildings with long elevations and heights limited to two-three storeys as per the heritage building on the corner of Salamanca Place and Davey Street. Many building forms fall within these two extremes including the mid-rise building form of the Mantra building on the corner of Sandy Bay Road and Davey Street.
 - **Building heritage:** the age of buildings varies greatly, including some of the oldest heritage buildings in Hobart (and Tasmania), through to some of the most recent additions to the city (including 2 Salamanca Place and the Travelodge on Macquarie Street).
 - **Building design:** in common with the variation in building, function and use there is great range in architecture styles and appearance, from more traditional forms of building using local materials including stone and timber, through to more contemporary constructions in glass and steel, with many other variants and a great diversity of building materials.

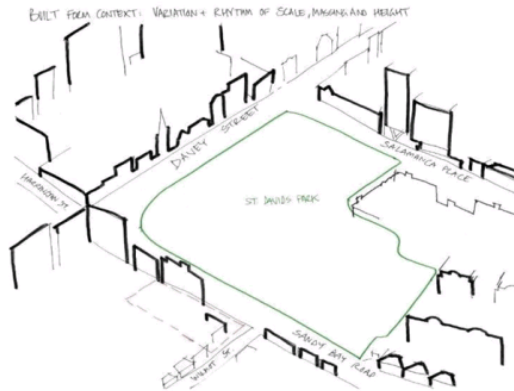


Figure 7: Built Form Context: Diagram illustrating variation and rhythm of building scale, massing and height in the local urban context. (source of aerial photograph: Bing Maps: www.bing.com/maps).

2.5 EXISTING BUILDING HEIGHT, IN LOCAL URBAN CONTEXT

- 2.5.1 A key consideration of the character of the area is the number of taller buildings within a short distance of the application site.
- 2.5.2 Figure 5 illustrates a range of building heights in close proximity to the application site, within a distance of circa 400m from the site.
- 2.5.3 The variety of building heights is considerable, ranging from:
- Single storey buildings (for instance residential buildings within heritage zones immediately south and east of the application site);
 - Some of Hobart's tallest buildings, including offices from 9 to 15 storeys in height on Macquarie Street and Collins Street, and the Executive Building (c. 12 storeys) on Davey Street;
 - In close proximity to the application site are a number of buildings around 5-6 storeys in height.



Figure 8: Taller buildings within circa 400m vicinity of application site (source of aerial photograph: Google Earth).

2.5.4 Further illustration of the pattern of building heights in the local area is presented in the Architectural Statement report, as presented in the plan image in the following figure.



Figure 9: Building Height study diagram (source: Architectural Statement, Scanlan Architects).

3. PROPOSAL CONSIDERED IN LOCAL, URBAN CONTEXT

3.1 BUILT FORM CONSIDERATIONS

3.1.1 The proposed development is considered as follows within four settings:

- Proposed building scale and massing relative to local urban context;
- Proposed building scale and massing relative to adjacent public realm;
- Proposal within Sandy Bay Street frontage; and
- Proposal within Wilmot Street frontage.

3.2 PROPOSED BUILDING SCALE AND MASSING RELATIVE TO LOCAL URBAN CONTEXT

- 3.2.1 The proposed built form has been designed to work within the local context including reference to the changing topography, with Wilmot Street rising to the south of the site, and Sandy Bay Road rising towards the north-west. It is notable that the proposed building height, scale and massing is different when viewed from different angles and street elevations. For instance the changing topography helps reduce the height impact (particularly of the lower 'East Block') as Wilmot Street rises from Sandy Bay Road.
- 3.2.2 The proposed development, with its two separate core building units has a scale and massing that is similar to nearby buildings, including notably the Mantra One building (corner of Sandy Bay Road & Davey Street), see illustration in Figure 11. The scale and massing of the proposed individual buildings within the development is smaller than other recently developed buildings in the nearby locality including the Travelodge Hotel on Harrington Street/Macquarie Street (see street elevation drawings in Figure 14 and 15) and the recent state government office building (4 Salamanca Place) on the opposite side of St David's Park.
- 3.2.3 The Sandy Bay Road frontage of the proposed building presents the tallest building heights, albeit this scale and massing should be considered in relative to the context of the setting, notably with the adjacent public open space of street and St David's Park as stated in this report).
- 3.2.4 The 'building' adjoining Wilmot Street and Sandy Bay Road is 7 storeys/levels above street/ground level (on Sandy Bay Road), with a height of approximately 22.2m, at the highest point above natural ground level. The other 'building' adjoining the Hobart Masonic Hall is proposed to be 10 levels, with a maximum height of approximately 32.8m. Both buildings also have an additional basement level (for car parking) under the 'upper basement' level.
- 3.2.5 The range of building heights between 7 to 10 storeys is comparable to the range of building heights within the local context as illustrated in previous figures and accompanying commentary.

3.2.6 The building height of the proposals (Sandy Bay Road frontage) are as follows:

Lower building/tower ('East Block'):

- 7 storeys plus rooftop plant/parapet, with the storeys/levels comprising:
- the initial storey/level with the café and upper basement parking (which is above ground on the Sandy Bay Road frontage) and will house the mural;
- plus 6 storeys/levels of residential accommodation; and
- plus roof plant/parapet.

Taller building/tower ('West Block'),

- 10 storeys plus rooftop plant/parapet for the, with the storeys/levels comprising:
- the initial storey/level of upper basement parking (which is above ground on the Sandy Bay Road frontage) and will house the mural;
- + 9 storeys/levels of residential accommodation; and
- + roof plant/parapet.

3.2.7 The built form of the proposal demonstrates variety within application site including:

- a varied pattern of height and massing in the proposed building form, with taller building unit adjacent to the Masonic Hall and a lower unit adjacent to Wilmot Street;
- variety of building materials, including use of brick, render, metal and painted facades;
- variety of colour palettes reflective of different materials including white, shades of brown/reds and greys, with opportunity for some striking use of different colour to accentuate a corner detail at Sandy Bay Road and Wilmot street, articulating the proposed café.

3.2.8 This proposed variation in form and appearance is fitting in the context of the surrounding buildings in the locality that also demonstrate characteristics of variety in scale, massing, height and appearance as detailed in the previous section.

3.2.9 The built form of the proposal demonstrates a consistency in other design elements including the predominantly consistent building set-back with the building built to the back edge of the footpath on Sandy Bay Road with the exception of a corner indentation which forms part of the entrance feature for the proposed ground floor café.

3.2.10 The proposed built form steps back at upper levels of the new buildings, softening the effect of the collective building height as the tallest elements are stepped back reducing the visual prominence from the street and surrounding spaces (including St David's Park).



Figure 10: Before and after render of the proposal from just behind the intersection between Sandy Bay Road and Davey Street (source: Scanlan Architects & Google Earth)

3.3 PROPOSED BUILDING SCALE AND MASSING RELATIVE TO ADJACENT PUBLIC REALM

- 3.3.1 It is important to consider the scale of proposed buildings not only in relation to existing buildings but also in relation to the immediately adjacent public realm of streets and spaces.
- 3.3.2 A defining characteristic feature of the application site is the location and position opposite St. David's Park, and between the site and the park is the street of Sandy Bay Road. The combination of the park and the street creates a wide area of public realm as immediate setting for the proposed development. See figure below for an indicative illustration of the proposed built form (in red) set in the context of existing buildings, streets and public open space (St David's Park).

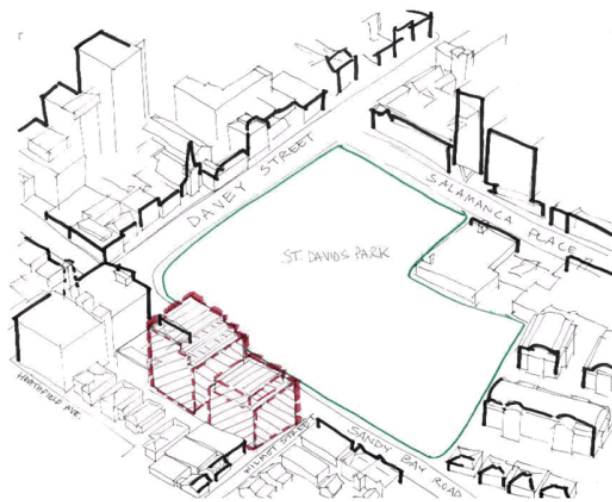


Figure 11: Built Form Context including indicative illustration of proposed built form massing (in red). Diagram illustrating variation and rhythm of building scale, massing and height in the local urban context. (source of aerial photograph base for illustration: Bing Maps: www.bing.com/maps).

- 3.3.3 Considering these public realm features in turn:
- **Streets:** Sandy Bay Road is notable for its scale, with a wide street width of between circa 16-18m on the stretch of road close to the application site. This street consists of public footpaths on both sides of the vehicular carriage way. The appearance of the street is enhanced by a variety of built form on the south/western side of the street (including the application site) and the rich landscape setting of St David's Park on the north/eastern side the street.
 - **Spaces:** St David's Park is one of Hobart's most important public open spaces, a rich landscape setting and heritage asset for the city. The scale of the park is significant, larger than many of the individual urban blocks that surround it. The park has an approximate area of 1.8 hectares, measuring up to approximately 140m width between Sandy Bay Road

and Salamanca Place, and up to approximately 150m width between Davey Street and the Salamanca Mews residential apartments.

- Cumulatively, the public realm of Sandy Bay Road and St David's Park provides a public realm setting of approximately 160-170m in width from the edge of the application site to the opposite boundary edge of St David's Park. Salamanca Place is an equally wide street on the opposite side of the park, measuring approximately 18m in street width.

3.3.4 The public realm setting of Sandy Bay Road and St David's Park provides a wide, open, setting immediately in front of the application site. This open space setting is important to note in relation to plot ratio considerations, notably the wider public open space in front of a plot the greater the capacity for the site to accommodate taller built form. Indeed, the proposed height of the application buildings will contribute to the public realm setting providing new buildings of appropriate scale and mass to address the public space of Sandy Bay Road and St David's Park.

3.4 PROPOSAL WITHIN SANDY BAY STREET FRONTAGE

3.4.1 When considered in the context of the Sandy Bay street elevation the proposed development is compatible with the existing built form

- **Building heights:** the proposed building heights are taller than neighbouring buildings but as demonstrated in previous figures there is a great degree of variety in building height, scale and massing in the local urban context. The Mantra building occupying the plot on the corner of Sandy Bay Road and Davey Street has a building height of 5-6 storeys and the proposed building form closed to this in the application site has a broadly similar height (approximately 2m higher than Mantra when measured from the top of the Mantra sign). The proposed built form is taller than the immediately neighbouring Hobart Masonic Hall but the pattern of taller and shorter buildings is common on surrounding street frontages as illustrated in previous figures.

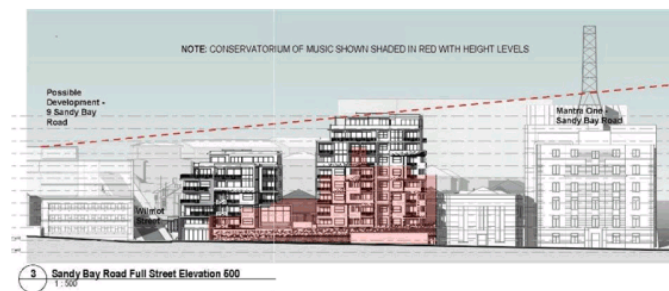


Figure 12: Sandy Bay Road elevation detailing existing and proposed building forms, including the proposed building at 9 Sandy Bay Road for context (source: Scanlan Architects)

3.5 PROPOSAL WITHIN WILMOT STREET

3.5.1 Wilmot Street has a different character, scale and appearance to that of Sandy Bay Road that it runs perpendicular to. The proposed building form adapts in relation to these changing characteristics and the proposed built form is compatible to the Wilmot Street setting with regards to the following considerations:

- **Building heights:** building heights are reduced towards the Wilmot Street frontage, 6 storeys at their highest but the form is stepped back with the upper level indented and set back, reducing visual prominence further.
- **Separation:** there is separation between the proposed building and the residential properties that address Wilmot Street. Separation is provided by both a retained garage/utility building that immediately neighbours a 1.5 storey residential building plot and also an area of open space between the garage and the proposed building. This separate is important, creating an offset between the existing and proposed residential properties.
- **Topography:** a notable site feature is the sloping topography along Wilmot Street, with the levels falling from the south/west end of Wilmot street to the lower level of Sandy Bay Road. This change in topography lessens the visual prominence of the proposed built form as it is positioned at a lower level than the existing residential properties. This is well illustrated in the architectural street elevation drawings, as presented in Figure 6 of the Planning Report.
- **Heritage:** it is notable that the predominantly 1-2 story residential properties to the south, west and east of the application site are located within a heritage zone. The above listed design features of the proposed development help to mitigate any impact upon the heritage setting.

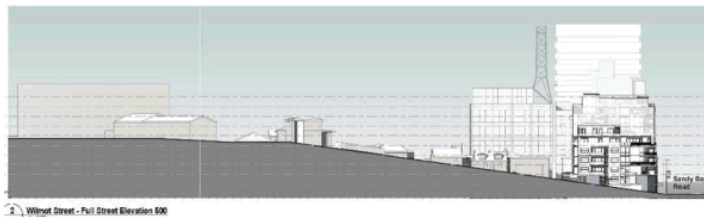


Figure 13: Wilmot Street elevation, detailing existing built form to the west and south (the larger building in the background is 188 Collins Street as it would appear from this elevation) (source: Scanlan Architects)

The figure above demonstrates the change in topography along Wilmot Street and how this change supports higher built forms both existing and proposed, along Sandy Bay Road and on the corner of Sandy Bay Road and Davey Street behind. The figure also illustrates the significant separation distance between the proposed building and the nearest heritage listed cottage on Wilmot Street (which also forms part of the site at 5-7 Sandy Bay Road).

The figure also demonstrates the overall height transition between the proposed building, the Travel Lodge building at 167-169 Macquarie Street and the larger building identified as 188 Collins

Street. The proposed development at 9 Sandy Bay Road will sit at a similar height to the immediately adjoining building proposed at 5-7 Sandy Bay Road.

3.6 SUMMARY

3.6.1 With consideration of the above listed features the proposed built form has been designed in a way that is considered to be compatible within the setting of both Sandy Bay Road and Wilmot Street.

The proposed building heights are compatible with the existing pattern of urban form presented by existing buildings to streets and urban blocks in the local urban context of the site, as illustrated in the figures, below, that show the proposed built form in the context of existing buildings and street elevations.

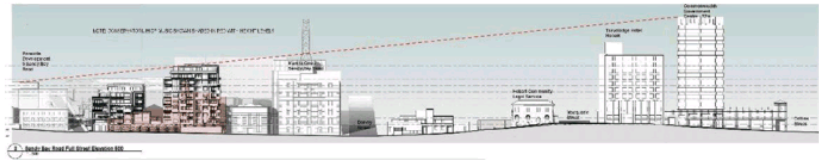


Figure 14: Street frontage elevation from Sandy Bay Road (including proposal), to Harrington Street, detailing existing built form and relative heights (source: Scanlan Architects)

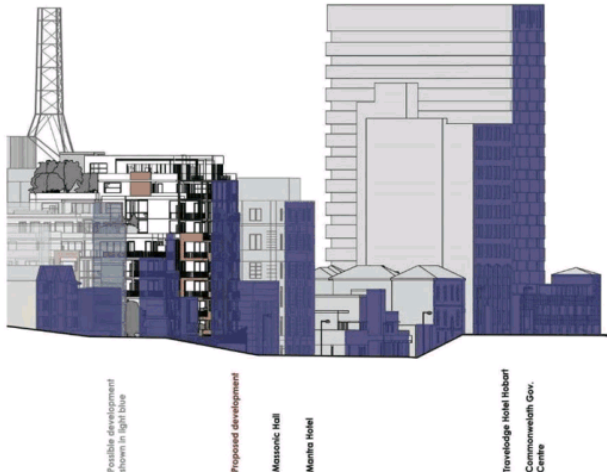


Figure 15: Street frontage, Sandy Bay Road (including proposal in white, brown and black) extending to Harrington Street, detailing existing built form (in grey) and relative heights (source: Scanlan Architects)

ireneinc &
smithstreetstudio
PLANNING & URBAN DESIGN



06 March 2020

Tristian Widdowson
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Tristian

FURTHER INFORMATION - 5-7 SANDY BAY ROAD

I am writing in response to your letter of the 25/02/20 requesting further information in response to the proposed development at 5-7 Sandy Bay Road, Sandy Bay (PLN-19-706).

The following is in response to your enquiries:

Tasmanian Heritage Council - THC 1

1. Please provide sufficient information to demonstrate that it will be possible to either retain the ABC Mural in situ during the demolition works or remove the mural without damage for future reinstatement.

Please refer to the accompanying structural advice prepared by Pitt & Sherry regarding the options available to retain the mural in situ or remove the mural for reinstatement.

Planning

15.4.8 Residential Amenity

1. Confirm whether the proposed dwellings have at least one habitable room window (other than a bedroom) facing between 30 degrees west of north and 30 degrees east of north. For dwellings that do not meet this requirement demonstrate how they're sited and are designed to optimise sunlight to at least one habitable room (other than a bedroom).

The submitted additional information does not demonstrate the level of sunlight to enter a habitable room (other than a bedroom) of each of the dwellings and how the design seeks to optimise this.

As demonstrated in the revised planning report, architectural detail and RFI response, the orientation of the lot and requirement to build up to street frontages means that windows cannot be oriented in accordance with the acceptable solution.

Substantial information has been provided to demonstrate that the building has been designed to optimise sunlight to the windows and balconies along each elevation. Notwithstanding this, a revised floor sun study and response from the architects has been provided to further illustrate the above.

In order to optimise sunlight, glazing across each elevation was substantially increased, particularly where north exposure was not possible. As shown in the attached information, 80% of the apartments will benefit from north exposure of habitable rooms. The remaining 20% of apartments are mostly facing South. In these

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ABN 78 114 905 074

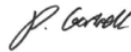
cases, openings to living areas were increased and changes to the façade were made to optimise the exposure to natural light.

The south east orientation of the living areas guarantees a full exposure to morning light whilst the generous opening will optimize light exposure during the rest of the day.

The changes to the façade included no bricks skin and controlled openings, ensuring that these balconies are able to fully benefit from sunlight without obstruction. In addition, clear glass was chosen for the balustrades to further promote light passage into living areas.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN

**RESULT OF SEARCH**

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980**SEARCH OF TORRENS TITLE**

VOLUME 106816	FOLIO 1
EDITION 3	DATE OF ISSUE 03-Jul-2017

SEARCH DATE : 15-Aug-2019
 SEARCH TIME : 08.35 AM

DESCRIPTION OF LAND

City of HOBART
 Lot 1 on Diagram 106816
 Derivation : Part of 3a-0r-6ps,gtd. to Afleck Moodie & Part of
 2a-0r-0ps,gtd. to William Murray, Part of 3A-0R-6Ps. Gtd. to A.
 Moodie and Part of 2 Acres Gtd. to W. Murray
 Prior CTs 51956/1, 51956/2 and 4823/77

SCHEDULE 1

E51535 TRANSFER to FRAGRANCE TAS-HOBART (SANDY BAY) PTY LTD
 Registered 03-Jul-2017 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 Benefiting easement; right of carriageway over Heathfield
 Avenue on D.106816.
 Benefiting easement;(appt.to the land marked ABCDEFGHJK on D.
 106816) over the land marked "Drainage Easement 0.91
 Wide" and over the land marked "House Connection
 Sewer Easement 1.00 Wide" on D.106816.
 Benefiting easement; right of drainage (appt.to the land
 marked ABCDEFGHJK on D.106816) over the drainage
 easement marked LMQR on D.106816.
 Burdening easement; right of drainage (appt.to the land marked
 ABCDEFGHJK on D.106816) over the drainage easement
 marked LMQR on D.106816.
 Benefiting easement; right of drainage over the drainage
 easement marked MQSTUV on D.106816.
 B607966 ADHESION ORDER under Section 477A of the Local
 Government Act 1962 Registered 26-Nov-1993 at noon

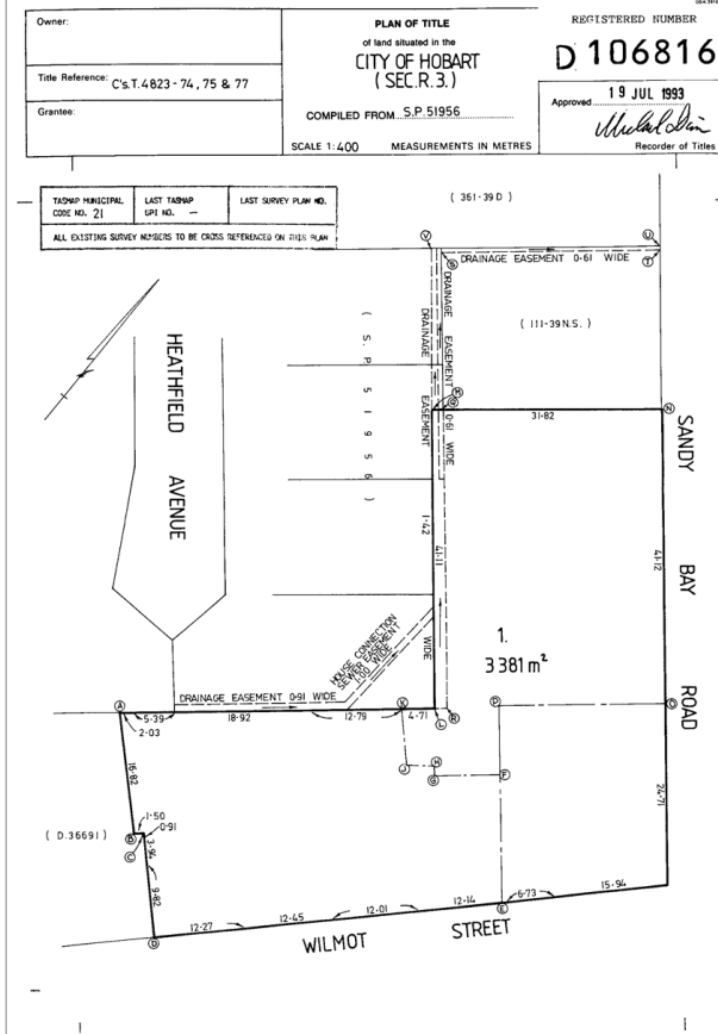
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



**RESULT OF SEARCH**
DEPUTY RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 51956	FOLIO 5
EDITION 2	DATE OF ISSUE 03-Jul-2017

SEARCH DATE : 15-Aug-2019
SEARCH TIME : 08.36 AM

DESCRIPTION OF LAND

City of HOBART
Lot 5 on Sealed Plan 51956
Derivation : Part of 3A-0R-6Ps Gtd to A Moodie and Part of 2
Acres Gtd to W Murray
Prior CT 4823/78

SCHEDULE 1

E51535 TRANSFER to FRAGRANCE TAS-HOBART (SANDY BAY) PTY LTD
Registered 03-Jul-2017 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 51956 EASEMENTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

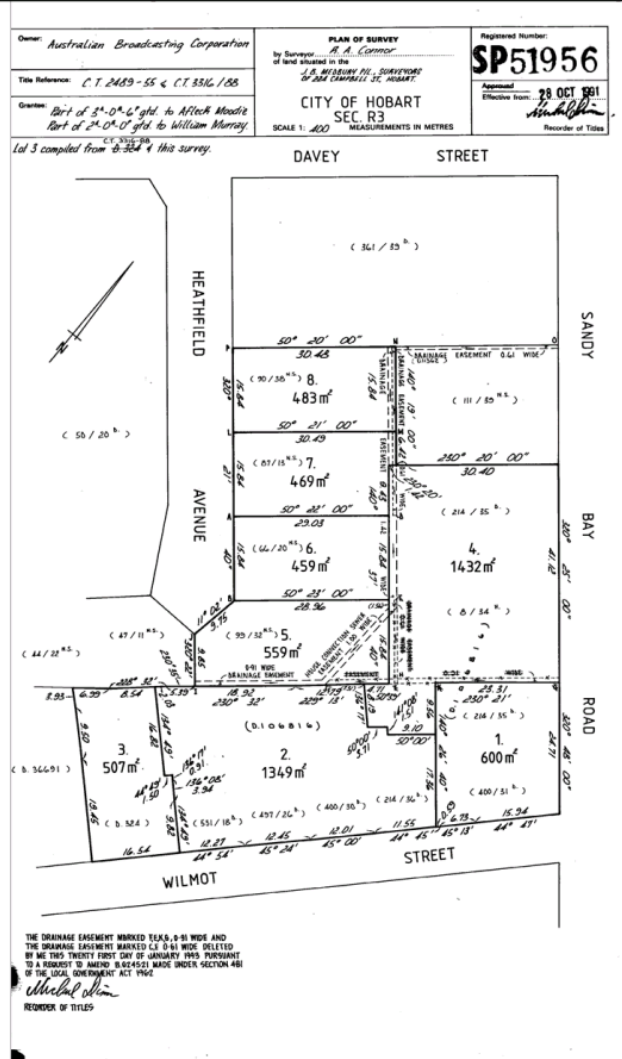
No unregistered dealings or other notations



FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





SCHEDULE OF EASEMENTS

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

PLAN NO.

SP51956

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested. Statements 3, 4, 5, 6, 7, 8 & 9 were deleted and statement 1 added by me pursuant to a request to amend No. B624521 made under Section 481 of the Land Titles Act 1980.

EASEMENTS AND PROFITS

21-1-1993
Recorder of Titles

Each lot on the plan is together with:—

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows. Lot 5 is subject to rights of drainage for Hilda Harriet Maning, Cecil William Baldwin and Frances Emily Ruth Baldwin over the Drainage Easement 0.91 wide marked IF hereon and the House Connection Sewer Easement 1.00 wide marked hereon. IF TOGETHER WITH a right of carriage way (appurtenant to the land marked A.B.C.D. hereon) over Heathfield Avenue delineated hereon.

~~Lot 6 is~~
~~TOGETHER WITH a right of drainage (appurtenant as aforesaid) over the strip of land 2 feet wide marked C.E. hereon together with a right to connect any drain which may be constructed over the said strip of land with any drain which may be constructed over the land 3 feet wide marked E.G. hereon.~~

~~Lot 6 is~~
~~SUBJECT TO a right of drainage (appurtenant to the lands comprised in Certificates of Title Volume 335 Folio 73, Volume 338 Folio 133 and Volume 416 Folio 121) over the land 3 feet wide marked E.G. hereon.~~

~~Lot 6 is~~
~~TOGETHER WITH a right of drainage (appurtenant to the land marked B.C.H.I.J. hereon) over the land 3 feet wide marked H.K. hereon.~~

~~Lot 6 is~~
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SCHEDULE OF EASEMENTS

DEPUTY RECORDER OF TITLES

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[Signature]
 General Manager PADDY CONROY
 & Administrative Services ACTING M.D.

[Signature]
 A permanent officer of the Corporation




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VOLUME 2489 FOLIO 55 VOLUME 3316 FOLIO 88
(Insert Title Reference)
Sealed by HOBART CITY COUNCIL on 14th October 1991
Solicitor's Reference
60005

Town Clerk

**RESULT OF SEARCH**

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980**SEARCH OF TORRENS TITLE**

VOLUME 51956	FOLIO 6
EDITION 2	DATE OF ISSUE 03-Jul-2017

SEARCH DATE : 15-Aug-2019
SEARCH TIME : 08.36 AM

DESCRIPTION OF LAND

City of HOBART
Lot 6 on Sealed Plan 51956
Derivation : Part of 3A-0R-6Ps. Gtd. to A. Moodie and Part of
2 Acres Gtd. to W. Murray
Prior CT 4823/79

SCHEDULE 1

E51535 TRANSFER to FRAGRANCE TAS-HOBART (SANDY BAY) PTY LTD
Registered 03-Jul-2017 at noon

SCHEDULE 2

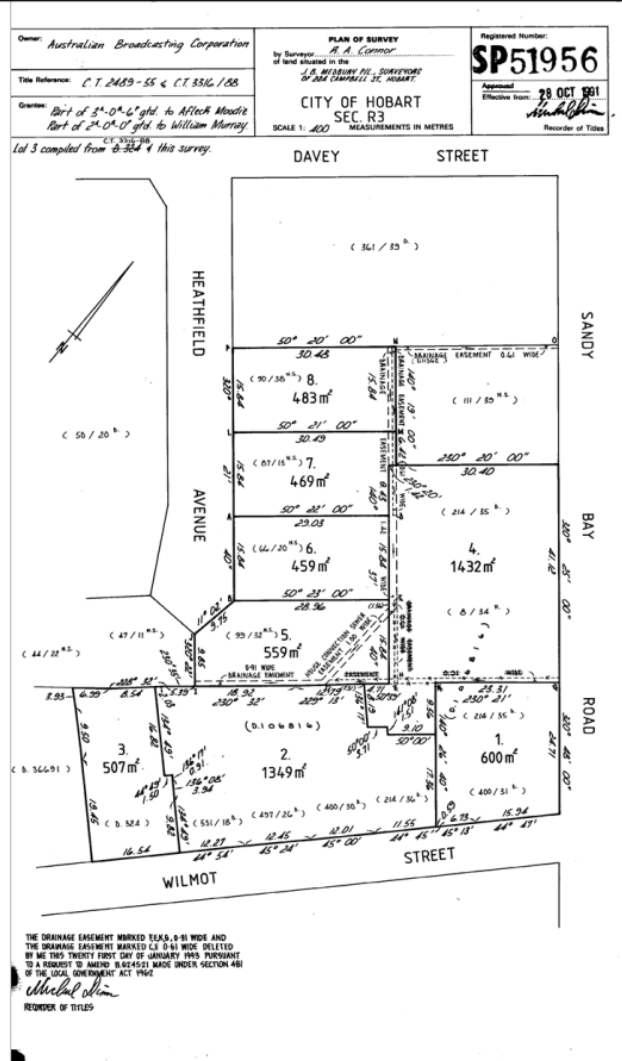
Reservations and conditions in the Crown Grant if any
SP 51956 EASEMENTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN
 DEPUTY RECORDER OF TITLES
 Issued Pursuant to the Land Titles Act 1980





SCHEDULE OF EASEMENTS

DEPUTY RECORDER OF TITLES

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SCHEDULE OF EASEMENTS

PLAN NO.

SP51956

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EASEMENTS AND PROFITS

Mark P. [Signature]
 21-1-1993
 Recorder of Titles

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SCHEDULE OF EASEMENTS

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DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980**SEARCH OF TORRENS TITLE**

VOLUME 51956	FOLIO 7
EDITION 2	DATE OF ISSUE 03-Jul-2017

SEARCH DATE : 15-Aug-2019
SEARCH TIME : 08.42 AM

DESCRIPTION OF LAND

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Lot 7 on Sealed Plan 51956
Derivation : Part of 3A-0R-6Ps. Gtd. to A. Moodie and Part of
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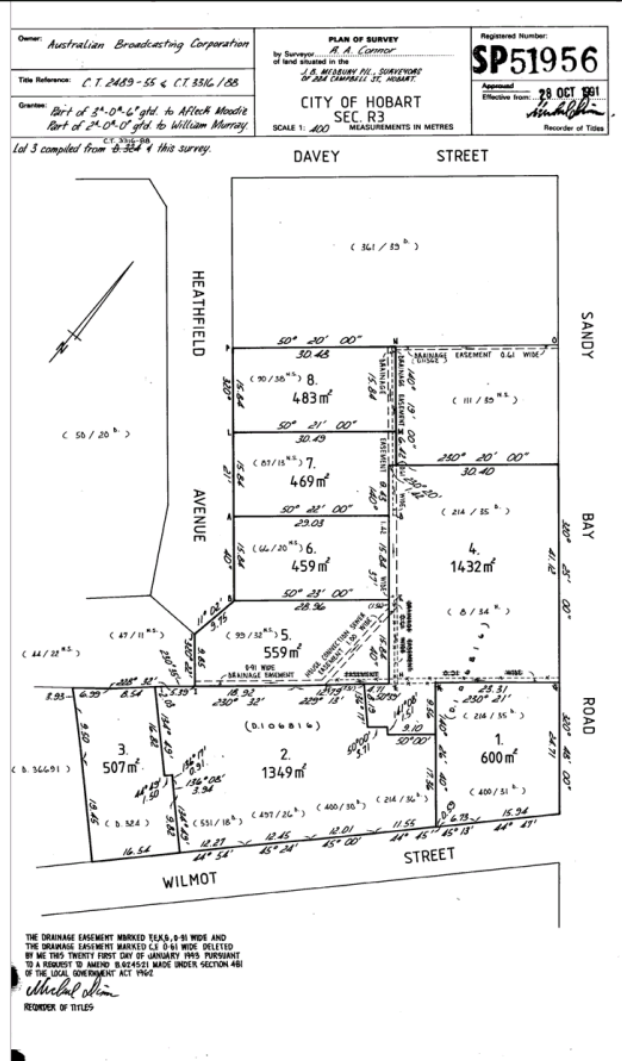
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FOLIO PLAN
DEPUTY RECORDER OF TITLES
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SCHEDULE OF EASEMENTS

DEPUTY RECORDER OF TITLES

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SCHEDULE OF EASEMENTS

PLAN NO.

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pitt&sherry

Specialist Knowledge.
Practical Solutions.

5 March 2020

Fragrance TAS-Hobart (Sandy Bay) Pty Ltd
c/- Mick Connolly
Quantity Surveying Services Tasmania Pty Ltd
5 - 7 Sandy Bay Road
Hobart TAS 7005

Dear Mick

Re: Structural Advice for Protection of Existing Mural

Fragrance TAS-Hobart (Sandy Bay) has engaged pitt&sherry to provide structural input into protection of an existing tile mural fixed to the building at 5 – 7 Sandy Bay Road, Hobart. This building is proposed to be demolished to make way for a new development and the information provided by pitt&sherry is to form part of a Development Application to the Hobart City Council under the Land Use Planning Approvals Act 1993.

The site was visited by Robert Casimaty, a Senior Principal Engineer, from pitt&sherry on 2 March 2020. Only the outside of the building was observed during this site visit.

No original design or as-constructed drawings for the building or mural could be obtained as part of this assessment.

The mural in question is 2.70 m high by 20.0 m long and appears to be fixed to a cast in situ or precast concrete wall element that is integral with the existing building.

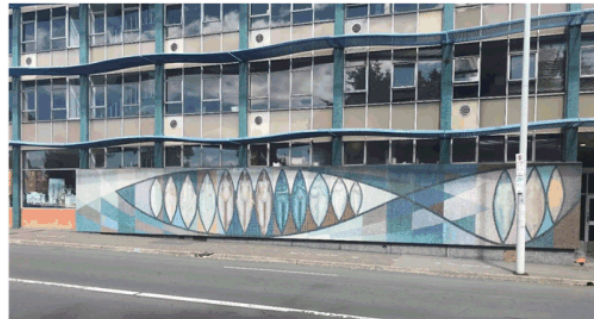


Figure 1 – Photo of mural taken from eastern side of Sandy Bay Road

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport
Wagga Wagga





The optimum method of protection can be determined once the exploratory and soft demolition works have been completed. There are two options available to protect the mural:

- Remove the mural as part of the demolition works and then return it to site at a later stage
- Protect the mural during the demolition and subsequent construction works

These two options are outlined separately below:

Removal of the Mural

It is estimated that the mural weighs approximately 25 Tonnes.

The removal works would involve:

- Partial demolition of the adjacent structure
- Fixing of a lifting frame to the mural
- Complete separation of the mural from the remainder of the building
- Temporary closing of Sandy Bay Road
- Use of a mobile crane to lift the Mural onto a transport for storage off site.

This is described in the following sketch.

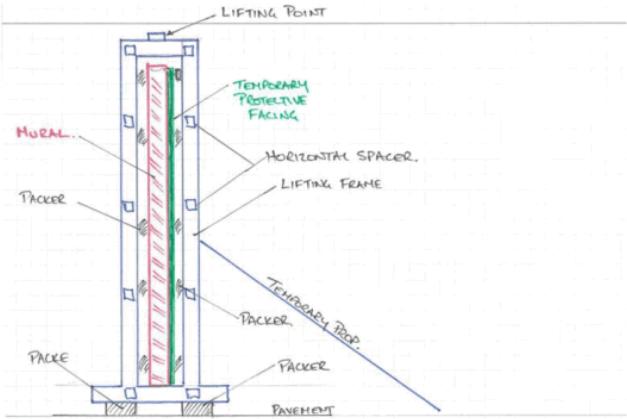


Figure 2 – sketch of proposed method of support mural while being lifted out of position

Protection of the Mural

The adjacent footpath is 2.90 m wide and it has been assumed that medium to long term closure of any of the lanes on the adjacent Sandy Bay Road will not be acceptable.

Protection of the mural would involve:

- Installation of traffic protection barriers along the northern edge of Sandy Bay Road
- Construction of a temporary protection gantry within the footpath to protect the and support the mural. It is envisaged that this would reduce the footpath width of 1.0 m clear width
- Install monitoring points to measure and identify any movement
- Undertake building demolition works and construct new building to a point where the mural is self-supporting again
- Remove the protection gantry and traffic barriers to enable clearer access to the footpath.

This is described in the following sketch.

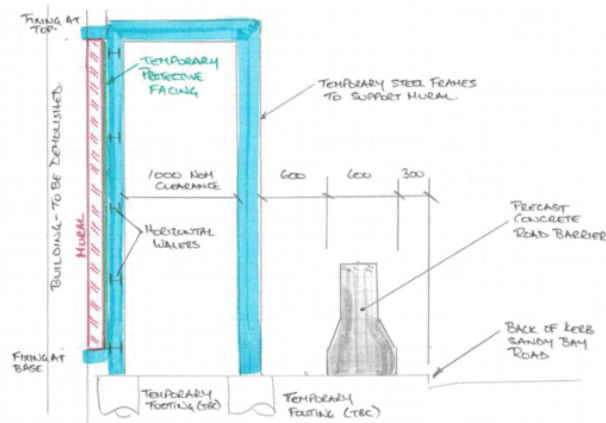


Figure 3 – sketch of proposed method to support mural *in situ* during demolition and excavation works

Prior to selecting the preferred option, the following exploratory works are recommended:

- Undertake a dial-before-you-dig request for the area of Sandy Bay Road fronting the proposed development and then accurately locate all services on site
- Removal of internal cladding and non-structural elements adjacent to the mural to determine
 - If the concrete backing is cast in situ
 - Identify the means of fixing of the mural to the building structure



- Identification of any joints within the concrete backing
- Confirmation of the thickness (and hence the weight) of the mural and concrete backing
- undertaken geotechnical investigations to confirm the type and size of any footings and the extent of any additional support during basement excavations

A detailed removal works methodology would then need to be developed for the preferred solution using input from a civil engineer and demolition contractor that are both accredited under the Tasmanian *Building Act 2016*. The plan will also need to include full consideration of Tasmanian *Work Health and Safety Act 2012*.

We trust that this clarifies the planning requirements relating to this matter.

Yours Sincerely

Robert Casimaty
Senior Principal Engineer

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Heritage Impact Assessment
Fragrance Development

5-7 Sandy Bay Road
HOBART TASMANIA

For Fragrance Tas-Hobart (Sandy Bay) Pty. Ltd.

July 2019

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Unless otherwise stated, all photographs were taken by Brad Williams, June-July 2019.

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page.

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor.

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1. Introduction

This report has been commissioned by 9 Sandy Bay Road Pty. Ltd., in order to accompany an application to the Hobart City Council for the redevelopment of a portion of 5-7 Sandy Bay Road, Hobart.

The overall property at 5-7 Sandy Bay Road, Hobart (PID 7713417) is comprised of four titles:



Figure 1.1 – Title configuration of 5-7 Sandy Bay Road. Adapted from www.thelist.tas.gov.au

C/T 106816/1, which includes: The conservatorium building (including the mural) – formerly the ABC building
A number of later c20th brick buildings built for the ABC/conservatorium
A modern workshop building fronting Wilmot Street
A pair of nineteenth-century conjoined brick cottages fronting Wilmot Street
A nineteenth-century brick house fronting Wilmot Street

C/T 51956/5, which includes: A 1950s two-storey brick house

C/T 51956/6, which includes: A 1920s single storey brick house

C/T 51956/7, which includes: A 1920s two storey brick house

Note that the current *subject site* involves a portion of C/T 106816/1 – **No works are proposed on the other three titles.**

Also, no works are proposed on the portion of that large title which includes the nineteenth-century buildings fronting Wilmot Street (formerly known as 9-11 and 13 Wilmot Street).

Figures 1.2-1.4 depict the *subject site*:



Figure 1.2 - 2008 Aerial image of the area – the subject site depicted in red. Adapted from www.thelist.tas.gov.au

Praxis Environment 2019



Figure 1.3 - 2008 Aerial image of the immediate environs of the subject site – (depicted in red). Adapted from www.thelist.tas.gov.au



Figure 1.4 – Cadastral parcels comprising and surrounding the subject site (depicted in red) and surrounds (www.thelist.tas.gov.au).

The site is subject to the following statutory heritage requirements:

- A portion of the site – The 'ABC Mural' is included on the Tasmanian Heritage Register (THR ref# 7841).
- The site is included on Table E.13.4 (Places of Archaeological Potential) of the Hobart Interim Planning Scheme 2015.
- There is a question as to the status of the subject site in relation to the adjacent listed Wilmot Street cottages, which are outside the proposed development footprint, but requires clarification.

Accordingly, the brief for this project was:

- To clearly identify **all statutory heritage** requirements for any proposed development of the place.
- To undertake a **heritage impact assessment** on the ABC Mural in the context of the proposed development.
- To develop a **statement of archaeological potential** as the basis for archaeological planning.
- If necessary, to undertake an **archaeological impact assessment** for the proposed development as informed by the statement of archaeological potential.
- If necessary, refine the statement of potential and formulate **mitigation strategies** for any identified impact.

2. Statutory heritage requirements

This report has been commissioned to consider the statutory heritage requirements arising from the proposed development. The following requirements are to be met in any development of the subject site:

2.1. Hobart Interim Planning Scheme 2015

E13.0 – Historic Heritage Code

Heritage Place (Table E.13.1)

The properties formerly known as 4-6 Heathfield Avenue (now part of 5-7 Sandy Bay Road, but on separate titles to the current subject site) are included on Table E.13.1 of the scheme (refs 2777 and 2778 respectively), with the title references cited in the Table and a note that these are now part of 5-7 Sandy Bay Road. The current subject site does not include these titles.

Whilst the cottages at (formerly) 9-13 Wilmot Street are also included on that Table (ref 3254), that listing cites the title 106816/1 which also includes the subject site. The listing notes that these addresses are 'now part of 5-7 Sandy Bay Road'.

By way of background to the listing of 9-13 Wilmot Street, the City of Hobart Planning Scheme 1982 included the following entry (relevant section highlighted) which clearly excludes any part of the wider 5-7 Sandy Bay Road which was not traditionally part of 9-13 Wilmot Street – i.e. clearly states that the intent of the listing are those properties and their traditional title area:

	§	RUPERT AVENUE	Beaulieu
		RUSSELL CRESCENT	
	4 - 4A	RUSSELL CRESCENT	(Previously known as 4 Russell Crescent)
		SALVATOR ROAD	
35A - 37		SALVATOR ROAD	Grounds and trees (Previously known as 37-39 Salvator Road)
41		SALVATOR ROAD	Bartonvale
		SANDY BAY ROAD	
5 - 7		SANDY BAY ROAD	(That part of the address previously known as 9-13 Wilmot Street only)
11		SANDY BAY ROAD	Stone retaining wall (Now part of 12 Wilmot Street)
		SANDY BAY ROAD	Stone retaining wall (refer also 121-123, 135 and 137 Hampden Road)
29		SANDY BAY ROAD	
51 - 53		SANDY BAY ROAD	Gattonside (Previously known as 53 Sandy Bay Road)
119		SANDY BAY ROAD	Ellerslie House
147		SANDY BAY ROAD	Bouna Breena
231		SANDY BAY ROAD	
255		SANDY BAY ROAD	
271		SANDY BAY ROAD	Brick wall adjacent to Police Station
279 - 281		SANDY BAY ROAD	
283		SANDY BAY ROAD	
285		SANDY BAY ROAD	Former St Peter's Rectory
287		SANDY BAY ROAD	
289		SANDY BAY ROAD	
361 - 365		SANDY BAY ROAD	(Previously known as 361 Sandy Bay Road)
	394	SANDY BAY ROAD	Travellers Rest Hotel
461		SANDY BAY ROAD	Mamres

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Table E.13.1 of the Hobart Interim Planning Scheme 2015 includes the following entry:

Table E.13.1 Waimoa to Yardley						
Ref. No.	Name	Street No.	Street Location	C.T.	General Description	Exclusions
3254		9-13	WILMOT STREET	108816/1	(Now part of 5-7 Sandy Bay Road)	

Table E.13.1 Waimoa to Yardley						
Ref. No.	Name	Street No.	Street Location	C.T.	General Description	Exclusions
3254		9-13	WILMOT STREET	108816/1	(Now part of 5-7 Sandy Bay Road)	

The translation from the 1982 scheme to the 2015 interim scheme has not carried forward the qualifier that the listing affects only that part of the address previously known as 9-13 Wilmot Street and has apparently extended the listed area to the whole of title – i.e. the 'Specific Extent' of 'Exclusions' column has not been populated to reflect the intent of the earlier listing that was intended to affect only the traditional area of 9-13 Wilmot Street.

Legal advice on this matter has been sought from Hobart City Council, who conclude:

As discussed the issue is that the Scheme has purported to list the entire site by reference to the title reference 106816/1. The listing provides no specific extent, and the listed description is of no assistance in narrowing the matter.

It is Council's view that an application for works within the boundaries of the title will accordingly trigger the relevant discretions, however it is accepted that works on certain buildings within the boundaries of the title may not be relevant in the exercise of that discretion.¹

The interpretation of the above accepted here is that the entire title is included on Table E.13.1, therefore any proposed development on that title would trigger Clause E.13.7 of the scheme (Development Standards for Heritage Places) however the planning authority ought only consider the possibility of impact upon the buildings/place traditionally known as 9-13 Wilmot Street – taken here to be the cottages and their traditional curtilage.

The title history of 9-13 Wilmot Street is a relevant consideration here, in terms of what area the *intent* of that listing should cover.

¹ Email from Tom Rolfe, Legal Officer, Development Compliance, Hobart City Council, to Brad Williams, praxis Environment, 30/7/19.



Figure 2.1 – Boundaries of 9-13 Wilmot Street (green outline) as per the 1908 Metropolitan Drainage Board plan – these are considered to be the 'traditional boundaries' of the places. The subject site outline in red. Adapted from www.thelist.tas.gov.au, 1908 boundaries drawn from State Library of Tasmania TLMAP 881.11 G88D (Map Hobart 41).

The effect of the 1982 listing was the titles of 9-13 Wilmot Street at that time, which are depicted on C/T 4823/75 which was the current title at that time as depicted by Figure 2.2:

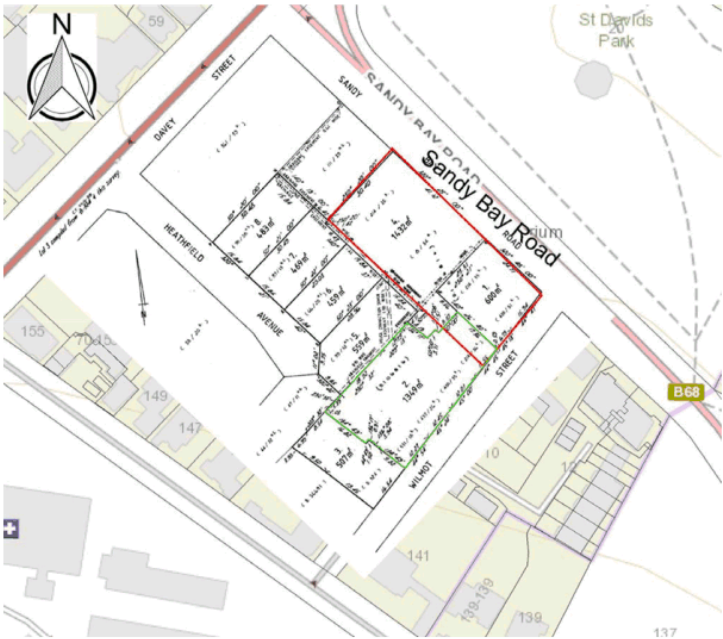


Figure 2.2 - 1991 title arrangement, from SP 51956 which is likely to represent the title configuration at the time of inclusion of the 1982 City of Hobart Planning Scheme heritage schedule.

Accordingly, the following provisions are applicable to the site, only insofar as heritage impact may be considered on 9-11 Wilmot Street:

	Acceptable Solution	Performance Criteria
E.13.7.1 - Demolition	A1. No Acceptable Solution.	Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied; <ul style="list-style-type: none"> (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; (b) there are no prudent and feasible alternatives; (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained; (d) significant fabric is documented before demolition.
E.13.7.2 – Building and Works other than Demolition	A1. No Acceptable Solution.	P1. Development must not result in any of the following: <ul style="list-style-type: none"> (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes; (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.
	A2. No Acceptable Solution.	P2. Development must be designed to be subservient and complementary to the place through characteristics including: <ul style="list-style-type: none"> (a) scale and bulk, materials, built form and fenestration; (b) setback from frontage; (c) siting with respect to buildings, structures and listed elements; (d) using less dominant materials and colours.
	A3. No Acceptable Solution.	P3. Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily

		identifiable as such.
	A4. No Acceptable Solution.	P4. Extensions to existing buildings must not detract from the historic cultural heritage significance of the place
	A5. New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	P5. New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.
	A6. Areas of landscaping between a dwelling and the street must be retained.	P6. 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 of the place.
E.13.7.3 - Subdivision	A3. No Acceptable Solution.	<p>P1. A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:</p> <ul style="list-style-type: none"> (a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values; (b) ensuring a sympathetic pattern of subdivision; (c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required.

Heritage Precinct (Table E.13.2)

The rear portion of 5-7 Sandy Bay Road is within Heritage Precinct H2 (Hampden Road), which includes the three houses on Heathfield Avenue, and the house, cottages and workshop on Wilmot Street. The current subject site is wholly outside of that precinct.



Figure 2.3 - Extent of the Hampden Road (H2) Heritage Precinct (purple hatching in and surrounding the subject site), as per Table E.13.2, Hobart Interim Planning Scheme 2015, the outline of 5-7 Sandy Bay Road in red and the subject site shaded in light blue. Adapted from www.theelist.tas.gov.au

Place of Archaeological Potential (Table E.13.4)

The subject site is within the area defined in Figure E13.4.1 of the scheme as a *Place of Archaeological Potential*, therefore the provisions of Part E13.10 are applicable.

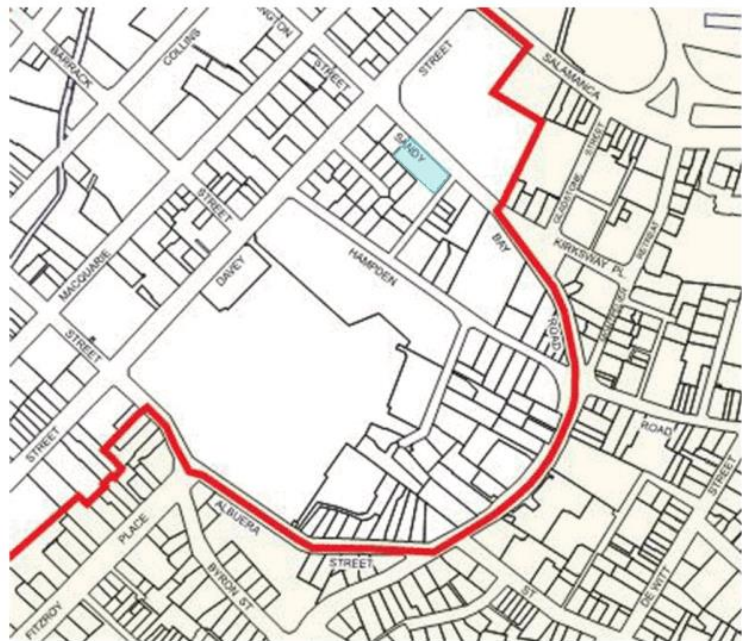


Figure 2.4 - Excerpt from Figure E.13.4 of the Hobart Interim Planning Scheme 2015, the white area within the red outline being the place of archaeological potential, the subject site shaded blue.

Part E13.10 of the scheme details the *Development Standards for Places of Archaeological Potential*, with the following *Objectives* :

- 13.10.1: Building, Works and Demolition: To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.*
- 13.10.2: Subdivision: To ensure that subdivision does not increase the likelihood of adverse impact on a place of archaeological potential.*

The scheme prescribes *Performance Criteria* for each of these *Objectives* and pursuant to Part E.13.5 of the scheme, the Planning Authority may require the following to accompany any application for development of a place of archaeological potential in order to assess the proposal against the performance criteria:

- (f) a statement of archaeological potential;*
- (g) an archaeological impact assessment;*
- (h) an archaeological method statement;*

Under the definitions of the scheme:

(f) means:

a report prepared by a suitably qualified person that includes all of the following:

- a. a written and illustrated site history;
- b. overlay plans depicting the main historical phases of site development and land use on a modern base layer;
- c. a disturbance history.
- d. a written statement of archaeological significance and potential accompanied by an archaeological sensitivity overlay plan depicting the likely surviving extent of important archaeological evidence (taking into consideration key significant phases of site development and land use, and the impacts of disturbance).

(g) means:

a report prepared by a suitably qualified person that includes a design review and describes the impact of proposed works upon archaeological sensitivity (as defined in a statement of archaeological potential).

(h) means:

a report prepared by a suitably qualified person that includes the following where relevant to the matter under consideration:

- a. strategies to identify, protect and/or mitigate impacts to known and/or potential archaeological values (typically as described in a Statement of Archaeological Potential);*
- b. collections management specifications including proposed storage and curatorial arrangements;*
- c. identification of measures aimed at achieving a public benefit;*
- d. details of methods and procedures to be followed in implementing and achieving (a), (b) and (c) above*
- e. expertise to be employed in achieving (d) above;*
- f. reporting standards including format/s and content, instructions for dissemination and archiving protocols.*

The current document aims to fulfil those points in a consolidated manner in the assessment of the proposed development to assist the planning authority to make an informed assessment against the relevant performance criteria of the scheme (i.e. Clause E.13.10):

	Acceptable Solution	Performance Criteria
E.13.10.1 – Building and Works other than Demolition	A1. Building and works do not involve excavation or ground disturbance.	<p>P1. Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:</p> <ul style="list-style-type: none"> a) the nature of the archaeological evidence, either known or predicted; b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential; c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition; d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation; <p>(a) measures proposed to preserve significant archaeological evidence 'in situ'.</p>
E.13.10.2 – Subdivision	A1. Subdivision provides for building restriction envelopes on titles over land defined as the Place of Archaeological Potential in Table E13.4.	<p>P1. Subdivision must not impact on archaeological resources at Places of Archaeological Potential through demonstrating either of the following:</p> <ul style="list-style-type: none"> (a) that no archaeological evidence exists on the land; (b) that there is no significant impact upon archaeological potential.

The registration datasheet for the mural is detailed, and clearly articulates the values of the mural. The Central Plan Registry (CPR) plan for the registration of the mural shows the registered footprint and states that the registration only includes the ground floor portion of the mural to a height of 2.7 metres, and no other part of the former ABC building.

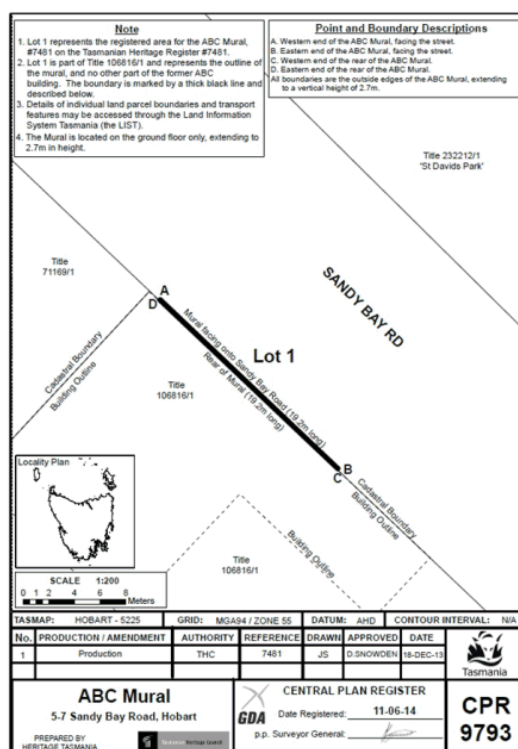


Figure 2.6 - Central Plan Registry entry for the ABC Mural, Tasmanian Heritage Register.

No Central Plan Registry (CPR) plan exists for the Wilmot Street entries on the THR. Each of these two datasheets (i.e. one for the conjoined cottages, one for the house) cites the title reference 106816/1 (i.e. the large conservatorium title). Technically, this means that the whole title is included on the THR, yet the datasheets for the Wilmot Street buildings clearly intend those listings to be for the cottages/house, not the wider site and other buildings.

Advice from Heritage Tasmania has been received on this matter, which concludes:

The Heritage Council understands the boundary of the THR#6756 and THR#2604 registrations to be the cancelled title 51956/2 which has been replaced by the larger title 106816/1. The Heritage Council will move ahead in the near future to confirm this understanding by lodging a plan in the Central Plan Register that replicates the cancelled title and notifying Fragrance Tas-Hobart Pty Ltd as the site owner.

Works within the registered boundary which do not impact the heritage values of the place may be eligible for a Certificate of Exemption.²

The above is take to mean that proposal on the wider 106816/1 title would require consideration by the Tasmanian Heritage Council and it is expected that the THC's consideration would be limited to any direct works to the titles which were affected by the original listing (i.e. the 'legacy' title(s)) and which were the original *intent* of the listing – i.e. any direct impact upon 9-13 Wilmot Street. Anything else may qualify for a Certificate of Exemption (noting that the mural is clearly and definitively defined via a separate Tasmanian Heritage Register entry).

Part 6 of the HCHA (Heritage Works) sets the process by which approvals for works may be gained from the Tasmanian Heritage Council (THC):

35. Heritage works require heritage approval

(1) A person must not carry out any heritage works unless those heritage works have heritage approval.

(2) For the purposes of subsection (1), heritage works are taken to have heritage approval if, and only if –
(a) in a case where a certificate of exemption has been issued, the heritage works are carried out in accordance with –
(i) that certificate of exemption; and

² Email from Annita Waghorn, Registration Manager, Heritage Tasmania, to Brad Williams, Praxis Environment 18/7/19.

(ii) if a discretionary permit or other permit is required for the heritage works under the Planning Act, that discretionary permit or other permit; or
(b) in a case where a certificate of exemption has not been issued, the heritage works are carried out in accordance with a discretionary permit.

(3) It is a defence in proceedings for an offence under subsection (1) if the defendant establishes that –
(a) the heritage works were carried out in response to an emergency; and
(b) the heritage works were, both as to nature and extent, reasonably necessary for the purposes of responding to the emergency; and
(c) in the circumstances, it was not practicable to seek a certificate of exemption; and
(d) the defendant, before, while or as soon as practicable after carrying out the heritage works, notified the Heritage Council, in writing, of the emergency and the details of the heritage works.

Sections 36-41 set the process for the lodgment and assessment of applications for a heritage works permit, via a Discretionary Development Application under the Land Use Planning and Approvals Act 1993 (see below).

Section 42 describes the process whereby certain works may be exempt from the requirement of s.35:

42. Certificates of exemption for heritage works

(1) A person may apply to the Heritage Council for a certificate of exemption for heritage works.

(2) The exemption certificate application –
(a) is to be in a form provided or approved by the Heritage Council; and
(b) is to be supported by such information as the Heritage Council requires, either at the time of lodgment or subsequently.

(3) The Heritage Council may –
(a) approve the exemption certificate application; or
(b) refuse the exemption certificate application.

(4) Without limiting its discretion, the Heritage Council must approve the exemption certificate application if it is reasonably satisfied that the heritage works –

- (a) are identified in the works guidelines as works that will have no impact or only negligible impact on the historic cultural heritage significance of the relevant registered place or heritage area; and*
- (b) are capable of being carried out in accordance with the works guidelines.*

Whilst the HCHA provides no specific detail as to how particular proposals are considered, nor does it provide any indicative thresholds of what may be considered to have *no or negligible* heritage impact, the THC/Tasmanian Government publication *Works Guidelines for Historic Heritage Places* (November 2015)³ provides further detail on the application process, guiding principles and the basis for decisions made by the THC. In addition, the THC has a series of practice notes and technical guides, available via www.heritage.tas.gov.au which provide useful guiding principles for how the THC are expected to assess and determine applications for heritage works.

2.3. Other statutory heritage registers/lists

The place is not listed on any of the following statutory registers:

- The National Heritage List
- The Commonwealth Heritage List
- The World Heritage List

Nor is it included in any buffer zones arising from those lists, therefore is not subject to the historic heritage provisions of the respective Acts, which enable statutory input into development of places on those lists.

2.4. Aboriginal Heritage Act 1975

An assessment of any possible Aboriginal heritage values is not part of the brief for this report; nonetheless the provisions of the *Aboriginal Heritage Act 1975* are applicable to the place. A search of the Tasmanian Aboriginal Heritage sites register (Job # 16346753) did not identify any registered Aboriginal relics or apparent risk of impacting Aboriginal relics (search valid until 24/11/19). The Tasmanian Government *Unanticipated Discovery Plan – Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania* must be adhered to in the event that any Aboriginal heritage items are discovered during the course of any works.

³ http://heritage.tas.gov.au/Documents/Works_Guidelines_FINAL_Nov2015.pdf

3. Statement of Historical Archaeological Potential

3.1. Archaeological methodology

This statement of archaeological potential is derived from a process which identifies the potential of the site to yield archaeological remains, the significance of any remains, and their potential to yield meaningful information about the site, and which might contribute to relevant key archaeological and historical themes. The following briefly outlines the methodology followed:

Determining general archaeological potential: Through a desktop analysis of historical data and secondary sources, as well as non-invasive site observations, an understanding of the evolution of the site has been gained which has allowed an assessment of the archaeological potential (however significant) of any part of the site - resulting in substantiated predictions of the likelihood of finding *something* upon any particular part of the site.

This has been done by analysing primary source material, summarizing the developmental history of the site and developing a chronological narrative detailing an overview of the history of all known features to have ever existed on the site. Where possible, developmental overlays have been developed from historic maps, plans, photographs and other visual documentation. This overlay has been supported by other observations providing supplementary information, and also includes processes such as demolition and disturbance which may have removed or destroyed potential remains – and may have diminished the archaeological potential.

Assessing the significance and potential of any likely archaeological resources to yield meaningful information: Upon understanding the archaeological potential through desktop and site analysis, the next step was to understand its relationship to any aspect of the identified significance of the place – e.g. do the remains have the potential to demonstrate an aspect of the significance of the site or related key historic theme? The potential for any of the archaeological remains to demonstrate important aspects of the history of the site, whether in a state, regional or thematic context, is to be considered.

Understanding possible impact of development and formulation of management strategies: Based on any identified archaeological potential and significance of the site, consideration will be given as to whether the proposed development will impact upon any likely archaeological remains and if necessary broad management strategies will be proposed to manage any impact.

The table below demonstrates the steps of this assessment:

Methodology for formulation of the statement of archaeological potential		
	If 'no'	If 'yes'
1. Archaeological potential. Are you likely to find something if you dig here? (i.e. a <u>Statement of Archaeological Potential</u>).	Further action may not be required, although a contingency plan may be required for unexpected finds.	The significance of the archaeological potential should be investigated.
2. Significance. Could anything you find here greatly contribute to our understanding of the site or related significant theme?	Further action may not be required.	The likely integrity of the archaeological remains should be investigated.
3. Integrity. Are any archaeological remains likely to be intact?	Further action may not be required, although a contingency plan is required for unexpected integrity.	The likelihood of significant archaeological remains is confirmed.
4. Impact Will proposed works impact upon the significant archaeological remains? i.e. an <u>Archaeological Impact Assessment</u> .	Further action may not be required, although a contingency plan may be required for unexpected impacts.	An <u>Archaeological Method Statement</u> will be required to detail how impact will be managed/mitigated.

3.2. Source material

For this assessment of archaeological potential, the depiction of the physical history of the site will be the main consideration – with other aspects of site history (i.e. social histories, economic history, associations *et. al.*) likely to be more useful in any post-investigation analysis of findings (i.e. artifact assessment), therefore beyond the scope of the current document. Similarly, the history of other townscape developments is beyond the scope of the current document however may be useful in further detailed analysis of future archaeological findings.

The following overview of the known physical development history of the site aims to aid in the prediction of the likely archaeological remains. This does not represent a comprehensive site history and has been limited to a history of the physical development of the site as relevant to the archaeological resource.

Primary sources

Broadly, the primary sources consulted in the development of the statement of archaeological potential include:

- Lands Services Department (LSD) series (Tasmanian Archive and Heritage Office).
- Department of Primary Industry, Parks, Water and Environment (DPIPWE) aerial photo collection (Service Tasmania).
- DPIPWE – Land Data Branch, historic map collection (basement)
- DPIPWE – Land Data Branch, titles.
- Historic newspapers, via the National Library of Australia's *Newspapers Online* portal.
- Hobart City Council building files (AE471 series, Tasmanian Archive and Heritage Office).
- Valuation rolls, as published in the Hobart Town Gazette.

Secondary sources

No relevant secondary sources addressing the specific archaeological potential of the site were found in the research towards this document.

Wider secondary source material, namely archaeological reports, were utilised in the archaeological research design comparative assessment and method statement (Section 3.4), as cited in that section.

3.3. Historical development of the subject site

In order to gain an overview of what once existed on the site, as the basis for predicting archaeological remains, the following is a brief overview of the historical development of the site based on primary source documents (the subject site depicted in red). Note that this is a brief historical overview, concentrating solely on physical development, sufficient only for basic archaeological planning. As per above, further historical research is required in order to refine a detailed archaeological research design, which is provided here in Section 3.4. Such detail is also required to supplement the interpretation of archaeological findings – requiring an iterative process of the assessment of findings against further historical and comparative research from both primary and secondary sources, which is provided for here in the archaeological method statement (Section 5).

Pre-development of the subject site

The land was the home of the Mouheneener people for tens of thousands of years, prior to displacement by European settlers following 1804.

Subsequent to the settlement of Sullivan's Cove in 1804, following the disbandment of the initial European settlement of Ridson Cove, the settlement of Hobart Town began to grow in a somewhat organic matter. Following Governor Macquarie's inspection of 1811, Surveyor James Meehan was engaged to rationalise the layout of the settlement and install a grid-pattern of streets, as seen on his 1811 survey plan (DPIPWE Hobart 131). At this time, Macquarie Street was formalised, however settlement was concentrated further eastward around the Sullivan's Cove area.

Several 1820s survey plans of Hobart (Figures 3.1-3.3) show the subject site as undeveloped and unallotted land, between the barracks and the waterfront.



Figure 3.1 – A c1820s survey plan of Hobart Town, showing the subject site (approximately denoted by the red arrow) as unallotted and undeveloped land between the Barracks and the waterfront.
DPIPWE Hobart 12.

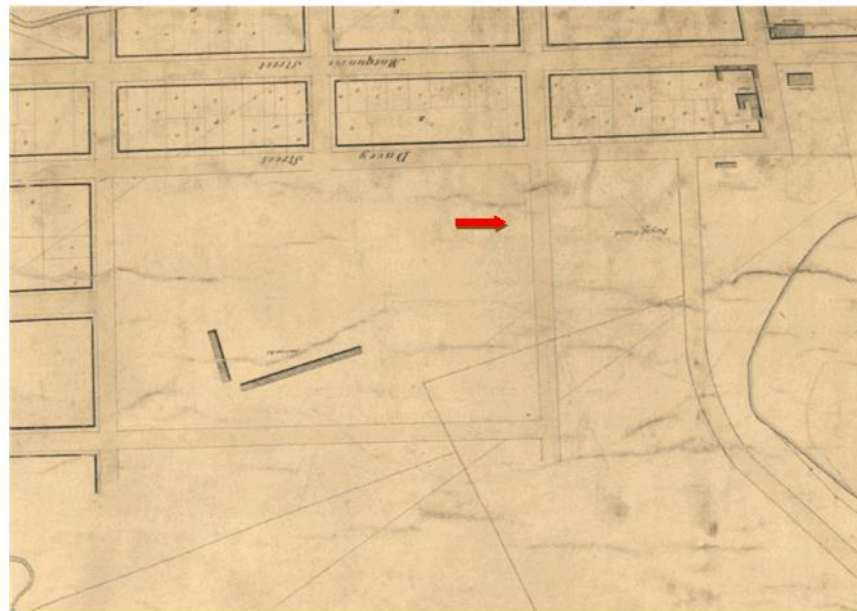


Figure 3.2 – A c1820s survey plan of Hobart Town, showing the subject site (approximately denoted by the red arrow) as unallotted undeveloped land between the Barracks and the waterfront. DPIPWE Hobart 13.



Figure 3.3 – A c1820s survey plan of Hobart Town, showing the subject site (approximately denoted by the red arrow) as undeveloped land between the Barracks and the waterfront. DPIPW Hobart 4.



Figure 3.4 – Excerpt from a c1830s map of Hobart and surrounds, the subject site denoted in red. DPI/PWE Map Hobart 5

By the early 1830s, the unallotted land between the barracks and the waterfront had been subdivided, and the Heathfield estate had been established just north of the subject site (see Figure 3.4). The subject site was still undeveloped at that time. By 1839 Wivenhoe (137 Hampden Road) and Devoren Cottage (139 Hampden Road) had been established to the south of the subject site, and Frankland's 1839 survey of Hobart Town shows the area containing the subject site as what appears to be a formal landscaped garden (see Figure 3.5) although appearing to be on a separate allotment to the large

estates to the south and north. The 1841 census map (largely based on Frankland's 1839 survey) still shows the subject site as undeveloped (see Figure 3.6).



Figure 3.5 – Excerpt from Frankland's 1839 map of Hobart and surrounds. State Library of Tasmania, Allport Stack 912.94661MAP.



Figure 3.6 - Excerpt from the 1841 census map of Hobart and surrounds. Tasmanian Archive and Heritage Office, CSO8-17-578.

The subject site comprises portions of two colonial era grants, which commenced a divergent pattern of development from the early 1840s onwards; for the sake of simplicity, this component of the research will follow the two grants (Moodie and Murray) separately.

Development of the Moodie grant (formerly 30 Harrington Street)



Figure 3.7 – Portion of the subject site which was part of the Moodie grant as discussed below.

Acting Commissary General Affleck Moodie was granted c1828 the 3 acres 6 perch allotment shown in Figure 3.4. Moodie built 'Heathfield' c1829, and the portion of subject area included in this grant appears to have been part of the gardens. Moodie's grant was confirmed in October 1836⁴, two years later, he died at Heathfield aged 73⁵. Following Moodie's death, the property remained in his estate until 1920, eventually passing to his grandson's wife, Jane Moodie⁶.

⁴ DPIPWE The LIST CT 101/64

⁵ TAHO RGD 36/1/1 Number 14

⁶ The Argus 23 May 1888 p12

In January 1920, Jane Moodie instructed Websters to put up for auction the 3 acre 6 perch Heathfield estate. The listing for this sale includes mention of "the nursery gardens of Mr Latham"⁷. Valuation rolls from 1880 and 1890 suggest that these nursery gardens included the portion of the grant formerly known as 30 Harrington Street and it is likely that the site only included ephemeral sheds associated with nursery operations during that time (see Figure 3.16).

The Heathfield estate sold to Cecil Walker for £8,000 in April 1920⁸. This block was then transferred in 1922 to Elinor Wayne Walker prior to her marriage to Alan Propsting in August 1922⁹. Between 1922 and 1947, Elinor Propsting (later Lake) slowly sold subdivided the estate as shown in Survey Diagram Hobart 8/34.

In January 1947, the Australian Broadcasting Commission purchased 1 rood 9.5 perches along Harrington Street, which included the former 30 Harrington Street, for £4,400. The survey diagram from this date (1947) lists the area as vacant land¹⁰. This purchase was part of a series of purchases planned by the ABC to acquire the site for construction of the Conservatorium of Music building. That included the three cottages described below to form a consolidated parcel of land as depicted on Figure 3.8:

⁷ *The Mercury* 17 January 1920 p12

⁸ DPIPWE The LIST CT247/126

⁹ DPIPWE The LIST CT275/74

¹⁰ DPIPWE The LIST CT338/136



Figure 3.8 - Excerpt from Certificate of Title 670/35 which shows the consolidated title arising from the 1947 Australian Broadcasting Corporation acquisition of the various properties.

Development of the Murray grant (formerly 26 & 28 Harrington Street)



Figure 3.9 – Portion of the subject site which was part of the Moodie grant as discussed below.

The south eastern portion of the subject area (formerly comprising 26 and 28 Harrington Street) was part of a two-acre town allotment originally granted to William Murray in May 1839¹¹. This grant resulted from Murray's request to the Supreme Court that his title to the land be recognised by means of a grant. The record of Murray's application has not survived, however, contemporary newspapers reported that his claim was based on purchase from the locatee, David Burns¹².

¹¹ DPIPW The LIST Mem 5/9154
¹² Hobart Town Courier 1 March 1839

As with the adjoining Heathfield estate, this part of the subject area is depicted on Frankland's 1839 survey and the 1841 census map (see above) as vacant land. In April 1845, Murray put the land to public auction, divided into 31 lots divided by the newly devised Wilmot Street¹³;

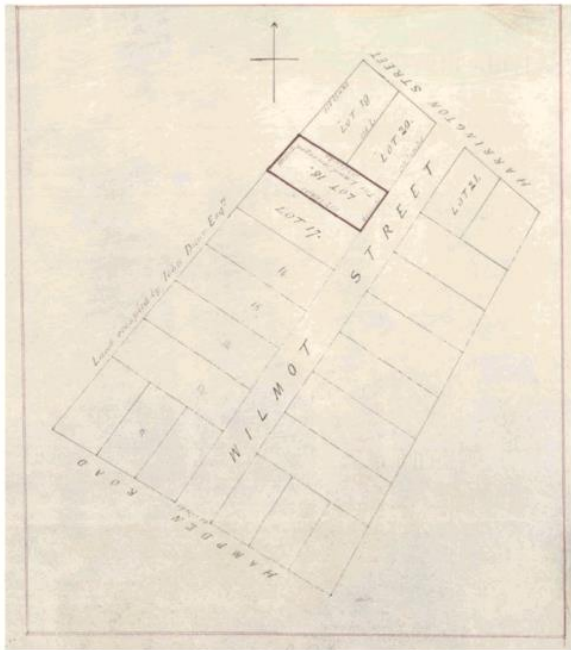


Figure 3.10 - Excerpt from Mem 3/883 showing the subdivision of Murray's grant and creation of Wilmot Street. Lots 19 and 20 are part of the current subject site.

¹³ Colonial Times, 19 April 1845 p.2; for plan of lots see DPIPWE Mem 3/883

Lot 20

As per Figure 3.10, Lots 18, 19 and 20 form part of the subject area. Lot 20 sold at the 1845 auction to William Barclay, a statutory mason, who immediately erected a *messuage or tenement house* on the property. This can be seen on Sprent's c1845 survey of Hobart (Figure 3.10). Barclay then sold the land and house to William Barnes in April 1846 for £125¹⁴.



Figure 3.11 - Excerpt from Sprent's 1845 map of Hobart and surrounds, the subject site denoted in red. (www.thelist.tas.gov.au).

William Barnes died in 1882, leaving the Harrington Street property to his wife Eliza Barnes, with a codicil directing the property thereafter to Charlotte Jordan. Through this means, the property (i.e., Lots 19 and 20 referred to above) came to Alice Eliza Jorden following her mother's death in 1909. Alice Eliza married Dennis McInerney in December 1924, and in

¹⁴ DPIPW The LIST Mem 3/1816

October 1947, Alice McInerney sold the property to the Australian Broadcasting Commission¹⁵, who by this stage had acquired a number of the adjoining properties (see below).

Lot 19

Lot 19 sold at the 1845 auction to William Johnson, an innkeeper, for £75¹⁶; the following year, Johnson sold the land undeveloped to William White, a builder, for the same price¹⁷. In January 1849, White sold the property to William Barnes for £180, a price which would indicate that a house was then standing on it. The sale included a drainage right of way for the owner of Lot 18, which mentions "brick and mortar barrel drains" with a nine-inch internal diameter, crossing from Lot 18, over Lot 19 to Harrington Street¹⁸. This transaction put William Barnes in possession of both lots; they would remain in his family for the rest of the 19th century and remained with his heirs until 1947.

Lot 18

A second codicil in Barnes' will directed that 'the upper or south western half' of Lot 18 should be given in trust to his sister in law, Martha Thompson (see below and Figure 3.12). In March 1900, this property (i.e the top half of Lot 18) was sold to Martha's daughter Florence May Thompson for £200¹⁹. This property remained in the possession of Florence May Thompson until June 1947, when she sold it to the ABC for £1,000²⁰.

¹⁵ DPIPWE The LIST Mem 23/6003

¹⁶ DPIPWE The LIST Mem 3/955 Note Samuel Crisp is the mortgagee in this transaction

¹⁷ DPIPWE The LIST Mem 3/2087

¹⁸ DPIPWE The LIST Mem 3/4171

¹⁹ DPIPWE The LIST Mem 10/1454

²⁰ DPIPWE The LIST Mem 23/4519

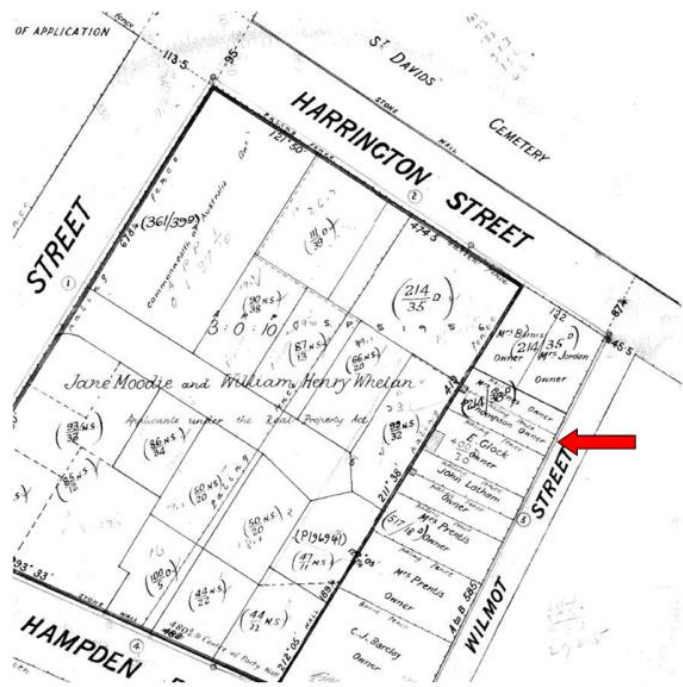


Figure 3.12 – Detail from DPI/PWE Hobart 8/34, showing the division of Lot 18 into two halves.

The following mid-late c19th imagery shows three modest cottages on what was Lots 18, 19 and 20 through the ownership of the Barnes and Thomson families:

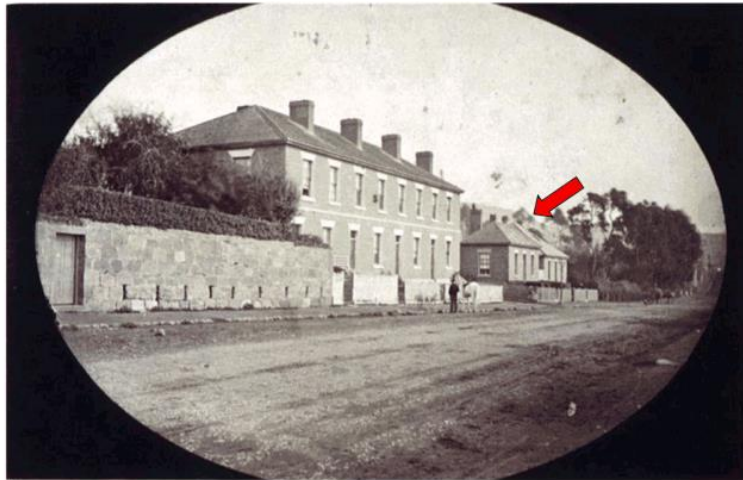


Figure 3.13 – The Barnes cottages (denoted by red arrow), Alfred Winter 1870. State Library of Tasmania, W.L. Crowther Collection, AUTAS001125298679.

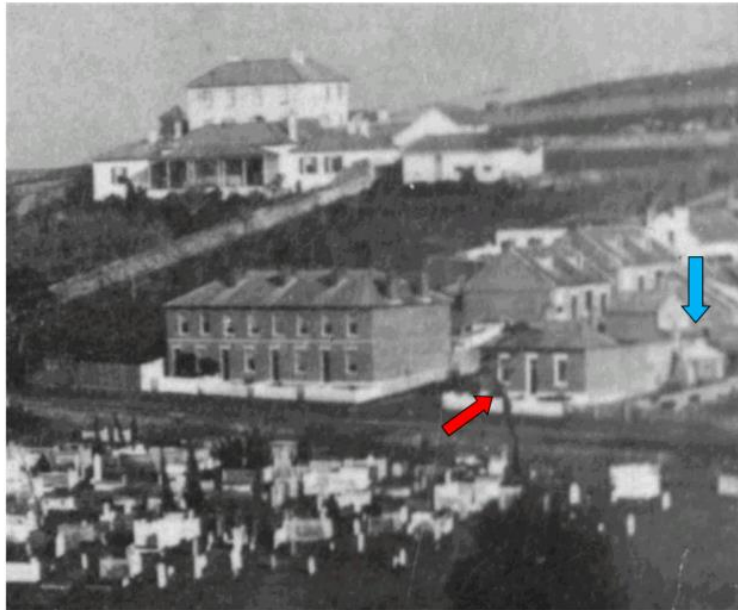


Figure 3.14 – The cottage at 26 Harrington Street (denoted by red arrow), and the rear of 1 Wilmot Street (note the outbuilding) denoted by blue arrow).
Colin Dennison collection.

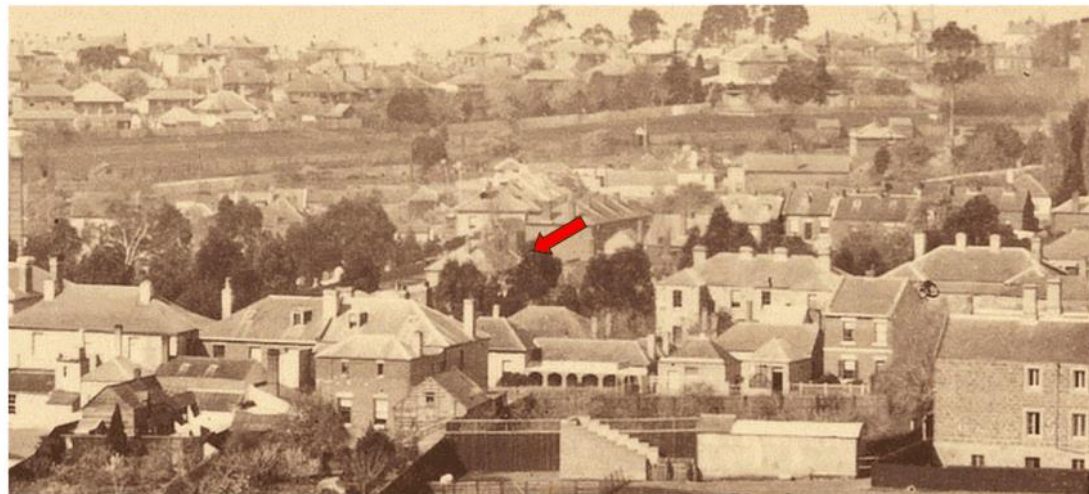


Figure 3.15 – Excerpt from Alfred Abbott's 1878 panorama of Hobart, showing the rear of the cottages facing Sandy Bay Road (denoted by red arrow). Tasmanian Archive and Heritage Office
AUTAS001136156486

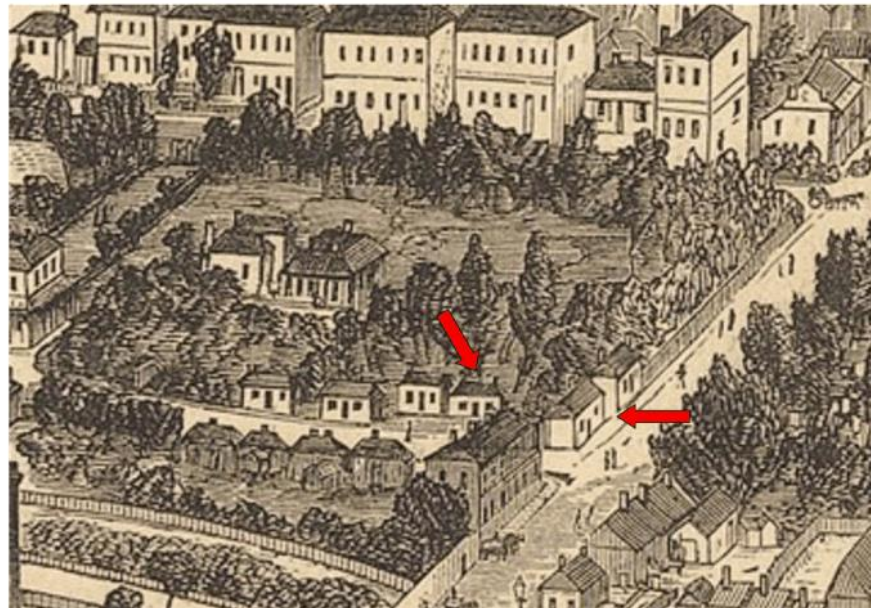


Figure 3.16 – 'Balloons eye view of Hobart' showing the cottages. Australasian Sketcher 10 May 1879



Figure 3.17 – Excerpt from a c1890 panorama of Hobart, showing the rear of the cottages (denoted by red arrow). Tasmanian Archive and Heritage Office NS 1013-1-494.

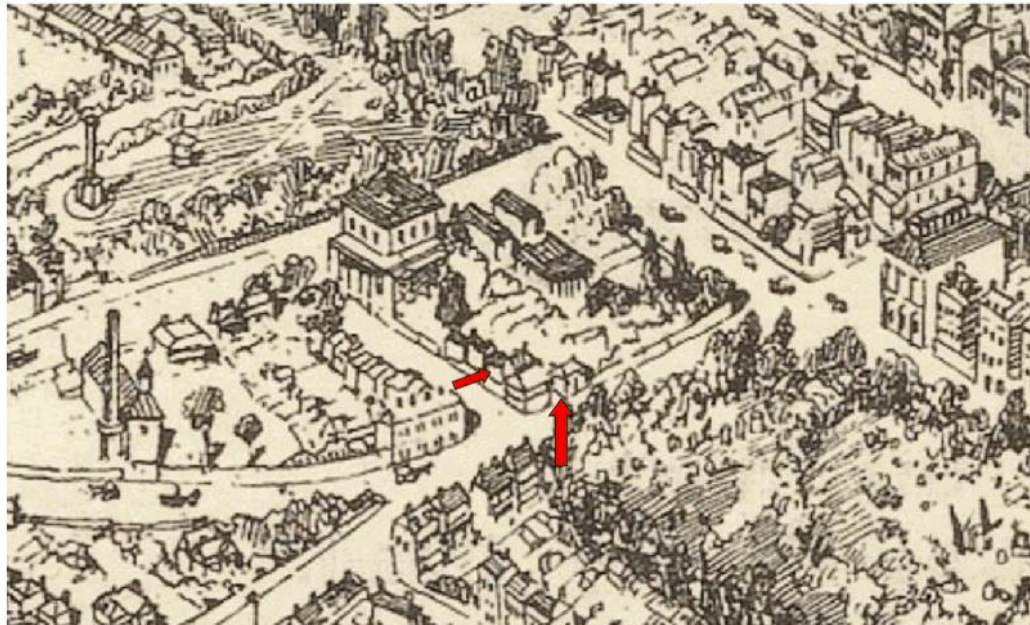


Figure 3.18 – 'Birds Eye View of Hobart' showing the two cottages facing Sandy Bay Road. The Town and Country Journal 17/11/1894:26-27.



Figure 3.19 - Excerpt from the 1907 Metropolitan Drainage Board plan of the Hobart CBD, the subject site denoted by red lines. This is the only known depiction of what is likely to be Latham's nursery building or yard on the Moodle land. State Library of Tasmania TL.MAP 881.11 GBBB (Map Hobart 41).



Figure 3.19a - Detailed excerpt from the 1907 Metropolitan Drainage Board plan of the Hobart CBD, the subject site denoted by red lines. State Library of Tasmania T.L.MAP 881.11 G88D (Map Hobart 41).



Figure 3.20 – A c1930s photograph across St Davids Park showing the cottages fronting Sandy Bay Road. Authors collection.



Figure 3.21 – A c1940 photograph across the Hobart waterfront, the approximate boundaries of the subject site outlined in red. Tasmanian Archive and Heritage Office AA116-1-45.



Figure 3.22 - Excerpt from the 1946 aerial run of Hobart, the subject site denoted by red lines (Hobart 1946 Run 1, 10892).



Figure 3.22a – Detail excerpt from the 1946 aerial run of Hobart, the subject site denoted by red lines (Hobart 1946 Run 1, 10892).

As described in section 3.3.2, following the 1930s subdivision of the Heathfield estate, the Australian Broadcasting Corporation purchased what was 30 Harrington Street in 1947 as vacant land. Soon after the ABC purchased 28 and 28 Harrington Street and 1 Wilmot Street. The ABC building (including the mural described below) was constructed in 1960 as a three storey building, upon which an additional two storeys were added later in the 1960s to form the current body of the building. In 1967 the ABC purchased additional properties in Heathfield Avenue and Wilmot Street to increase their holding and workshops were built facing Wilmot Street.



Figure 3.23 – Excerpt from the 1958 aerial run of Hobart, the subject site denoted by red lines (Hobart 1958 Run 5, T332-12).



Figure 3.24 – Excerpt from the 1968 aerial run of Hobart, the subject site denoted by red lines (Hobart Metro Run 6, 153 – February 1968).



Figure 3.25 - The cottages at 26-28 Harrington Street and the ABC building prior to upper-floors being added. National Archives of Australia P2813 Album 2, p116.



Figure 3.26 - The cottages at 26-28 Harrington Street and the corner of Wilmot Street. National Archives of Australia P2813 Album 2, p118.



Figure 3.27 - The Australian Broadcasting Corporation building, c1965. National Archives of Australia P2813 Album 2, p114.



Figure 3.28 - The ABC building on the former 30 Harrington Street, 1970. National Archives of Australia, P2813, Envelope 5.

The Australian Broadcasting Corporation operated from the site until 1987 when it moved to its current premises in the former Hobart Railway Station and the site was sold to the University of Tasmania and repurposed as the Conservatorium of Music.

In 2017 the site was sold to the Fragrance group ahead of the imminent move of the conservatorium to the Hedburg complex in Campbell Street.

Summary of developmental sequence

The above historical summary shows that the subject site has had a very simple developmental history, namely:

- An early association with larger estates as garden area (e.g. Heathfield as part of the Moodie grant).
- The first phase of development being c1845, with a cottage being built near the corner of Wilmot Street/Sandy Bay Road and one cottage facing Wilmot Street. A second cottage was built facing Sandy Bay Road by 1849 – both on parts of the Murray grant. These were to be known as 26 and 28 Harrington Street and 1 Wilmot Street.
- 26-28 Harrington Street remained in the Barnes family until their sale and subsequent demolition.
- Various infill buildings, extensions and outbuildings were added to these buildings/sites during the latter c19th and first half of the c20th.
- The only pre-mid-c20th development on the portion of Moodie land was the late-c19th Latham's Nursery, which is likely to have only included ephemeral fencing and sheds.
- The north-western end of the site was not developed prior to the c1960 construction of the ABC (later UTas Conservatorium of Music) building.
- The early cottage facing Wilmot Street was demolished around 1968 for the construction of the adjacent ABC workshops.
- The early cottages facing Sandy Bay Road were demolished post-1968.

The following figures show overlay plans of known historic development in relation to the current layout of the site:



Figure 3.29 – Features as per the c1846 Sprent survey in relation to the subject site. These represent the two earliest cottages. Adapted from www.thelist.tas.gov.au



Figure 3.30 – Features as per the 1908 Metropolitan Drainage Board survey in relation to the subject site. These represent the three cottages and outbuildings and what is likely to be Latham's Nursery (it is unclear whether this depicts yard areas or buildings). Adapted from www.thelist.tas.gov.au



Figure 3.31 – Features as per the 1946 aerial photo in relation to the subject site. These represent the three cottages and outbuildings. Adapted from www.thelist.tas.gov.au

3.4. The likely significance and research potential of any archaeological remains

As depicted above, the subject site has a very simple development history, with the three c1840s development sites (i.e. the three cottages houses) – all of which are the only layer of development prior to their demolition in the 1960s. The portion of the subject site which was subject to that c19th development was wholly residential and appears to have remained as such until the time of demolition.

Given the demolition of the buildings and formation of a carpark over any remains in the 1950s, any such remains would be limited to low-level structure (i.e. foundations, possible lower courses of the buildings) and any subsurface features such as basements, wells, cesspits etc. – although no such structures have been determined through historical research (i.e. no such structures are described in early accounts of the buildings, or from living memory), although are considered possible (note that a substantial brick drain is described in one early title associated with this place).

There is also the possibility of artefactual remains relating to the habitation and use of the buildings as per the thematic discussion below.

The site may also yield information on site formation processes which have acted upon the site, both pre and during construction (e.g. alteration of the natural landform, construction rubble), use (e.g. occupation deposits), demolition (e.g. demolition rubble) and post-demolition use (e.g. fill and disturbance).

Although not considered to be particularly rare (i.e. there are numerous 1840s houses still standing in Hobart and wider Tasmania) and these residences are not known to have any significant or rare associations (e.g. with prominent persons), the remains associated with the residences, particularly those dating back to the 1840s, and their domestic occupation are considered to be of high archaeological potential due to their earliness and have the potential to demonstrate 19th century domestic life in the area (and wider Tasmania for that matter) in an archaeological context. These represent a small contiguous section of a Hobart waterfront-fringe community from the 1840s onwards. Such investigations include those undertaken as part of the Menzies Centre (Liverpool/Campbell Streets) excavations, which investigated several prominent 1820s-onwards inner-city residences, including Crowther's (Godden Mackay Logan/Arctas). Similarly, investigations at Peter Degraives house in Collins Street (Hadleys Hotel development, Godden Mackay Logan) and preliminary investigations at the original Hobart Port Officer's residence at 100 Salamanca Place (Praxis Environment) have investigated early inner-city residential sites. Forthcoming reports on excavations on other Hobart domestic sites such as Kemp's house (36 Argyle Street), Judge Pedder's house (173 Macquarie Street), Crowther's house/surgery (177 Macquarie Street) will also act to build upon knowledge and provide comparative datasets of early and substantial Hobart residences.

There have been few examples of archaeological investigations into wider communities around the Hobart CBD, i.e. investigations which cover a wide number of adjacent sites representing different functions (such

as the Whale Fishery Inn and adjacent housing). Notable examples however are the range of Wapping investigations (e.g. Austral Archaeology 1996, 1998, 2002, 2009) and the forthcoming report on the Montpellier Retreat excavations undertaken by Austral Tasmania in 2015.

From a wider regional perspective, archaeological data and remains yielded from the subject site, whether coupled with other Hobart/Tasmanian data, has the potential to strengthen a comparative dataset for research into intra-colonial society through comparison with mainland (and indeed inter-colonial society on an international level). For example early inner-city working-class communities such as Broadway, Cumberland/Gloucester Streets and the Rocks (Sydney) and Little Lonsdale Street (Melbourne) and portside working-class areas such as Port Adelaide, all of which have had substantial archaeological works undertaken which include hotel sites and early inner-city housing and would provide useful datasets for the inter-colonial analysis of any Tasmanian data which would in-turn add to the depth and scope of the analysis of those collections on the range of themes as outlined above (and others).

From a temporal perspective, any remains from the investigation of such colonial communities represent a formative period of the settlement of Hobart and are likely to be of significance when considering their research potential.

Consistent with the 'Tiered research question' approach outlined in the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*²¹, the following questions could be investigated in the archaeological remains expected to be present within the subject site:

Tier 1 Questions: These questions outline the essential knowledge base needed for any site research or significance evaluations. Such questions are often empirical in nature, and straightforward answers can be sought and often identified – generally limited to a physical knowledge of that particular place. Questions relevant to the subject site may include:

- How closely did the buildings and site features conform to the historic plans?
- What construction methods were used in the buildings and other infrastructure?

²¹ <http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf>

- What evidence of alteration of the natural landscape and cultural interventions to the site is archaeologically determinable (e.g. filling of the site, demolition events, site formation processes etc.).
- Are the distinct use/development phases of the buildings distinguishable?
- Can the layout and function of the buildings, and indeed individual rooms or yard spaces be ascertained?
- How thoroughly were the buildings demolished?

Answers to these questions provide a foundation of information about the structure, type, use and duration of site occupation which enables the researcher to consider a second tier of questions.

Tier 2 Questions: Conclusions that can be drawn about a site that connect the material remains found on a site to specific behavior. For instance, do artifacts relate to the lifeways of the households that lived and/or worked on the site? For instance, do any artifacts represent class, gender, taste and health/hygiene of those living/working on the site? Particularly if artifacts can be specifically dated, and with supplementary historical research, artifact assemblages from this site may contribute knowledge and provide tangible connectedness to known residents, etc. and how they lived.

Tier 3 Questions: These questions represent the highest level of inquiry. Such questions associate the activities and behavior at individual sites with broad social, technological and cultural developments – which can be of interest on local, national or global lines of enquiry. Whilst these questions posed for a single site may not reach conclusions in the short term (as Tier 1 and 2 questions might) – the collection of data can contribute to future research by the provision of a comparable dataset. The goal of such research is to develop increasingly refined and tested understandings of human cultures within broader theoretical or comparative contexts. Lines of wider enquiry that findings from within the subject site may contribute to are:

- Do any activities archaeologically apparent on the site (e.g. drinking, food, hygiene, entertainment) provide meaningful comparisons on aspects of those themes with other contemporary residential Hobart enclaves or wider Hobart/Tasmania or for that matter Australian or international 1840s+ residential sites?

- Do the conclusions on gender, class, economic and social status of the inhabitants of the residences and associated buildings conform to the 'normal' early-mid Victorian households?
- Are there class or status differences evident in the material culture of the inhabitants of this area (subject to further historical research) when compared to, say, other early residential enclaves or sites in contemporary rural areas and/or other cities?
- Did any changes in material culture through time in the residences coincide with wider Tasmanian or local events or technology (e.g. urbanisation/development of Hobart, railway/port upgrades, start of rubbish collection etc.)?

3.5. Likely prior disturbance events

As per the methodology in Section 3.1, despite knowing that there was historical activity on a particular site, it is necessary to understand the possible impacts that later development or actions may have had on that site and how this may have acted to disturb or destroy any remains from that earlier activity and occupation. The following has been considered here:

Demolition of the 1840s buildings

The 1950-60s aerial photographs show that the rear yards of the buildings were cleared to a certain degree, probably for access and parking for the ABC building – but with the dwellings themselves still standing. It is not known how thoroughly these buildings were demolished – no documentation of their demolition has been found. However, it is expected that demolition might not have been thorough, with the end desire apparently being the formation of a carpark, there would be no need to necessarily remove deep structure and deposits (e.g. foundations) for the formation of such. In fact, the retention of material as fill to ensure effective drainage of the carpark is a likely consideration that would suggest non-thorough demolition.

Subsequent development

There has been no subsequent development on this part of the site – the only phases of development being the cottages followed by the current carpark.

Service trenches

A search of public underground asset registers via the 1100.com.au system reveals only two underground assets running through the carpark (a NBN line from the corner of Wilmot Street and Sandy Bay Road and an

electrical line from Sandy Bay Road to the substation at the rear of the site.²² Note that this does not necessarily indicate any privately-owned underground assets nor any redundant services which may have caused some localised/linear impact. However, it does appear that the site has not been subject to any extensive/major disturbance from such trenches. Figure 3.28 depicts these trenches – their depth unknown and also the nature of trenching undertaken for their installation – this is however indicative of some localised linear disturbance within at least one of the cottage sites.



Figure 3.32 – Approximate line of known major service trenches across the carpark site.

²² Note that this search is indicative only and must not be relied upon for the location of services in any construction/excavation process. Professional service locators must be engaged to inform any future excavations.

3.6. Site observations

The area of the former cottages at 26-28 Harrington Street is now an asphalt carparking area for the conservatorium building. No indication of the presence of archaeological remains is evident from non-invasive observation, however the slop of the land downwards towards Sandy Bay Road suggests that the site has not been subject to substantial leveling or benching and the land resembles what is expected to be a similar form to historic ground level.



Figure 3.33 - Overview of the carpark area from Wilmot Street.



Figure 3.34 - Overview of the carpark from the conservatorium building .

3.7. Archaeological zoning plan and policies

As per the methodology outlined in Section 3.1, this section has built a chronology of site development which has detailed the physical evolution of the site and events/processes which would have acted to build the archaeological record. Section 3.4 has discussed the likely significance of those archaeological remains and what they may yield in terms of research potential alongside key historic, regional, thematic and temporal lines of enquiry. Section 3.5 has provided an assessment of the events which are likely to have impacted upon the integrity of those archaeological remains.

From the above, it is therefore plausible to propose that due to the site being the location of early development, which has probably not been subject to substantial disturbance, it may yield archaeological remains which have the potential to contribute to a knowledge of important Tasmanian heritage themes as per the research framework in Section 3.4.

The site may yield physical remains of those buildings, as well as artifacts relating to the occupation and use of those buildings, which may yield information which is not readily available (or available at all) from historical sources.

Note that the overlay plans of known early building footprints as depicted in Figures 3.25-3.27 do not cover the entire subject site (i.e. are concentrated towards the southern end) it is feasible to propose that parts of the subject site have different abilities to yield building remains and remains of concentrated habitation. This is not to imply that archaeological remains are only found within building footprints, but the concentration of such remains is likely to be less the further away from building footprints (noting that there may still be remains of ancillary features and other occupational debris outside building footprints).

Based on the known and likely early building footprints, the following archaeological zoning plan is proposed for the subject site. This is based upon the following assumptions:

- Early building footprints and immediate environs have the potential to yield information on those buildings through structural remains and the deposits associated with use/activity.
- Backyard spaces may have some ability to add to a knowledge of ancillary structures and other deposits which may assist in fulfilling research agendas.
- That there appears to have been no major or widespread disturbance of the site.



Figure 3.35 – Archaeological zoning plan (refer to table below).

Area	Likely archaeological remains	Likely integrity
Red	Remains of the three 1840s cottages, most likely including foundations, possible basements and underfloor deposits of use/habitation. Possible evidence of evolution of those buildings.	Likely to be largely intact, with the exception of the possible impact from the diagonal NBN trench from the corner of Wilmot Street/Sandy Bay Road which may have had some localised impact.
Green	Possible ancillary remains of domestic habitation, such as outbuildings, drains, cesspits, wells and backyard artifact deposits, rubbish pits etc.	

Accordingly, the following archaeological management policies are recommended:

1. Any excavation proposed in areas of high archaeological potential (i.e. red on Figure 3.31) must be preceded by an archaeological impact assessment, and if necessary an archaeological method statement, which details measures to be taken to avoid or mitigate impact upon the archaeological resource. That method statement must be in accordance with industry standard (e.g. the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*) and implemented in the works process.
2. No archaeological input is required for excavation in areas of low archaeological potential (i.e. green on Figure 3.1), however any unexpected finds must be reported to a qualified historical archaeologist who is to assess their significance and deal with any significant finds as per (1) above. Works crew, site supervisors etc. are to be briefed upon this requirement and a protocol put in place ahead of the commencement of works.
3. No archaeological briefing or input is considered necessary on the remainder of the site.
4. Interpretation of the archaeological values of the site, as part of the overall interpretation of the heritage values of the site is recommended. All archaeological data and findings arising from any works on the site must be made freely available for any future comparative research.

4. The ABC Mural

As per the statutory heritage listings detailed in Section 2, the artwork commonly known as the 'ABC Mural' on the front of the former ABC building at 5-7 Sandy Bay Road is listed on the Tasmanian Heritage Register (THR). The Central Plan Registry (CPR) plan for the affected area of that registration clearly articulates that the THR entry is limited to the mural itself (as defined on the CPR plan).

Accordingly, the formulation of recommendations/conservation policies for the mural is limited to the mural itself and includes no recommendations or considerations that relate to the building itself.

The ABC Mural has been the subject of substantial work by the Royal Australian Institute of Architects, via a nomination for the mural to the Register of the National Estate as part of the work *Twentieth Century Buildings for the National Estate Register Tasmania – May 1997*. This is considered a sound body of work which has been used to inform this assessment and is included here as APPENDIX A. That work has also been largely relied upon for the Tasmanian Heritage Register Datasheet for the mural, also provided here in APPENDIX A. These documents provide a detailed and comprehensive assessment of the background history and significance of the mural and further work has not been done here, as the author of this report concurs with the findings of those documents.

4.1. Description of the mural

[This description has been drawn from the Tasmanian Heritage Register datasheet #7481. For further description, please refer to the Royal Australian Institute of Architects Register of the National Estate nomination at APPENDIX A].

The ABC Mural is located on exterior of the building that originally housed the Australian Broadcasting Commission's (ABC) offices and studios, built in 1960. The building sits at the entry to Sandy Bay Road, close to the junction with Davey Street, both main thoroughfares through the city of Hobart. Directly adjacent stands the Masonic Temple (THR7490) designed by Lauriston Crisp in 1938, and opposite is St David's Park (THR2288).

The mural sits on the exterior of the ground floor of the former Australian Broadcasting Commission (ABC) staff offices and studios, a five-storey building built in the Post-War International style, with curtain wall elevation to Sandy Bay Road. The mosaic mural extends over five bays of the building and measures 2.7 metres high and 19.2 metres long, covering a total area of 56 square metres, with a total of 150 000 Italian glass mosaic tiles. The glass tiles range in colour and tone, dominated by shades of blue and green, creating a patchwork like effect.

The composition of the mural design is based on the mathematical infinity sign, which may be further read as the ancient symbol of a fish or the ABC symbol. Within this form are fifteen stylised figures of pointed ellipses in silhouette and graduated within an outline of the infinity shape. The pattern is also representative of the emission of sound waves (see images).

The first twelve figures comprise the nine Muses (Figures 1. Clio, 2. Euterpe, 3. Thalia, 4. Melpomene, 8. Terpsichore, 9. Erato, 10. Polyhymnia, 11. Calliope, 12. Urania) and three Graces (Figures 5. Euphrosyne, 6. Aglaia, 7. Thalia), and the second group of three are a man, woman and child. The Muses are all draped figures, holding symbols of their spheres and following the orthodox Greek character. White mosaic tiles wrap around the ends of the mural and appear internally on the other side of the mural. The vertical piers are covered with blue/green mosaic tiles (Savio Colour No.250).



Figure 4.1 – The mural from the Sandy Bay end.



Figure 4.2 – The mural from the city end.



Figure 4.3 – The mural in relation of the façade of the former ABC/conservatorium building.

4.2. History of the mural

[This history is largely taken from Royal Australian Institute of Architects (Tasmanian Chapter), 'Twentieth Century Buildings for the National Estate Register', Unpublished Report, 1997. Vol 2. Place 48]. See APPENDIX A.

Designed by Tasmanian artist George Davis (b1930) in 1960, the mosaic mural covers an extensive section of the lower part of the street elevation of the former studio and staff offices of the Australian Broadcasting Commission (ABC) television service, designed by Hungarian immigrant architect Oscar AT Gimsey during the late 1950s.

Co-operation between artists and architects

During the post-war period there was a resurgence of mural works on the international scene, particularly in the United States, Mexico and South America. The co-operation of artist and architect in building design was promoted. Colour was 'in', along with a rise in combining building materials of varying textural qualities. With overseas publications readily available, the outstanding use of murals in the countries mentioned above stimulated interest in the collaboration of artists, designers and architects in Australia.

The Spring 1957 issue of local publication Tasmanian Architect ran an article by Tasmanian artist Max Angus (Giles 2005:18) entitled 'What Price Murals?'. It promoted the co-operation of disciplines, stating 'The scope today for architect, engineer or artist to work together is practically unlimited, in solving problems of space control by orchestration of colour in relation to form whether in straight colour, abstract design, or pictorial mural.' (p15).

During this period a number of architects and artists collaborated on projects in Tasmania, including architect Dirk Bolt and artist/designer Ronald Sinclair (see THR7480, THR7500). In 1958 an exhibition staged by the Tasmanian Chapter of the Royal Australian Institute of Architects and housed in a temporary pavilion designed by Dirk Bolt and constructed in Franklin Square, addressed the issue of 'Design in Architecture and Industry'. The exhibition promoted cooperation between architects, artists, designers and craftsmen in Tasmania, with the hope that design would play a major role in the cultural and economic future of the state (Tasmanian Architect August 1960 p10-11).

Heathfield Estate

The ABC building, and surrounding properties, are located on part of what was the former Heathfield estate, granted to Assistant Commissary General Affleck Moodie during the 1820s (THR 2289). The estate originally ran from Davey Street almost to Wilmot Street, and from Hampden Road down to what was then Harrington

Street (now Sandy Bay Road). Andrew Bell built Heathfield for Moodie between 1827 and 1829, a fine Regency villa and the first of that category of dwelling in Hobart.

The Heathfield estate was purchased in 1920 by Cecil Walker, a Hobart solicitor, who transferred it to his sister Elinor Wayne Walker. In 1925 the first allotment subdivided from

the Heathfield estate was the corner of Harrington (now Sandy Bay Road) and Davey Streets. Acquired by the Commonwealth Government, it is the current site for the Telstra Exchange building, constructed c1950s (Oakman 2000:20). Over the following years a number of parcels of land were subdivided from the Heathfield estate, including the land where the former ABC Building is located. An image of the construction of the Rotunda in St David's Park (c1926) shows that there were a number of modest Georgian cottages located where the current forecourt and car park area of the building are located. Later oblique aerials of the area close to the Anglesea Barracks and Repatriation hospital, dating from the 1950s, show that the area where the ABC offices and studio was built was a vacant block of land (see im).

The Australian Broadcasting Commission

The ABC building was designed by Oscar AT Gimsey & Associates, Sandringham VIC, Architects and Engineer for the ABC during the late 1950s. Gimsey emigrated to Australia from Hungary. However, the ABC felt that the panel of white mosaic tiles to the street elevation, as designed by Gimsey, should be filled with a suitably designed glass mosaic mural. The first stage of the ABC building consisted of three floors and was designed to accommodate two additional floors and a radio tower, which were added at a later date. During the 1960s the ABC also owned the nearby Sunray Flats (THR 3441) on the corner of Heathfield Avenue and Davey Street (pers comm.. G Williams Nov 2012). The bachelor flats were designed by Colin Philp, of Philp & Wilson, and were most likely used as accommodation for ABC employees.

George Davis and the Mural

In June 1960 the ABC invited a number of artists and designers to submit a design for the mosaic mural. The selected artists were, John Coburn, an entrant for the Perth ABC studio and offices mural competition held in 1959, Andor Maszaros of Victoria, who had designed a plaque for the ABC, John Santry, a Sydney-based artist in the design section of the Television service, Leonard Hessing and Stan de Teliga of the Tasmanian Museum and Art Gallery who had taken up a position as Manager of Blaxland Galleries, Sydney, but was not able to submit a design.

The Commission was intent on including at least one Tasmanian artist. In a letter to Mr TS Duckmanton, the Assistant General Manager (Administration) of the ABC, Sydney in April 1960 de Teliga recommended George Davis. Davis was 'an excellent painter and winner of the Tasmanian Travelling Scholarship' (de Teliga 1960 in RAlA Nomination No 48).

George Davis was born in Hobart in 1930, studying fine arts and teaching at the Hobart Technical College and Art School between 1949 and 1951, he was a student of Jack Carrington Smith and Dorothy Stoner. Davis was awarded a Tasmanian Travelling Scholarship which allowed him to attend the Royal Academy in London between 1952 and 1954. Davis' teaching career began upon his return to Tasmania in 1955, and spanned fourteen years. His first position was at the Hobart Technical College Art School, however, Davis also taught at Adult Education and privately. Davis' work is held in public collections across Australia, including the Art Gallery of NSW, the Tasmanian Museum and Art Gallery, Hobart, the Queen Victoria Museum and Art Gallery, Launceston, SH Erwin Gallery, Sydney and private collections in Australia and internationally. Davis has exhibited extensively, and was responsible for the portraits of ten composers in the restored dome of the Theatre Royal (THR2191), Hobart in 1984 (Kohlenberg 2005:98, RAlA Nomination No 48). Davis is the father of actress Essie Davis (Mercury 16 April 2009).

The design of the mural was to be made on the basis of: 'Intention to depict the function of general broadcasting in the community or some aspect of this general subject, also: (i) A subject indicating the contribution made by national sound broadcasting and TV to community life ; (ii) A subject indicating the contribution made by sound broadcasting and TV to the development of the arts ; (iii) A subject indicating the contribution made by sound broadcasting and TV to the life and development of Tasmania ; (iv) A subject indicating the value of broadcasting and TV as educational media , in the broad sense, e.g. as means of disseminating information on current events etc, and providing specialised services for the man on the land, for school children and so on.' (RAIA Nomination No 48).

The designs were submitted to an independent Assessors Committee before being considered by the Commission in Hobart. The Committee reported that 'the designs suffered from the

weakness that the submissions failed to relate sufficiently the shapes and colours of their designs to the general mass and details of the building itself' (correspondence from Assessors to Duckmanton May 1960 in RAlA Nomination No 48).

In the end the competition came down to two designs: one by Tasmanian artist George Davis and one by Sydney-based designer TJ Santry (b1910) (see Kerr and Mendelssohn). The two qualifying entrants were asked to re-submit, with the suggestion from the judging panel that the vertical tie with the projecting blue tiled columns, be more apparent.

The Commission accepted Davis' design on 17 July 1961, with an estimated contract price of £1500 and materials supplied by the ABC. The success of Davis' design was in heeding the recommendation that the vertical tie-in to the building be more apparent, for reasons of symmetry and readability. Davis stated of his design, 'The general pattern is static and architectural, yet embodies movement through time, and the infinity sign within the classical figures links the past with the present and the future ... The Muses are all draped figures, holding symbols of their spheres and following the orthodox Greek character. 'Due to the medium of glass mosaic tiles, the whole is 'simplified and controlled in tonal pattern, so as not to destroy the basic composition. In this way it is both striking and beautiful' (Davis, 1960 in RAlA Nomination No 48).

The mural, made up of 150,000 Italian made glass tiles was fabricated entirely off-site in a studio space located in Hobart. Davis' designed a table with two panelled sections that could slide apart on rollers, allowing access to the horizontal centreline. A rolling bench-frame was constructed so that Davis could work from above. The construction involved glass tiles mounted on specially selected paper and entirely pre-fabricated off site. The length and breadth of the mural was divided up into a complex grid on which to lay out the pattern. Each 18 inch section was taken to the site in custom made timber boxes individually coded and packed (Davis 1966 in RAlA Nomination No 48, see Related Documents for more information on the process).

Davis described the project as being one of the most complex and intensive, yet most rewarding of his career. The project took over two years to make and erect on site. Davis

required the assistance of one artist to help with the mosaic layout, and an expert tiler, with one assistant, to lay the tiles on site. The jointing is staggered like that of brickwork. The placement of each section on the prepared wall taking five days in all. It is the largest mosaic mural in Tasmania (Davis 1966 in AIA Nomination No 48, see document for more information on the process).

Mosaic tiles were a popular decorative material during the mid-twentieth century. In Hobart, during this period, mosaic tiles were used on a number of large public projects indicative of the 1960s, including the Cat and Fiddle Arcade (1962), the 1966 Annexe Building at the Tasmanian Museum and Art Gallery, and the tunnels at the Railway Roundabout and Memorial Fountain (1963). The base of the Memorial Fountain features a mosaic mural. A smaller public mosaic mural was also placed at the entrance to the Clinical School (1970) at the Royal Hobart Hospital (THR 2409). Eminent Tasmanian artist, Max Angus was responsible for the Mondrian inspired mosaic murals which form the spandrels between each floor of the Department of Education and Teachers' Federation Building (THR10057) at 116 Bathurst Street, Hobart.

The ABC relocates

In 1983, after approximately twenty years in the building, the ABC started planning for a move to new premises, and the future of the mural was placed under threat. A number of concerned citizens and prominent Tasmanian figures, including Max Angus and John White, Member for Denison, were involved in efforts to retain the ABC mural. However, during the late 1980s the University of Tasmania put in a submission to the Minister for Arts and Education for Government assistance to purchase the ABC studio and offices as premises for the Conservatorium of Music and gave assurances that the mural would be retained.

It has been suggested that the mural was the beginning of the ABC's symbol that it has used for many years, the infinity symbol (J White, 1988 in RAAI Nomination No 48).

The ABC relocated to its current location on Liverpool, close to the Railway Roundabout, during the early 1990s. Extensions and refurbishment of the former ABC studios and offices to

the Conservatorium of Music were carried out by architects Forward, Viney Woolan in 1994. The mural remains intact.

The ABC Mural is considered a major piece of public artwork in Hobart and the only one of its kind in Tasmania (RAIA Nomination No 48).

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4.3. Significance of the mural

[This statement of significance is drawn from the Tasmanian Heritage Register datasheet 7481 and is further articulated in the Royal Australian Institute of Architects Register of the National Estate nomination at APPENDIX B].

Non-statutory summary of significance

The ABC Mural is of cultural heritage significance because it was produced in an era of growing cooperation and collaboration between architects and artists in Tasmania, and a growing emphasis on public art. The ABC Mural is a major and prominent piece of public art, and the only one of its kind in Tasmania. The design and method of installation of the ABC Mural displays a high degree of creative and technical achievement. The large scale of the mural, unity in colour control and precision necessary for laying small mosaic tiles meant

that the artist George Davis adopted innovative and original methods to layout and execute his design. The ABC Mural has a special association with significant Tasmanian artist, George Davis, who has works represented in collections throughout Australia. The Mural was commissioned by the Australian Broadcasting Commission (ABC), Australia's national public broadcaster.

Significance against the criteria of the Historic Cultural Heritage Act 1995

a) The place is important to the course or pattern of Tasmania's history.

The ABC Mural was produced in an era of growing cooperation and collaboration between architects and artists in Tasmania, and a growing emphasis on public art. Designed by Tasmanian artist George Davis (b1930) in 1960 for the Australian Broadcasting Commission's (Australia's national public broadcaster) new staff offices and studios designed by Hungarian immigrant architect Oscar Gimsey. The ABC Mural is a major and prominent piece of public art, and the only one of its kind in Tasmania.

e) The place is important in demonstrating a high degree of creative or technical achievement.

The design and method of installation of the ABC Mural displays a high degree of creative and technical achievement. The large scale of the mural, unity in colour control and precision necessary for laying small mosaic tiles meant that Davis adopted innovative and original methods to layout and execute his design.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The ABC Mural is a well-known and appreciated piece of public art that is prominently located adjacent to a main thoroughfare through the city of Hobart.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history. Cue

The ABC Mural has a special association with significant Tasmanian artist, George Davis, who has works represented in collections throughout Australia. The Mural was commissioned by the Australian Broadcasting Commission (ABC), Australia's national public broadcaster.

4.4. Conservation policy for the ABC Mural

Given the above history of the mural and the undisputed high level of significance as articulated in the statements of significance, the following conservation policies are proposed for the management of those heritage values going forward in any development of the site in proximity to the mural:

Policy		Reason for policy
1	The mural must be retained in its current location and a cyclical maintenance program put in place to ensure its preservation.	To retain the mural as an important piece of public artwork.
2	In any major redevelopment of the former ABC/conservatorium building, the mural must be retained and re-incorporated into any new building design in a manner which retains its prominence.	To acknowledge that the building itself if not subject to any statutory heritage listings, therefore it may feasibly be redeveloped in the future, however in any case the mural must be retained in a respectful and meaningful manner.
3	Should the site be redeveloped, or in the event that any major works are undertaken within close proximity to the mural, a detailed demolition/construction management plan must be formulated and implemented which assures the protection of the mural during works.	To ensure that the mural is not damaged during the course of any demolition or construction works.
4	The design of any new building must take design cues from the mural to seek to perpetuate the original wider design intent of the harmony of the mural with the wider built form.	Given that the horizontality of the mural and the tie with the vertical elements of the associated building were a key part of the design concept, any new building which incorporates the mural should take cue from the original design concepts as a means of

		continuity of the wider design and harmony of the existing situation.
5	The mural must always remain a prominent piece of public art, and in any major redevelopment of the site the opportunity for incorporating other public art in association with the mural should be explored.	To celebrate the mural as a public artwork that may be supplemented by other works.
6	Interpretation of the heritage, aesthetic, associative and artistic values of the mural should form a part of any redevelopment (and any ongoing use of the existing building) of the site.	The further convey the meaning of the mural.

5. The proposed development

A redevelopment of the site has been proposed by the owner (Fragrance Tas-Hobart (Sandy Bay) Pty. Ltd.) which is detailed on the following documentation which has been used to inform this heritage impact assessment:

- Architectural Statement, 5-7 Sandy Bay Road, Hobart, Tasmania. Scanlan Architects, August 2019.
- Drawing set for Project 1718, Drawings DA000, DA100-108, DA200-210, DA300-302, DA400 (dated 6/8/19) (including associated plans, elevations, photomontages etc.).

The archaeological heritage impact assessment in Sections 6 and 7 are to be read in conjunction with these documents.

Briefly, the proposal involves:

- Demolition of the former ABC building and associated brick workshop buildings.
- Retention of the ABC Mural for integration into the new development.
- Two levels of subterranean basement parking
- Two multi-level residential apartment buildings, separated by a central pool deck area. One block is proposed to be nine storeys, the other six.
- All works are proposed on C/T 106816/1, which includes the Wilmot Street cottages, however no works to the cottages, or within close proximity to them are proposed.
- Subdivision of the current larger title is proposed to excise the Wilmot Street cottages from the larger title.

The critical considerations in formulating the heritage impact assessment in Section 6 and 7 will be pursuant to the specific statutory heritage listings as detailed in Section 2, namely a consideration of:

- Archaeological impact
- Impact upon the ABC Mural
- Impact upon the Wilmot Street cottages.

6. Archaeological impact assessment and method statement

6.1. Archaeological impact

The proposed development requires extensive excavation across the entire footprint to facilitate the construction of two levels of basement parking and storage for residents, which will require the removal of any/all archaeological remains across the site. This arrangement is supported by the architectural statement. The pertinent points drawn from that statement in the rationale for bulk excavation of the site are:

As Hobart is fast growing the relation between the City history and its promising future has been crucial for the design of the project. It is essential ensure and emphasise harmony between the existing precinct and the proposed development in accordance with the latest planning scheme and Council requirements. The necessity to accommodate a considerable number of services and parking bays in the project became clear at an early stage of the design. This knowledge lead to below key factors:

- Site characteristic: major difference in levels between front and back of the site.
- Visually unpleasant and obstructive above ground parking solution
- Location of key building services, that could cause noise and unpleasant outlook
- Appealing and pleasant project outlook from all side of the site and surrounding.
- Site activation: Wilmot St. and Sandy bay Road corner to be open and approachable from street level without use of steps or architectural barrier.
- Residential entrance to be approachable from street level, without use of steps or architectural barrier
- Car bays, bike store and bin area security

The amount of excavations is due to the ground morphology. In the aim to maintain the project at an urban scale and comply with Council and planning requirements was immediately clear the necessity to provide two stories basements to accommodate car bays and services. Existing site levels and the desire to gently incorporate the project in the surrounding built form and site morphology lead to the proposed levels and the conclusion the below ground basements were necessary. The upper basements, for example, approach Sandy Bay Road at natural ground level (street level). In doing so Tenancy 01, within the upper basement perimeter, is reachable directly from street level, creating an approachable and open corner of the site and promoting the activation of the site

As per the likely significance of archaeological remains in Section 3.4, although the site does have archaeological potential in its ability to demonstrate early domestic life in Hobart, as per the research framework in that section, it is not considered necessary to retain those remains in-situ, and in this instance it is considered to provide an appropriate offset benefit that any development that the archaeological research potential of the site be yielded ahead of the development and that interpretation of those values be included in that development. It is noted that although these remains represent 1840s residential development in Hobart, there are numerous still-standing examples of such and the archaeological remains, although able to yield archaeological information, do not represent any fabric that should essentially be retained as a remarkable example. **It is considered in this instance that yielding the archaeological potential provides a more widespread benefit than retention – which would compromise the viability, visual qualities and townscape fit of the proposed development if the only other option for parking were above ground.**

6.1 Distinct areas, broad methodology and sequencing.

Given the archaeological impacts likely to arise from the proposed development as described above this section will propose a mitigation strategy in accordance with the Tasmanian Heritage Council's *Practice Note 2 – Managing Historical Archaeological Significance in the Works Application Process* as required by the conditions of approval detailed in Section 1 and the undertakings of the development application.

Based on the likely impacts, the construction plan, desire to 'test' and ground-truth archaeological theories, as well as a range of logistics, the approach to archaeology is proposed to follow the sequence in the table below, as per the areas of archaeological zoning plan on Figure 6.1:



Figure 6.1 – Areas proposed for archaeological investigations, to be read in conjunction with the table below

Area	Location	Types of remains and archaeological Rationale	Proposed archaeological methodology
Red	Corner of Wilmot Street and Sandy Bay Road. Rear portion of development site fronting Wilmot Street.	Foundations, use/occupation debris associated with 120 years of domestic habitation of these buildings.	It is proposed that the archaeological investigation of the 1840s building sites (i.e. the red zones) be undertaken ahead of the works program and/or during the early works program, so as to allow the full and detailed implementation of the archaeological program without the risk of disrupting the critical timepaths of the works program. The methodology will be as per the 'approach to works' below.
Green	Central portion of Wilmot Street end of the site.	Whilst the remainder of the site has not been the location of any known major development there may be archaeological remains of significance/interest across the site that were ancillary to other uses (e.g. drains, cesspits etc.). Whilst these are unlikely to be individually significant, the basic investigation and recording of such structures, or salvage of artifacts may assist in a wider site understanding and/or have interpretive potential.	No archaeological monitoring is proposed for this area, however it is to be managed with call-in provisions during the works program for any unexpected finds as per the methodology below.
Remainder of the site		No archaeological, input required.	

6.3. Approach to works

Demolition and removal of non-significant overburden

Demolition of site features and the mechanical excavation of any non-significant and clearly modern overburden/structure (e.g. carpark paving) may be undertaken without archaeological supervision.

Following demolition, the archaeological crew will direct their own excavator operator in areas of high potential (i.e. red areas) to clear any overburden which is not readily apparent as modern until such time as in-situ structure and/or in-situ artifact yielding deposits are encountered then mechanical excavation will cease until an understanding of the nature of the remains is ascertained and the provisions for significant remains (below) can be implemented.

If no significant archaeological remains are encountered (to a depth of sterile ground level) then the provisions of 'cessation of archaeological input' (below) will be implemented.

Where significant archaeological remains are encountered in high sensitivity areas (red)

In areas where significant archaeological remains are encountered, those areas will be gridded to the expected horizontal extent of the remains (generally as a liner grid for strip footings), and excavation will continue by hand (as per methodology below), to expose the remains in order to gain further understanding of their nature, and to thoroughly record them (as per methodology below). Mechanical excavation in those areas will only continue if the archaeologist is satisfied that this can occur without detriment, that required outcomes can be achieved and that excavation by hand is not necessary.

The general approach to excavation will be by gridding the area in units which are responsive to the nature of the remains (e.g. in horizontal control units no greater than 1000x1000mm, or the width of the linear trench, in areas where remains appear to be complex or concentrated, or in larger control units where remains are not as complex or concentrated) and removal of each contextual unit or spit (in depths as deemed appropriate by the archaeologist, according to the nature of the strata and/or remains). Apart from non-significant overburden, all spoil will be sieved through mesh of a gauge no greater than 12mm and any significant artifacts managed as per below.

It is expected that in areas of high archaeological potential the stratigraphic sequence will be relatively simple, that of post demolition (possibly including some disturbance), demolition, occupation (which may include several distinct phases including habitation and construction and that of pre-construction. Excavation of remains within the defined contexts in reverse order of deposition will occur and each unit/context thoroughly recorded (as per below) prior to removal to facilitate the development

It is proposed that all depositional strata be removed initially, as per above, with the aim of exposing and retaining any/all structural remains in-situ for holistic recording, prior to their removal ahead of the works excavation program. Any salvageable building materials will be retained for use elsewhere at the discretion of the site owner (possibly in interpretive installations or contemporary recycled features).

It is possible that the any basements of the buildings might be encountered and if present there is a high likelihood that these may contain demolition rubble or fill in a secondary context. Depending on the nature of the fill and whether any significant depositional arrangement is evident, this will be removed by a means deemed pragmatic by the archaeologist in order to expose significant remains and yield as much information as is considered necessary from that fill.

Call-in provisions – areas of low archaeological potential (green areas)

The green areas on Figure 6.1 are areas where there is considered to be a low (or no) likelihood of significant archaeological remains present – generally areas of no major development, usually yard spaces, circulation areas etc. Note that this does not necessarily preclude archaeological remains such as occupational debris, unknown minor buildings, ancillary features such as paths, drains etc. It is also possible that more complex/significant features may be found, such as cesspits, wells, etc. – in which case these will be re-designated as areas of high archaeological potential and dealt with as per the provisions above.

Whilst archaeological monitoring of these areas is not considered necessary, the possibility of unforeseen archaeological remains in these areas requires a stringent call-in protocol to be put into

place, which will require site excavation crews to immediately call-in an archaeologist should any substantial structure or dense artifact deposits be encountered. **This will require a thorough briefing of the works crew by an archaeologist at the outset of works** – which will include an overview of the site history, discussion on the possibility of the above described possible remains, as well as the process for stop-work and call-in. An archaeologist is to be engaged to periodically ‘audit’ the site during excavations in areas of low archaeological potential in order to ensure that those protocols will be implemented.

Cessation of archaeological input

Archaeological input will cease only when the archaeologist is satisfied that all significant remains have been investigated and thoroughly recorded, as per this method statement and any conditions of statutory approvals, or if sterile ground is encountered, and that adequate consultation has been undertaken with Hobart City Council’s Heritage Officer to verify that all on-site archaeological requirements have been met (and archaeological conditions satisfied).

Recording

Any structure or significant cultural deposit encountered in the ‘red’ areas will be thoroughly recorded (both photographically (from ground level and via drone) and sketched at a scale of no smaller than 1:20 and plotted on the site plan at a scale of a scale no smaller than 1:200). Any structure encountered in the ‘green’ areas will be recorded photographically (from ground level and via drone).

Artifacts

Any significant artifacts found during excavations will be retained and have the required in-field conservation treatments and packaging undertaken. Artifacts will be bagged and tagged with spatial identification and removed from the site (to a secure location) daily. Trench-notes will further detail the context and initial interpretation of artifacts.

Basic post-field curation of artifacts will be undertaken. Glass and ceramic items will be washed, whilst any organics or metals will be dry-brushed. Artifacts will be packaged in acid-free archive bags, tagged

with appropriate tags, and boxed in archival quality boxes (with appropriate padding if required). Should any urgent conservation treatment be required, a professional Conservator will be consulted at the earliest possible instance. A detailed catalogue of artifacts will be included in the final report on works.

After any required analysis, these will be archived (with a copy of relevant reports) on-site of the new development (upon completion) – however at the owner's discretion and with the approval of Hobart City Council's Heritage Officer, alternative arrangements for storage and longer-term curation/display may be made with an appropriate repository.

Reporting requirements

Excavations and monitoring must be recorded to appropriate professional standards (for example Section 4.2 of the Tasmanian Heritage Council's Practice Note 2). A final report must include (at a minimum):

- An executive summary of findings
- Details of the methodology employed
- Detailed interpretations of findings
- Relevant annotated photographs (including drone photographs)
- Site plans at a scale of no less than 1:200
- Trench plans at a scale of no less than 1:50
- Feature plans/sketches at a scale of no less than 1:20
- Overlay plans of structure encountered in relation to historical sources
- Photograph log

A copy of the final report, and project archive, will be deposited with Hobart City Council (and other repositories as listed below) within 6 months of completion of the excavations.

Public benefit

Subject to the exact nature and findings of the archaeological program, the following public benefit program will be considered by the proponents of the development:

- An interpretation plan which would consider options for the interpretation of the heritage values of the site in the new development (e.g. static/multimedia installations, curated objects, recycling of materials in contemporary installations etc.).
- A public viewing area with temporary interpretation will be established from Wilmot Street during the works (subject to safety requirements).
- The project report will be made publicly available, through appropriate repositories such as Hobart City Council, Heritage Tasmania, the State Library of Tasmania and the National Library of Australia (Trove).
- If archaeological results warrant, an academic publication may be produced (not at the proponent's expense). In any case, archaeological results will be made freely available for future archaeological research.

It is not considered feasible to have any on-site public benefit events during the works program – given that this will be a private works site.

Aboriginal heritage

This document deals primarily with the management of historic cultural heritage and has only briefly considered in-situ Aboriginal cultural heritage insofar as a search of Aboriginal Heritage Tasmania's register was undertaken, which has confirmed that no known Aboriginal heritage remains are within the subject site and that there is a low risk of such. There is the possibility of encountering Aboriginal heritage in a secondary context (e.g. fill). Archaeological monitoring should be mindful of this possibility, and follow the Tasmanian Government's *Unanticipated Discovery Plan – Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania*

Site contamination

It is the responsibility of the proponent of the development to investigate the possibility of site contaminants, and to either verify that no site contaminants are present, or to take required measures to deal with any known or likely contaminants during excavation works (noting that any necessary decontamination works may require archaeological input).

7. Heritage impact assessment & compliance with statutory heritage provisions

7.1. Archaeological impact - pursuant to HIPS15 Clause E.13.10:

	Performance Criteria	Commentary
	<i>P1. Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:</i>	
E.13.10.1 – Building and Works other than Demolition	<i>a) the nature of the archaeological evidence, either known or predicted;</i>	The current document provides an overview site history which has firmly established the development sequence on the site, which has been found to be relatively simple, with a single layer of domestic occupation from the 1840s to the 1960s, prior to the establishment of the current carpark. This predictive model has ascertained with near certainty the location of those buildings and has proposed the likely archaeological signatures associated with such, together with a consideration of possible disturbance events to provide a sound desktop assessment of the likely nature of archaeological evidence and consequent potential contribution to various research frameworks.
	<i>b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;</i>	The archaeological method statement in this document proposes a means of investigating the desktop predictions in pursuit of yielding the predicted archaeological research potential of the site.

<p><i>c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;</i></p>	<p>It is not considered inappropriate that the development removes all archaeological remains following a thorough reconnaissance program to thoroughly yield all archaeological potential. Whilst the site does represent early (i.e. 1840s) domestic habitation which has the potential to yield archaeological information, on-balance it is considered that the developer-funded yielding of such information is a sufficient offset to the removal of these remains provided that certain initiatives (e.g. publication, interpretation and making data available for research) are undertaken as an offset benefit. Particularly given that the archaeological remains are not considered rare, nor do they have any 'beyond the ordinary' associations, in-situ retention is not considered necessary.</p>
<p><i>d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;</i></p>	<p>Given that removal of the archaeological remains to facilitate basement parking assists in an overall reduction of height in the building, which has other townscape and community benefits, removal of archaeological remains to facilitate such (together with yielding research potential) is considered an acceptable outcome.</p>

	<p><i>e) measures proposed to preserve significant archaeological evidence 'in situ'.</i></p>	<p>As per above, the significance of these archaeological remains is not considered to be particularly high and that the yielding of their research potential, supplemented by a public benefit program (interpretation and publication of results) is considered to be a suitable offset benefit instead of their retention in-situ.</p>
E.13.10.2 – Subdivision	<p><i>P1. Subdivision must not impact on archaeological resources at Places of Archaeological Potential through demonstrating either of the following:</i></p> <p><i>(a) that no archaeological evidence exists on the land;</i></p> <p><i>(b) that there is no significant impact upon archaeological potential.</i></p>	<p>The proposed subdivision will have no impact upon any significant archaeological remains.</p>

7.2. Heritage Impact Assessment – Wilmot Street Cottages - pursuant to HIPS Clause E.13.7:

Note that this assessment is limited to the possibility of impact from the proposed development upon the Wilmot Street cottages (9-13 Wilmot Street) which are approximately 20 metres away from the proposed development footprint. The proposal intends that these cottages with a wider curtilage than originally existed be subdivided from the development site and no works are proposed to the cottages or within their immediate vicinity.

	Performance Criteria	
E.13.7.1 - Demolition	<p><i>Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;</i></p> <p><i>(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</i></p> <p><i>(b) there are no prudent and feasible alternatives;</i></p> <p><i>(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;</i></p> <p><i>(d) significant fabric is documented before demolition.</i></p>	The proposal does not involve any demolition within the traditional titles of the Wilmot Street cottages.
E.13.7.2 – Building and Works other than Demolition	<p><i>P1. Development must not result in any of the following:</i></p> <p><i>(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;</i></p> <p><i>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other</i></p>	No development is proposed on what was the traditional allotments of the Wilmot Street cottages and there is a substantial gap in the streetscape between the cottages and the proposed building, therefore the proposed development could not be seen to have any detrimental impact by way of siting, scale, bulk, design etc.

	<i>items that contribute to the significance of the place.</i>	
	<p><i>P2. Development must be designed to be subservient and complementary to the place through characteristics including:</i></p> <p><i>(a) scale and bulk, materials, built form and fenestration;</i></p> <p><i>(b) setback from frontage;</i></p> <p><i>(c) siting with respect to buildings, structures and listed elements;</i></p> <p><i>(d) using less dominant materials and colours.</i></p>	
	<p><i>P3. Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.</i></p>	<p>The proposed new development is approximately 20 metres from the Wilmot Street cottages with that space between forming a buffer between the finer-grained residential area and the Sandy Bay Road fronting larger development sites which are the predominant urban form component of those distinctly different areas.</p>
	<p><i>P4. Extensions to existing buildings must not detract from the historic cultural heritage significance of the place</i></p>	<p>No extensions are proposed to the Wilmot Street cottages.</p>
	<p><i>P5. New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.</i></p>	<p>No new front fences or gates are proposed in association with the Wilmot Street Cottages.</p>
	<p><i>P6. The removal of areas of landscaping between a dwelling and the street</i></p>	<p>No landscaping is to be removed from the front of the Wilmot Street</p>

	<i>must not result in the loss of elements of landscaping that contribute to the historic cultural significance of the place.</i>	cottages.
E.13.7.3 - Subdivision	<p><i>P1. A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:</i></p> <p><i>(a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values;</i></p> <p><i>(b) ensuring a sympathetic pattern of subdivision;</i></p> <p><i>(c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required.</i></p>	<p>The proposed subdivision will restore part of the more traditional cadastral layout of the area in separating the Wilmot Street cottages from the larger development site, in-line with the boundary of the heritage precinct – which is considered advantageous in reinstating the domestic title form of the area.</p>

7.3 Heritage Impact – ABC Mural – pursuant to the Historic Cultural Heritage Act 1995.

Note that as per the architectural statement, a key driver of the proposal is to retain and enhance the mural. The following points are to be noted:

- The mural will be retained.
- It is expected that a requirement of any development will be a detailed demolition and construction management plan for the development, which must detail the means by which the mural will be conserved and protected during works and the precise technical detail for incorporation of the mural into the new building must be better resolved in the building permit application documentation.
- It is intended that the history of the mural will be celebrated through a design competition for the precise detail of proposed public artwork to accompany the existing mural.
- The design of the overall building has taken geometric and design detail cues from the mural., to perpetuate associated themes and so as to 'link' the mural with its new surrounds (i.e. so as to not 'isolate' the mural) – see pp.17-19 of the architectural statement.

Assessment against the identified significance on the mural as per the Tasmanian Heritage Register datasheet

Criterion	Significance	Commentary
A	<i>The ABC Mural was produced in an era of growing cooperation and collaboration between architects and artists in Tasmania, and a growing emphasis on public art. Designed by Tasmanian artist George Davis (b1930) in 1960 for the Australian Broadcasting Commission's (Australia's national public broadcaster) new staff offices and studios designed by Hungarian immigrant architect Oscar Gimsey. The ABC Mural is</i>	The preservation of the mural and its thoughtful incorporation into a new development will ensure that it remains as an artefact of 1960s public art in Tasmania. The evolution of the building and site to incorporate the mural and the intent to supplement this with further thoughtful and meaningful public art will add another layer to the history of the mural and how it has acted to shape the appreciation of its surrounds.

	<i>a major and prominent piece of public art, and the only one of its kind in Tasmania.</i>	
E	The design and method of installation of the ABC Mural displays a high degree of creative and technical achievement. The large scale of the mural, unity in colour control and precision necessary for laying small mosaic tiles meant that Davis adopted innovative and original methods to layout and execute his design.	The technical attributes of the mural will be preserved in the proposed development so the ability to demonstrate such will be preserved and remain legible. This method may also form part of the design parameters for the forthcoming art competition for supplementary public art associated with this development.
F	The ABC Mural is a well-known and appreciated piece of public art that is prominently located adjacent to a main thoroughfare through the city of Hobart.	The mural will remain as a prominent piece of public art visible from this main thoroughfare and its presence will be enhanced by complimentary art initiatives.
G	The ABC Mural has a special association with significant Tasmanian artist, George Davis, who has works represented in collections throughout Australia. The Mural was commissioned by the Australian Broadcasting Commission (ABC), Australia's national public broadcaster.	The association of the mural with George Davis will remain and the interpretation and recognition of Davis' work will form part of the premise of the forthcoming art competition to provide additional public art on the site.

Assessment of heritage impact against the conservation policies for the mural as proposed in the current document

Policy		Commentary
1	The mural must be retained in its current location and a cyclical maintenance program put in place to ensure its preservation.	The proposal retains the ABC Mural and has used it as an integral part of the proposed design in a prominent focal point of the proposed building. This will be further enhanced by the incorporation of additional public art with a meaningful connection to the site/mural.
2	In any major redevelopment of the former ABC/conservatorium building, the mural must be retained and re-incorporated into any new building design in a manner which retains its prominence.	
3	Should the site be redeveloped, or in the event that any major works are undertaken within close proximity to the mural, a detailed demolition/construction management plan must be formulated and implemented which assures the protection of the mural during works.	The technical directives of the project architect are to be incorporated into a detailed construction management plan as well as the more detailed and refined building permit application documentation in order to ensure the protection and conservation of the mural during the nearby demolition and development process. It is anticipated that conditions of any approval may be used to firm-up this undertaking and provide a further check and balance to ensure preservation of the mural.
4	The design of any new building must take design cues from the mural to seek to perpetuate the original wider design intent of the harmony of the mural with the wider built form.	The proposed building seeks to extend the mural in an interpretive manner further along the front of the proposed building as a means of providing cohesion and a transition of the story of the mural into the new development as a storytelling tool of the mural's

		place in the evolution of the site. The concept of glass mosaic tiles will be used interpretively in a subtle manner across the façade of the proposed building so as to perpetuate the elements of the existing building peripheral to the mural.
5	The mural must always remain a prominent piece of public art, and in any major redevelopment of the site the opportunity for incorporating other public art in association with the mural should be explored.	The proposal will retain the mural as a prominent piece of public art which will remain visible and legible from the public domain. As per the design statement, it is intended to perpetuate the memory of the original rt competition which conceived the mural with a modern competition in conjunction with a local gallery to provide supplementary public art to complement the mural and the sites place in the public art history of Hobart.
6	Interpretation of the heritage, aesthetic, associative and artistic values of the mural should form a part of any redevelopment (and any ongoing use of the existing building) of the site.	

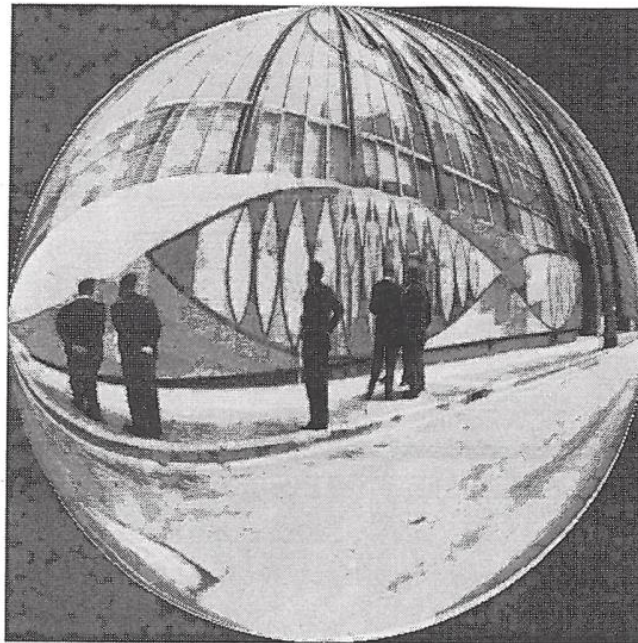
APPENDIX A – Documentation relating to the ABC Mural

ABC Glass Mosaic Mural

Hobart

GEORGE DAVIS

1960

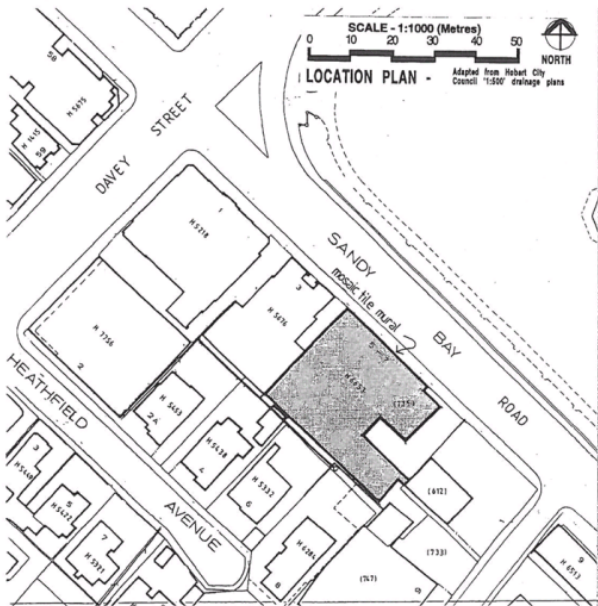


Source: Collection of George Davis, editing deformation Cathrine Baker.

ABC Glass Mural
5 -7 Harrington Street, Hobart

Location and boundaries of place

The mural is located at Harrington Street. It is part of the building facade of the Conservatorium of Music, University of Tasmania, although originally designed for the Australian Broadcasting Commission (ABC). The mural occupies five bays of the ground floor facade and occurs at the street edge. To the west stands the Masonic Temple and opposite is St David's Park.



ABC Glass Mural

5 -7 Harrington Street, Hobart

Description of place

The mosaic mural covers an extensive section of the lower part of the street elevation of a building designed to accommodate studios and staff offices for the Australian Broadcasting Commission's (ABC) television service. The building's Architect was Oscar A T Gimesy.¹ The Commission felt that the panel of white mosaic tiles to the street elevation as designed by Gimesy should be filled with a suitably designed glass mosaic mural. The panel extends over five bays of the building and measures 9 feet (2.7 metres) in height from the footpath, and 63 feet (19.2 metres) in length along the frontage. The total area of 600 sq ft (56 m²) is covered with a total of 150,000 mosaic pieces.

The first stage of the ABC building consisted of three floors, and was designed to accommodate two further floors and a radio tower.

The building facade is a combination of glass mosaic covered columns, Savio Colour No.250, green coloured spandrel glass and Pan-o-glass, Shade "U" - a subtle shade of brown. The bottom border of the mural is black terrazzo.

The Mural was designed and executed by George Davis, a professional artist. Davis was invited on June 4, 1960 to submit a design, along with four others. The competition came down to two designs: one by the artist, Davis, one by designer, Santry. The qualifying entrants were asked to re-submit, with the suggestion from the judging panel that the vertical tie with the projecting blue tiled columns, be more apparent. Final submissions required the supply of scaled drawings in colour on a rectangular strip of paper which could be viewed against a coloured elevation drawing of the front of the building itself. The Commission required this information in order "to see the shape and design in relation to the general mass and colouring of the building", (correspondence November 30, 1960).

George Davis supplied a 1 inch to 1 foot scaled cartoon, and a half-size detailed section of an individual figure. The Commission accepted his design on 17/7/1961. The estimated contract price was £1500, with materials supplied by the ABC.

The mural, made up of 150,000 Italian Glass Mosaic tiles, was entirely prefabricated off-site. The success of the Davis design was in heeding the recommendation that the vertical tie-in to the building be more apparent, for reasons of symmetry and readability.

The composition of the mural design is based on the mathematical infinity sign, which may be further read as the ancient symbol of a fish. Within this form are fifteen stylised figures of pointed ellipses in silhouette and graduated within an outline of the infinity shape. The pattern is also representative of the emission of sound waves.

The subject of the Davis' design "is the capacity of wireless and television to embrace all the arts as a cultural medium and suggest the infinite possibilities of radio. The general pattern is static and architectural, yet embodies movement through time,

¹ Oscar A T Gimesey, B.E., M.Arch., ARAIA, ARIBA, FRSA, Architect & Engineer for the Australian Broadcasting Commission, St Kilda Road, Melbourne.

ABC Glass Mural

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and the infinity sign with the classical figures links the past with the present, and the future.²

The first twelve figures comprise the nine Muses and the three Graces, and the second group of three are a man, woman and child. The arrangement is as follows:

Figures 1, 2, 3, 4	are the Muses:	Clio	(History)
		Euterpe	(Music)
		Thalia	(Festivals)
		Melpomene	(Tragedy)
Figures 5, 6, 7	are the Graces:	Euphrosyne	
		Aglaia	
		Thalia	
Figures 8, 9, 10, 11, 12	are the Muses:	Terpsichore	(Dancing)
		Erato	(Lyric Poetry)
		Polyhymnia	(Singing Rhetoric)
		Calliope	(Eloquence, Heroic Poetry)
		Urania	(Astronomy)

"The Muses are all draped figures, holding symbols of their spheres and following the orthodox Greek character." (see Addendum). Due to the medium of glass mosaic tiles, the whole is "simplified and controlled in tonal pattern, so as not to destroy the basic composition. In this way it is both striking and beautiful". (George Davis, May 11, 1960)

The Graces (figures 5, 6 and 7) are classical nude figures.

The figures either side of the central group, face toward the Graces, a method used to unify the whole along the extensive length. The colour balance also promotes harmony within the whole form. The composition of the trilogy of Graces has the middle figure looking forward and slightly downward, the figures either side face slightly right and left respectively.

The construction involved glass tiles mounted on specially selected paper and entirely prefabricated off-site. The length and breadth of the mural was divided up into a complex grid on which to lay out the pattern. Each 18 inch section was taken to the site in custom made timber boxes individually coded and packed. The artist George Davis described the project as being one of the most complex and intensive, yet most rewarding of his career. The project took over two years to make and erect on site. Davis required the assistance of one artist to help with the mosaic layout, and an expert tiler, with one assistant, to lay the tiles on site. The jointing is staggered like that of brickwork, with the erection of each section to the prepared wall taking five days in all. The mosaic fitted perfectly.³

A plaque was erected by the Commission in the foyer of the Television studio, explaining the mosaic mural. An accompanying booklet was to be produced, promoting the ABC and illustrating the mural, but this idea was not carried through. It is the largest mural in Tasmania.

² Correspondence from George Davis to T S Duckmaton, Assistant General Manager (Administration), Australian Broadcasting Commission, Sydney, outlining his response to the design brief together with the re-submitted cartoon and detailed section of figure, May 11, 1960

³ Personal conversation with Davis, 1966

ABC Glass Mural
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Statement of cultural significance

Criterion B2:

Importance in demonstrating a distinctive way of life, custom, process, land use, function or design no longer practised, in danger of being lost or of exceptional interest.

The Italian Glass Mosaic Mural designed and executed by George Davis is a major piece of public art work in Hobart and the only one of its kind in Tasmania.

In 1959 the ABC held a design competition for a mural of the recently completed television studio building at Rosehill, in Perth. The Commission's expansion included the building of a similar station in Hobart, Tasmania, and equally, a design competition was held.

The Competition was amongst a small number of selected artists:

- John Coburn, recommended by Hal Missingham (a member of the previous independent Assessors Committee for the Perth submissions). John Coburn was an entrant for the Perth mural.
- Andor Meszaros of Victoria, who had designed a plaque for the ABC.
- John Santry, an artist in the design section of the Television Service.
- Leonard Hessing
- Stan de Teliga of the Tasmanian Art Gallery, who had just taken up a position as Manager of the Blaxland Galleries, Sydney. (Since he had recently moved to Sydney, de Teliga was not in a position to submit a design as his materials were still in Tasmania.)

As the Commission was intent on including at least one Tasmanian artist, Stan de Teliga recommended George Davis in a letter to Mr T S Duckmanton, the Assistant General Manager (Administration) of the ABC, Sydney, April 1, 1960. George Davis was currently a teacher at the Hobart Technical College, and "an excellent painter and winner of the Tasmanian Travelling Scholarship"*, which had allowed him to study and travel in Europe.

The design was to be made on the basis of:

Intention to depict the function of general broadcasting in the community or some aspect of this general subject, also:

- (i) A subject indicating the contribution made by national sound broadcasting and TV to community life;
- (ii) A subject indicating the contribution made by sound broadcasting and TV to the development of the arts;
- (iii) A subject indicating the contribution made by broadcasting and TV to the life and development of Tasmania;
- (iv) A subject indicating the value of broadcasting and TV as educational media, in the broad sense, eg. as means of disseminating information on current events etc, and providing specialised services for the man on the land, for school children and so on.

* de Teliga, April 1, 1960, correspondence.

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Each entrant was offered a fee of £26.5.0 for their original design submission. (August 16, 1960). The submissions were to be in by April 20, 1960. Davis received the correspondence regarding the entry on April 8, 1960.

The Independent Assessors Committee included Hal Missingham, Stan de Teliga and Frank Hinder. The designs were submitted to these assessors in Sydney, before being considered by the Commission in Hobart. The Committee reported that "the designs suffered from the weakness that the submissions failed to relate sufficiently the shapes and colours of their designs to the general mass and detail of the building itself."³

The Commission inspected the designs on June 4, 1960, with a resolution passed: 'that Davis and Santry be invited to submit revised designs'. The design by George Davis was reported as having the greatest possibilities. The re-submission statement of December 6, 1960 included that the artists be made aware of the criticisms and to submit a small drawing that would be scaled to fit the nominated area of the ABC building design.

The 34th Meeting of the Commission was held in Melbourne on the 15th and 16th of December 1960 and the re-submissions of Davis and Santry were inspected on the 16th. A resolution was passed that the Davis proposal be accepted and he be invited to execute the design. The Davis submission had included the mural cartoon along with a detailed section of the mural. On January 18, 1961 correspondence was sent to George Davis stating the selection of his design for the mural.

There was a resurgence of mural works in the late 1950's on the international scene, in particular the United States, Mexico and South America. The co-operation of artist and architect in producing buildings was promoted. The phase was a reaction against the unadorned surfaces of the pre-Second World War Modernist idiom. Colour was 'in', along with a rise in the use of combining building materials of varying textural qualities. With overseas publications readily available the outstanding use of the mural in the countries mentioned above stimulated interest in the Australian environment. A building of international acclaim, with extensive mosaic work, published in the 1950's was The University Library of the National Autonomous University of Mexico (1950-52). There, the book-stack tower was entirely mosaic-covered. (Artist: Joan O'Gorman). *Tasmanian Architect* ran an issue in Spring 1957 with a full page write up by Tasmanian artist Max Angus entitled "What Price Murals?" It promoted the co-operation of disciplines:

...it would seem that the great masters in the past expressed themselves very ably within the limits of the subject matter expected by the church, and that, except for a brief period, the Egyptian wall paintings we so admire today were produced by painters working to a system which was anything but personal.

The scope today for architect, engineer or artist to work together is practically unlimited, in solving problems of space control by orchestration of colour in relation to form whether in straight colour, abstract design, or pictorial mural."

Max Angus, *Tasmanian Architect*, 1957, p.15

³ Correspondence from Independent Assessors Committee to Mr Duckmanton, May 18 1960.

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In 1983, when the planning for new premises for the ABC was underway, the future retention of the mural was placed under some threat.

From this period and up until the early 1990's an enlightened few were concerned for the future of the mural. At this time the Tasmanian Parliament had no Heritage Legislation, which added to fears that the mural may not be safeguarded.

Max Angus wrote to Dr Gerry Bates MHA, the then Independent Member for Franklin, (September 1991) who in turn wrote to the ABC, expressing his concern for the mural's future.,

Hendrik Kolenberg, former Curator of Art, for the Tasmanian Museum and Art Gallery, was also involved in the efforts to retain the mosaic:

...It is a fine and monumental work and I believe must be cared for and protected from damage in the future. It is one of few examples of public art in Hobart. I understand that the building is likely to be on the market soon and I can only hope that the purchaser of the building will look after that fine piece of art work. ⁶

The University of Tasmania put in a submission to the Minister for the Arts and Education for government assistance to purchase the ABC as premises for the Conservatorium of Music. The University gave an assurance that the George Davis Mural would be retained.

Criterion E.1:

Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.

The expressions stated above regarding the danger of loss predicate the value of the mosaic. Further weight in terms of its standing is added by the following statement of John White, Member for Denison, in an address to the Lower House in 1988.

...I want to refer briefly to a recent Commonwealth publication, 'Artworks on Commonwealth properties in Australia and Overseas'. That quite fine publication has the mural on the Australian Broadcasting Corporation building in Harrington Street as being done by an unknown artist. It was in fact done by George Davis, a well known and very distinguished Tasmanian-born artist. George Davis was commissioned to do it in 1961 following a design competition, and it was widely publicised in Hobart at the time and up to its completion two years later.

There is suggestion that this mural was the beginning of the ABC's symbol that it uses at the moment - the infinity symbol. It is argued, I believe with some competence, that the Tasmanian artist, George Davis, was responsible for also inspiring that symbol. ⁷

⁶ Hendrik Kolenberg, Curator of Art, Tasmanian Museum and Art Gallery, correspondence August 17, 1988, to Desmond Macauley, see also "Condition and Integrity", nd "Criterion E.1."

⁷ John White, Member for Denison, Hansard, "George Davis Mural", August 3, 1988,.

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Correspondence was sent from Hendrik Kolenberg, August 17, 1988, as curator of Art at the Tasmanian Museum and Art Gallery to Mr Desmond Macauley, author of *Spirit and Space: Artworks on Commonwealth Properties in Australia and Overseas*, regarding the omission of artist's name for the 'Hobart Mural', listed as unknown in the inventory.

The artist believes that it may have inspired the ABC's infinity symbol first produced then." It is a fine and monumental work and must be cared for and protected from damage in the future."

The Arts community was both astonished and disappointed that an artist of such stature as George Davis was omitted from the publication.

During the movement of the ABC into new premises, and the potential purchase of use by the University of Tasmania there was substantial community comment in *The Mercury's* "Letters to the Editor".

Criterion F.1:

Importance for technical, creative, design or artistic excellence, innovation or achievement.

The laying out of the mosaic proved a major technical achievement. George Davis worked from a studio space in the City. The systemisation and organisation necessary was constant due to the magnitude of the task, with unity in colour control, and the precision necessary for laying the tiny individual mosaics on a pattern designed and executed from the centreline outwards.

Davis designed a table with two panelled sections that could slide apart on rollers, allowing access to the horizontal centreline. A rolling bench-frame was erected to work from above. When the two table top sections are joined two people may work simultaneously. The mosaics were held in tin cans of individual tonal pieces. After some experiment the use of the rolling bench-frame was discontinued.

The mosaics were laid in 2ft x 1ft sections (approx., 60 x 30cm-length times breadth), with each section having two separate codes of an initial and a number as per the designed grid pattern. The sections are also staggered in the manner of brickwork. Davis sought out a speciality paper that was used for the making of geological sample bags. The paper when wet will not tear and it is very strong. The paper was adhered to the front face of the tiled sections, having the strength of a thin, light board. Individual boxes were then made to store each piece, and coded and stacked for erection on site. The tiled sections were placed on a prepared screed surface, and when set, the paper covering was stripped away. The final task was to grout gaps in the tiling, and wash clean.

Criterion H.1:

Importance for close association with individuals whose activities have been significant within the history of the nation, State or region.

George Davis was born in Hobart in 1930 and is a significant Tasmanian artist. Davis studied at the Hobart Technical College & Art School studying fine arts and teaching for a period of two years, from 1949-51.

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During this period George Davis applied for the Tasmanian Travelling Scholarship. Some of the competitors were his teachers. Davis worked on his competition entry for six months. Davis recalls the independent judge invited from Sydney, Adelaide Perry and has maintained a strong interest in her work over the years, with a reverential regard for her draftsmanship.

Having gained the scholarship, Davis had three years of study travel overseas, attending the Royal Academy, London in 1952-54. On his return to Tasmania, Davis went through a long period neither painting nor teaching.

Davis' teaching career began in 1955, spanning fourteen years. His first position was at the Hobart Technical College Art School for over five years. He also taught through Adult Education and privately.

His works are represented in the following collections:

Art Gallery of NSW
Tasmanian Museum & Art Gallery
Queen Victoria Museum & Art Gallery, Launceston
S H Erwin (National Trust) Gallery, Sydney
University of Tasmania
Antarctic Division, Department of Science, Hobart
Department of Parks, Wildlife & Heritage
Department of Sea Fisheries, Tasmania
Private Collections, Australia and abroad

For George Davis' other achievements see Addenda to this section.

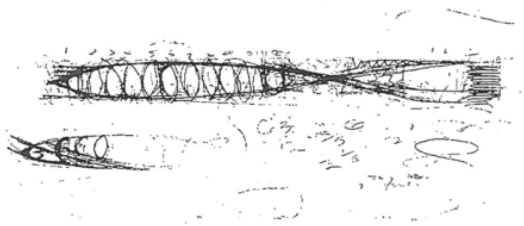
ABC Glass Mural

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Condition and integrity

The mural has not altered since its inception. The extensions and refurbishment to the building in 1994, due to change of use, were carried out by the office of Forward, Viney Woollan (project architect: Elvio Brianese). The team appreciated the integrity of the piece, and consequently the work was untouched.

George Davis believes that the wall could be sawn and dismantled in sections for transportation and re-erection, provided that it was initially protected during possible demolition of the building. "It is quite an asset and could be more effectually sited and displayed."⁸



Preliminary sketch, George Davis

⁸ Pers.Conv., 1996.

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Sources of further information (Bibliography)

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ABC Glass Mural

5 -7 Harrington Street, Hobart

Addenda

1. Artist's Achievements
2. Mural's Content

One Man Exhibitions

• Hedy Juer Gallery, Hobart	1951
• Arts Council of Australia, Civic Centre, Canberra	1965
• Salanca Gallery, Hobart	1970
• Saddlers Court, Richmond	1975
• "Tasmania's Islands", Tasmanian Museum & Art Gallery	1978
• Saddlers Court Gallery, Richmond	1978
• "Man and His Art" Series, University of Tas, A Retrospective	1980
• Harrington Street Gallery	1981

Group Exhibitions

• Art Society of Tasmania Invitation	1949
• Tasmanian Group of Painters	1954-61
• Australian Women's Weekly Portrait Prize, Travelling Exhib.	1956
• Tasmanian Art Gallery Acquisitive Exhibitions	1958, 1961, 1965, 1973
• Perth Prize for Drawing	1959-60
• Rose Skinner Gallery, Perth	1960
• "Recent Australian Painting", Whitechapel Gallery, London	1961
• Second Paris Biennale for Young Painters	1963
• South Yarra Gallery	1963
• "Tasmanian painters", (Adult Education sponsored) Canberra	1964
• Launceston Art Purchase	1964
• Queen Victoria Museum & Art Gallery	
• Opening Exhibition, Coughton Galleries Hobart	1976
• Southlands Gallery, Canberra	1979
• "Contemporary Tasmanian Drawing", University of Tas	1979
• "Works on Paper", Burnie Art Gallery	1980
• John McCaughey Memorial Prize Exhibition, Nat. Gall. Vic.	1981
• Salamanca Arts Festival	1984, 1988
• Freemantle Drawing Prize Exhibition	1984
• Tutors Art Exhibition, (Ad. Education) Hobart	1985
• Saddlers Court, Richmond	1987
• "Artists Self-Portraits", David Jones Gallery, Sydney	1988
• "A Place for Art", Plimsoll Gallery, Centre for the Arts, Hobart	1988
• Centenary of Hobart Technical College	1988
• "Moral censorship in the Visual Arts", Aust. Centre for Contemporary Art, Melbourne	1989
• "The Portrait and the Nude", Art Gallery of NSW	1990

Commissions

• External Mural ABC Television Studio Harrington St Hobart	1961
• "Tasmania's Islands", Tasmania Arts Advisory Board	1978
• Theatre Royal Dome (Twelve new portraits commission)	1984
• Dr Winifred M. Curtis A.M.	1987
for Herbarium, University of Tasmania, Sandy Bay	
• Professor Joe Correy for Royal Australian College of Obstetricians & Gynaecologists, Victoria	1988
• The Hon Doug Lowe, for Government of Tasmania	1990

ABC Glass Mural

5-7 Harrington Street, Hobart

Publications

- "Recent Australian Painting", Whitechapel Art Gallery London 1961
- Launceston Art Purchase 1964
- Encyclopaedia of Australian Art, McCulloch, 1st and 2nd editions 1968, 1984
- Artists & Galleries of Australia, Germaine, 1st and 2nd editions 1979, 1984
- Contemporary Tasmanian Drawings 1979
- "Works on Paper", Burnie Art Gallery 1980
- Oil Paintings from Queen Victoria Museum & Art Gallery, Launceston (colour) 1984
- "Burning Desires", Sluysven Foundation in Tasmania (with colour reproduction) 1984
- Art & Australia, Vol.22 No.4 (with colour reproduc.) 1985
- Considering Art in Tasmania (with colour reproduc.) 1985
- R A C O C Bulletin 1988
- Recent Acquisitions, Tasmanian Mus. & Art Gallery 1988
- Australian Artists, Australian Birds, B Pearce, (4 colour reprints) 1989

2. Mural Content

Mu'sae (Muses). Daughters of Zeus (Jupiter) and Mnemosyne. Born at Pieria at the foot of Mount Olympus. They were nine in number.

- (1) Clio. Muse of history. Represented standing or sitting with a chest of books or an open roll of paper.
- (2) Euterpe. Muse of lyric poetry. Attribute, a flute.
- (3) Thalia. Muse of comedy and idyllic poems. Attributes, a comic mask and wreath of ivy or a shepherd's staff.
- (4) Melpomene. Muse of tragedy. Attributes, a tragic mask, a sword or club of Hercules. She wears the cothurnus and is crowned with vine leaves.
- (5) Terpsichore. Muse of dance and song. Attributes, the lyre and plectrum - (terpsin delight + khoros - dance).
- (6) Erato. Muse of erotic poetry and mimic imitation. Attributes, the lyre.
- (7) Polymnia. Muse of sublime hymns. Is represented in a thoughtful pensive attitude, without attributes.
- (8) Urania. Muse of astronomy. usually represented pointing to a globe with a staff.
- (9) Calliope or Calliopea. Muse of epic poetry. Attributes, tablet and stylus, or a roll of paper or a book.

They were connected with Apollo, who is said to have been the leader of their choir. Mnemosyne, the Goddess of Memory, daughter of Uranus (Heaven) and Mother of the Muses by Zeus (Jupiter).

Charites (Graces), were three in number. Daughters of Zeus (Jupiter). Euphrosyne, Aglaia, and Thalia. They are the personification of grace, beauty, and refinement. They were in the service of other divinities and lent enjoyment to life by gentleness and all that elevates and refines. They were companions of the Muses and dwelt with them in Olympus.

They especially favoured poetry. In most ancient representations they were draped but in later art they are nude. They usually embrace each other, and are maidens in the bloom of life and beauty.

AUSTRALIAN HERITAGE COMMISSION
 REGISTER OF THE NATIONAL ESTATE
 NOMINATION FORM - PART A

Nom # 48

Dotted Lines to be Completed by Nominator. Boxed Areas are for AHC use only

1. IDENTIFICATION

ABC Glass Mosaic Mural

- (a) CURRENT NAME OF PLACE: University of Tasmania - Conservatorium of Music
- (b) FORMER OR OTHER NAMES: ABC Television Studios
- (c) ADDRESS: Number(s) 5-7 Street Sandy Bay Road
 Suburb Hobart Town/City Hobart P'code 7000
 Name of nearest town
 Distance from that town
 Direction from that town
 State S.Tas. Local Gov't Area Hobart City Council
- (d) DESCRIPTION OF LOCATION, PLACES INCLUDED AND BOUNDARIES
- (e) APPROXIMATE AREA OF PLACE (ha)
- (f) PROPERTY DETAILS:
 (eg Block/Section, Title details etc)
- (g) LATITUDE: N S
 LONGITUDE: E W
- (h) MAP SHEETS (1:100,000):

2. SIGNIFICANCE

STATEMENT OF CULTURAL SIGNIFICANCE: Refer to part B

3. DESCRIPTION & HISTORY

- (a) GENERAL DESCRIPTION ☐ 9630 Large conservation region ☐ 9636 Garden
 CODE: (tick appropriate numbers) ☐ 9631 City/Town ☐ 9637 Urban Park
☐ 9632 Part City/Town ☐ 9638 Urban Open Space
☐ 9633 Historic Site ☐ 9639 Other (specify)
☒ 9634 Individual building or group
☐ 9635 Other structures
- (b) DETAILED DESCRIPTION: Refer to part B

AUSTRALIAN HERITAGE COMMISSION
 REGISTER OF THE NATIONAL ESTATE
 NOMINATION FORM - PART A

5. PREVIOUS HERITAGE ASSESSMENTS OR LISTINGS

- (1) Name of Agency ☐☐☐☐
 Result of Assessment
 Agency Reference Number:

 (2) Name of Agency ☐☐☐☐
 Result of Assessment
 Agency Reference Number:

 (3) Name of Agency ☐☐☐☐
 Result of Assessment
 Agency Reference Number:

6. BIBLIOGRAPHY: *Refer to Part B*

7. ATTACHMENTS:

- (a) MANDATORY ATTACHMENTS: (tick if present)
- | | |
|--|-------------------------------------|
| Location map or sketch | <input checked="" type="checkbox"/> |
| Site Plan or sketch showing elements of significance | <input checked="" type="checkbox"/> |
| Photographs/slides | <input checked="" type="checkbox"/> |
| (b) OTHER ATTACHMENTS | <input type="checkbox"/> |
| Boundary plan/sketch | |
| Other (Please list) | |

8. DETAILS OF NOMINATOR:

Name: *Assoc. Prof. Barrie Shelton*.....
 Position: *Uni of Tas - Dept of Architecture & Urban* ☐☐☐☐
 Organisation *Design*.....
 Address *Centre for the Arts, Hunter Street*.....
 Town/Suburb *Hobart* State *TAS* Postcode *7000*.....
 Signature *Barrie Shelton* Date *27.5.97*

Tasmanian Heritage Register Datasheet



103 Macquarie Street (GPO Box 618)
 Hobart Tasmania 7001
 Phone: 1300 850 332 (local call cost)
 Email: enquiries@heritage.tas.gov.au
 Web: www.heritage.tas.gov.au

Name: ABC Mural
Status: Permanently Registered
Tier: State
 State

THR ID Number: 7481
Municipality: Hobart City Council
Date Listed: 24/06/2013

Location Addresses

5-7 SANDY BAY RD, HOBART 7000 TAS

Title References

106816/1

Property Id

7713417



The ABC Mural from
 Sandy Bay Road
 DPIPWE



View of the ABC Mural
 from the adjacent
 footpath
 DPIPWE June 2013



Three Graces,
 Euphrosyne, Aglaia
 and Thalia
 DPIPWE June 2013



Grace, Thalia and 2
 Muses, Terpsichore
 and Erato
 DPIPWE 2003



Detail of blue/green
 mosaic tiles to the
 vertical
 DPIPWE 2003



The former ABC
 Building & ABC Mural,
 Sandy Bay Rd
 DPIPWE June 2013



Preliminary sketch of
 the mural by George
 Davis
 George Davis, RAIA
 1997 Vol 2 Place 48

Setting: The ABC Mural is located on exterior of the building that originally housed the Australian Broadcasting Commission's (ABC) offices and studios, built in 1960. The building sits at the entry to Sandy Bay Road, close to the junction with Davey Street, both main thoroughfares through the city of Hobart. Directly adjacent stands the Masonic Temple (THR7490) designed by Lauriston Crisp in 1938, and opposite is St David's Park (THR2288).

Description: The mural sits on the exterior of the ground floor of the former Australian Broadcasting Commission (ABC) staff offices and studios, a five-storey building built in the Post-War International style, with curtain wall elevation to Sandy Bay Road. The mosaic mural extends over five bays of the building and measures 2.7 metres high and 19.2 metres long, covering a total area of 56 square metres, with a total of 150 000 Italian glass mosaic tiles. The glass tiles range in colour and tone, dominated by shades of blue and green, creating a patchwork like effect. The composition of the mural design is based on the mathematical infinity sign, which may be further read as the ancient symbol of a fish or the ABC symbol. Within this form are fifteen stylised figures of pointed ellipses in silhouette and graduated within an outline of the infinity shape. The pattern is also representative of the emission of sound waves (see images). The first twelve figures comprise the nine Muses (Figures 1. Clio, 2. Euterpe, 3. Thalia, 4. Melpomene, 8.

Terpsichore, 9. Erato, 10. Polyhymnia, 11. Calliope, 12. Urania) and three Graces (Figures 5. Euphrosyne, 6. Aglaia, 7. Thalia), and the second group of three are a man, woman and child. The Muses are all draped figures, holding symbols of their spheres and following the orthodox Greek character. White mosaic tiles wrap around the ends of the mural and appear internally on the other side of the mural. The vertical piers are covered with blue/green mosaic tiles (Savio Colour No.250).

History:

(This history is largely taken from Royal Australian Institute of Architects (Tasmanian Chapter), 'Twentieth Century Buildings for the National Estate Register', Unpublished Report, 1997. Vol 2. Place 48). Designed by Tasmanian artist George Davis (b1930) in 1960, the mosaic mural covers an extensive section of the lower part of the street elevation of the former studio and staff offices of the Australian Broadcasting Commission (ABC) television service, designed by Hungarian immigrant architect Oscar AT Gimsey during the late 1950s.

Co-operation between artists and architects

During the post-war period there was a resurgence of mural works on the international scene, particularly in the United States, Mexico and South America. The co-operation of artist and architect in building design was promoted. Colour was 'in', along with a rise in combining building materials of varying textural qualities. With overseas publications readily available, the outstanding use of murals in the countries mentioned above stimulated interest in the collaboration of artists, designers and architects in Australia.

The Spring 1957 issue of local publication *Tasmanian Architect* ran an article by Tasmanian artist Max Angus (Giles 2005:18) entitled 'What Price Murals?'. It promoted the co-operation of disciplines, stating 'The scope today for architect, engineer or artist to work together is practically unlimited, in solving problems of space control by orchestration of colour in relation to form whether in straight colour, abstract design, or pictorial mural.' (p15).

During this period a number of architects and artists collaborated on projects in Tasmania, including architect Dirk Bolt and artist/designer Ronald Sinclair (see THR7480, THR7500). In 1958 an exhibition staged by the Tasmanian Chapter of the Royal Australian Institute of Architects and housed in a temporary pavilion designed by Dirk Bolt and constructed in Franklin Square, addressed the issue of 'Design in Architecture and Industry'. The exhibition promoted cooperation between architects, artists, designers and craftsmen in Tasmania, with the hope that design would play a major role in the cultural and economic future of the state (*Tasmanian Architect* August 1960 p10-11).

Heathfield Estate

The ABC building, and surrounding properties, are located on part of what was the former *Heathfield* estate, granted to Assistant Commissary General Affleck Moodie during the 1820s (THR 2289). The estate originally ran from Davey Street almost to Wilmot Street, and from Hampden Road down to what was then Harrington Street (now Sandy Bay Road). Andrew Bell built Heathfield for Moodie between 1827 and 1829, a fine Regency villa and the first of that category of dwelling in Hobart.

The *Heathfield* estate was purchased in 1920 by Cecil Walker, a Hobart solicitor, who transferred it to his sister Elinor Wayne Walker. In 1925 the first allotment subdivided from the Heathfield estate was the corner of Harrington (now Sandy Bay Road) and Davey Streets. Acquired by the Commonwealth Government, it is the current site for the Telstra Exchange building, constructed c1950s (Oakman 2000:20).

Over the following years a number of parcels of land were subdivided from the *Heathfield* estate, including the land where the former ABC Building is located. An image of the construction of the Rotunda in St David's Park (c1926) shows that there were a number of modest Georgian cottages located where the current forecourt and car park area of the building are located. Later oblique aerials of the area close to the Anglesea Barracks and Repatriation hospital, dating from the 1950s, show that the area where the ABC offices and studio was built was a vacant block of land (see im).

The Australian Broadcasting Commission

The ABC building was designed by Oscar AT Gimsey & Associates, Sandringham VIC, Architects and Engineer for the ABC during the late 1950s. Gimsey emigrated to Australia from Hungary. However, the ABC felt that the panel of white mosaic tiles to the street elevation, as designed by Gimsey, should be filled with a suitably designed glass mosaic mural. The first stage of the ABC building consisted of three floors and was designed to accommodate two additional floors and a radio tower, which were added at a later date. During the 1960s the ABC also owned the nearby Sunray Flats (THR 3441) on the corner of Heathfield Avenue and Davey Street (pers comm., G Williams Nov 2012). The bachelor flats were designed by Colin Philp, of Philp & Wilson, and were most likely used as accommodation for ABC employees.

George Davis and the Mural

In June 1960 the ABC invited a number of artists and designers to submit a design for the mosaic mural. The selected artists were, John Coburn, an entrant for the Perth ABC studio and offices mural competition held in 1959, Andor Maszaros of Victoria, who had designed a plaque for the ABC, John Santry, a Sydney-based artist in the design section of the Television service, Leonard Hessing and Stan de Teliga of the Tasmanian Museum and Art Gallery who had taken up a position as Manager of Blaxland Galleries, Sydney, but was not able to submit a design.

The Commission was intent on including at least one Tasmanian artist. In a letter to Mr TS Duckmanton, the Assistant General Manager (Administration) of the ABC, Sydney in April 1960 de Teliga recommended

George Davis. Davis was 'an excellent painter and winner of the Tasmanian Travelling Scholarship' (de Teliga 1960 in RAlA Nomination No 48).

George Davis was born in Hobart in 1930, studying fine arts and teaching at the Hobart Technical College and Art School between 1949 and 1951, he was a student of Jack Carrington Smith and Dorothy Stoner. Davis was awarded a Tasmanian Travelling Scholarship which allowed him to attend the Royal Academy in London between 1952 and 1954. Davis' teaching career began upon his return to Tasmania in 1955, and spanned fourteen years. His first position was at the Hobart Technical College Art School, however, Davis also taught at Adult Education and privately. Davis' work is held in public collections across Australia, including the Art Gallery of NSW, the Tasmanian Museum and Art Gallery, Hobart, the Queen Victoria Museum and Art Gallery, Launceston, SH Erwin Gallery, Sydney and private collections in Australia and internationally. Davis has exhibited extensively, and was responsible for the portraits of ten composers in the restored dome of the Theatre Royal (THR2191), Hobart in 1984 (Kohlenberg 2005:98, RAlA Nomination No 48). Davis is the father of actress Essie Davis (*Mercury* 16 April 2009).

The design of the mural was to be made on the basis of: 'Intention to depict the function of general broadcasting in the community or some aspect of this general subject, also: (i) A subject indicating the contribution made by national sound broadcasting and TV to community life; (ii) A subject indicating the contribution made by sound broadcasting and TV to the development of the arts; (iii) A subject indicating the contribution made by sound broadcasting and TV to the life and development of Tasmania; (iv) A subject indicating the value of broadcasting and TV as educational media, in the broad sense, eg as means of disseminating information on current events etc, and providing specialised services for the man on the land, for school children and so on.' (RAIA Nomination No 48).

The designs were submitted to an independent Assessors Committee before being considered by the Commission in Hobart. The Committee reported that 'the designs suffered from the weakness that the submissions failed to relate sufficiently the shapes and colours of their designs to the general mass and details of the building itself' (correspondence from Assessors to Duckmanton May 1960 in RAlA Nomination No 48).

In the end the competition came down to two designs: one by Tasmanian artist George Davis and one by Sydney-based designer TJ Santry (b1910) (see Kerr and Mendelsohn). The two qualifying entrants were asked to re-submit, with the suggestion from the judging panel that the vertical tie with the projecting blue tiled columns, be more apparent.

The Commission accepted Davis' design on 17 July 1961, with an estimated contract price of £1500 and materials supplied by the ABC. The success of Davis' design was in heeding the recommendation that the vertical tie-in to the building be more apparent, for reasons of symmetry and readability.

Davis stated of his design, 'The general pattern is static and architectural, yet embodies movement through time, and the infinity sign within the classical figures links the past with the present and the future ... The Muses are all draped figures, holding symbols of their spheres and following the orthodox Greek character.' Due to the medium of glass mosaic tiles, the whole is 'simplified and controlled in tonal pattern, so as not to destroy the basic composition. In this way it is both striking and beautiful' (Davis, 1960 in RAlA Nomination No 48).

The mural, made up of 150,000 Italian made glass tiles was fabricated entirely off-site in a studio space located in Hobart. Davis' designed a table with two panelled sections that could slide apart on rollers, allowing access to the horizontal centreline. A rolling bench-frame was constructed so that Davis could work from above. The construction involved glass tiles mounted on specially selected paper and entirely pre-fabricated off site. The length and breadth of the mural was divided up into a complex grid on which to lay out the pattern. Each 18 inch section was taken to the site in custom made timber boxes individually coded and packed (Davis 1966 in AIA Nomination No 48, see Related Documents for more information on the process).

Davis described the project as being one of the most complex and intensive, yet most rewarding of his career. The project took over two years to make and erect on site. Davis required the assistance of one artist to help with the mosaic layout, and an expert tiler, with one assistant, to lay the tiles on site. The jointing is staggered like that of brickwork. The placement of each section on the prepared wall taking five days in all. It is the largest mosaic mural in Tasmania (Davis 1966 in AIA Nomination No 48, see document for more information on the process).

Mosaic tiles were a popular decorative material during the mid-twentieth century. In Hobart, during this period, mosaic tiles were used on a number of large public projects indicative of the 1960s, including the Cat and Fiddle Arcade (1962), the 1966 Annexe Building at the Tasmanian Museum and Art Gallery, and the tunnels at the Railway Roundabout and Memorial Fountain (1963). The base of the Memorial Fountain features a mosaic mural. A smaller public mosaic mural was also placed at the entrance to the Clinical School (1970) at the Royal Hobart Hospital (THR 2409). Eminent Tasmanian artist, Max Angus was responsible for the Mondrian inspired mosaic murals which form the spandrels between each floor of the Department of Education and Teachers' Federation Building (THR10057) at 116 Bathurst Street, Hobart.

The ABC relocates

In 1983, after approximately twenty years in the building, the ABC started planning for a move to new premises, and the future of the mural was placed under threat. A number of concerned citizens and prominent Tasmanian figures, including Max Angus and John White, Member for Denison, were involved in efforts to retain the ABC mural. However, during the late 1980s the University of Tasmania put in a

submission to the Minister for Arts and Education for Government assistance to purchase the ABC studio and offices as premises for the Conservatorium of Music, and gave assurances that the mural would be retained.

It has been suggested that the mural was the beginning of the ABC's symbol that it has used for many years, the infinity symbol (J White, 1988 in RAI A Nomination No 48).

The ABC relocated to its current location on Liverpool, close to the Railway Roundabout, during the early 1990s. Extensions and refurbishment of the former ABC studios and offices to the Conservatorium of Music were carried out by architects Forward, Viney Woolan in 1994. The mural remains intact.

The ABC Mural is considered a major piece of public art work in Hobart and the only one of its kind in Tasmania (RAIA Nomination No 48).

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Kolenberg, H. (2005) 'George Arthur David Davis (b1930)' in Alexander, A. (ed) *The Companion to Tasmanian History*, University of Tasmania, Hobart. p98.

Oakman, W. 'Heathfield, 70 Davey Street. Conservation Plan', Unpublished Report, November 2000.

Royal Australian Institute of Architects (Tasmanian Chapter), 'Twentieth Century Buildings for the National Estate Register', Unpublished Report, 1997. Vol 2. Place 48.

**Statement of
Significance:**
*(non-statutory
summary)*

The ABC Mural is of cultural heritage significance because it was produced in an era of growing cooperation and collaboration between architects and artists in Tasmania, and a growing emphasis on public art. The ABC Mural is a major and prominent piece of public art, and the only one of its kind in Tasmania. The design and method of installation of the ABC Mural displays a high degree of creative and technical achievement. The large scale of the mural, unity in colour control and precision necessary for laying small mosaic tiles meant that the artist George Davis adopted innovative and original methods to layout and execute his design. The ABC Mural has a special association with significant Tasmanian artist, George Davis, who has works represented in collections throughout Australia. The Mural was commissioned by the Australian Broadcasting Commission (ABC), Australia's national public broadcaster.

Significance:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The ABC Mural was produced in an era of growing cooperation and collaboration between architects and artists in Tasmania, and a growing emphasis on public art. Designed by Tasmanian artist George Davis (b1930) in 1960 for the Australian Broadcasting Commission's (Australia's national public broadcaster) new staff offices and studios designed by Hungarian immigrant architect Oscar Gimsey. The ABC Mural is a major and prominent piece of public art, and the only one of its kind in Tasmania.

b) The place possesses uncommon or rare aspects of Tasmania's history.

No Data Recorded

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

No Data Recorded

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

No Data Recorded

e) The place is important in demonstrating a high degree of creative or technical achievement.

The design and method of installation of the ABC Mural displays a high degree of creative and technical achievement. The large scale of the mural, unity in colour control and precision necessary for laying small mosaic tiles meant that Davis adopted innovative and original methods to layout and execute his design.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The ABC Mural is a well-known and appreciated piece of public art that is prominently located adjacent to a main thoroughfare through the city of Hobart.

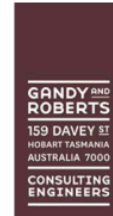
- g) **The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.**

The ABC Mural has a special association with significant Tasmanian artist, George Davis, who has works represented in collections throughout Australia. The Mural was commissioned by the Australian Broadcasting Commission (ABC), Australia's national public broadcaster.

- h) **The place is important in exhibiting particular aesthetic characteristics.**

No Data Recorded

PLEASE NOTE This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.



Apartment Block

Site Servicing Report

5-7 Sandy Bay Road,
Hobart TAS 7000
for Scanlan Architects

9th August 2019

19.0174 – Site Servicing Report –09/08/2019

Version control

Revision	Description	Issue date	Issued by
A	Released as Part of DA Submission	09.08.19	AK

PROJECT NUMBER **19.0174**
REPORT AUTHOR **Dale Hayers**
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19.0174 – Site Servicing Report – 09/08/2019

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19.0174 – Site Servicing Report – 09/08/2019

1 Context

Gandy and Roberts Consulting Engineers have been engaged by Scanlan Architects to provide concept servicing documentation for a proposed apartment block located at 5-7 Sandy Bay Road in Hobart.

This report has been prepared as part of the Development Application submission process and aims to discuss the methodology in which the sites sewer, water and stormwater infrastructure will be delivered to existing TasWater and Hobart City Council owned infrastructure.

2 Development Locality

2.1 Development Site

The proposed development is located on the site of the Conservatorium of Music and consists of two apartment blocks, one being 6 levels and the other one 9 levels. The site is owned by Fragrance Group and is addressed as 5-7 Sandy Bay Rd (PID 7713417). These title is: CT 106816/1.

The proposed development area is approximately 3400m² in size, whilst the proposed development is approximately 2400 m² in size. Development is proposed in the area where an existing six story building and car parking zone is currently located.



Figure 1: Proposed Development Locality

19.0174 – Site Servicing Report – 09/08/2019

2.2 Adjacent Affected Properties

To service development at this property, extension of services is proposed within publically owned streets. Water connections to existing properties in Wilmot Street will need to be reconnected to the proposed upgraded DN100 water main. Upgrades to the sewer and stormwater will not affect other properties.

3 Existing Site Services

3.1 Site Sewer Connections

The development site is currently served by a range of private lot sewer connections from Sandy Bay Road and Wilmot Street. All existing connections are proposed to be capped and sealed.

3.2 Site Water Connections

The development site is currently served by a DN100 CICL water main located in Sandy Bay Road and a DN75 CICL water main located in Wilmot Street.



Figure 2: Aerial view of site and surrounding TasWater owned infrastructure.

19.0174 – Site Servicing Report – 09/08/2019

3.3 Site Stormwater Connections

The development site is currently served by a range of different stormwater connections from Sandy Bay Road and Wilmot Street. Most connections are made direct to kerb and gutter. All flows from the site are directed via kerb and gutter to the DN300 Hobart City Council stormwater main within Sandy Bay Road.



Figure 3: Aerial view of site and surrounding Hobart City Council owned infrastructure.

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4 Proposed New Site Services

4.1 Site Sewer Connections

It is proposed that the existing DN150 VC will be upgraded to DN225 from the development site, along the front of 3 Sandy Bay Road and will reconnect to existing DN225 Taswater sewer services within maintenance hole A443616 in Sandy Bay Road.

Development Flows are as follows:

Fixture Units: 1531, approximate flow: 11.90 L/s
Equivalent Tenements: 55
PWDF: 4.10 L/s
ADWF: 0.36 L/s

4.2 Site Water Connections

As the Building is over 25m in effective height, it is assumed that water storage tanks and pumps will be required to serve the site for firefighting purposes. Limited utility water services are available in the area close to the development and so maximising the inflow based on flow available will be required to reduce the volume of onsite fire water storage required.

Network modelling by Taswater has shown that pressures available at the development location are as follows:

Domestic Water:	6.00 L/s @ 70m Head
Fire Services (Sprinkler and Hydrant):	32.00 L/s @ 56m Head

Based on this information, all floors of the development could be served for domestic water services directly from the water main without the need to boost pressures.

Taswater have further provided information that this development is likely to cause head loss within the DN100 water main adjacent to the property to increase to over the 5m/km limit as presented in Water Supply Authority guidelines and so it is unlikely that Taswater will approve connection to this main without upgrade of water services within the region.

As such, upgrade of the existing DN75 Taswater owned water main within Wilmot Street is proposed. Taswater have indicated that this upgrade would likely provide 89m Head under the fire service flow.

Based on the above information, the proposed site demands are:

Domestic Water:	6.00 L/s @ 80m Head
Fire Services (Sprinkler and Hydrant):	32.00 L/s @ 80m Head

The size of onsite firefighting water storage will be based on the difference between flow available from the new water main and the required fire flow rate (32 L/s) and will be determined during detailed design.

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4.3 Site Stormwater Connections

A new DN300 private lot stormwater connection for the site is proposed as part of the development. The private lot connection is proposed to connect to the Hobart City Council owned DN300 stormwater main in Sandy Bay Road via a new manhole adjacent to the site. See Drawing C011.

The existing 5-7 Sandy Bay Road property is entirely hardstand or roof area and so existing flows are estimated as: $Q_{20}=114.5$ L/s.

Any additional stormwater flows that are generated from the proposed site due to a higher façade elevation, would amount to a decrease in adjacent areas within the same catchment, thus there is no additional load on the existing Hobart City Council stormwater infrastructure, see Figure 4. As such, stormwater detention is not being proposed for this development.

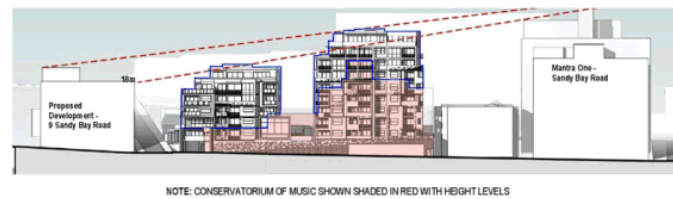


Figure 4: Change in Building Heights

4.3.1 Planning Scheme Requirements

The current Hobart Interim Planning Scheme 2015 requires that this development manages stormwater in compliance with the Stormwater Management Code. Code requirements for this development are:

Acceptable Solution A1 of Clause E7.7.1 Stormwater Drainage and Disposal states:

Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

This development will be connected to the Hobart City Council owned gravity stormwater network within Sandy Bay Road and so the acceptable solution is achieved.

Acceptable Solution A2 of Clause E7.7.1 Stormwater Drainage and Disposal states:

A stormwater system for a new development must incorporate water sensitive urban design principles^{R1} for the treatment and disposal of stormwater if any of the following apply:

^{R1} Water Sensitive Urban Design Engineering Procedures for Stormwater Management in Southern Tasmania or the Model for Urban Stormwater Improvement Conceptualisation (MUSIC), a nationally recognised stormwater modelling software package used to assess land development proposals based on local conditions including rainfall, land use and topography, is recognised as current best practice.

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- (a) the size of new impervious area is more than 600 m²;*
- (b) new car parking is provided for more than 6 cars;*
- (c) a subdivision is for more than 5 lots.*

This development meets criteria (b) of the clause and therefore water sensitive urban design principles must be incorporated into the design of stormwater management for the site.

Acceptable Solution A3 of Clause E7.7.1 Stormwater Drainage and Disposal states:

A minor stormwater drainage system must be designed to comply with all of the following:

- (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;*
- (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.*

This development incorporates a minor stormwater drainage system, therefore the design must satisfy both criterion (a) and criterion (b) of Acceptable Solution A3. As the development site is inner-city, the 20-year ARI storm must be accommodated in the design. Stormwater flows from the proposed development will increase by 31.4 l/s, however there is no additional load placed on the catchment thus flows can be accommodated within existing HCC stormwater infrastructure.

4.3.2 Stormwater Management

4.3.2.1 Water Sensitive Urban Design

4.3.2.2 Performance Criteria

Performance Criteria P2 of Clause E7.7.1 requires:

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

The acceptable stormwater quality and quantity targets are:

<i>80% reduction in the average annual load of total suspended solids (TSS) based on typical urban stormwater TSS concentrations.</i>
<i>45% reduction in the average annual load of total phosphorus (TP) based on typical urban stormwater TP concentrations.</i>
<i>45% reduction in the average annual load of total nitrogen (TN) based on typical urban stormwater TN concentrations.</i>
<i>Stormwater quantity requirements must always comply with requirements of the local authority including catchment-specific standards. All stormwater flow management estimates should be prepared according to methodologies described in Australian Rainfall and Runoff (Engineering Australia 2004) or through catchment modelling completed by a suitably qualified person.</i>

4.3.3 Stormwater Treatment Concept

The stormwater treatment for the proposed development may incorporate the following treatment elements, as shown on **Drawing 19.0174-C011**:

- 1x Ocean Protect ‘Jellyfish’ Treatment package

4.3.4 MUSIC Modelling

MUSIC V6.2.1 was used to model the performance of the proposed stormwater treatment. The model predicted the following performance outcomes:

- Reduction in Total Suspended Solids: 88.20%
- Reduction in Total Phosphorous: 64.50%
- Reduction in Total Nitrogen: 53.90%
- Reduction in Gross Pollutants: 98.90%

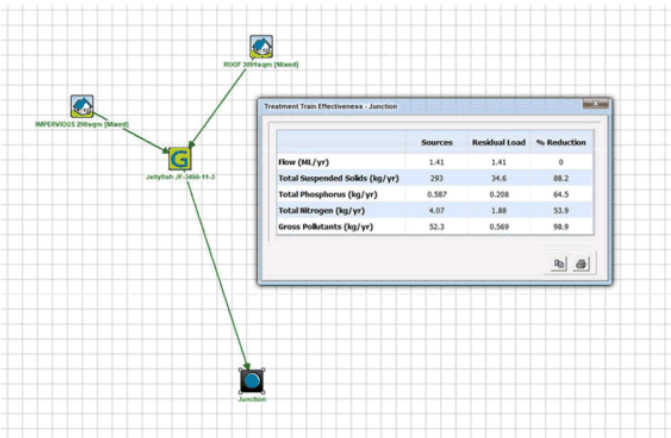


Figure 5: MUSIC Model Results

5 Appendix

- Proposed development demand calculations
- C010 – Concept Water & Sewer
- C011 – Concept Stormwater & Site Access
- C012 – Concept Vehicle Access & Site Lines

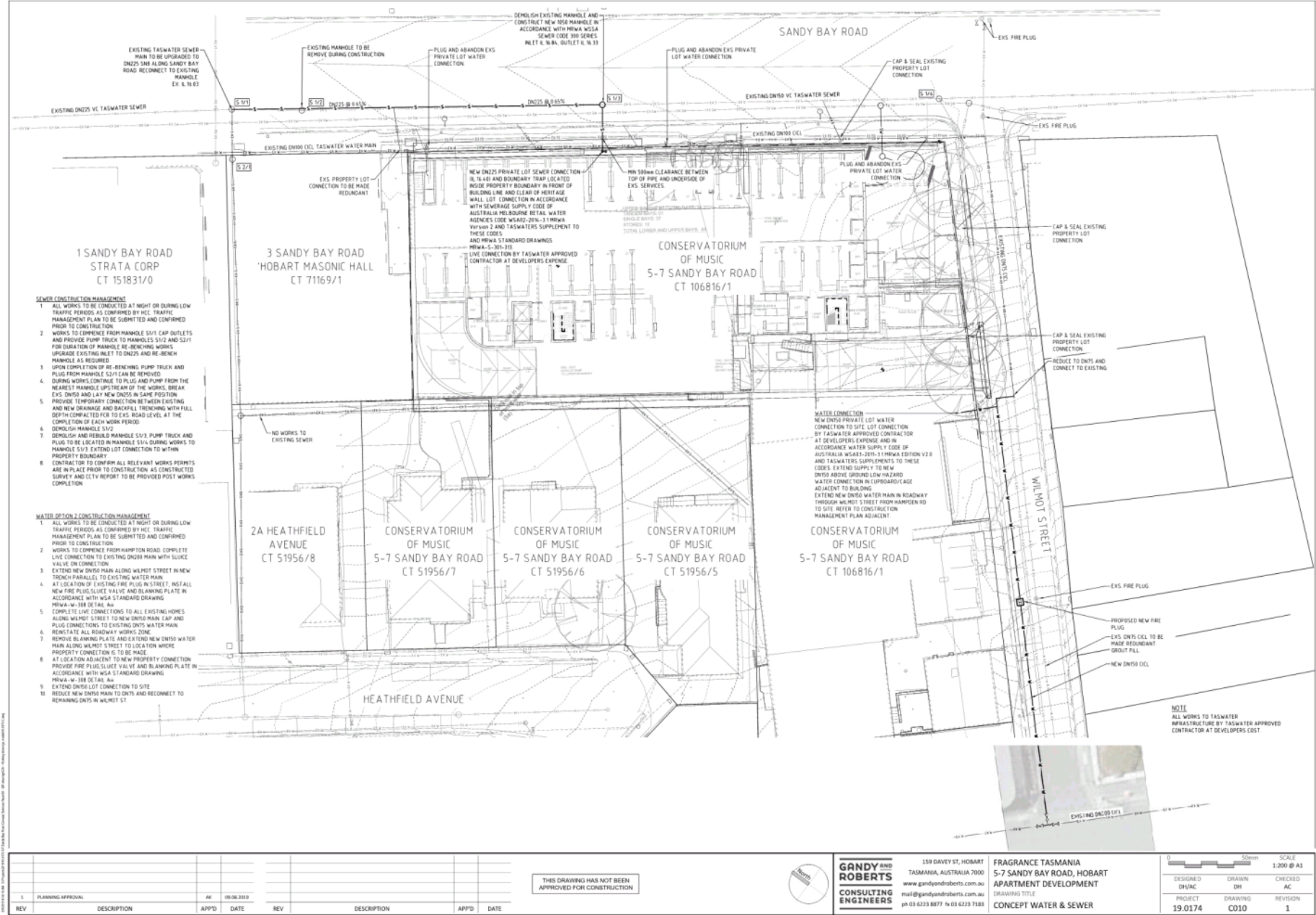
Total Fixture Units	Sewer FU's	Water LU's	Basins	Bath	Trough	WC	Sink	Shower	ET Code	ET (water)	Total ET's (water)	ET (sewer)	Total ET's (sewer)	Area Type
Lower Basement	0	0	0	0	0	0	0	0	-	-	-	-	-	Carpark and Storage
Upper Basement	0	0	0	0	0	0	0	0	-	-	-	-	-	Carpark and Storage
Level 1	176	184	21	6	6	14	7	12	RA03/Pool	0.67/TBC	4.02	1/TBC	6	6 x 2 & 3 Bedrooms Units and Pool Area
Level 2	217	233	25	8	8	16	8	16	RA03	0.67	5.36	1	8	8 x 2 & 3 Bedroom Units
Level 3	245	263	29	9	9	18	9	18	RA03	0.67	6.03	1	9	9 x 2 & 3 Bedroom Units
Level 4	245	263	29	9	9	18	9	18	RA03	0.67	6.03	1	9	9 x 2 & 3 Bedroom Units
Level 5	218	234	26	8	8	16	8	16	RA03	0.67	5.36	1	8	8 x 2 & 3 Bedroom Units
Level 6	172	182	21	6	6	13	7	12	RA03	0.67	4.02	1	6	6 x 2 & 3 Bedroom Units
Level 7	137	147	17	5	5	10	5	10	RA03	0.67	3.35	1	5	5 x 2 & 3 Bedroom Units
Level 8	82	88	10	3	3	6	3	6	RA03	0.67	2.01	1	3	3 x 2 & 3 Bedroom Units
Level 9	39	39	5	1	1	4	1	3	RA03	0.67	0.67	1	1	1 x Penthouse
Total	1531	1633	183	55	55	115	57	111			36.85		55	
Fixture Units	1531		183	220	275	460	171	222						

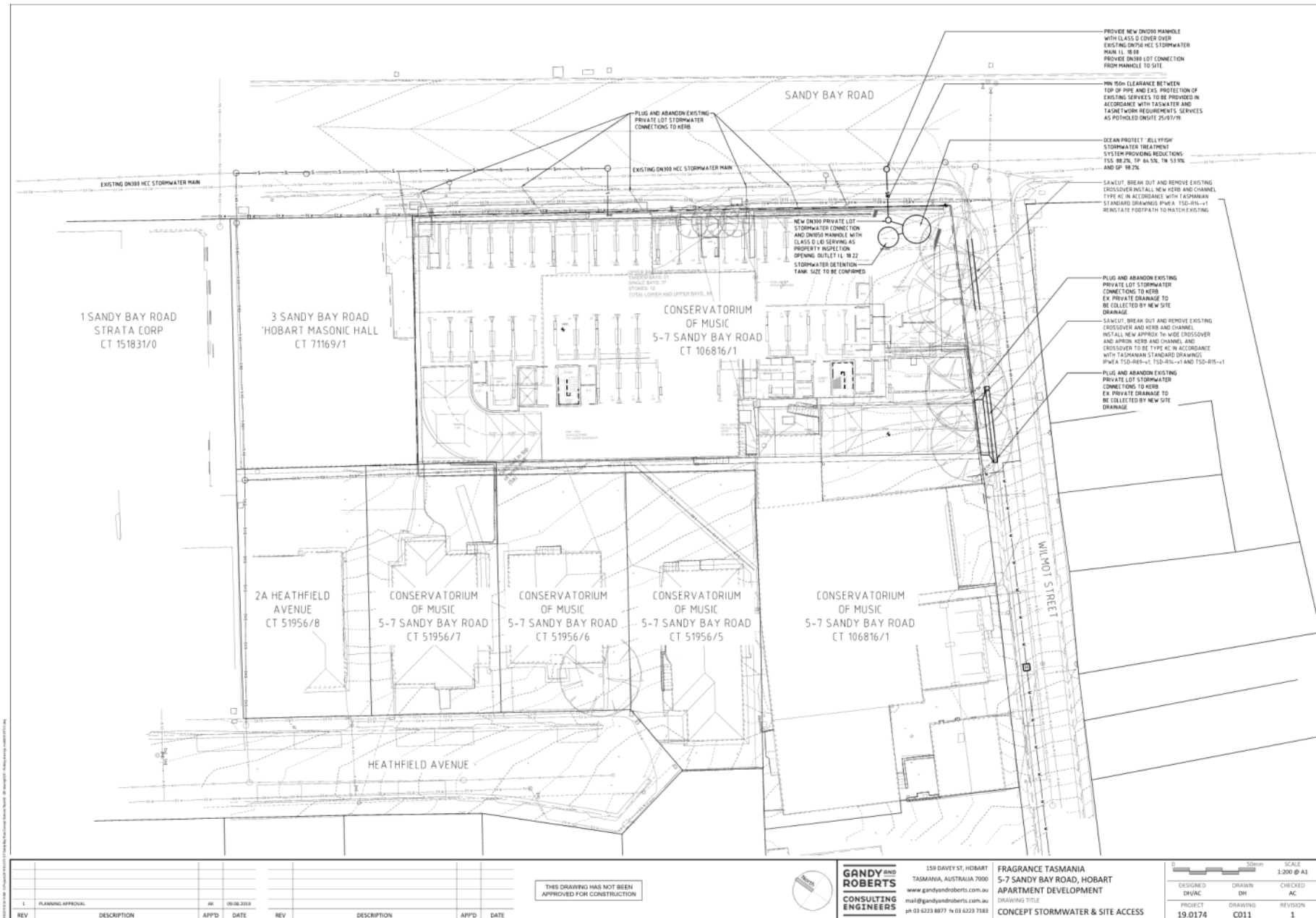
Fixture Unit Flow	11.9 L/s	Extrapolated from AS3500.2 Table 6.2(B)
Sewer Pipe Size	150 DN @ 2.50%	
	225 DN @ 1.00%	
Sewer Loading Rate	540 L/ET/Day	
Development Area	0.2 Ha	
Peaking Factor 'd'	11.51	
Average Dry Weather Flow	0.36 L/s	
Peak Dry Weather Flow	4.10 L/s	
Domestic Cold Water Flow	5.98 L/s	Extrapolated from AS3500.1 Table 3.2.3
Water Pipe Size	100 DN Nom	
Fire Service Flow	20 L/s @ 800 kPa	
Fire Service Connection	DN Nom	(2 Hydrants @ 10L/s 200kPa + 450kPa Elevation Loss + 150kPa Friction Loss)
Fire Sprinkler Flow	12 L/s @ 800 kPa	
Fire Sprinkler Connection	DN Nom	

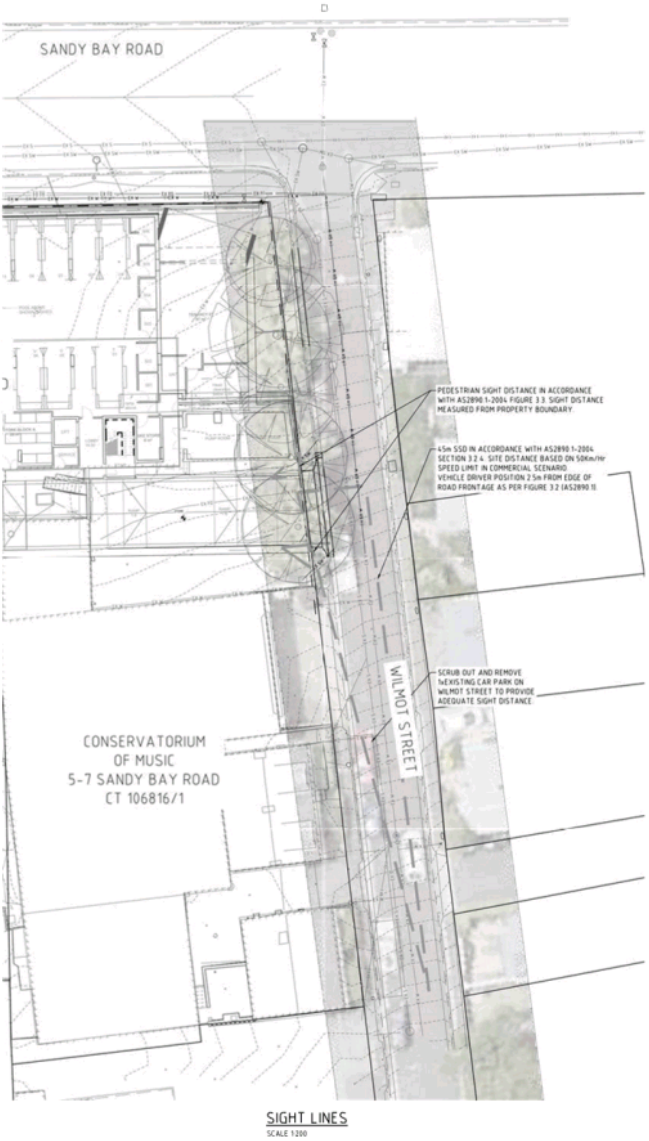
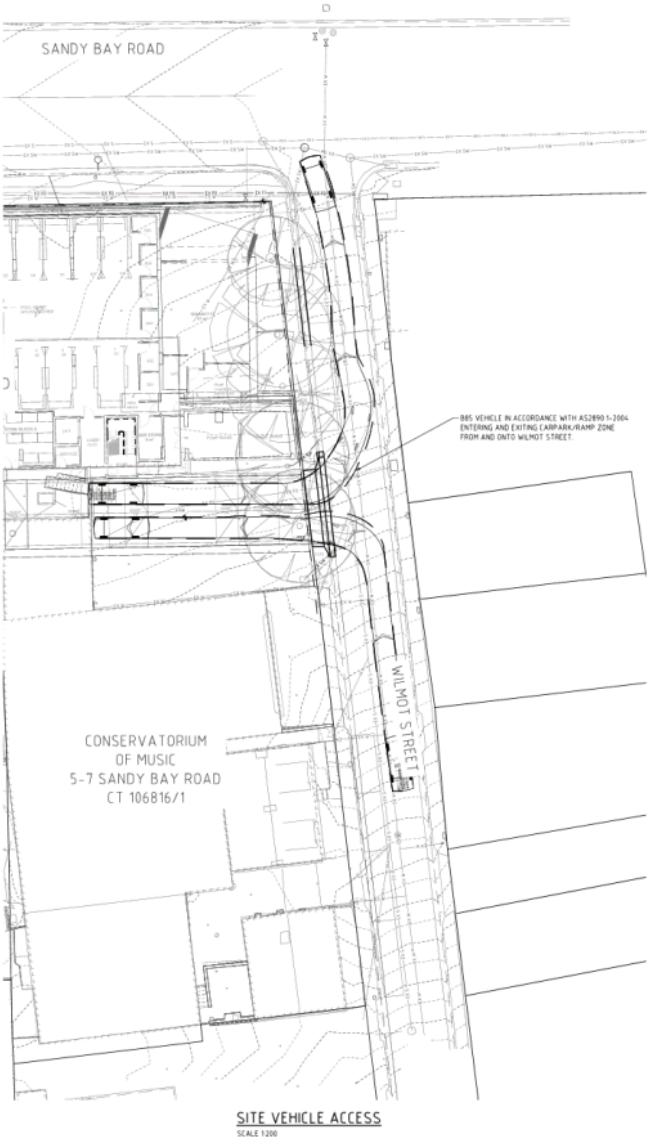
Notes:

Largest Fire Compartment is carpark basement: Approx 1850sqm = 2 hydrants simultaneous.
Upper Level Fire Compartments max is around 660sqm = 1 hydrant. When over 25m though ring main required and 2 hydrants needed
Over 25m so Pumps and Tanks required, water main to be either upgraded or tank size matched to inflow available.

STORMWATER				
	PROPOSED:		EXISTING:	
Total Titles Area:	3417		3417	
Garden:	35	0.5	35	0.5
Pavement:	290	8.4	1025	29.5
Roof:	3091	98.75	2356	75.26
SW Side of Building:	2400	38.33	580	9.3
Total		145.98		114.56
Increase In Flow:		31.42 L/s		
Detention		9426	5 min duration	
		9426 L	Provide 10k Tank	







REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
1	PLANNING APPROVAL	AW	08-08-2020				

THIS DRAWING HAS NOT BEEN
APPROVED FOR CONSTRUCTION

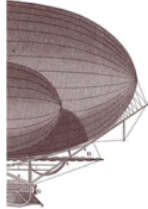


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FRAGRANCE TASMANIA
5-7 SANDY BAY ROAD, HOBART
APARTMENT DEVELOPMENT
DRAWING TITLE
CONCEPT VEHICLE ACCESS & SIGHT LINES

DESIGNED	DRAWN	CHECKED	SCALE
DH/AC	DH	AC	1:200 @ A1
PROJECT	DRAWING	REVISION	
19.0174	C012	1	



ENGINEERS MEMO

TO Hobart City Council	DATE 17/01/2020
FROM Dale Hayers	TIME 2:00pm
PROJECT 5-7 Sandy Bay Road PLN-19-706	PROJECT N° 19.0174
SUBJECT Response to RAI	REF N° Memo C-01

**GANDY AND
ROBERTS**
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 AUSTRALIA 7000
**CONSULTING
ENGINEERS**

☐ SITE INSPECTION REPORT
 ☒ RESPONSE TO RFI
 ☐ ENGINEERS DIRECTION

This memo aims to address the Request for Additional Information received from Hobart City Council in regards to application PLN-19-706, Item **ENG R Fi**. This request seeks for further information as to works within the road reservation.

With reference to Gandy and Roberts Engineers drawing C011, it is noted that there are no proposed changes to kerb or footpath alignments along both Wilmot Street and Sandy Bay Road. An existing driveway entry to the site is to be removed on Wilmot Street (see Figure 1), whilst another existing driveway entry is to be upgraded (see Figure 2).

Reinstatement of kerb and gutter and construction of the upgraded driveway will be in accordance with TSD-R09-v1, TSD-R11-v1 and TSD-R14-v1.

Longitudinal grades on the Wilmot Street footpath are not proposed to change, this demonstrated in the vehicle entry plan C013 as produced by Gandy and Roberts Engineers. All new pedestrian accesses to buildings are proposed to match to existing footpath levels and grades both along Wilmot Street and Sandy Bay Road.

Structural retaining walls are all proposed to be located within the property boundaries, refer Architectural drawings. Construction management through temporary works engineering will be provided by the contractor as to confirm that no risk is placed on existing footpaths and services during excavation.

SIGNED:

SHOULD THIS ADVICE ENTAIL A COST VARIATION THE CONTRACTOR SHALL INFORM THE SUPERINTENDENT BEFORE PROCEEDING WITH THE WORK

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AUSTRALIA 7000
CONSULTING
ENGINEERS

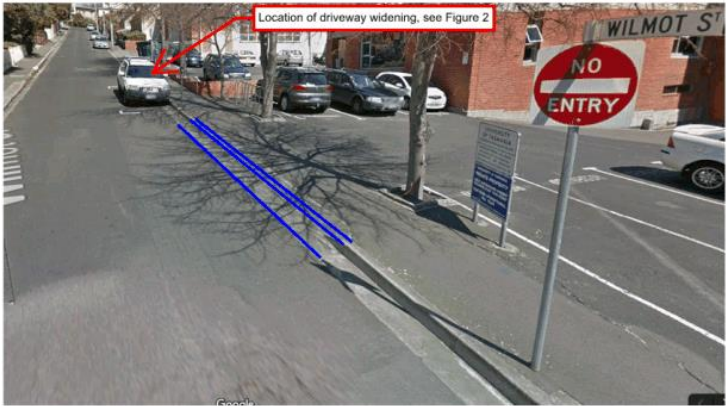


Figure 1: Existing Driveway on Wilmot Street to be removed and new kerb and channel installed

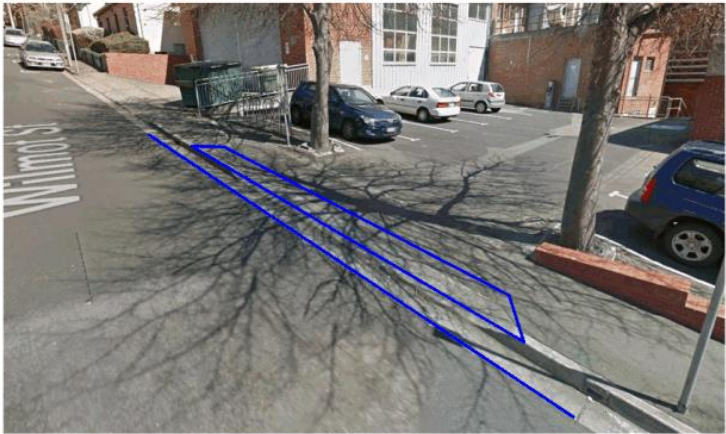


Figure 2: Existing Driveway on Wilmot Street to be upgraded and widened

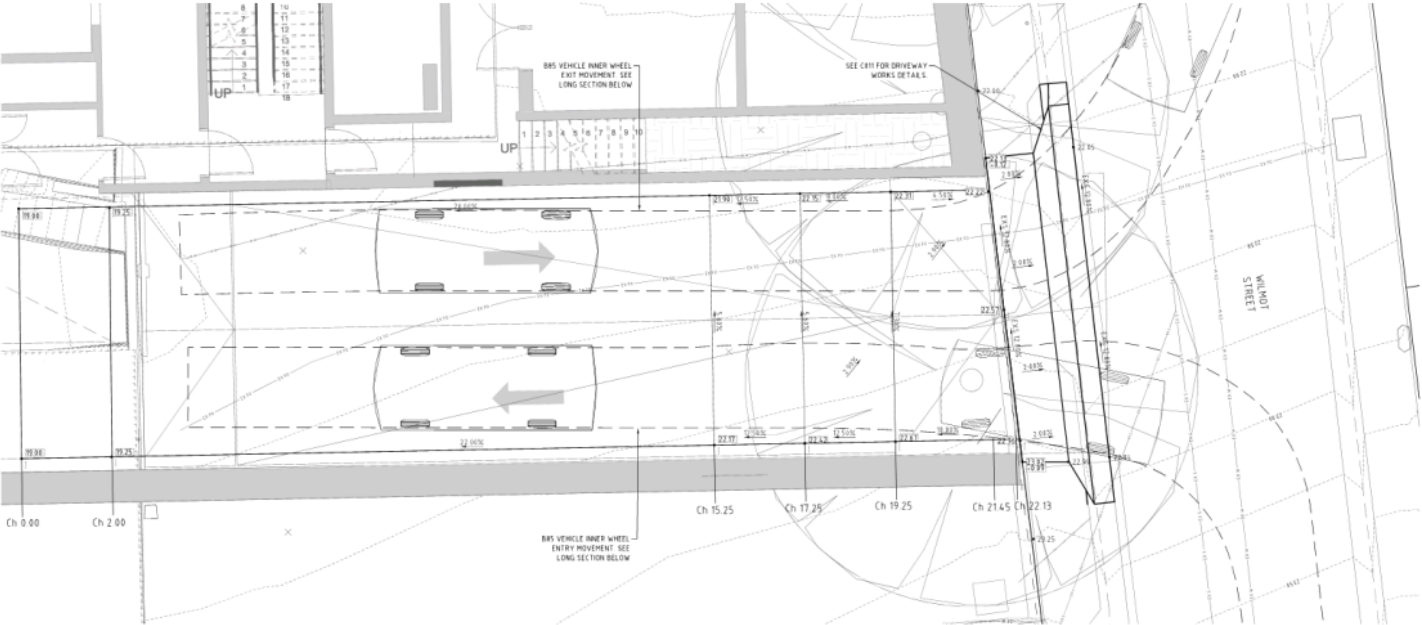
SHOULD THIS ADVICE ENTAIL A COST VARIATION THE CONTRACTOR SHALL INFORM THE SUPERINTENDENT BEFORE PROCEEDING WITH THE WORK

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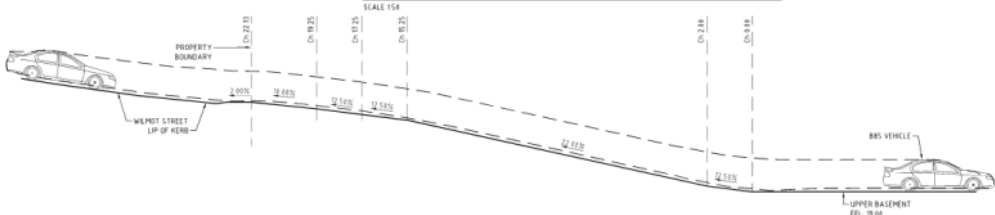


Figure 1: No changes proposed to footpath, kerbs or lighting along Sandy Bay Rd

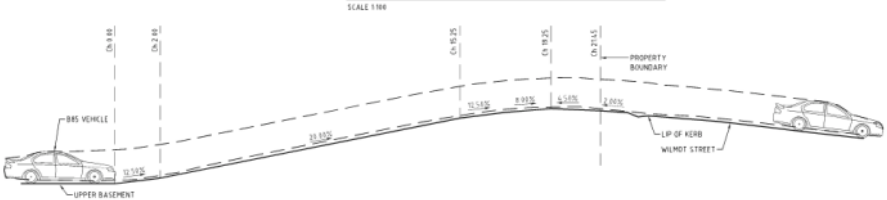
SHOULD THIS ADVICE ENTAIL A COST VARIATION THE CONTRACTOR SHALL INFORM THE SUPERINTENDENT BEFORE PROCEEDING WITH THE WORK



SITE VEHICLE ACCESS: ENTRY AND EXIT FROM CARPARK RAMP



LONG SECTION: INNER WHEEL ENTRY MOVEMENT



LONG SECTION: INNER WHEEL EXIT MOVEMENT

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**Fragrance Tas Hobart (Sandy Bay) Pty
Ltd**

**5-7 Sandy Bay Road, Residential
Apartments
Traffic Impact Assessment**

September 2019





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1. Introduction

1.1 Background

Midson Traffic were engaged by Fragrance Tas Hobart (Sandy Bay) Pty Ltd to prepare a traffic impact assessment for a proposed residential apartment complex at 5-7 Sandy Bay Road, Hobart.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2009.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA addresses E5.0, *Road and Railway Assets Code*, and E6.0, *Parking and Access Code*, of the Hobart Interim Planning Scheme, 2015.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 23 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004



- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 5-7 Sandy Bay Road; 9, 11 and 13 Wilmot Street; and 4, 6 and 8 Heathfield Avenue, Hobart.

The subject site and surrounding road network is shown in Figure 1.



Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DPIWWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Hobart Interim Planning Scheme, 2015 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, *Guide to Road Design*, Part 4A: *Unsignalised and Signalised Intersections*, 2019
- Department of State Growth, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys*, 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)



2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Sandy Bay Road, Wilmot Street, Hampden Road, Gladstone Street and Davey Street.

2.1.1 Sandy Bay Road

Sandy Bay Road is a major collector road that traverses through the heart of Sandy Bay, connecting between Taroona at its southern end and Hobart, Battery Point and Sullivans Cove at its northern end.

The northern end of Sandy Bay Road terminates at the Davey Street/ Harrington Street junction near the subject site. Access to Sandy Bay Road is available from Davey Street via a left turn slip lane. Sandy Bay Road provides access for a large volume of traffic entering the Couplet, or travelling across the Couplet to Harrington Street.

The average daily traffic volume of Sandy Bay Road is around 18,000 vehicles per day near the subject site. It has peak volumes of 1,400 to 1,500 vehicles per hour¹.

The left lane of Sandy Bay Road operates as a clearway during the evening peak period (4:30pm to 6:00pm) in both directions. The westbound left lane is a clearway during the morning peak period (7:30am to 9:30am).

On-street parking outside clearway times is a mix of 1/2P, 2P and 8P (metered). Metro bus stops are also provided on both sides of Sandy Bay Road near the subject site.

2.1.2 Wilmot Street

Wilmot Street is a one-way road that connects between Hampden Road and Sandy Bay Road. It is approximately 120 metres in length and provides access to a number of residential and commercial properties along its length.

Wilmot Street is estimated to carry approximately 550 vehicles per day. This is based on surveys undertaken in 2017 (54 vehicles recorded during a 1-hour period between 16:44pm and 17:44pm, assuming approximately 10% average daily traffic peak during this period).

The pavement width is approximately 6.0 metres between kerbs. It has a grade of approximately 13% along the majority of its length (downhill grade towards Sandy Bay Road).

Wilmot Street is shown in Figure 2.

¹ Reference: SCATS traffic signal data at the intersection of Harrington Street/ Sandy Bay Road/ Davey Street, February 2017.

**Figure 2 Wilmot Street****2.1.3 Hampden Road**

Hampden Road connects between Davey Street at its western end and Castray Esplanade at its eastern end. It is bisected by Sandy Bay Road, with only left-in/ left-out movements permitted at Hampden Road's junction with Sandy Bay Road. On-street parking is available on the southern side of Hampden Road between Davey Street and Sandy Bay Road.

2.1.4 Davey Street

Davey Street is a major arterial road that forms the southbound component of the Davey Street/ Macquarie Street Couplet and carries approximately 43,000 vehicles per day at the Harrington Street/ Sandy Bay Road junction².

Davey Street has three lanes on the approach to Harrington Street/ Sandy Bay Road and three lanes south of the intersection.

Metered parking is available on both sides of Davey Street with 2-hour and 3-hour time restrictions.

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

² Reference: SCATS traffic signal data at the intersection of Harrington Street/ Sandy Bay Road/ Davey Street, February 2017.



Crash data was obtained from the Department of State Growth for a 5½ year period between 1st January 2014 and 30th June 2019 for Wilmot Street, and Sandy Bay Road between Gladstone Street and Davey Street.

The key findings of the crash data is summarised as follows:

Wilmot Street

- No crashes were reported in Wilmot Street during this period

Sandy Bay Road

- A total of 70 crashes have been reported during this period.
- Severity. 2 crashes involved serious injury; 13 involved minor injury; 6 involved first aid at the scene; 49 involved property damage only.
- Day of week. Fridays and Sundays had the lowest crash rates with 5 reported crashes each. All other days were relatively consistent, with between 11 and 13 reported crashes. The crashes by day of week are shown in Figure 3.
- Time of day. 48 crashes were reported between 7:00am and 7:00pm. 16 crashes were reported between 7:00pm and midnight. 6 crashes were reported between midnight and 7:00am.
- Crash types. The most frequent crash types were 'cross-traffic' (21 crashes); 'rear-end' (18 crashes); and 'right-lane-side-swipe' (7 crashes). The crash types are summarised in Figure 4.
- Vulnerable road users. 5 crashes involved pedestrians (3 at Gladstone Street intersection and 2 at the Davey Street intersection); 2 involved bicycles (both near Davey Street intersection); 2 involved motorcyclists (1 at Gladstone Street intersection and 1 at Davey Street intersection).
- Crash locations. 37 crashes were reported at the Davey Street/ Harrington Street/ Sandy Bay Road intersection. 15 crashes were reported at the Gladstone Street intersection. 17 crashes were reported at mid-block locations. The crash locations are shown in Figure 5.

The crash data is considered to be typical of a major arterial road in an urban environment. The relatively high crash rate at the signalised intersections of Davey Street and Gladstone Street are most likely attributed to the high volumes on the approaches rather than any specific road safety deficiency. Importantly, no crashes were reported in Wilmot Street or its intersection with Sandy Bay Road.



Figure 3 Crashes by Day of Week

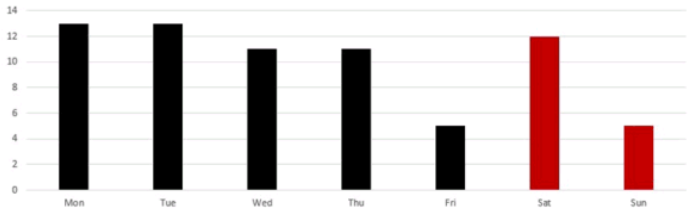
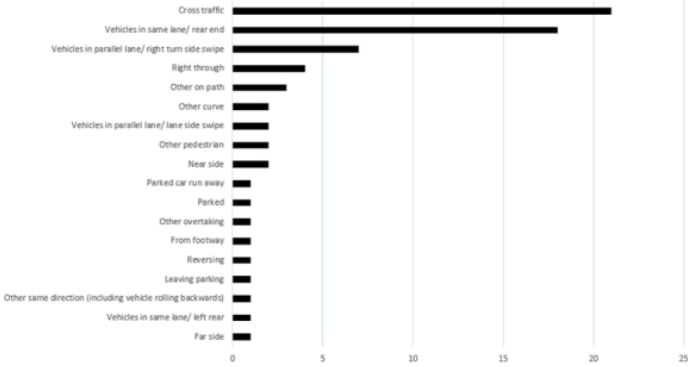
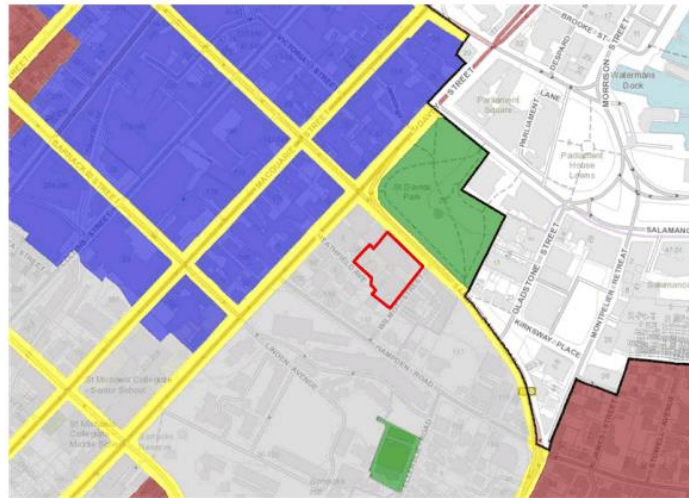


Figure 4 Crash Types





The subject site is zoned 'Urban Mixed Use' under the Planning Scheme. The zoning is shown in Figure 6.





3. Proposed Development

3.1 Development Proposal

The proposed development involves the demolition of the existing buildings and the construction of two apartment blocks with the following components:

- 55 apartments (26 x 2-bedroom, 28 x 3-bedroom, 1 x 5 bedroom)
- 86 car parking spaces on two levels. A gate is proposed separating the upper and lower parking areas. A gate also separates the public and resident parking areas on the upper parking level (shown in Figure 7).
- Gymnasium
- Pool
- Common area meeting room
- Café (97m², 46 seats)

The proposed development plans for car parking are shown in Figure 7 and Figure 8.

Figure 7 Proposed Development Plans – Lower Basement

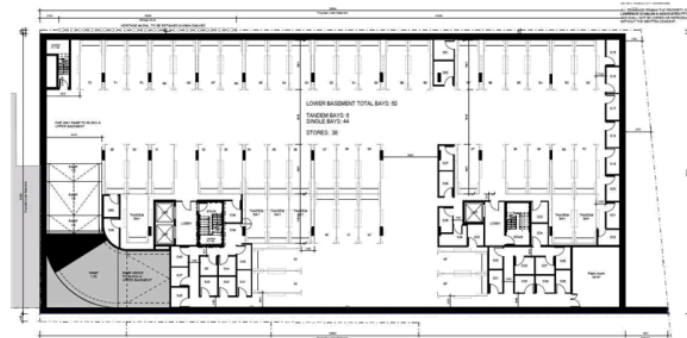
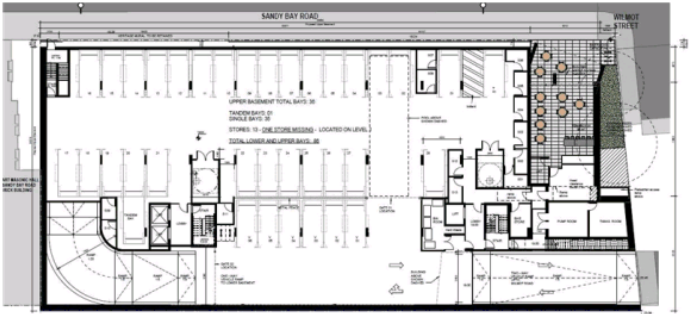




Figure 8 Proposed Development Plans – Upper Basement





4. Traffic Impacts

4.1 Traffic Generation

4.1.1 Residential Trip Generation

For high density residential dwellings, the RMS Guide recommends a rate of 4.58 trips per day per dwelling, with a peak of 0.53 trips per dwelling per hour in the morning peak and 0.32 trips per hour in the evening peak.

This equates to the following residential traffic generation for 55 apartments:

- 252 trips per day
- 29 trips per hour in the morning peak
- 18 trips per hour in the evening peak

The RMS Guide also provides trip generation rates for parking spaces associated with high density residential dwellings. The RMS Guide recommends a rate of 3.22 trips per day per parking space, with a peak of 0.35 trips per parking space per hour in the morning peak and 0.26 trips per hour in the evening peak.

The proposed development provides a total of 86 parking spaces for the residential component of the development. This equates to the following trip generation:

- 277 trips per day
- 30 trips per hour in the morning peak
- 22 trips per hour in the evening peak

The higher residential traffic generation rate (based on parking spaces) has been adopted in this report.

4.1.2 Café Trip Generation

The RMS Guide indicates a rate of 60 trips per day per 100m² of floor area, with an evening peak of 5 trips per hour per 100m². This equates to a rate of 58 trips per day and a peak of 5 trips per hour.

The café component of the development is likely to be high ancillary the residential component. It is also likely that many customers will arrive as pedestrians (people working in the nearby area, etc). The actual traffic generation of this component of the development is therefore likely to be lower.



4.1.3 Total Trip Generation

The total trip generation of the development is likely to be:

- 335 vehicles per day
- AM peak 30 vehicles per hour
- PM peak 27 vehicles per hour

4.2 Trip Distribution

All traffic will access the site via the ramp on Wilmot Street. Wilmot Street is one-way from Hampden Road to Sandy Bay Road. All traffic will therefore enter the site via a left- turn, then exit via a right-turn.

4.3 Access Impacts

The Acceptable Solution A2 of Clause E5.6.2 of the Planning Scheme states "*No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less*".

The development provides one access providing both entry and exit movements, therefore satisfying the Acceptable Solution A2 of Clause E5.6.2 of the Planning Scheme.

4.4 Sight Distance

The Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme states "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1*".

The requirements of Table E5.1 for a vehicle speed of 50-km/h in a speed limit of 60-km/h or less (Wilmot Street is 50-km/h) is 80 metres. The available sight distance at the access's junction with Wilmot Street exceeds this minimum requirement (noting that sight distance is only required to the south of the access due to the one-way nature of Wilmot Street). It is further noted that the vehicle speeds are also lower than 50-km/h due to relatively short length of the road and the narrow pavement width (thus resulting in a lower SISD requirement).

The available sight distance therefore complies with the Acceptable Solution A1 of Clause E5.6.2 of the Planning Scheme.

4.5 Pedestrian Impacts

A relatively high standard of pedestrian infrastructure is provided on all roads connecting to the site. Existing pedestrian infrastructure in the surrounding road network near the subject site consists of footpaths on both sides Wilmot Street, as well as pedestrian activated crossings at all traffic signals in the surrounding network (including Sandy Bay Road/ Gladstone Street and Sandy Bay Road/ Davey Street).

The nature of the development is likely to result in pedestrian movements to/ from the site to areas such as Hobart CBD and Sullivans Cove.

Pedestrian access to the site is separated from the vehicular access.



4.6 Road Safety Impacts

The proposed development was assessed against key road safety considerations. Road safety predominantly relates to the access conditions for all road users.

The following points are relevant for the proposed development:

- Pedestrian access to the site is separated from the vehicular access.
- Access conditions at Wilmot Street is considered safe in terms of the speed environment and sight distance provision.
- There is sufficient spare capacity in Wilmot Street and the surrounding road network to absorb the predicted increase in peak hour traffic generated from the proposed development. No change to the level of service of the road network would be expected as a result of the development.
- The crash history in the surrounding road network near the subject site does not indicate that there are any existing road safety issues that may be exacerbated by the increased traffic generated by the proposed development.



5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 86 on-site car parking spaces. This consists of the following:

- Lower basement car park 50 spaces (44 single bays, 6 tandem bays)
- Upper basement car park 36 spaces (this includes 30 resident spaces and 6 visitor spaces)

5.2 Empirical Car Parking Demand

The RMS Guide recommends the following parking provision for high density residential dwellings:

- Metropolitan sub-regional centres (non-CBD)
- 0.6 spaces per 1-bedroom unit
- 0.9 spaces per 2-bedroom unit
- 1.4 spaces per 3-bedroom unit
- + 1 space per 5 units (visitor parking)

This equates to a parking provision of 75 spaces (based on 29 x 3+ bedroom and 26 x 2-bedroom apartments).

The RMS Guide recommends that the restaurant component is likely to require 15 spaces per 100m² or 1 space per 3 seats (whichever is greater). This is a requirement for 16 spaces (based on seats).

The total empirical parking requirement is therefore likely to be 91 spaces. The parking provision of 86 spaces is a shortfall of 5 spaces under the RMS Guide assessment.

Considering the location of the café, it would be unusual for parking to be provided for customers. It would be likely that many of the customers would be residents of the apartment component of the development, staff working nearby, residents living nearby, etc. Therefore the parking provided caters for the likely demands of the residential component of the development, with some parking available for staff and visitors of the café. The parking supply is deemed to be acceptable on this basis.



5.3 Planning Scheme Parking Requirements

The Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states:

"the number of on-site car parking spaces must be no less than and no greater than specified in Table E6.1".

For multiple dwellings, Table E6.1 requires 2 spaces for each dwelling and 1 dedicated visitor space parking space per 4 dwellings. This is a requirement for 124 spaces.

The restaurant component requires 15 spaces per 100m² of floor area of 1 space for each 3 seats, whichever is greater. This is a requirement for 16 spaces (based on seats) under Table E6.1.

The total parking requirement is therefore 139 spaces.

The development provides a total of 86 spaces, which is lower than the requirements of Table E6.1. The requirements of Acceptable Solution A1 of Clause E6.6.6 of the Planning Scheme are therefore not met.

The Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme states:

"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".

The following is relevant with respect to the development proposal:

- a. Car parking demand. The actual parking demands of the development are lower than the Planning Scheme Acceptable Solution. The likely parking demands are set out in Section 5.2. There is sufficient parking provision to cater for the residential component of the development (further noting that residents living in these apartments would be aware of their parking allocation). The café component of the development is considered to be partly ancillary and will also cater for people living and working in the nearby area who are likely to visit as pedestrians.
- b. Availability of on-street and public car parking. On-street parking is available but relatively limited in the surrounding road network. A moderate amount of time restricted and metered parking is available in Sandy Bay Road, Davey Street, Hampden Road and Gladstone Street within a reasonable walking distance to the site. Nearby public car parking stations include Salamanca Square Car Park, Secure Parking (Village Cinema car park) and Hobart Central Car Park.
- c. Public transport. Metro Tasmania operates bus services along Sandy Bay Road. Routes 401, 402, 426, 427, 428, and 429 travel along Sandy Bay Road past the site on a frequent basis.
- d. Other modes of transport. Key attractions such as Salamanca Market, Hobart and Battery Point are within walking distance. The location of the site is likely to result in many customers of the café visiting as pedestrians. Transport to and from other tourist attractions are also available via tourist operated coach and bus services in Hobart.
- e. Alternative parking arrangements. Alternative parking arrangements are not considered necessary as the development provides sufficient parking to cater for the likely needs of the site.
- f. Shared parking. Not applicable.
- g. Parking deficiency or surplus. Not applicable.
- h. Previous use parking credit. Not applicable.
- i. Cash in lieu. Not applicable.
- j. Cash in lieu contribution. Not applicable.
- k. Parking plan. Not applicable.
- l. Cultural heritage significance. Not applicable.
- m. Significant trees. Not applicable.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme.



5.4 Car Parking Layout

The Acceptable Solution A1 of Clause E6.7.5 of the Planning Scheme states "The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard".

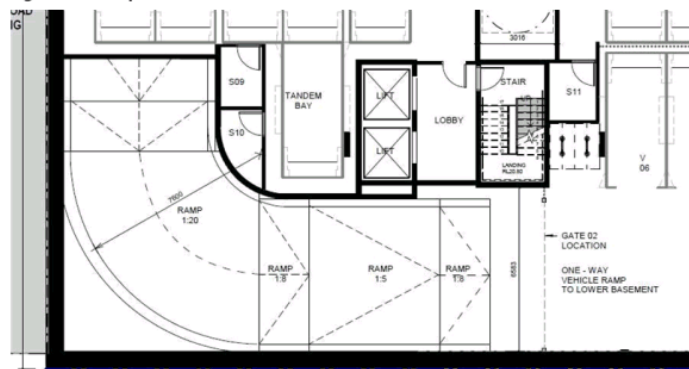
Typical car parking dimensions within the on-site car park are as follows:

- Space width 2.4 metres
- Space length 5.4 metres
- Aisle Width 6.0 metres

These spaces therefore comply with the dimension requirements of User Class 1A in Australian Standards, AS2890.1:2004 (Residential, domestic and employee parking).

Ramps within the car park have a maximum grade of 20%, which is permitted under AS2890.1. Transitions are provided at 1:8 either side of the maximum grade as required by AS2890.1. The car parking design therefore complies with the requirements of Acceptable Solution A1 of Clause E6.7.5 of the Planning Scheme.

Figure 9 Ramp Grades





5.5 Accessible Parking

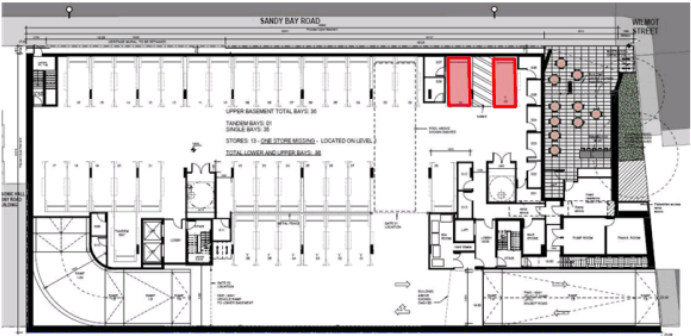
The Acceptable Solution A1 of Clause E6.6.2 of the Planning Scheme states:

- "Car parking spaces provided for people with a disability must:*
- (a) satisfy the relevant provisions of the Building Code of Australia;*
 - (b) be incorporated into the overall car park design;*
 - (c) be located as close as practicable to the building entrance".*

The National Construction Code (NCC) classifies the public areas of the development as a Class 6 building. This includes the café. This requires 1 space for every 50 car parking spaces or part thereof to be for persons with a disability.

If the parking requirement of the café is considered in isolation (16 spaces), then the NCC requires a total of 1 disabled parking space. Two disabled parking spaces are provided, therefore the Acceptable Solution A1 of Clause E6.6.2 of the Planning Scheme is met. The disabled parking space is shown in Figure 10.

Figure 10 Disabled Parking Provision Recommendation



Note the residential component of the development is classified as a 'Class 2' building under the NCC, which does not require accessible parking provision.



5.6 Motorcycle Parking Provision

The Acceptable Solution A1 of Clause E6.6.3 of the Planning Scheme states "*The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced*".

This is a requirement for 4 motorcycle spaces (rounded up from 3.45 spaces). No motorcycle parking is provided and therefore the Acceptable Solution is not met.

The Performance Criteria P1 of Clause E6.6.3 of the Planning Scheme states:

"The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:

- (a) motorcycle parking demand;*
- (b) the availability of on-street and public motorcycle parking in the locality;*
- (c) the availability and likely use of other modes of transport;*
- (d) the availability and suitability of alternative arrangements for motorcycle parking provision".*

The on-site car parking is primarily associated with the residential component of the development. It is unusual to provide motorcycle parking for residential developments. It would be expected that parking would be allocated to units (some units will have two spaces in a jockey style parking arrangement). The parking of motorcycles for residents can therefore be achieved by utilising allocated parking spaces, noting that two or three motorcycles can be stored within one car parking space.

For these reasons, the requirements of Performance Criteria P1 of Clause E6.6.3 of the Planning Scheme is met.

5.7 Design of Vehicular Access

The Acceptable Solution A1 of Clause E6.7.2 of the Planning Scheme states:

"Design of vehicle access points must comply with all of the following:

- (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;*
- (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in*



section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities".

In this case the access is a non-commercial access. The access was therefore assessed against the requirements of Section 3 of AS2890.1.

AS2890.1 defines the access as a 'Category 1' access (Class 1A spaces, with access fronting a local road accessing less than 100 but more than 25 spaces). The AS2890.1 access requirements are summarised in Table 1.

Table 1 AS2890.1 Access Requirements

Element	Requirement	Comment
Access width	3.0m to 5.5m	Access is 5.5m, thus complying with the AS2890.1
Sight distance	50-km/h frontage road requires minimum 45m sight distance	Sight distance only required to south (one-way road). More than 45m is available, thus complying with the requirements of AS2890.1.
Geometry	To satisfy design vehicle	B85 vehicles can access and manoeuvre within the car park. AS2890.1 requirements are satisfied.
Gradient	Maximum grade = 20%	Maximum grade =20% with transitions to 12.5%. Complies with AS2890.1.
Location	Location of access should not interfere with intersections opposite the access.	No road junction is located opposite the access. AS2890.1 requirements are satisfied.

Based on the above assessment, the access meets the requirements of AS2890.1, therefore satisfying the requirements of Acceptable Solution A1 of Clause E6.7.2 of the Planning Scheme.

5.8 Commercial Vehicles

No dedicated loading bay is provided on-site. An existing loading zone is located on Sandy Bay Road immediately adjacent to the site (operating outside normal clearway times). This loading zone would be utilised for deliveries to the café.

The Acceptable Solution A1 of Clause E6.7.13 of the Planning Scheme states:

"Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:



-
- (a) *the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;*
- (b) *the use is not primarily dependent on outward delivery of goods from the site”.*

In this case, the development does not typically require commercial loading facilities on site. The use of the site is not primarily dependent on outward delivery of good from the site. The existing loading zone is located within 50 metres of the site, thereby satisfying the requirements of Acceptable Solution A1 of Clause E6.7.13 of the Planning Scheme.



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential and café development at 5-7 Sandy Bay Road, Hobart.

The key findings of the TIA are summarised as follows:

- The proposed development involves the construction of a 9-storey building containing 55 residential apartments and a café. The development will include on-site car parking for 86 spaces over two levels.
- Access to the site is via a single driveway with separated pedestrian access.
- The traffic generated by the development is likely to be 341 trips per day, with a peak of 28 trips per hour in the morning peak and 31 trips per hour in the evening peak.
- The development complies with Performance Criteria P1 of Clause E6.6.1 in terms of parking provision and Acceptable Solution A1 of Clause E6.7.5 of the Planning Scheme in terms of layout.

Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.



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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	16 July 2019
1	Keith Midson	Zara Kacic-Midson	8 August 2019
2	Keith Midson	Zara Kacic-Midson	20 September 2019



23 December 2019

Irenenc Planning and Urban Design
49 Tasma Street
North Hobart TAS 7000

Dear Irene,

5-7 SANDY BAY ROAD – PLN-19-706 – RESPONSE TO COUNCIL RFI

I refer to Council's request for further information for the abovementioned development proposal. This letter responds to the relevant traffic and parking matters raised in Council's request.

1. Ramp Assessment

Council have requested the following with regards to Clause E6.7.2 of the Hobart Interim Planning Scheme, 2015:

PA 2.1 Scaled and dimensioned drawing(s) demonstrating the vehicular access design, or a design that provides safe and efficient access.

To satisfy Hobart Interim Planning Scheme 2015 clause E6.7.2 Acceptable Solution A1 and AS/NZS 2890.1:2004 Section 3, the scaled and dimensioned design drawings must include:

- Plan view and long section for the centreline and both outside wheel paths along the proposed crossover and footpath(s), showing the gradient and elevation of the finished surface level and existing natural surface level; including transitions at change of grades, where required to comply with AS/NZS 2890.1:2004 Section 2.5.3(d). The long section must demonstrate that a B85 vehicle, in accordance with AS/NZS 2890.1:2004 Section 2.6.2, can access the driveway from the road pavement into the property without scraping the car's underside.

This is provided in Figure 1 and

Figure 2. These plans clearly demonstrate that a B85 vehicle does not scrape the car's underside when undertaking these manoeuvres. The changes in gradient along the ramp is also shown in Figure 2.

The maximum grade of the driveway is 20% for a distance of approximately 14 metres. This grade is approximately 22% on the inward wheel path for this distance. The full length of the ramp into the car park is approximately 19 metres.

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

- i. Longer than 20 m – 1 in 5 (20%) maximum.
- ii. Up to 20 m long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

In this case, the full length of the ramp is less than 20 metres in length and therefore the maximum AS2890.1 permissible grade is 25%. The ramp grade complies with this requirement.

Figure 1 Plan View of Driveway Access

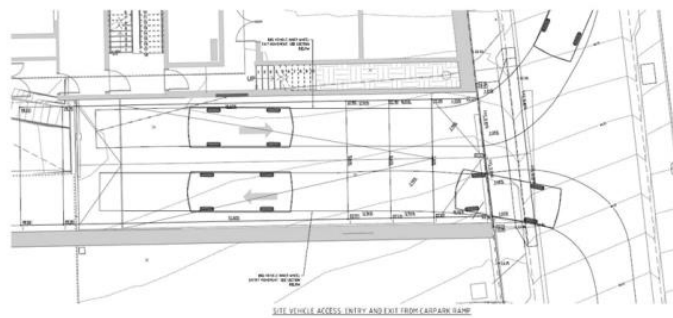
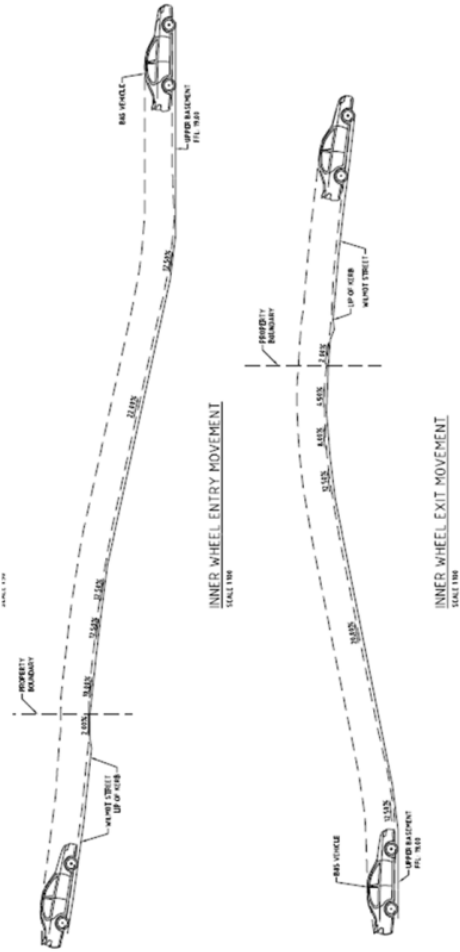


Figure 2 Long Section of Driveway Access



2. Car Parking Layout Assessment

The layout of the car park was assessed against the requirements of AS2890.1 in terms of layout.

The car park services the residential component of the site (User Class 1A). The dimensional requirements of this User Classes is as follows:

User Class 1A (residential):

- Space width 2.4 metres (provided - 2.4m)
- Space length 5.4 metres (provided - 5.4m)
- Aisle Width 5.8 metres (provided - 6.0m)

The parking spaces within the car park all comply with the requirements of User Class 1A (width constraint).

Other requirements of AS2890.1 car parking layout are summarised as follows:

- AS2890.1 requires the location of the columns to be 750mm in from the front of the parking space for 90-degree parking. This spacing is provided within the car park, thus complying with this AS2890.1 requirement.
- The parking spaces that are located adjacent to a vertical wall structure have an additional 300mm clearance as required by AS2890.1.
- Dead end aisles provide an additional 1.0 metre aisle extension (or greater)

Based on the above assessment, the car park meets the requirements of AS2890.1.

Please contact me on 0437 366 040 if you require any further information.

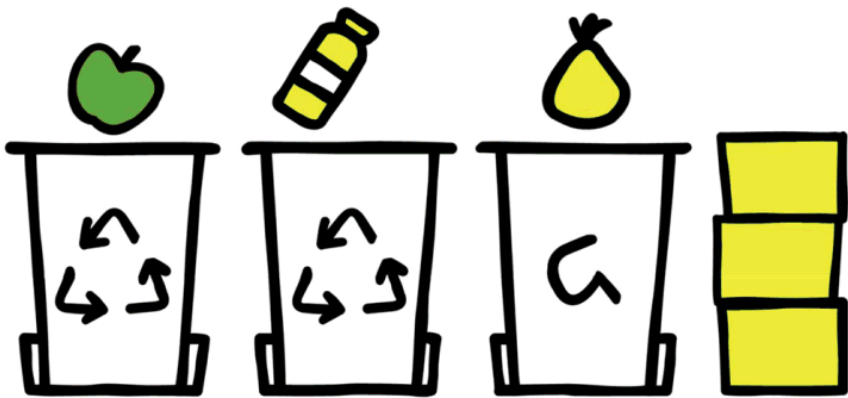
Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR
Midson Traffic Pty Ltd

lid Low Impact Development Consulting



Waste Management Plan

Multiunit townhouse development

Block A: 5-7 Sandy Bay Rd, 9, 11, 13 Wilmot St, 4, 6, 8 Heathfield Avenue Hobart

Prepared for: Scanlan Architects
Prepared by: RG- Low Impact Development Consulting

DATE: 12/07/2019
Amended on 15/07/2019

e: info@lidconsulting.com.au
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Waste Management Plan
5-7 Sandy Bay Rd, 9, 11, 13 Wilmot St, 4, 6, 8 Heathfield Avenue Hobart

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Summary

- A private collection service is recommended to collect the shared 5 x 660L garbage bins and 5 x 660L recycling bins from Block A's bin store twice a week.
- On the day of collection, private waste contractor will access Point 1 via Wilmot Street and shifts bins to the collection location by a mechanical tug and empty the bins and return them to the bin store and then exit Wilmot St in a forward direction.
- It is the responsibility of the Owner's Corporation to ensure that bins do not overfill.
- Building Management is responsible for ensuring the waste contractor has access to the site and bin store on the days of collection.

NOTE: the approved Waste Management Plan (WMP) will be the model to be adopted for this development. Detailed design and as-built installation must incorporate the design proposed and approved under this WMP. Any revisions of the WMP or changes to the approved waste system of the development require Council approval and may require a re-submitted Waste Management Plan.

More detail is contained within this report.

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1 Waste Management

A waste management analysis has been undertaken based on the Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments 2019. The purpose of this report is to document a Waste Management Plan for the above project, as required by Town Planning permit conditions. The report is based on A1.02-A3.01 supplied by Scanlan Architects.

2 Parameters

2.1 Residential

Break up of units

Block A: (55 Units)
 26 x 2 bed apartments
 28 x 3 bed apartments
 1 x 4 bed apartment

 55 Units Total

	Garbage Waste Streams	Recycling Waste Streams
Council residential waste allowances	Garbage 80L per 18 units per week 100L per 28 units per week 120L per 38 & 48 units per week.	Recycling 160L per 18 units per fortnight 200L per 28 units per fortnight 240L per 38 & 48 units per fortnight
Total estimated weekly waste volume	Block A: $29 \times 120L + 26 \times 100 = 6080L$ 6080L of Garbage per week	Block A: $29 \times 120L + 26 \times 100 = 6080L$ 6080L of recycling per week
Number of bins required to cover total weekly waste generated	Block A: 5 x 660L garbage bins collected twice a week	Block A: 5 x 660L garbage bins collected twice a week

3 Background to proposed waste collection solutions

3.1 Proposed bin location

The proposed bin store is located in the upper basement, inside a dedicated bin store where there is a ramp from the basement to the street level and bins will be shifted to the collection location by a mechanical tug.

3.2 Waste considerations

- For a development of more than 15 apartments, council requires a private waste collection service. The development will not be serviced by council's general waste, recycling, hard waste or green waste collections.

- Utilizing the Council collection service is not possible in this instance for general waste/recycling, or hard waste due to the large volume of bins to be placed on the kerbside for collection and requirement for bins to be placed in one row all 300mm apart. There is insufficient space on the nature strip.
- Bin store size(s) – 10 bins (660L) will fit in the Block A's bin store. Building management can rotate bins to place full ones at the back and empty at the front.
- The ramp is a relatively moderate grade of 1:5 and 1:8.
- A mechanical tug may be required to take bins up the ramp.

4 Proposed collection solutions

4.1 Garbage and recycling waste stream collections

- A private collection service is recommended to collect the shared 660L garbage and 660L recycling bins from the bin room twice a week.
- The Owner's Corporation is responsible for all aspects of waste management including access for the waste contractor to enter the site and bin store on the days of collection.
- A private waste contractor will access Point 1 via Wilmot Street and shifts bins to the collection location by a mechanical tug and empty the bins and return them to the bin store and then exit Wilmot St in a forward direction.

4.2 Hard waste collection

- A private collection service arranged by the owner's corporation will be engaged for hard waste items as required. Items will be required to be stored within and collected from apartments by the hard waste collection contractor. Alternatively, items can be taken to the local waste recovery centre by residents.
- Residents should liaise with body corporate to ensure hard waste collection occurs throughout the year, minimising substantial hard waste that is placed on the kerbside or in the bin store.

4.3 Green Garden Waste Collection

- More commonly the private maintenance contractor will be responsible for removing any green waste from common areas and can also by arrangement, remove green waste from private spaces.
- Residential green waste is not applicable for properties under 400sqm.

4.4 Miscellaneous recycling containers

- Container(s) with drawers or number of small stackable plastic crates minimum footprint 500x500mm are recommended to be supplied to house recyclables such as batteries, light globes, printer cartridges, e-waste, and clothes. These items are to be recycled periodically as arranged by an interested tenant or the Owners Corporation eg by the maintenance or gardening contractor

4.5 Waste Vehicle Requirements

- A private collection service is recommended to collect all waste from the bin room twice a week.
- A 6.4m min loader or 8.8m MRV waste vehicle is to access Point 1 via Wilmot Street and shifts bins to the collection location by a mechanical tug and empty the bins and return them to the bin store and then exit Wilmot St in a forward direction.
- The waste contractor will be responsible for retrieving, emptying and returning bins to/from the bin store at the time of collection.
- Building Management is responsible for ensuring the waste contractor has access to the site and bin store on the days of collection.

5 Allowance for different rates of waste generation

- Should the garbage allowance be exceeded, the first action should be to encourage the tenants to reduce their garbage and recycle more.
- Garbage volumes can also be reduced if E-waste, food waste and soft plastics are directed to recycling streams (see below).
- Should recycling be exceeded while garbage is not exceeded then, residents should be reminded to crush and flatten all cardboard boxes and plastic containers before placing these in the recycling bin(s). If this occurs effectively and there is still an issue it may be appropriate to swap a garbage bin for a recycling bin.
- A waste audit can be undertaken to understand the content of the waste bins and provide images and feedback to clients of good or poor recycling practices.
- Should recycling be exceeded then it may be appropriate to obtain an additional recycling bin.
- Balers can help to reduce cardboard/paper volumes. Refer to <http://wastech.balers.bramidan.com.au/> for options on typical units and sizes.
- The installation of plastic or can crusher units may help facilitate better crushing of these recyclable waste items. See www.plasticbottlecrusher.com
- If glass bottles comprise a significant amount of the recycling waste, then the option might be to include an onsite bottle crushing Bottle crusher <http://www.bottlecrusher.com.au/> or Bottle cycler system www.bottlecycler.com in the development to reduce bottle volumes and collection frequencies.
- More space could readily be made available in the bin store / property for additional bin storage.
- More regular collections of garbage or recycling could occur.

6 Design inclusions

6.1 Litter spread

- Litter spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.
- The private collection contractor's agreement should require their pickup of any waste that spills from the bins during emptying.

6.2 Traffic Management

Traffic management along Wilmot St should not be an issue with the quick emptying times. The collection zone is also an appropriate distance from the intersection.

Engineering standards – appropriate engineering standards will need to be addressed in the detailed design stage to ensure adequate basement pavement depths and roadway widths, heavy duty pit lids that are trafficable by collection vehicles, wider driveway splays and sweep paths.

6.3 Noise Management

Minimizing noise associated with waste collections include:

- Locating bin stores and collection points at an appropriate distance from residences including minimising the need for the waste vehicle to reverse; insulating waste chutes.
- Collections occurring during the below stipulated collection times restricts the hours of noise from collections.
- Collection vehicles should not break up bottles at the point of collection, only once off site.
- Compaction of waste should only be carried out whilst waste vehicles are on the move.

6.4 Odour reduction

Odour from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements and in accordance with the ventilation requirements of the Building Code of Australia and AS 1668.2.

- The bin store area and bins should be monitored and cleaned on a regular basis to remove sources of smells.

6.5 Bin store design

Bin Store Design must include the following:

- A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins. There is to be convenient access by residents and made easily accessible to people with limited mobility.
- Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a waste outlet with a litter trap.

- A water tap and hose installed in or near the bin wash areas and correct drainage to sewer (never direct waste to storm water drains) and should be designed in accordance with the relevant EPA Bunding Guidelines. Drains to the sewer to be located undercover to prevent rainwater infiltration.
- Adequate doorway width to allow the easy access of bins and larger hard waste
- Bin stores must be vermin proof - particularly where food waste is included. (The bin store is in the basement which is a closed space and considered to be largely vermin proof). Consider using baits for vermin control and maintained as an ongoing requirement.
- A waterproof power point in or near the bin store.
- Adequate lighting
- Adequate mechanical or natural ventilation
- Space for a tug or bin lifter if required by the waste contractor(s) / facility management.
- Meter boxes should not be included in bin stores due to the need to regularly wash bin stores out.

6.6 Collection Times

Collection times - Domestic waste – bin collection shall be in accordance with EPA and Council guidelines and shall be completed at times of least interference / inconvenience to the local amenity and traffic conditions. The EPA Noise Control Guidelines Publication 1254 it states:

- Collections occurring more than once a week should be restricted to the hours 7 am — 6 pm Monday to Saturday

Collection times - Waste collection from private services are best suited on an alternate day to the Council service and completed at times of least interference/inconvenience to the local amenity and traffic conditions.

6.7 Internal waste Management

- General / domestic garbage shall be placed in plastic bags before placement into bins
- Recycling materials are not to be bagged and but should be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled). Recyclable items in domestic bin collections include:
 - Rigid plastic containers
 - Paper, cardboard
 - Glass bottles and jars
 - Steel cans, aluminium cans and aluminium foil are among items that can be recycled.
- But exclude:
 - Plastic bags
 - Garden hoses
 - Rope (ropes and garden hoses can wrap around and damage equipment in the recycling plant).
- To improve recycling:

- Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
 - Remove lids before placing them in the recycling bin.
- All waste bins are not to be placed out prior to 24 hours before the collection and to be returned to the storage area within 24 hours of collection.

6.8 Signage, education & safety

It will be the responsibility of the Owner's Corporation / Building Management to ensure all residents have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimization. All residents are to operate and maintain safe practices in all aspects involving the waste management of the development.

- All education material will be in accordance with Council requirements or if this is not available, per signage on the following website:
<https://www.sustainability.vic.gov.au/government/waste-management/public-place-recycling?query=signage>
- Directional signage should be installed to direct occupants and bin collectors to the bin storage areas.
- Instructional signage within shared communal bin stores is to indicate which bin is for garbage and which is for recyclables (or food waste/organics) and also include what items can be included in garbage and recycling bins, and items that need to be disposed of via other services.
- The hard waste storage zone should also be signed.
- A sign will be placed on the wall in the bin store identifying that the following **soft plastics** can be recycled at any location identified on the Redcycle website
<http://www.redcycle.net.au/where-to-redcycle/> (Currently primarily Coles store locations).
 Quick guide to some most commonly recycled Soft Plastic items:



- **A preliminary OHS risk assessment** has been included to identify potential OHS issues, however this risk assessment does not replace the need for the building management/Owners Corporation and collection contractors to complete their own OHS assessment for the bin collection process.
- If the building management/Owners Corporation or contractors OHS requirements demand it, a mechanical tug (details below) will be provided for shifting bins to the collection locations.

7 Ongoing management

The management and maintenance of the waste system will be a responsibility of the apartment complex building management/owner's corporation. Items to be addressed in maintaining the system include:

- The tenancy agreements should outline a schedule of waste collection dates in accordance with the above parameters.
- Allocation of responsibility to the contractor for bringing bins from the bin store location to the collection vehicle and also for returning the emptied bins to the bin store. Responsibility should include ensuring any waste that spills from the bins during emptying is collected by the contractor.
- Ensuring the waste contractor has access to the site and bin store on the days of collection.
- That bins and bin stores are monitored regularly with bins rotated as required to ensure areas are fully operational with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary.
- Management and coordination for hard waste collection
- Managing communal composting areas (if applicable)
- Provision of information to residents in relation to the requirements of using the system eg boxes to be flattened, containers for recycling washed, bagged recycling not permitted, bins to not be over-full etc
- Monitoring and feedback to residents if the system is not working properly. Undertake a waste audit should it be suspected waste is not being placed in the correct bins

7.1 Further Waste Reduction Measures

- Separation of garbage and recycling should initially occur in residences. For this reason, the development should include streamed waste bins (perhaps included under the sink) in each dwelling. Bin types include garbage (Landfill) waste, Recycling, Organic Food Waste, and Soft Plastics.

All bins should be placed alongside each other to ensure recycling is easy.

- Miscellaneous recycling container(s) – a container(s) with drawers or number of small stackable crates minimum footprint 500x500mm are recommended to be supplied for incidental recyclables such as batteries, light globes, printer cartridges, e-waste and clothes. These items are to be recycled monthly or as arranged by the Owners Corporation / Building Management.
- E-waste or electronic waste including computers and accessories, televisions and occasionally printers can be recycled for free at select drop-off locations under the National Television and Computer Recycling Scheme (NTRCS). E-waste is not to be disposed of in landfill bins. A 120L MGB Bin (minimum size) is to be included. A separate bin should be provided for printer cartridges, batteries, old phones, light globes.

This bin is to be emptied periodically by arrangement through the owners corporation / building management. Locations and more information can be found at:

- <http://www.recyclingnearyou.com.au/ewastescheme/>
- <http://www.techcollect.com.au/>

- Local information regarding the disposal and recycling of common household items can be found at:

o http://www.hobartcity.com.au/Environment/Recycling_and_Waste/Tip_Information

- Recycling contractors for different products can be found at the website <http://recyclingnearyou.com.au/>
- Polystyrene is collected for recycling by various councils. In addition suppliers such as ecycle www.ecyclesolutions.net.au will deliver whitegoods and either collect clean polystyrene from retailers or take polystyrene away after delivery.
- Unwanted bulky items, clothes and other consumables can be donated to charities, sold online or at second-hand local market places as is if in good condition. If repair is required, seek out repair community centres for re-purposing.

7.2 Organic food waste diversion methods

- As 40% of domestic waste is from food, reducing the volume of food waste in bins, will assist residents in reducing their volume of garbage. See <http://yourenergysavings.gov.au/waste/reducing-recycling/kitchen-food-waste>
- Aerobic green cone bio-biogasifiers are an option for some households including multi-unit developments to divert food waste (including bread, dairy, meat and small bones). Refer to <https://www.treehugger.com/lawn-garden/green-cone-solar-food-digester-will-reduce-90-food-waste-your-backyard.html>
- Bokashi bins <http://www.bokashi.com.au/> are an effective way of reducing waste volumes and breaking down food waste for apartment dwellers. Food scraps are placed in bokashi bins with an accelerator mix added. The volume of waste food is reduced, and the waste in the bin is already on the path to being composted. Bokashi bins can be emptied into compost bins so providing a compost bin on site and having a garden also helps. Bokashi bins are also available from <http://www.eco-organics.com.au/about-us.htm>
- On site food and organic waste treatment/pre-processing systems can reduce the footprint area of a bin store by reducing the number of bins required, and can reduce waste collection frequency when food or organics waste can be diverted to these units. These units reduce food scraps to 90% of their original volume in 24 hours, through heat and agitation, and the by-product is a compost material. These units take all kinds of food ie fruit, vegetables, meat, fish, eggshells so sorting is not an issue. These units prevent generation of the greenhouse gas methane (methane is 25 times more detrimental than carbon dioxide) which otherwise is generated when organic wastes decompose anaerobically in landfills. The suppliers usually can provide Green-house gas cost v benefit assessments of their units.
 - o Closed Loop Organics provide CLO'ey bins of different capacity and rental servicing costs. More information available at: <http://www.closedloop.com.au/domestic-composter>
 - o Other systems such as PulpMaster, EcoGuardians (Gaia system) or Biobin generally provide systems that dehydrate or mash up food waste to reduce total volumes, but operate slightly differently to the above two systems.
- Surplus food re-use. There are organisations that collect surplus food for human consumption. Collectors that provide this service within the City of Hobart include:

- o Foodbank Hobart is a non-denominational, non-profit organisation that acts as a pantry to the charities and community groups who feed the hungry. It was first established in 1992 in NSW and now has a presence in every state and the Northern Territory with distribution centres in all state capitals as well as a number of regional centres.
<https://www.foodbank.org.au/tasmania/>
- o SecondBite Hobart - SecondBite redistributes surplus fresh food to community food programs around Australia. Food is donated by farmers, wholesalers, markets, supermarkets, caterers and events. This high quality surplus food is redistributed to community food programs that support people who are homeless, women and families in crisis, youth at risk, indigenous communities, asylum seekers and new arrivals. Contact: 1800 263 283

8 Supplementary information

8.1 Mechanical Tug Details

Where mechanical tugs are recommended, the following details will assist.

Suppliers include www.electrodrive.com.au , <http://www.mastermover.com.au>, www.sitecraft.net.au, <http://www.hercules.com.au/index.php?tug2>. Space required for tug storage:

Four-wheel bins can be towed directly by the tug and require less space as only the tug is required to be stored, not a trailer. Towing brackets and directional wheel locks are available from Sulo www.sulo.com.au and can readily be retrofitted to 660-1100L bins for towing. Towing brackets and wheel locks do not project outside of the bin footprint area.

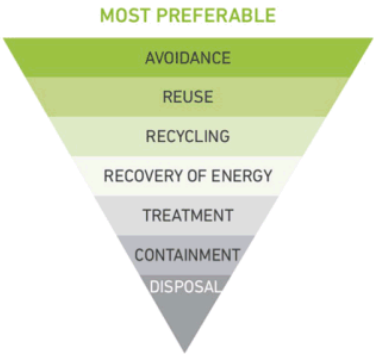


Mechanical tug systems will usually cost in the range of \$10,000 - \$15,000, with trailer possibly extra.

8.2 Sustainability initiatives

Residents / Occupants should be made aware of Sustainability Victoria's recommendations for waste reduction www.sustainability.vic.gov.au

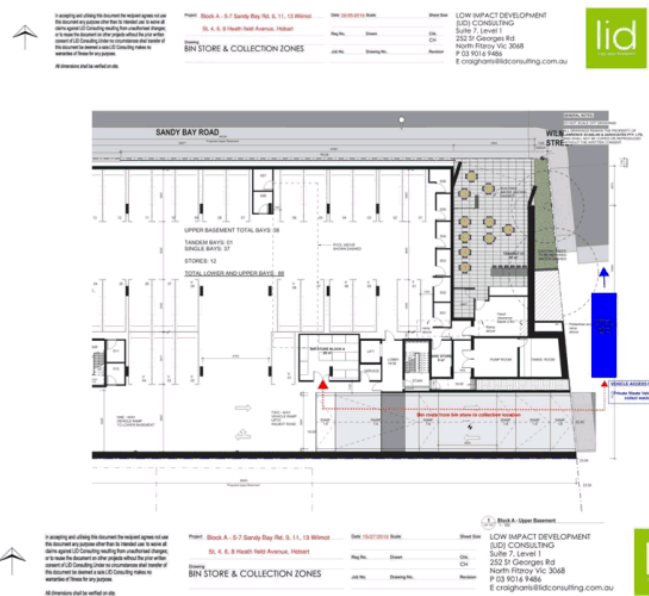
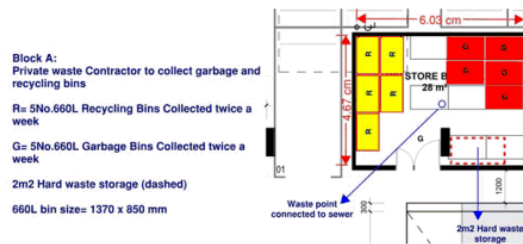
Where possible they should practice the waste reduction hierarchy identified in the Environmental Protection Act 1970;



8.3 Links

City of Hobart Council website: [Hobart City Council website: http://www.hobartcity.com.au/Home](http://www.hobartcity.com.au/Home)

Appendix 1 - Bin collection plan



Appendix 2 - Preliminary risk review

APPENDIX 2

Risk Assessment – Waste Collection process
 For proposed development at 5-7 Sandy Bay Rd, 9, 11, 13 Wilmot St, 4, 6, 8
 Heathfield Avenue Hobart (Block A)



Class 1 Risk - Potential to cause death or permanent injury	Class 2 Risk - Potential to cause injury requiring medical attention	Class 3 Risk - Potential to cause an injury treatable with first aid		
Activity	Steps involved in completing activity & Risk involved	Risk level	Risk mitigating measures	Implementation responsibility
Moving bins within waste / recycling collection room on the upper basement	Manual handling. Risk of manual handling injuries.	2	Appropriate design of collection room and space. Training of designated person	Building Designer / Owners Corporation
Moving of bins from bin store to collection space	Distance bins to be moved approx 30m. Risk of manual handling injuries	2	Use max bin sizes of 660L &/ or mechanical tug	Building Designer / Owners Corporation
Moving of bins from bin store up the ramp to the collection zone	Distance bins to be moved approx 30m including up ramp of 5500mm wide – just enough width for sharing by pedestrian and cars in one way traffic.	2	Use a mechanical tug to reduce manual handling injuries.	Building Designer / Owners Corporation
	Risk of manual handling injuries if tug is not used and bins are fully laden with heavy waste.	1	Install curved mirrors at the top and potentially bottom of the ramp to ensure drivers can see around corners and be aware when bin transfer operation occurring.	
	Risk of collision with cars on ramp, at restricted vision points at the top and bottom of the ramp, and shared roadway use in the lane.	2	Signage reminding drivers to be aware that bin transfers take place and drivers to take care. Owners Corporation to take feedback from bin transfer person if drivers are entering or exiting too fast.	
Note this assessment is for consideration during the design phase of the project. It is <u>not</u> to replace a risk assessment / Safe Work Method Statement being completed by the contractor and persons undertaking the waste removal process.				

low impact development
 c. Suite 7, 252 St Georges Rd
 p. 03 9016 9484
 e. info@lidconsulting.com.au
 North Fitzroy VIC 3068
 m. 0434 911 404
 w. www.lidconsulting.com.au

ireneinc &
smithstreetstudio
PLANNING & URBAN DESIGN

10 October 2019

The General Manager
Hobart City Council
GPO Box 503
HOBART, TAS 7001



Dear Mr Heath,

COUNCIL CONSENT REQUEST - 5-7 SANDY BAY ROAD

I am writing to request Council consent to lodge a development application at 5-7 Sandy Bay Road, Hobart. This consent request forms part of a full development application for the site, which has been submitted to Council for planning approval.

The application requires works on land that is owned by Hobart City Council, and as required by S52 of the *Land Use and Approvals Act 1992*, we request Council's consent to lodge the forthcoming development application.

The following works are proposed within Wilmot Street:

- Relocation and re-establishment of an existing crossover from the site to Wilmot Street (south-eastern side) and installation of new kerb and channel where crossovers removed and relocated;
- Removal of existing crossover (north-eastern side);
- Upgrade of existing DN75 Water Main in Wilmot Street.

The works proposed within Sandy Bay Road are as follows:

- New DN1200 manhole over existing HCC stormwater main & plug and abandon several existing private stormwater connections to the kerb;
- Upgrade of existing DN150 sewer connection to DN225; and
- New DN300 private stormwater connection to existing DN300 main in Sandy Bay Road.

The specific details of the proposed works are detailed in the accompanying attachments to the Site Servicing Report prepared by Gandy and Roberts. If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely

Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074



Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

11 November 2019

Phil Gartrell (IreneInc Planning & Urban Design)
49 Tasma Street
NORTH HOBART TAS 7000

mailto: tim@ireneinc.com.au

Dear Sir/Madam

**5 - 7 SANDY BAY ROAD, HOBART - WORKS IN ROAD RESERVE AND STORMWATER
UPGRADES NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING
APPLICATION - GMC-19-25**

Site Address:

5-7 Sandy Bay Road, Hobart

Description of Proposal:

Works in Road Reserve and Stormwater Upgrades related to proposed demolition and development of a multi-level residential apartment complex

Applicant Name:

Phil Gartrell
IreneInc Planning and Urban Design

PLN (if applicable):

PLN-19-706

I write to advise that pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, I grant my consent on behalf of the Hobart City Council as the owner/administrator of the above land for you to make application to the City for a planning permit for the development described above and as per the attached documents.

Please note that the granting of the consent is only for the making of the application and in no way should such consent be seen as prejudicing any decision the Council is required to make

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

as the statutory planning authority.

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully

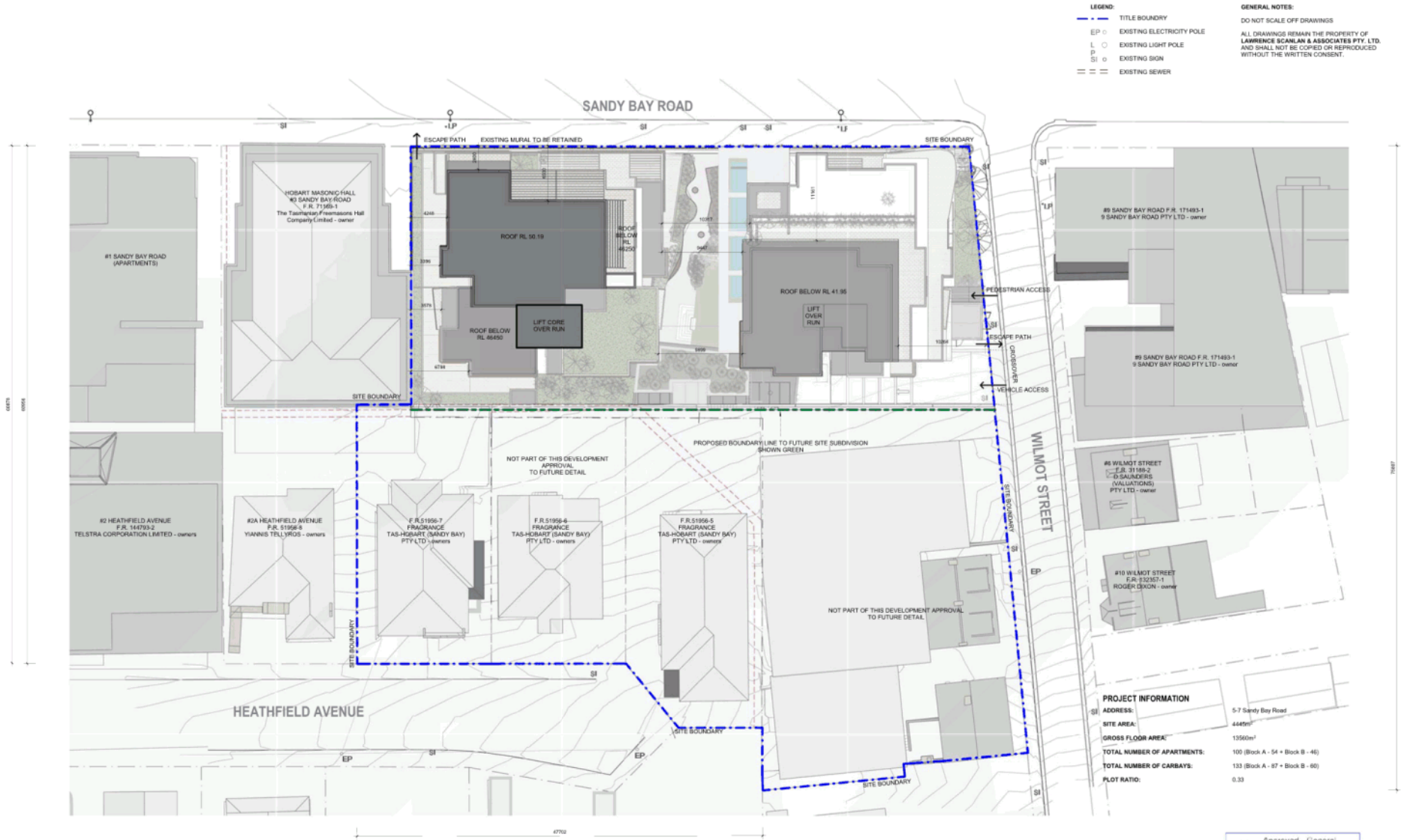


(N D Heath)

GENERAL MANAGER

Relevant documents/plans:

Plans by Scanlan Architects



Approved - General
Manager Consent Only
(GMC-19-25)
11/11/2019



Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-19-706
THC WORKS REF: 6101
REGISTERED PLACE NO: 7481
FILE NO: 10-53-09 THC
APPLICANT: Fragrance TAS - Hobart (Sandy Bay) Pty Ltd
DATE: 04 May 2020

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: ABC Mural, 5-7 Sandy Bay Road, Hobart.
Proposed Works: Demolition and new building.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-19-706, advertised on 08/04/2020, subject to the following condition:

- 1. The mural must be retained *in situ* and protected from damage during the construction process under the guidance of a suitably qualified art conservator.**

Reason for condition

To ensure that heritage place is adequately protected and conserved.

Advice

1. Any damage to the mural should be repaired by a suitably skilled person as soon as practicable.
2. The applicant is strongly encouraged to modify the proposed façade to better respond to the vertical emphasis and colours of the mural.

Should you require clarification of any matters contained in this notice, please contact Russell Dobie on 1300 850 332.

A handwritten signature in black ink, appearing to read 'Pete Smith'.

Pete Smith
Director – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-706	Council notice date	26/11/2019
TasWater details			
TasWater Reference No.	TWDA 2019/01747-HCC	Date of response	04/12/2019
TasWater Contact	Anthony Cengia Greg Cooper (Trade Waste)	Phone No.	(03) 6237 8243 (03) 6237 8280
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	5-7 SANDY BAY RD, HOBART	Property ID (PID)	7713417
Description of development	Demolition and New Building for 55 Multiple Dwellings		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Scanlan Architects	1718 Sheets DA 100 to DA 400		September 2019
Gandy & Roberts	Site Servicing Report	A	09/08/2019
Conditions			
SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL			
Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
<p>1. A suitably sized water supply with metered connections / sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</p> <p>Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.</p> <p>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</p> <p>3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</p>			
TRADE WASTE			
<p>4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.</p> <p>5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining</p>			



Consent to discharge.

6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

ASSET CREATION & INFRASTRUCTURE WORKS

7. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
8. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements to TasWater's satisfaction.
9. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
10. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
11. Prior to the issue of a Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
12. After testing to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
13. At practical completion of the water and sewerage works and prior to TasWater issuing a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
14. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
15. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly



reported to TasWater and repaired by TasWater at the developer's cost.

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

BOUNDARY TRAP AREA

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

DEVELOPMENT ASSESSMENT FEES

19. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,139.79 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required by the due date as noted on the statement when issued by TasWater.

Advice

General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/Development/Technical-Standards>

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

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices i.e. grease arrestor;

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and

Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

Details of the proposed use of the premises, including the types of food that will be prepared and served; and

The estimated number of patrons and/or meals on a daily basis.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial>


Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

A copy of the GIS is included in email with this notice and should aid in updating of the documentation.

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

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

Declaration

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

Authorised by

Jason Taylor
 Development Assessment Manager

TasWater Contact Details

Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

Application Referral Cultural Heritage - Response

From:	Nick Booth
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	5 - 7 SANDY BAY ROAD, HOBART ADJACENT ROAD RESERVE
Proposal:	Demolition and New Building for 55 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve
Application No:	PLN-19-706
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

This application relates to site containing a collection of mid to late 20th century buildings of between 2 to 6 storeys in height, associated car parking area, tall metal pylon and collection of Victorian cottages and later two storey Federation residential style properties. Principally facing onto Sandy Bay Road, the Victorian units face onto Wilmot Street and the Federation units onto Heathfield Avenue.

The principal building to the front is a largely glazed building dating from the mid 19th Century and built to contain the then new offices and studios of the ABC in Hobart. Most recently used as the Conservatorium of the University of Tasmania, the site is notable for its distinctive architectural form and a commissioned tiled mural that forms part of the front façade. The Wilmot facing cottages (Numbers 9, 11 and 13) are brick single storey Georgian style cottages, one of which has later larger Dormer windows added to the front roof plane. Both properties have narrow front yards. Rear gardens have been lost and have instead been built over with large flat roofed 'warehouse' style structures associated with the former use of the wider site. The Federation properties facing onto Heathfield Ave (Numbers 4 and 6) are two storey, brick developments properties, one of which has been converted into office accommodation and the other sub-divided into flats.

The site forms part of the mixed use area set between Sandy Bay Road and Hampden Road. The site falls within the area identified as being of Archaeological Potential and the three Wilmot Street and two Heathfield Avenue properties to the rear are individually heritage listed and form part of the Hampden Road Heritage Precinct (H2). The circumstances regarding referral are unusual in that only these smaller properties to the rear are designated as individually heritage listed whilst the Heathfield Avenue properties also form part of the Hampden Road Heritage Precinct. As such, other than the Archaeological considerations, Heritage Considerations can only be applied to those parts of the plot covered by these designations and not the bulk of the site.

The proposal seeks approval for the demolition of the former ABC building in its entirety, and the erection of two blocks of residential accommodation based on a shared 'podium' of two levels of partial and entirely subterranean parking for 86 cars accessed from Wilmot Street. The 'East' block would then rise by an additional 6 stories, and the 'West' by 9, providing 55 apartments of between 2, 3 and 4 bedrooms, as well as communal swimming pool, gym, open space and a standalone commercial café.

It is noted that the entirety of the proposed development would fall outside of the areas identified as Heritage Listed or within the Hampden Road Heritage Precinct. Whilst views into and out of the Precinct would be extremely affected, this is not a heritage consideration under the HIPS.

With regard to the issue of Archaeological Potential, a Statement of Archaeological Potential has been produced by a recognised Historical Archaeologist & Heritage Consultant in support of the application. The report is considered to follow correct established research methodology and provides a detailed examination of the development of the site, sub-dividing it into different zones based on the passed uses and the associated strength of potential archaeological finds. It sets out the degree to which the site remained largely free of significant development and that the construction of the former ABC building would have removed any likely potential for archaeological finds of any significance. Given the above, the report recommends that only a relatively small area close to the corner of Wilmot Street and Sandy Bay on the site of a former 1840's building holds potential for finds and should be subject to a full archaeological investigation, monitoring reporting and potential response in the event of finds and how best to they can be utilised for public benefit.

The report is considered to be reasonable and the recommendations as set out in the report are considered to represent an appropriate method based process for site investigation and response. As such, in the event of permission being granted, it is considered reasonable that any approval contain a condition requiring the implementation of the recommendations set out in the report in full.

Representations

It is noted that representations have been received in response to the consultation process which raise concerns as to the impact of the proposal upon neighbouring and nearby heritage buildings and sites, the surrounding streetscape, the loss of the former ABC site building itself and the potential impact upon the ABC mosaic Mural that forms part of the Sandy Bay frontage.

With regard to the above, as previously noted, the site contains five heritage listed properties at Wilmot Street and Heathfield Avenue, the latter of which also form part of the Hampden Road Heritage Precinct. The site also neighbours the heritage listed Masonic Hall at 3 Sandy Bay Road and is located directly opposite St David's Park, therefore playing a significant role in setting the context to these sites and the character of the immediate streetscape. Further, it is noted that all of the above mentioned sites also appear on the Tasmanian Heritage Register, as does the distinctive ABC Mural on the front façade of the existing Conservatorium.

Not with standing the above, the proposed demolition and new development sit outside of the Planning Scheme's Heritage Provisions. It is noted that 15.4.1 relating to Development Standards for Buildings and Works with regard to height within the Urban Mixed use Zone requires that 'building height contributes positively to the streetscape', and Performance Criteria P1 requires that building height must be compatible with the scale of nearby buildings and allow for a transition in height between adjoining buildings, where appropriate. However, both of these are not relevant to the heritage discretions of the planning scheme and would instead fall under the consideration of the Planning Officer.

By way of advice and comment, with regard to the distinctive ABC Mural on the front façade of the existing Conservatorium, the mosaic is considered to be both a unique piece of public art and a significant contributor to the cultural and social wealth of the city. Designed by Tasmanian artist George Davis (b1930) in 1960 for the Australian Broadcasting Commission's new staff offices and studios designed by Hungarian immigrant architect Oscar Gimsey, (itself considered to be an important example of the 1960's architectural expression), it was produced in an era of growing cooperation and collaboration between architects and

artists in Tasmania, and a growing emphasis on public art. Designed specifically to reflect the use of the building as the regional headquarters of the national broadcaster, its depiction of the nine Muses of Greek classical mythology, contained within a sound wavelength (in a figure later adopted as the ABC's formal logo), is indelibly linked to the building and its original occupier. The mosaic tiling then extends beyond the depiction and is applied to the external front façade supporting columns to the entire height of the building, essentially making the façade a continuation of the Mural. It is therefore considered to be a major and prominent piece of public art, the only one of its kind in Tasmania and in its size, complexity and as a representation of its method of construction, almost unique in Australia.

It is noted that George Davis, the Murals artist has provided a representation with regard to the current application, and has provided specific permission to allow his comments to be reproduced within this report. With regard to the Mural he writes:

My work was designed to relate to the vertical elements of the one time ABC TV Studios. The attempt to relate the fenestration in groupings in the facade of this proposal to elements of my design does not do so. They are massive and monotonous. The colour too of the fabric is so markedly different that it swamps the work of art below. I think that another solution must be found that preserves the unique concept and the meticulous design of this work of art.

Whilst the proposed plans show the retention and incorporation of the Mural into the fabric of the front elevation of the proposed development, it is questioned as to whether this would be appropriate. Given the specific design, and intention of the curator and artist it could be argued that the Mural is indelible linked to the building and its significant role in the cultural and social history of the state and broadcasting history. Given the above, its continued presence on the site if the building were to be removed could be argued to be both culturally diminishing and arbitrary to the point of inappropriate. Rather, it could be argued that a more appropriate resolution were to see the mural carefully removed from the site, renovated and relocated to a public museum or appropriate public space as a standalone piece of public art.

Notwithstanding the above, as stated above, as no demolition or development would occur to any heritage listed structures as defined in the Hobart Interim Planning Scheme 2015, it is therefore considered that the proposals would not result in detriment to the historic cultural heritage significance of the site and that subject to the adaption of the submitted Archeological Report and recommendations in full, the proposal is considered acceptable when measured against the performance criteria of HIPS 2015.

Suggested Condition

HER s1 The recommendations and methodology contained within Chapter 6 – Archeological Impact Assessment and Method Statement of 'Heritage Impact Assessment Fragrance Development 5-7 Sandy Bay Road, Hobart Tasmania' prepared by Brad Williams of Praxis Environment (July 2019) are to be implemented in full.

Reason for condition

To ensure that work is planned, implemented and subject to review in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

Nick Booth
Heritage Officer
19 May 2020

CURRENT PROPOSAL

URBAN DESIGN ADVISORY PANEL MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 2:00 PM ON WEDNESDAY 12 AUGUST 2020
DAME MILLER ROOM AND VIA TEAMS

PLN-19-706 - 5 - 7 SANDY BAY ROAD

The Panel met to discuss the proposal in detail and the advice below is provided for the consideration of the proponents and officers.

Description:

The amended proposal is for the demolition of the existing 'Conservatorium of Music' building and steel tower to facilitate the construction of two apartment buildings containing a total of 45 dwellings, communal spaces and a café. The building on the corner of Wilmot Street and Sandy Bay Road is to contain the café and is to be 7 storeys with a maximum height of 22.35m. The other larger apartment building is to be 8 storeys and extend to a maximum height of 27.030m. There will be two levels of basement car parking containing 86 spaces and bicycle storage which is accessed via a ramp from Wilmot Street.

Comments:

A previous proposal was presented to a meeting of the Panel on the 21 April 2020. The current application now before the Panel is an amended proposal. Amendments are limited to the removal of floors 5 and 6 in the West Block.

Several matters raised by the Panel at its meeting on the 21 April 2020 remain relevant and therefore the Minutes of that meeting have been attached as an Appendix to be read in conjunction with the following comments.

The Panel supports the reduction in height of the Proposal and acknowledges that the reduction in height and mass significantly improves the relationship of the proposal in the context of the adjacent streetscapes. In particular it will, in the opinion of the Panel, reduce the impact on the amenity of residential properties to the rear.

Accordingly it is the Panel's advice that the height of the proposed development (with particular reference to the reduction in height of the West Block) does now satisfy, from an urban design perspective, the City of Hobart Planning Scheme performance criteria to provide an acceptable transition in the heights of adjoining buildings along

URBAN DESIGN ADVISORY PANEL
MINUTES
12/08/2020

Sandy Bay Road and is satisfactorily compatible with the scale of nearby heritage listed buildings in Wilmot Street and Heathfield Avenue.

To reiterate, comments made in relation to a number of other matters raised at the Panel's Meeting on the 21 April 2020 remain relevant.

In particular the Panel remains unclear about the nature of the Stage 2 development and its potential impact, especially on the heritage listed properties on the site. In this regard it suggests that any approval issued includes advice seeking early pre-application consultation with the Panel in regard to Stage 2.

The consideration of appropriate landscaping across the site will, in the opinion of the Panel, also be critical to the success of the development. Special effort needs to be made to maintain and protect the mature trees in Wilmot Street and to promote appropriate deep rooted landscaping buffers with adjoining properties.

The protection and integration of the heritage listed Davis Mural on Sandy Bay Road is still to be resolved. The Panel supports the Conservation Policy for the Mural outlined in the Praxis Environment Report 2019.

The Panel seeks the inclusion of appropriate conditions and or advice, on any planning permit issued, to cover the above matters.

ORIGINAL PROPOSAL

URBAN DESIGN ADVISORY PANEL

MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 2:00 PM ON MONDAY 21 APRIL 2020
VIA VIRTUAL MEETING

PLN-19-706 5-7 Sandy Bay Rd

The Panel met to discuss the proposal in detail and the advice below is provided for the consideration of the proponents and officers.

Description:

The proposal is for the demolition of the existing 'Conservatorium of Music' building and steel tower to facilitate the construction of two apartment buildings containing a total of 55 dwellings, communal spaces and a café. The building on the corner of Wilmot Street and Sandy Bay Road is to contain the café and is to be 7 storeys with a maximum height of 22.35m. The other larger apartment building is to be 10 storeys and extend to a maximum height of 33.23m. There will be two levels of basement car parking containing 86 spaces and bicycle storage which is accessed via a ramp from Wilmot Street.

Comments:

The Panel notes that while the current development proposal is limited to part of a lot that fronts Sandy Bay Road and Wilmot St, the application and the Proponent foreshadow further development on this lot and three adjacent lots on Heathfield Avenue that together comprise the property at 5-7 Sandy Bay Road. These adjacent lots are already in the ownership of the same developer.

The Proponent has advised that a second stage of development incorporating all four lots is currently at a preliminary design stage. The Panel sees no problem in the project proceeding in stages but, in the interests of achieving the best urban design outcomes for the current and adjacent development sites would have preferred an integrated approach and complete disclosure of the intended development potential for all the sites in question.

The foregoing is especially relevant given that two heritage listed cottages are located on part of the lot to be developed, and that a portion of this lot is also in a Heritage

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MINUTES
21/04/2020

Precinct that extends over much of the immediate neighbourhood including the adjacent sites which will be the subject of the further stage of development referred to above. A number of the adjacent properties are on the Hobart City Council Heritage List and also on the Tasmanian Heritage Council List including two properties in Wilmot Street and properties in Heathfield Avenue owned by the developer.

Similarly the two heritage buildings (cottages) that are facing onto Wilmot Street but form part of the development site are of interest to the Panel because of their significant townscape qualities.

While no works are proposed as part of this current development application they have the potential to be impacted upon during the course of construction. Appropriate recording of the condition of the buildings should occur and a method of protection during construction should be submitted as a condition of any approval.

Returning to the current Development Application, the Conservatorium of Music building to be demolished contains a heritage listed component, which is the George Davis mosaic mural at the front of the building. This is to be protected and integrated into the new and extended boundary wall on Sandy Bay Road.

The retention of the mural is an important part of the redevelopment. It should remain a highly relevant and integrated feature within the context of the new wall and buildings above and continue to display strong connection with the building scale and form around it.

The Panel supports an approach of extending the mural's influence into other aspects of the building design such as material and colour selection.

Early collaboration with skilled artists could lead to a range of further opportunities associated with the substantial boundary wall on Sandy Bay Road, the Café, the pedestrian entry on Wilmot St and other public and shared spaces throughout the site.

The Panel questioned how the preservation of the Mural was going to be achieved and expressed a preference for it to be protected in situ, rather than removed and then reinstated.

The Proponent indicated the intention to keep and/or relocate the mature trees that are presently on the site. The Panel notes and supports the landscaping proposed throughout the site, particularly in Wilmot Street. Early engagement of an arborist and landscape architect to assist with relocation and protection is encouraged. The identification of further opportunities for landscaping to the rear of the building to improve the overall level of neighbourhood amenity should also occur.

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With regard to the form of the development the Panel supports the approach taken to create two separate buildings. This approach presents a scale and form generally more consistent with the character of the area. It also presents opportunities for vistas into and out of the site to the benefit of some residential properties behind.

The Panel supported, in principle, the carefully considered design approach taken in respect of the modelling of the façades, including the use and detailing of brickwork on the Sandy Bay Road and Wilmot Street elevations. Similarly it endorsed the general layout of the apartments but did encourage some rearrangement of apartments to the rear on Wilmot Street to improve view lines and access to sunlight.

The curved form on the corner of Wilmot Street and the creation of an active public edge on the corner of Wilmot Street, through the introduction of a Café was also supported.

The rear elevations were seen as somewhat bland in comparison and the Panel would encourage the introduction of further detailing, additional materials and landscaping (at both ground and upper levels) to soften these elevations and improve the relationship with the residential nature and character of the neighbourhood behind.

In the Panel's view the critical urban design consideration of the proposal is its appropriateness in terms of height.

In this Zone the provisions of the Planning Scheme seek to ensure building height contributes positively to the streetscape. A proposal must be compatible with the scale of nearby buildings and must allow for a transition in height between adjoining buildings where appropriate. The Scheme's definition of streetscape includes the visual quality of the street as depicted by the quality, scale, bulk and design of buildings and structures fronting the road reserve.

The Proponent presents an analysis of building height and form in the area and arrives at a height plane within which, it is claimed development can reasonably occur. The height plane is presented as a line drawn from the top of the proposed new development at 9 Sandy Bay Road (which has since been reduced in height) to the top of the distant Commonwealth Centre Building in Collins Street. It in essence concludes that, because the proposal falls within this plane, it is acceptable.

The Panel considers that this extended height plane has no credible basis and that, for the purpose of this assessment, the cluster of buildings within which the subject site is located finishes at the southern side of Davey Street.

**URBAN DESIGN ADVISORY PANEL
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21/04/2020**

The Panel considers that if a theoretical height plane is to be of any assistance at all in determining an appropriate height for this proposal then it should be drawn from the top of the existing units adjacent to 9 Sandy Bay Road to the top of the Mantra building on the corner of Davey Street and Sandy Bay Road. Building within such a plane would likely have the effect of reducing the height of the taller of the two proposed buildings by several storeys – possibly two or three.

In conclusion the Panel is of the opinion that the height and character of any new development within this conspicuous row of buildings (1-9 Sandy Bay Road) should be determined within the narrower context presented by those buildings. The development should also be cognisant of its impact on the adjacent heritage precinct, its character and values.

Accordingly it is the Panel's advice that the height of the proposed development, particularly the West Building, does not satisfy the City of Hobart Planning Scheme performance criteria to provide an acceptable transition in heights of adjoining buildings along Sandy Bay Road, and also is not compatible with the scale of the nearby heritage listed buildings in Wilmot Street and Heathfield Avenue.

Application Referral Development Engineering - Response

From:	
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	5 - 7 SANDY BAY ROAD, HOBART ADJACENT ROAD RESERVE
Proposal:	Demolition and New Building for 55 Multiple Dwellings, Food Services and Associated Works within the Adjacent Road Reserve
Application No:	PLN-19-706
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

E5.0 Road and railway access code

E5.1 Purpose		E5.1.1 The purpose of this provision is to: (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
E5.2 Application of this Code	YES	
		This Code applies to use or development of land:
	No	(a) that will require a new vehicle crossing, junction or level crossing; or
	Yes	(b) that intensifies the use of an existing access; or
	No	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	No	(i) a rail network;
	No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment		Comments / Discussion (in bold)
Clause 5.5.1 Existing road accesses and junctions		The existing road access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does not satisfy

**PERFORMANCE
CRITERIA**

the Acceptable Solution for clause E5.5.1 (A3) and as such, shall be assessed under Performance Criteria.

Acceptable Solution A3:

The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater. -

NON COMPLIANT

Performance Criteria – P3:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the increase in traffic caused by the use; - **The increased traffic generated by the proposed development is likely to be greater than 40 vehicles per day from the existing 19 car parking space car park to the 86 car parking spaces proposed. The TIA has identified that the residential component will generate approximately 283 trips per day and approximately 58 trips per day for the cafe.**

(b) the nature of the traffic generated by the use; - **Traffic generated by the proposed development will be mostly residential in nature with a smaller proportion of traffic generated by the cafe. This is compatible with the existing traffic utilising the streets near the subject site.**

(c) the nature and efficiency of the access or the junction; - **The driveway access servicing the site will operate at a high level of service based on the traffic volumes.**

(d) the nature and category of the road; - **Wilmot Street is a minor road that has a relatively low traffic volume near the site. It provides access to a residential catchment that is relatively stable and closed in nature.**

(e) the speed limit and traffic flow of the road; - **The general urban speed limit of 50-km/h applies to Wilmot Street. This speed limit is appropriate for the residential nature of the development.**

(f) any alternative access to a road; - **No alternative access is possible for the proposed development.**

(g) the need for the use; - **The need for the use has not been assessed and is this report.**

		<p>(h) any traffic impact assessment; and - No Traffic Impact Assessment was submitted.</p> <p>(i) any written advice received from the road authority. - No written advice was requested by the road authority (Council) relating to the access.</p> <p>Based on the above assessment and given the submitted documentation, the proposed access may therefore be accepted under <i>Performance Criteria P3:E5.5.1</i> of the Planning Scheme.</p>
<p>Clause 5.5.2 Existing level crossings</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.5.2.</u></p> <p>No intensification of an existing level crossings proposed.</p>
<p>Clause 5.6.1 development adjacent to roads and railways</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.1.</u></p> <p>No development adjacent to category 1 or category 2 road proposed.</p>
<p>Clause 5.6.2 road and access junctions</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.2.</u></p> <p>No new accesses or access junctions proposed.</p>
<p>Clause 5.6.3 new level crossings</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.3.</u></p> <p>No new level crossings proposed.</p>

Clause 5.6.4 sight distance at access and junctions		<p>The sight distance at access and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E5.6.4.</p> <p>Wilmot Street is a one-way street running from Hampden Road to Sandy Bay Road. Therefore, sight distance would only require measurement to the south toward Hampden Road. Given the site is located on the northern end of Wilmot Street, the distance between the site entrance and the junction between Wilmot Street and Hampden Road would be over 80m which meets the requirements of Table E5.1.</p> <p>Acceptable solution - A1: Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and - COMPLIANT (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. - N/A</p>

E 6.0 Parking and Access Code

E6.1 Purpose		E6.1.1
		The purpose of this provision is to:
	Yes	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;

	Yes		(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	N/A		(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	—	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)
<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>PERFORMANCE CRITERIA</p>			<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.</u></p> <p>86 carparking spaces are proposed for 55 apartments that have two or more bedroom which are required to provide a total of 110 carparking spaces plus 14 visitor spaces in accordance with Table E.6.1. The TIA has identified the provision of car parking spaces will be 80 spaces for residents and 6 spaces for visitors. 26 apartments will have access to one car parking space and 27 apartments will have access to two car parking spaces. No car parking spaces are proposed for the cafe tenancy included in this development which requires 16 car parking spaces in accordance with Table EE.6.1. Therefore the total number of car parking spaces required for the full development is 140 with only 86 spaces provided, this creates a deficiency of 54 car parking spaces. TIA identifies that the residential parking demand of the development is considered to be less than what the development generates under the scheme given its proximity to the city centre, services and employment. Many of the cafe customers would likely be residents of the apartments on site or those living or working in the area. It is therefore considered that the parking provided is sufficient to meet the demand of the development.</p> <p><u>Acceptable solution - A1:</u> The number of on-site car parking spaces must be: (a) no less than and no greater than the number specified in Table E6.1; - NON COMPLIANT</p> <p><u>Performance Criteria - P1:</u> 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:</p>

(a) car parking demand; - **The empirical parking assessment indicates that the provision of 86 on-site car parking spaces will sufficiently meet the likely demands associated with the development.**

(b) the availability of on-street and public car parking in the locality; - **There is a limited supply of on-street parking in the surrounding road network. Much of the available parking is in the form of time-restricted parking, with authorised residents excepted.**

(c) the availability and frequency of public transport within a 400m walking distance of the site; - **Metro Tasmania operate regular bus services along Sandy Bay Road and Davey Street which is within 400 metres of the subject site.**

(d) the availability and likely use of other modes of transport; - **The site is located a convenient walking distance from shops, schools and services.**

(e) the availability and suitability of alternative arrangements for car parking provision; - **No alternative parking provision is available or considered necessary.**

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; - **Not applicable.**

(g) any car parking deficiency or surplus associated with the existing use of the land; - **Not applicable.**

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site; - **Not applicable.**

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; - **Not applicable.**

(j) any verified prior payment of a financial contribution in lieu of parking for the land; - **Not applicable.**

(k) any relevant parking plan for the area adopted by Council; - **Not applicable.**

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; - **Not applicable.**

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code. - **No impact.**

Based on the above assessment and given the submitted documentation, the parking provision may be accepted under *Performance Criteria P1:E6.6.1* of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.

Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.6.2 Accessible Parking

The residential component does not generated a requirement for accessible parking under the *Hobart City Interim Planning Scheme 2015*, however accessible parking has been proposed on the upper basement level in close proximity to the lifts and internal entrance to the cafe tenancy. One space will meet the provisions of the Building Code.

Acceptable solution - A1: **COMPLIANT**

Car parking spaces provided for people with a disability must:

- (a) satisfy the relevant provisions of the Building Code of Australia;
- (b) be incorporated into the overall car park design;
- (c) be located as close as practicable to the building entrance.

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.3 Motorcycle Parking

86 car parking spaces proposed, this requires 4x motorcycle spaces, however no motorcycle spaces have been provided. Given the proximity of the site to the CBD and other key sites and public transport corridors the applicant has considered that provision of 4 motorcycle spaces is not necessary.

Acceptable solution - A1: **NON COMPLIANT**

The number of onsite motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking

spaces is not reduced.

Performance Criteria - P1:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) motorcycle parking demand; - **The empirical parking assessment indicates that the provision of no motor cycle parking spaces will sufficiently meet the likely demands associated with the development.**

(b) the availability of on-street and public motorcycle parking in the locality; - **There is a limited supply of on-street parking in the surrounding road network. Much of the available parking is in the form of time-restricted parking, with authorised residents excepted.**

(c) the availability and frequency of public transport within a 400m walking distance of the site; - **Metro Tasmania operate regular bus services along Sandy Bay Road and Davey Street which is within 400 metres of the subject site.**

(d) the availability and suitability of alternative arrangements for motorcycle parking provisions; - **No alternative arrangements available or considered necessary.**

Based on the above assessment and given the submitted documentation, the parking provision may be accepted under *Performance Criteria P1:E6.6.3* of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.

Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.6.4 Bicycle Parking

The residential use does not generate a requirement for bicycle parking however a bicycle storage space has been provided for residents to promote alternate forms of transport which may accommodate approximately 7 bicycles. The proposed cafe will generate a minimum requirement of 2 bicycle spaces and these spaces have been provided outside the cafe entrance in accordance with class 3 bicycle parking.

A representation regarding the level of bicycle parking proposed vs what would be realistically required by the residential needs was submitted suggesting a minimum 55 bicycle spaces be

		<p>provided. Although there may be some merit to the representation, the assessment must be made against the planning scheme Table E6.2 which does not require residential bicycle parking. The application does provide bicycle storage which is in surplus to the requirements.</p> <p>Acceptable solution - A1: COMPLIANT</p> <p>The number of onsite bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p>
<p>Clause 6.7.1 number of vehicle accesses</p> <p>ACCEPTABLE SOLUTION</p>		<p>The number of vehicle accesses must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.1.</u></p> <p>Acceptable solution:</p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater. - COMPLIANT</p> <p>One (1x) crossover (Wilmot Street frontage) - Proposed as shown on the submitted plans. There are two existing crossovers to the site from Wilmot Street. One of the existing crossovers will be redundant and the kerb is to be reinstated. The other existing crossover will be used as the only vehicle access point to the site which will provide both entry and exit.</p>

<p>Clause 6.7.2 design vehicle access</p> <p>ACCEPTABLE SOLUTION</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause 6.7.2.</u></p> <p>Acceptable Solution - A1: Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking - COMPLIANT</p> <p>Location - Feasible Sight distance Feasible Width - Feasible Gradient - Feasible</p>
<p>Clause 6.7.3 vehicle passing</p> <p>ACCEPTABLE SOLUTION</p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.3.</u></p> <p>Acceptable solution - A1: - COMPLIANT</p> <p>Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; - Yes (ii) is more than 30 m long; - Yes (iii) it meets a road serving more than 6000 vehicles per day; - No (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - Feasible - As shown (c) have the first passing area constructed at the kerb; - Feasible - As shown (d) be at intervals of no more than 30 m along the access. - Feasible - As shown</p>

<p>Clause 6.7.4 on site turning</p> <p>ACCEPTABLE SOLUTION</p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.7.4. The proposed vehicle circulation within the basement and ground floor car parks ensures vehicles can turn on-site and enter and exit the site in a forward direction</u></p> <p>Acceptable solution - A1: On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; - APPLIES (b) it meets a road carrying less than 6000 vehicles per day. - APPLIES</p>
<p>Clause 6.7.5 layout of parking area</p> <p>PERFORMANCE CRITERIA</p>		<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable Solution A1: - NON COMPLIANT</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.</p> <p>Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): - Feasible Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): - Feasible Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): - Feasible Parking Space Gradient (5%): - Feasible Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): - Feasible Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): - Feasible Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): - Feasible Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): - Feasible Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - Feasible Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): - Feasible</p>

			<p>Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - N/A</p> <p>"Jockey Parking" (Performance Assessment): - YES but assessed under Performance Criteria</p> <p><u>Performance Criteria - P1:</u> The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site. - Feasible</p> <p>Residential car parking space layout may utilise 'Jockey Parking' configuration in which one car parking space is behind another car parking space and this arrangement is considered reasonable if it only serves the same apartment and is not designated for visitors. Submitted documentation appears to show that these parameters can be met, therefore may be accepted under Performance Criteria P1:E6.7.5. Condition on planning permit to ensure these parameters are met.</p>
<p>Clause 6.7.6 surface treatment</p> <p>ACCEPTABLE SOLUTION</p>			<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</u></p> <p>Acceptable Solution - A1: - COMPLIANT</p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p>Submitted plans indicate a concrete surface treatment and able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.</p>
<p>Clause 6.7.7 Lighting of parking area</p> <p>Planner and health unit to assess</p>	—	—	Planner to assess
<p>Clause 6.7.8 Landscaping</p> <p>Planner to assess</p>	—	—	Planner to assess

Clause 6.7.9 motor bike parking			Documentation submitted to date appears to not invoke clause E6.7.9
NOT APPLICABLE			No motorcycle parking is proposed to be provided.
Clause 6.7.10 bicycle parking			
ACCEPTABLE SOLUTION			<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.10.</p> <p><u>Acceptable Solution A1:</u> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. - COMPLIANT</p> <p><u>Acceptable Solution A2:</u> The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard. - COMPLIANT</p> <p><i>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</i></p>
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

<p>Clause 6.7.13 facilities for commercial vehicles</p> <p>ACCEPTABLE SOLUTION</p>		<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.13.</u></p> <p>The TIA has identified that there is a loading within 50m of the site. The use is not primarily dependent on outward delivery of goods from the site.</p> <p>An ongoing waste management plan has been provided that identifies waste is to be collected by a private contractor. Council's Customer Liaison Officer of the Cleansing & Solid Waste Unit has reviewed the on going waste management plan and determined that it is acceptable such that the waste is to be collected by a private contractor.</p> <p>Acceptable Solution A1: - COMPLIANT</p> <p>Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:</p> <p>(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;</p> <p>(b) the use is not primarily dependent on outward delivery of goods from the site.</p>
<p>Clause 6.7.14 access to a road</p> <p>ACCEPTABLE SOLUTION</p>		<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</u></p> <p>Acceptable Solution A1:</p> <p>Access to a road must be in accordance with the requirements of the road authority. - COMPLIANT</p> <p>Performance Criteria - P1:</p> <p>No Performance Criteria</p> <p>Submitted plans appear to indicate access to a road in accordance with relevant LGAT drawings.</p>
<p>Clause 6.7.15 access to Niree Lane</p> <p>NOT APPLICABLE</p>		<p>The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E6.7.15.</u></p> <p>No development proposed within Niree Lane.</p>

E 7.0 Stormwater		
E7.1.1 Purpose		<p>E7.1.1</p> <p>The purpose of this provision is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy.</p>
E7.2 Application of this Code	YES	This code applies to development requiring management of stormwater. This code does not apply to use.
Clause for Assessment		Comments / Discussion (in bold)
<p>A1 (SW disposed to Public SW Inf via Gravity / P1 (onsite/pump))</p> <p>ACCEPTABLE SOLUTION</p>		<p>The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A1).</p> <p><u>Acceptable Solution A1:</u> Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p> <p>Submitted plans appear to indicate stormwater from new impervious surfaces being able to be disposed of by gravity to public stormwater infrastructure.</p> <p>To be verified at Plumbing Permit stage.</p>

<p>A2 (WSUD) /P2 (Mechanical Treatment)</p> <p>ACCEPTABLE SOLUTION</p>		<p>The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A2).</u></p> <p><u>Acceptable Solution A2:</u> A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m²; - Yes (b) new car parking is provided for more than 6 cars; - YES (c) a subdivision is for more than 5 lots - No</p> <p>Submitted documentation appears to indicate (E7.7.1.R1) - Water Sensitive Urban Design Engineering Procedures for Stormwater Management in Southern Tasmania or the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) from a nationally recognised stormwater modelling software package used to assess land development proposals based on local conditions including rainfall, land use and topography, is recognised as current best practice.</p>
<p>A3 (Minor SW System)</p> <p>ACCEPTABLE SOLUTION</p>		<p>The stormwater drainage and disposal must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A3).</u></p> <p><u>Acceptable Solution A3:</u> A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; - Feasible (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure. - Feasible</p> <p><u>Performance Criteria – P3:</u> No Performance Criteria.</p> <p>Submitted plans indicate proposed detention.</p>

A4 (Major SW System accommodates 1:100 ARI)		<p>The stormwater drainage and disposal must satisfy the Acceptable Solution of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E7.7.1 (A4).</u></p> <p>Submitted documentation does not appear to show any proposal for construction of major stormwater drainage.</p>
NOT APPLICABLE		

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction

COMMENTS:

Representation submitted with concerns regarding traffic generation, traffic congestion, garbage collection method and provision for bicycles. The access conditions at Wilmot Street are considered sufficient and safe with regard to the speed environment and sight distance provisions. Wilmot Street is a one-way road that provides a connection between Hampden Road and Sandy Bay Road. The street supports a mix of residential and commercial vehicles. The speed limit along Wilmot Street is 50km/hr, however it is unlikely that vehicles would exceed 40km/hr. The TIA states that vehicle movements generated by the proposal are not considered to have any adverse impacts on the safety or efficiency of Wilmot Street given the one-way nature of the street. It is not anticipated that there will be any impacts on Sandy Bay Road, given that the left lane operates as a clearway during the evening peak period, whilst the west bound left lane is a clearway during the morning peak period.

An ongoing waste management plan has been provided that identifies waste is to be collected by a private contractor. Council's Customer Liaison Officer of the Cleansing & Solid Waste Unit has reviewed the on going waste management plan and determined that it is acceptable and such the waste is to be collected by a private contractor.

A representation regarding the level of bicycle parking proposed vs what would be realistically required by the residential needs. This representor suggested a minimum of 55 bicycle spaces. Although there may be some merit to the representation, the assessment must be made against the planning scheme Table E6.2 which does not require residential bicycle parking. The application does provide bicycle storage for approximately 7 bicycles, which is in surplus to the requirements. This representor has also requested the driveway crossover have no lip or a maximum of 10mm for safety reasons. The crossover is required to be constructed in accordance with the Tasmanian Standard Drawings which show a 0 to 10mm lip which meets the representors request.

CONDITIONS:

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

General Conditions:

ENG1: Pay Costs

ENG 2a: Vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed
ENG 3a: The access driveway and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004
ENG 3b: The access driveway and parking module design
ENG 3c: The access driveway and parking module (parking spaces, aisles and manoeuvring area) construction certification
ENG 4: Surface treatment
ENG 5: The number of car parking spaces approved on the site
ENG 6: The number of bicycle parking spaces
ENG 9: Disability Parking
ENG 12: Construction Waste management
ENG sw4: Development must be drained to Council infrastructure taking into account the limited receiving capacity of Council's infrastructure (Enviro Report)
ENG sw5: Stormwater manhole
ENG sw6: The new stormwater infrastructure design
ENG sw7: Stormwater pre- treatment and detention for stormwater discharges from the development (Enviro Report)
ENV 2: SWMP design
ENG tr2: Construction traffic management plan
ENG r1: Highway reservation protection
ENG r3: Crossover design
ENG s1: Gate and doors highway reservation encroachment
ENG s2: Stairs and ramps highway reservation encroachment
Part 5 r1: Part 5 Highway reservation protection

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Driveway surfacing over highway reservation
- Occupation of the Public Highway
- Condition endorsement engineering
- Residential parking permit eligibility
- General exemption parking permits
- Permit to construct public infrastructure
- New service connection
- Stormwater
- Structures close to Council's Stormwater infrastructure
- Work within the highway reservation
- CBD and high volume footpath closures
- Redundant crossovers
- Access
- Workplace health and safety
- Waste disposal

**7.1.2 26 FITZROY PLACE SANDY BAY, 2 MONTGOMERY COURT,
SANDY BAY - PARTIAL DEMOLITION, EXTENSION AND
ALTERATIONS TO VISITOR ACCOMMODATION USE, CAR
PARKING AND BOUNDARY ADJUSTMENT
PLN-19-918 - FILE REF: F20/92946**

Address:	26 Fitzroy Place, Sandy Bay, 2 Montgomery Court, Sandy Bay
Proposal:	Partial Demolition, Extension and Alterations to Visitor Accommodation Use, Car Parking and Boundary Adjustment
Expiry Date:	5 October 2020
Extension of Time:	Not applicable
Author:	Richard Bacon

RECOMMENDATION


That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for a partial demolition, extension and alterations to visitor accommodation at 26 Fitzroy Place and 2 Montgomery Court, Sandy Bay TAS 7005 for the following reasons:



- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 and P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because it is an incompatible design through its height, scale, bulk, form, fenestration, siting, materials, colours and finishes being adjacent to an historic house in a large garden and it also results in the substantial diminution of heritage values through the loss of streetscape elements.
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A2 and P2 (a) to (d) of the *Hobart Interim Planning Scheme 2015* because it will not be subservient and complementary to the listed place of an historic house in a large garden due to its scale, bulk, materials, built form and fenestration, setback, siting and use of materials and colours.
- 3 The proposal does not meet the acceptable solution or the

performance criterion with respect to clause E13.7.2 A3 and P3 of the *Hobart Interim Planning Scheme 2015* because it does not respond to the heritage characteristics of the place in its materials, built form and fenestration.

- 4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because it will result in the loss and demolition of landscaping that contributes to the significance of the precinct and no opportunity is created for a replacement building that will be more complementary to the values of the precinct.
- 5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because it will result in detriment to the historic cultural heritage values of the precinct of an historic house in a large garden.
- 6 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A5 and P5 of the *Hobart Interim Planning Scheme 2015* because it will result in the loss of landscaping between a dwelling and the street that contributes to the historic cultural heritage values, the streetscape values and character of the precinct.
- 7 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.6.1 A1 and P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because the proposed development provides insufficient off-street parking for four (4) new short- term accommodation units and eliminates three (3) existing unrestricted on-street parking spaces in the area of the proposed crossover and will result in regular parking overspill and will detract from the amenity of the locality.

Attachment A: PLN-19-918 - 26 FITZROY PLACE SANDY BAY
TAS 7005 - Planning Committee or Delegated
Report 

Attachment B: PLN-19-918 - 26 FITZROY PLACE SANDY BAY
TAS 7005 - CPC Agenda Documents 

- Attachment C: PLN-19-918 - 26 FITZROY PLACE SANDY BAY
TAS 7005 - Planning Referral Officer Cultural
Heritage Report ↓ 
- Attachment D: PLN-19-918 - 26 FITZROY PLACE SANDY BAY
TAS 7005 - Planning Referral Officer Development
Engineering Report ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	31 August 2020
Expiry Date:	5 October 2020
Application No:	PLN-19-918
Address:	26 FITZROY PLACE , SANDY BAY 2 MONTGOMERY COURT , SANDY BAY
Applicant:	LIAM KAUKENAS 81 ELIZABETH STREET 81 ELIZABETH STREET
Proposal:	Partial Demolition, Extension and Alterations to Visitor Accommodation Use, Car Parking and Boundary Adjustment
Representations:	Three (3)
Performance criteria:	Planning Directive No. 6 Exemption and Standards for Visitor Accommodation in Planning Schemes, Parking and Access Code, Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for a partial demolition, extension and alterations to visitor accommodation at 26 Fitzroy Place and 2 Montgomery Court Sandy Bay TAS 7005.
- 1.2 More specifically the proposal includes:
 - A total of 5 new buildings comprising a reception and five visitor accommodation units.
 - A new carpark would front Montgomery Court, and would include a minor boundary adjustment.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Planning Directive No. 6 Exemption and Standards for Visitor Accommodation in Planning Schemes - Use Standards
 - 1.3.2 Historic Heritage Code - Demolition, Building, Works and Subdivision to a Heritage Listed Place, and within a Heritage Precinct
 - 1.3.3 Parking and Access Code - Onsite Parking Provision

- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between the 23rd July and 6th August 2020.
- 1.5 The proposal is recommended for refusal.
- 1.6 The final decision is delegated to the Council because it is recommended for refusal.

2. Site Detail

2.1 The site is within the Inner Residential Zone.



Figure 1 above: location plan.



Figure 2 above: aerial photograph.



Figure 3 above: Fitzroy Place frontage.



Figure 4 above: Regent Street and Montgomery Court frontage.



Figure 5 above: Montgomery Court frontage.

3. Proposal

- 3.1 Planning approval is sought for a partial demolition, extension and alterations to visitor accommodation at 26 Fitzroy Place and 2 Montgomery Court Sandy Bay.
- 3.2 More specifically the proposal is for:
- A total of 5 new buildings comprising a reception and five visitor accommodation units.
 - A new carpark would front Montgomery Court, and would include a minor boundary adjustment.

4. Background

- 4.1 A previous application under PLN-14-00413 for a Demolition (2 Montgomery Court), Alterations, Additions to Chapel for 2 Self Contained Visitor Accommodation Units, Partial Change of Use to Bed and Breakfast Accommodation, Parking Spaces, 6 New Flats, Fencing, Tree Removal and Landscaping was approved by Council dated 19 May 2019.
- 4.2 A further application under PLN-15-00606 for 26 Fitzroy Place and 2 Montgomery Court for a New Self Contained Visitor Accommodation Unit was approved by Council dated 7 July 2015.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between the 23rd July and the 6th August 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.

Heritage
-Heritage - Bishops court is a house of significance. An important part of Hobart and Tasmania's history and forming part of the history is the garden of the property. The proposal of scattering units around the garden will remove the gardens attributes as part of the property. This must be considered as a whole -house and garden to preserve the heritage value which is important for all Tasmanians. Butchering land and considering the garden as a separate value should not be done, but the property as a whole.
Hotel and residential area;
-This proposal will be like a small village in the back garden of Bishops court. This will ruin the integrity of the heritage listed streetscape, even if with only a limited view from the street, all this development eats away at what is currently a beautiful street with homes. This is a residential area with heritage listed properties such as Bishops court and this needs to be protected.
Allowing such development will start precedents (as is already happening) for the heritage area and Fitzroy Place for development to occur behind the facade of the street which undermines the heritage and importance of the street which is part in the history of Hobart;
-Heritage Significance
The proposal does not meet the requirements of the Statement of Local Historic Heritage
Significance and Design Criteria/Conservation Policy. (City of Hobart Local Heritage Precincts.
Description, Statement of Local Historic Heritage
Significance and Design Criteria/Conservation Policy January 2019.
HOB-C6.2.3.4 Fitzroy
Place – Hobart). Specifically, it conflicts with Criteria 4, 5 and 13:
4. New buildings, extensions or structures must be compatible with and sympathetic to the height, bulk, setback, materials and finishes, and general character of contributory and heritage listed places.
The buildings proposed do not employ materials and finishes sympathetic to the general character of the important heritage listed Bishops court and the Heritage Listed Precinct.
5. New buildings and extensions to contributory and heritage listed buildings must be compatible and visually subservient when viewed from any road or public open space.
The proposed buildings will not be 'compatible and visually

subservient' when viewed from
Montgomery Court.

13. Maintain a curtilage/usable open space to provide an appropriate
setting to the scale of house.

The application attempts to downplay the heritage value of the
garden, despite the lawns,
for example, having hosted croquet games by the Montgomery family,
but the main problem with the proposal is the reduction in curtilage.

The existing space, reduced from the original, still provides an
important setting for a dwelling of this size and
significance. This would be substantially impacted negatively by the
proposal;

-concern at heritage impact;

-concern at loss of heritage landscape element.

Use

-The house and existing outbuildings for short stay accommodation is
nothing less and than a hotel.

Using council permits under short stay is the current way around this
label of hotel, but this

new proposal will effectively make the property a hotel. This is a
residential area with families and homes, not to be supporting large
traffic that will come with this proposal and the use of service trucks
for linen and support of running such a business. The traffic in the
street and parking is already an issue and this will only be
compounded by this proposal, including with a narrow street like
Montgomery Court and onto Regent Street;

-Inconsistency With Inner Residential Zoning

The premises are classified as Inner Residential in the Interim
Planning Scheme, and it is

important to note what this specifies in relation to Visitor
Accommodation:

11.3.2 Visitor Accommodation Objective: To ensure visitor
accommodation is of a scale

that accords with the residential character and use of the area
Acceptable Solutions

Visitor accommodation must comply with all of the following:

A1(a) provides for any parking and manoeuvring spaces required
pursuant to the Parking and Access Code on-site.

Density

-The HCC needs to start looking at what kind of city and area they want inner city Hobart to be and not butchering blocks like in Clarence Council where there is little garden space and land attached to houses. We are so lucky to have areas so close to the city that are residential with historical importance but larger allotments and houses. Let us keep it that way and stop cramming units onto every spare pocket of land.

Townscape, character and amenity

- Double story or single story townhouses dressed as eco cabins is not conducive to the area and should be rejected. The HCC needs to start looking at what kind of city and area they want inner city Hobart to be and not butchering blocks like in Clarence Council where there is little garden space and land attached to houses. We are so lucky to have areas so close to the city that are residential with historical importance but larger allotments and houses. Let us keep it that way and stop cramming units onto every spare pocket of land.

Traffic and Parking

-This is a residential area with families and homes, not to be supporting large traffic that will come with this proposal and the use of service trucks for linen and support of running such a business. The traffic in the street and parking is already an issue and this will only be compounded by this proposal, including with a narrow street like Montgomery Court and onto Regent Street;

-The proposal does not provide manoeuvring spaces for the three additional parking spaces -on-site;

it proposes to use Montgomery Place for this. Additionally, the total number of parking spaces planned appears to be inadequate, given the potential number of short-stay guests. There are currently four spaces off Regent St (with manoeuvring space), to accommodate the three apartments plus Monty's Retreat, but the three apartments each has two bedrooms and so each might have as guests two couples, and so a need for a total of seven spaces. The planned additional accommodation will be for four couples, yet only three spaces are planned. This suggests that there is a potential shortage of parking spaces of as many as four spaces (depending on guest patterns).

A1(b) has a floor area of no more than 160m² per lot;

The proposal lists the additional space of buildings as 280sq.m., inclusive of the Reception Hut (24.75sq.m.). When added to the existing Visitor Accommodation (at least 100sq.m.) this elevates the floor area devoted to Visitor

<p>Accommodation to about double the amount that would be automatically acceptable.</p> <p>The fact that this application comes from a registered company and the presence of the Reception Hut indicates that this is a commercial proposition, rather than a residential property with limited Visitor Accommodation.</p> <p>Performance Criteria P1(b) provide for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site; See statement under A1(a) Above.</p> <p>P1(c) be of an intensity that respects the character of use of the area; See statement under A1(b) Above. This area is zoned Inner Residential and the intensity of the proposed development does not respect the character of use of the area P1(d) not adversely impact the safety and efficiency of the local road network or disadvantage owners and users of private rights of way;</p> <p>Because of the potential for a substantial shortage of on-site parking, the efficiency of the use of the Montgomery Place is likely to be impacted adversely, through a likely greater demand for parking, especially for visitors to residences there, as there is no parking close by in Regent Street. This will be exacerbated by the reduction in spaces caused by the construction of the driveway to accommodate the three new parking spaces;</p> <p>-loss of on street parking.</p>
<p>Traffic danger</p> <p>-concern that proposed access changes are not safe and unreasonably impact on the efficiency of the road contrary to Code requirements.</p>
<p>Trees</p> <p>-proposal will negatively impact on at least one of the mature trees in the Council reserve.</p>
<p>Overshadowing</p> <p>-concern at overshadowing both of neighbouring properties and within the site;</p> <p>-concern as to whether proposal remains within permitted building envelope.</p> <p><i>Planner note: the site has three street frontages and meets Diagram 11.4.2 (c) as a 'corner lot' as required under Clause 11.4.2 A3(a) within the Inner Residential Zone under the Planning Scheme.</i></p>
<p>Waste storage</p> <p>-concern at waste storage for effectively 'multiple dwellings'.</p>

Comment

We submit that this proposal should be rejected on the grounds that it breaches the Design Criteria for the local Hobart Local Heritage Precinct HOB-C6.2.3.4 Fitzroy Place – Hobart, and that it exceeds the acceptable standards for Visitor Accommodation in a precinct zoned Inner Residential in the Interim Planning Scheme, being at such a level that it represents a proposal for a commercial development, rather than a modest operation consistent with the zoning.

We therefore submit that this proposal, if approved, would have a detrimental effect on a precinct that is of particular importance to Hobart that the Design Criteria for the local Hobart Local Heritage Precinct HOB-C6.2.3.4 Fitzroy Place – Hobart and the Planning Scheme are specifically designed to protect. It should not be approved.

Concern that proposal as it stands be rejected by Council and that any subsequent proposal more sympathetically impact the heritage value of the site and more considerably support the amenity and safety of other residents within Montgomery Court.

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 and proposed use is visitor accommodation. The existing use is a discretionary use in the zone. The proposed use is a discretionary use in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D - 11 Inner Residential Zone and Planning Directive No. 6 Exemption and Standards for Visitor Accommodation in Planning Schemes

- 6.4.2 E6.0 Parking and Access Code
 - 6.4.3 E7.0 Stormwater Management Code
 - 6.4.4 E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Planning Directive No. 6 Exemption and Standards for Visitor Accommodation in Planning Schemes:

Use Standard - cl. 6 3.1(e) P1
 - 6.5.2 Historic Heritage Code:-

Demolition, Building, Works and Subdivision on a Listed Place - Part E13.7.1 P1; E13.7.2 P1, P2, P3 and P6; and E13.7.3 P1

Demolition, Building, Works and Subdivision within a Heritage Precinct - Part E13.8.1 P1; E13.8.2 P1 and P5; and E13.8.3 P1
 - 6.5.3 Parking and Access Code:-

Onsite Parking Provision - Part E6.6.1 P1
- 6.6 Each performance criterion is assessed below.
- 6.7 The proposal was assessed against 9.3.1 Adjustment of a Boundary. The proposed boundary adjustment would amount to 10.87 square metres, and would provide increased space for proposed carparking on the subject site (No.26 Fitzroy Place) fronting Montgomery Court. No additional lot would be created, and there would be only minor change to the relative size, shape and orientation of the existing lots. The existing dwelling at No. 2 Montgomery Court would remain within minimum setback requirements, and would retain a frontage in compliance with the minimum frontage requirement. No lot boundary that aligns with a zone boundary would be changed. Therefore, the proposal complies with clause 9.3.1 and is permitted in that respect.
- 6.8 Use Standard - cl. 6 3.1(e) P1
- 6.8.1 The acceptable solution at clause 3.1(e) A1 states as follows.

Visitor Accommodation must:

- (a) accommodate guests in existing habitable buildings; and*
- (b) have a gross floor area of not more than 200m² per lot.*

6.8.2 The proposal includes accommodation in new buildings. The total floor area of all five buildings proposed to be in visitor accommodation use would be 215 square metres.

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

6.8.4 The performance criterion at clause 3.1(e) P1 provides as follows:

Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:

- (a) the privacy of adjoining properties;*
- (b) any likely increase in noise to adjoining properties;*
- (c) the scale of the use and its compatibility with the surrounding character and uses within the area;*
- (d) retaining the primary residential function of an area;*
- (e) the impact on the safety and efficiency of the local road network; and*
- (f) any impact on the owners and users rights of way.*

6.8.5 Assessment of the performance criterion follows.

The proposed five visitor accommodation units would, apart from a semi-detached pair, be in separate widely spaced buildings to the southern part of No.26 Fitzroy Place. The proposal is not considered likely to result in any unreasonable degree of impact on neighbouring residential properties in terms of privacy or noise. The site is within a generally intensively developed inner residential area and is bordered to its west by Regent Street, a major and heavily used arterial route.

The surrounding inner city neighbourhood displays a mix of uses including multiple dwelling development. Impact on the character and amenity of the surrounding neighbourhood is not considered likely to be excessive.

The proposal is considered acceptable in terms of use.

6.8.6 The proposal complies with the performance criterion.

6.9 Demolition, Building, Works and Subdivision to a Heritage Listed Place, and within

a Heritage Precinct - Part E13.7.1 P1; E13.7.2 P1, P2, P3 and P6, and E13.7.3 P1; and E13.8.1 P1; E13.8.2 P1 and P5; and E13.8.3 P1

- 6.9.1 The proposal includes demolition and development at a listed site within a heritage precinct.
- 6.9.2 Except for clauses E13.7.2 A6 and E13.8.2 A5, which relate to landscaping, there is no acceptable solution for any of the applicable clauses. Therefore, assessment against the performance criterion is relied on for each clause.
- 6.9.3 In relation to clauses E13.7.2 A6 and E13.8.2 A5, given that there is landscaping between a dwelling and the street which is proposed to be removed, the corresponding performance criteria are relied on.
- 6.9.4 The performance criteria at clauses provide as follows:
E13.7.1 P1 Demolition - Heritage Place
E13.7.2 P1, P2, P3, and P6, Buildings and Works - Heritage Place
E13.7.3 P1 Subdivision - Heritage Place
E13.8.1 P1 Demolition - Heritage Precinct
E13.8.2 P1 and P5 Buildings and Works - Heritage Precinct
E13.8.3 P1 Subdivision - Heritage Precinct
- 6.9.5 Assessment of the performance criteria by Council's Senior Cultural Heritage Officer follows. The officer's report is provided as an attachment to this report.

Background

This application is for three new self-contained cabins/structures, the relocation of an existing cabin, a reception building and off street parking. Also proposed is a subdivision to alter the boundary of 2 Montgomery Court by adhering a small triangular piece of land to 26 Fitzroy Place.

There have been earlier schemes for additional units/townhouses on this site. An application (PLN-13-01323) for was for stages 1, 2 and 3 of visitor accommodation, the demolition of 2 Montgomery Court, including accommodation and 6 new townhouses. That application was withdrawn. A reconfigured staged application (PLN-14-00413) was lodged for the demolition of 2 Montgomery Court, 6 new townhouses in the grounds of the premises, and two new visitor units in the vicinity of the former schoolhouse. This application was for six single storey terraces set low into the ground with access from Montgomery Court and an open sod/grass roof on top. Approval was granted for that proposal and stages

1 and 2 were completed. The additional 6 new townhouses (stage 3) were not constructed. The main difference between the 2013 and 2014 application was the resiting of the sixth town house to be set below the ground, like the five other townhouses to re-establish the house in a broader vista and garden setting with views toward the Derwent.

In 2015 a permit (PLN-15-00606) was issued for a self-contained visitor accommodation (reconfigured shipping container) located at the rear corner of the property adjacent to the boundary with 2 Montgomery Court on the old tennis court. This application includes the relocation of that structure to a new location on that corner of the site, in essence, 'spinning' the visitor accommodation anti-clockwise from an approximate north-south alignment to approximately east west.

This current application is supported by a Heritage Impact Assessment and Conservation Management Plan by Paul Davies (undated but refers to the 2014 proposal) and a January 2020 Heritage Impact Assessment prepared by Dermot Crean, the property owner.

Description and history of place

The proposal is on a place called 'Bishopscourt' located on the corner of Fitzroy Place, Regent Street and Montgomery Court. The house at 2 Montgomery Court is a single storey dwelling built in the 1960s.

Bishopscourt is now privately owned and no longer serves as the official residence of the Bishop of Tasmania, having been sold by the Anglican Church in 2004. Part of the existing house was built in the 1830s and was enlarged in the 1890s.

The property is significant for several reasons - including its architectural values, historical values associated with former occupants and the aesthetic significance of the gardens and the garden setting. The former schoolhouse (not part of this application) is particularly significant as it was purpose built for the education of Bishop Montgomery's children - one of whom was Bernard, better known as Field Marshal Montgomery / 1st Viscount Montgomery of Alamein (b.1187 - d.1976) - or simply known as 'Monty'. He lived here between the age of 2 and 14 and was educated privately when his father was Bishop of Tasmania (1889-1901).

The proposal

The proposal involves the demolition of the following elements:

- a section of the timber paling fence on Montgomery Court,
- excavation of the ground/garden for the two cabins and their

- associated paving/pathways,
- excavation for three parking areas on Montgomery Court,
- removal of vegetation,
- removal of existing ground based solar panels and incidental garden structures.

The proposal involves the following development:

- Relocation of the existing 'Hideaway Cabin' in the south-east corner of the site to a new alignment that is roughly east-west and partially over its current location.
- The construction of 'Maud's Cottage', a single storey, one bedroom self contained cabin with a gable roof and skillion with a floor area of approximately 30m² (7.8 m x 4.9m).
- The construction of 'Bunker Cabin', a two storey, one bedroom self contained flat roof structure with a lift, limited window openings with a floor area of approximately 90m² (10m x 4.4m).
- The construction of 'Eco Cabin', a single storey, two one bedroom self contained structure with a skillion roof with a combined floor area of approximately 108m² (9.7m x 9.9m).
- The construction of a Reception Building (4.5m x 5.5m including deck area) - adjacent to the existing carpark off Regent Street with a gable roof and skillion roof verandah.

Part of the location of this proposal is similar (but not the same) as that already proposed as part of PLN-14-00413, in that it is on the downslope side of the subject property in proximity to the street boundary on Montgomery Court. However, two of the new cabins are located closer to Bishopscourt main house and along the Montgomery Court boundary. This proposal differs to the 2014 proposal in that the 1960s house at 2 Montgomery Court will not be demolished and will be retained with a minor subdivision/boundary adjustment. The excavation for the two new cabins is more localised and does not require the same degree of bulk excavation required for the 2014 proposal. It is also worth noting that since the 2014 proposal, landscaping to the south east and south west part of the garden has occurred and includes retaining walls, garden beds and stone walls, thus subtly changing the configuration of the garden layout and forming 'garden rooms' and new levels.

The new cabins are part of a concept for the site for story telling through visitor experience. The largest of the new cabins is the 'Bunker Cabin', designed to create an experience of a military bunker through an enclosed solid structure with limited window openings, telling the story of Field Marshal Montgomery and his military career. The 'Eco Cabin' is

another form of visitor experience in that it is an off the grid option. The design is not related to the 'Bunker Cabin' or other new elements on the site. The other new cabin is 'Maud's Cottage' based on the life of Field Marshal Montgomery's mother and is a simple traditional style of cottage representing simplicity.

Stylistically 'Maud's Cottage', the new Reception Building, the existing 'Hideaway Cabin' and the extension to the Schoolhouse (already constructed) relate to each other in terms of scale and materiality.

Heritage Discretions

Bishopscourt is heritage listed in table E13.1 of the Historic Heritage Code of the Scheme. It is also located in the Hobart 4 Heritage Precinct. The Precinct has a number of Statements of Significance.

'This precinct is significant for reasons including:

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.'

The proposal involves demolition, new work and subdivision. Therefore the following provisions of the Scheme apply:

E13.7.1 P1 Demolition - Heritage Place

E13.7.2 P1, P2, P3, and P6, Buildings and Works - Heritage Place

E13.7.3 P1 Subdivision - Heritage Place

E13.8.1 P1 Demolition - Heritage Precinct

E13.8.2 P1 and P5 Buildings and Works - Heritage Precinct

E13.8.3 P1 Subdivision - Heritage Precinct

Other performance criteria do not apply or are not relevant in this instance.

Provisions of the Historic Heritage Code

The following provisions of the Scheme apply:

Clause E13.7.1 P1 states:

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;

- (b) there are no prudent and feasible alternatives;

- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;

- (d) significant fabric is documented before demolition.

Clause E13.7.2 P1 states:

Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;

- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

Clause E13.7.2 P2 states:

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;

- (b) setback from frontage;

- (c) siting with respect to buildings, structures and listed elements;

- (d) using less dominant materials and colours.

Clause E13.7.2 P3 states:

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

Clause E13.7.2 P6 states:

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 of the place.

Clause E13.7.3 P1 states:

A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:

- (a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values;
- (b) ensuring a sympathetic pattern of subdivision;
- (c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required.

Clause E13.8.1 P1 states:

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.

Clause E13.8.2 P1 states:

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.

Clause E13.8.2 P5 states:

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.

Clause E13.8.3 P1 states:

Subdivision must not result in any of the following:

- (a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;
- (b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;

- (c) potential for a confused understanding of the development of the precinct;
- (d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.

Representations

Three (3) representations were received during the advertising period. The following heritage matters were raised.

- there will be loss of a mature ash that contributes to the historic significance of the site.
- The proposed dwellings seem to include an ad hoc and inconsistent mix of form, fenestration, materials and finishes. The inconsistency ... appears to create a completely random aesthetic that is unsympathetic to the beautiful main building and heritage significance of the site and its curtilage. There is no information in the proposal that attempts to draw a connection or nexus between the proposed ad hoc dwellings and the existing site.
- ... the radical difference in design aesthetic between the modern concepts and more traditional shed type aesthetic is difficult to reconcile.
- "it does not meet the criteria (for heritage precincts E13.8.1) with regard to the impact on existing significant vegetation and there would appear to be feasible alternatives to the proposed parking and access.
- The proposal does not meet the Statement of Local Historic Heritage Significance and Design Criteria Policy.
- The buildings will not be compatible or visually subservient when viewed from Montgomery Court.
- The main problem is the reduction in curtilage ..(which). still provides an important setting for a dwelling of this size and significance.
- 'Bishopscourt is a house of significance. An important part of Hobart and Tasmania's history and forming part of the history is the garden of the property. The proposal of scattering units around the garden will remove the gardens attributes as part of the property. This must be considered as a whole, house and garden to preserve the heritage value which is important for all Tasmanians. Butchering land and considering the garden as a separate value should not be done.'
- 'This proposal will be like a small village in the backgarden of Bishopscourt. This will ruin the integrity of the heritage listed streetscape, even if with only a limited view from the street, all this development eats away at what is currently a beautiful street with homes. This is a residential area with heritage listed properties such as Bishopscourt and this needs to be protected. Allowing such

development will start precedents (as is already happening) for the heritage area and Fitzroy Place for development to occur behind the facade of the street which undermines the heritage and importance of the street which is part in the history of Hobart. Double story or single story townhouses dressed as eco cabins is not conducive to the area and should be rejected.'

- 'We are so lucky to have areas so close to the city that are residential with historical importance but larger allotments and houses.'

Discussion of proposal

'Maud's Cottage' and the Reception Building are both traditional 19th century timber cottage style structures, modest in scale and size in traditional materials in vertical timber cladding and Colorbond roof (no colour details provided). Both relate to the existing modern additions to the site through scale and materiality, although the 'Hideaway Cabin' and the existing extension to the former school house (approved as part of the 2014 approval) have a contemporary palette of materials, colours and form.

The proposed 'Bunker Cabin' and associated parking area are in close proximity to two Ash trees in the Council reserve on Montgomery Court. The Arborist report (prepared by Alister Hodgman) recommended that a modification to the design would ensure that Tree 2 (shown in the above photo to the right) does not suffer a decline in health and vigour.

The above images taken from Montgomery Court shows the location of the proposed 'Bunker Cabin' and 'Eco Cabin' and the location of where all of the vegetation, with the exception of the street trees (Ash), will be removed as part of the works.

The 'Bunker Cabin' and the 'Eco Cabin' are different in form and materiality to the existing 'Hideaway Cabin', 'Maud's Cottage' and the Reception Building, constructed from concrete panels with a flat roof and 'bubble' skylight. The fenestration pattern of both the 'Bunker Cabin' and the 'Eco Cabin' are very different to the smaller structures with large expansive walls of window in the 'Eco Cabin' and large solid unadorned concrete walls on the 'Bunker Cabin'. Despite both being sited close to Montgomery Court and Regent Street, neither have a street frontage or address the street. The entry of the 'Eco Cabin' is from within the site as is entry to the 'Bunker Cabin' which is from the proposed parking area and walkways to the 'Eco Cabins'.

Assessment of proposal against the provisions of the Historic

Heritage Code

The landscaping, aesthetics and general setting of the garden have been identified as one of the reasons for the property having significance. Bishopscourt was once sited on a larger parcel of land and has since been progressively subdivided, but retains a large garden and appropriate curtilage. It is also worth noting that Bishopscourt is described in the statements of significance for the precinct within the Historic Heritage Code a 'Victorian house set on large allotments...' The statements of significance also refer to views and vistas.

In summary, limited information has been provided as part of this application in regard to the removal/changing of vegetation/landscaping on the subject property in relation to the existing situation, however, the extent and the location of demolition can be assessed as not resulting the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the significance of the place. However, the provisions relating to demolition in a precinct differ and require the replacement building to be more complementary to the heritage values of the precinct. For reasons discussed further on in this report, it is assessed that the "Eco Cabin" and the 'Bunker Cabin' do not complete or add to the precinct and streetscape values and therefore clause E13.8.1 P1 is not satisfied. On the other hand, the proposal satisfies E13.7.1 P1.

Limited details are provided regarding external colours or finishes and no details of a landscaping plan have been provided.

This current application is for 'themed' visitor cabins each individual and diverse in style and design spread across the site, with the proposed 'Eco Cabin' located closer to Bishopscourt than any previous proposal. While this proposal results in less excavation and a less physical intervention on the site, the approach is a significant departure but described in the submitted document 'Sustainability and Story Telling', as 'offering a diverse range of highly designed self-contained apartments which celebrate the history of the property - old and new'. The diversity of design has been embraced enthusiastically by the applicant and as a consequence the architectural cohesiveness and responsiveness to the street of earlier proposals is now lacking.

While comparison with the 2014 proposal is not relevant in the assessment of this current application, it does provide a useful point of reference, particularly in relation to the height of the current proposal and its relationship and contribution to the streetscape. The previous proposal had a maximum height of 4.735 m above the footpath on Montgomery

Court to the top of the sod roof. In contrast the roof height of the proposed 'Bunker Cabin' is 6.2 metres above the carparking space on Montgomery Court, a level that is marginally above the footpath level, therefore resulting in a structure that is approximately 1.5 metres higher than the previous proposal over the 10 metre length of the building plus the depth of the cabin when viewed at an oblique angle.

The proposed 'Eco Cabin' is also the same height as the 'Bunker Cabin' above the Montgomery Court footpath. Although only single storey with a skillion roof, it is sited further up the bank toward the corner of Montgomery Court and Regent Street and closer to Bishops court. The south west elevation of the 'Eco Cabin' has the same elevational treatment of the 'Bunker Cabin' therefore presenting to the street boundaries as a series of blank elevations. From Montgomery Court, there are locations where the two cabins will be prominent and highly visible from the street and present a continuous, although separate, built element with large expanses of formed concrete walling.

Maud's Cottage and the re-sited 'Hideaway Cabin' are located to the rear of the site on an area that was once a tennis court, although it has not functioned as one for many decades. These structures are 31 metres from the Bishops court dwelling, and are sited in a separate 'garden room' as well as being located behind the c.1960s red brick house at 2 Montgomery Court. This results in these two proposed cabins being secondary structures, mostly obscured by the existing 1960s house. As such there will be no resultant loss of heritage values, with the structures being sympathetic in scale, setback, siting with respect to listed buildings and structures. In addition, this part of the proposal will not detract from or result in detriment of the heritage values of the place or precinct. This part of the proposal can be determined to satisfy E13.7.2 P1, P2, P3 and E13.8.2 P1.

However, the two structures the 'Eco Cabin' and 'Bunker Cabin' require assessment against the above clauses as well as the additional clause of the Historic Heritage Code E13.7.2 P6 and E13.8.2 P5 which involves the removal of landscaping elements between the Bishops court and Montgomery Court. While the landscaping elements earmarked for removal cannot be deemed as having any high level of heritage value, they are elements that contribute to the character and streetscape value of the precinct. The removal of these general areas of garden need to also be considered in conjunction with the construction of carparking and a military style 'Bunker Cabin' and the 'Eco Cabin'. As already stated above these two cabins together are located adjacent to the street, and present

as prominent and highly visible incongruous built forms, with no physical relationship to each other or the other structures on the listed site, namely the heritage listed house Bishops court, the historic Schoolhouse and the more contemporary, and subservient additions to that building and the standalone 'Hideaway Cabin'. The result is an ad hoc group of forms and mismatched designs with the replacement building not complementary to the heritage values of the precinct. In this respect the proposal, fails to satisfy E13.7.2 P1, P2 and P3 and E13.8.1 P1, E13.8.2 P1 and P5.

The subdivision is minor and does not result in the loss of heritage values of the place or precinct by altering the curtilage to any significant extent or impacting on any contributory heritage items. Thus the proposal satisfies E13.7.3 P1 and E13.8.3 P1.

Conclusion

Elements of this application comfortably satisfy the provisions of the Historic Heritage Code of the Scheme, namely the relocation of the existing 'Hideaway Cabin', 'Maud's Cottage', the new Reception Building and the demolition associated with work at a heritage place. The proposed subdivision is also acceptable when assessed against the relevant provisions of the Scheme.

It is the elements of the 'Eco Cabin' and the 'Bunker Cabin' and associated carparking that are problematic when assessed against the Historic Heritage Code of the Scheme. In summary, this part of the proposal is not compatible with the significance of Bishops court through the introduction of development that is incompatible in design, scale, bulk, form, fenestration pattern, siting, materials and finishes. These features are not complementary to the place, in their siting with respect to the listed building and the overall garden setting of the place, scale and bulk, materials and built form and setback from the frontage. In addition the two new cabins and carparking do not provide an adequate response to the heritage characteristics of the place though incompatible design intent and form. In this respect, the proposal does not satisfy E13.7.2 P1, E13.7.2 P2 and E13.7.2 P3.

In terms of the Heritage Precinct, the proposed 'Eco Cabin' and 'Bunker Cabin' and associated carparking, with their siting in respect to the streetscape of Montgomery Court and Regent Street, will lead to a confused and devalued understanding of the Precinct, interrupting the streetscape, reducing the significance of a large Victorian house on a large land parcel and important historical relationship created by the buildings, trees and relationship to expansive views and landscape. As

such the proposal will result in detriment of the heritage values of the precinct through the proposed demolition and the siting and construction of the 'Eco Cabin' and 'Bunker Cabin' and related infrastructure does not satisfy E13.8.1 P1, E13.8.2 P1 and E13.8.2 P5 of the Historic Heritage Code of the Scheme.

The proposal is recommended for refusal.

If the proposed 'Eco Cabin' and 'Bunker Cabin' and associated carparking were to be removed from the proposal, such an application would satisfy the relevant provisions of the Historic Heritage Code of the Hobart Interim Planning Scheme 2015 and allow the applicant to undertake further design and development of these two cabin options to reduce their scale, improve the siting, presentation and relationship to the street.

The ground for refusal are as follows:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P1 (a) and (b) of the Hobart Interim Planning Scheme 2015 because it is an incompatible design through its height, scale, bulk, form, fenestration, siting, materials, colours and finishes being adjacent to an historic house in a large garden and it also results in the substantial diminution of heritage values through the loss of streetscape elements.
2. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P2 (a) to (d) of the Hobart Interim Planning Scheme 2015 because it will not be subservient and complementary to the listed place of an historic house in a large garden due to its scale, bulk, materials, built form and fenestration, setback, siting and use of materials and colours.
3. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P3 of the Hobart Interim Planning Scheme 2015 because it does not respond to the heritage characteristics of the place in its materials, built form and fenestration.
4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 P1 of the Hobart Interim Planning Scheme 2015 because it will result in the loss and demolition of landscaping that contributes to the significance of the precinct and no opportunity is created for a replacement building that will be more complementary to the values

of the precinct.

5. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 P1 of the Hobart Interim Planning Scheme 2015 because it will result in detriment to the historic cultural heritage values of the precinct of an historic house in a large garden.
6. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 P5 of the Hobart Interim Planning Scheme 2015 because it will result in the loss of landscaping between a dwelling and the street that contributes to the historic cultural heritage values, the streetscape values and character of the precinct.

- 6.9.6 The proposal does not comply with the performance criteria and is recommended for refusal on that basis.

6.10 Onsite Parking Provision - Part E6.6.1 P1

- 6.10.1 The acceptable solution at clause E6.6.1 A1 and Table E6.1 requires one parking space per visitor accommodation unit. A total of 5 parking spaces would be required.
- 6.10.2 The proposal includes 4 additional visitor accommodation units (one is existing but repositioned) and 3 further car parking spaces. The proposal would generate an additional 4 parking spaces. The proposal would provide an additional 3 parking spaces. The resulting discretion would be 1 parking space.
- 6.10.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.10.4 The performance criterion at clause E6.6.1 P1 provides as follows:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

- (a) car parking demand;*
- (b) the availability of on-street and public car parking in the locality;*
- (c) the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) the availability and likely use of other modes of transport;*
- (e) the availability and suitability of alternative arrangements for car parking provision;*
- (f) any reduction in car parking demand due to the sharing of car parking*

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

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

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

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

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

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

(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 Assessment of the performance criterion follows.

The site is centrally located being in reasonably close proximity to the city centre and the Sandy Bay commercial area. Walking distance is therefore considered a viable alternative option. Further, public transport is in close proximity to the site with bus routes along Sandy Bay Road, Regent Street and Davey and Macquarie Streets.

Council's Development Engineer recommends refusal. The comment is as follows.

The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.

Acceptable solution - A1:

The number of on-site car parking spaces must be:

(a) no less than and no greater than the number specified in Table E6.1; -

Comment: NON COMPLIANT - Deficient by one (1x) space, loss of on-street car parking.

Four (4x) new visitor accommodation units and one (1x) existing relocated on-site.

Three (3x) car parking spaces proposed as shown on the submitted plans including one (1x) accessible car parking space.

Use class: Serviced Apartment = 1 space for each serviced apartment unit.

Performance Criteria - P1:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

The submitted Traffic Impact Assessment (T.I.A.) report stated the following;

(a) car parking demand;

"The proposed development comprises two visitor accommodation units. The new development will require access from Montgomery Court. All new trip generation will therefore be contained to Regent Street and Montgomery Court."

"There will be a requirement for 2 parking spaces associated with the proposed development. All spaces can be provided on site, with the manager's space being provided on the Bishops Court driveway."

Comment:

Council notes the proposal is actually for four (4x) accommodation units, not two (2x) as stated by the applicant's traffic engineer.

Development engineering has referred this matter to Council traffic engineer for comment given the discrepancy.

(b) the availability of on-street and public car parking in the locality;

The submitted Traffic Impact Assessment (T.I.A.) report stated the following;

"Given that all parking can be accommodated off street there is minimal impact on on street parking (as this section of road where the proposed crossover is located is subject to a no parking

restriction)"

Comment:

Council notes the proposal is actually for four (4x) accommodation units, not two (2x) as stated by the applicant's traffic engineer. Development engineering has referred this matter to Council traffic engineer for comment given the discrepancy.

(c) the availability and frequency of public transport within a 400m walking distance of the site;

The submitted Traffic Impact Assessment (T.I.A.) report stated the following;

"Bus Services 501, 601, 457 and 458 all operate along Regent Street, in close proximity to the development site, making the visitor accommodation ideally located for visitors who wish to use public transport, whilst staying at the proposed visitor accommodation units."

(d) the availability and likely use of other modes of transport;

The submitted Traffic Impact Assessment (T.I.A.) report stated the following;

"The site is located in close proximity to the City of Hobart and Salamanca as well as the commercial precinct in Sandy Bay, reducing the reliance on the use of the private car and enabling short distance walking trips. There is a good network of pedestrian footpaths in the location of the site further facilitating walking as a mode of travel."

"The site is located in close proximity to the centre of Hobart, Salamanca and the commercial precinct of Sandy Bay, making the proposed accommodation ideally situated to facilitate bicycle tourism."

(e) the availability and suitability of alternative arrangements for car parking provision; -

Comment:

No alternative parking provision is available or considered necessary.

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car

parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; -

Comment:

Not applicable.

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

Comment:

Not applicable.

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

Comment:

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; -

Comment:

Not applicable.

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

Comment:

Not applicable.

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

Comment:

Not applicable.

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

Comment:

Not applicable.

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

Comment:

No impact.

- 6.10.6 Development engineering referred this application to Council's traffic engineer for comment given the discrepancies. The Council's Senior Engineer - Roads and Traffic advised as follows:

I have reviewed the Traffic Impact Assessment and plans provided by the applicant in support of PLN-19-918 at 26 Fitzroy Place in Sandy Bay, as well as the representations received on the application.

In summary, from the information provided in the TIA and plans, the proposal is for:

- The development of four (4) new short-term accommodation cabins.
- The introduction of three (3) new off-street spaces, one of which is also an accessible space.
- The construction of a 7.4m wide crossover on Montgomery Street to access the off-street spaces.

The TIA does not accurately reflect the plans provided by the applicant. Within the TIA, reference is only made to two additional short-term accommodations, while the plans provided by the applicant show four new cabins. Therefore, the future trip generations and parking requirements highlighted in the TIA for the proposed development are inaccurate.

In addition, the TIA and plans make reference to existing No Parking restrictions at the proposed location of the 7.5m wide crossover on Montgomery Court. Council's GIS shows no indication of No Parking restrictions at this location and that three (3) unrestricted parking spaces are currently in this area. Therefore, the TIA has incorrectly stated that the proposed development would have minimal impact on existing on-street parking, as the proposed crossover would eliminate three spaces.

Finally, insufficient off-street spaces are provided in the proposal. The Planning Scheme requires that four (4) off-street spaces are required for the four new cabins. There is a deficiency of one (1) off-street parking space.

In terms of the matters raised by the representors that relate to parking and traffic matters, I would broadly summarise these as:

- Insufficient off-street parking for the proposed development would result in increased demand for on-street parking on Montgomery Court;
- The proposed 7.5m crossover would eliminate three (3) existing on-street unrestricted spaces;
- The traffic generation flows noted in the TIA for the proposed development are understated;
- Removal of the 3.5m space opposite the proposed crossover is unnecessary and is currently being utilised without issue.

In response to these matters, I offer the following comments:

- Insufficient off-street parking for the proposed development would result in increased demand for on-street parking on Montgomery Court;

Comment: There is in fact insufficient off-street parking for the proposed development. Three (3) off-street spaces are provided, however, four (4) are needed under the Planning Scheme. In regards to the impact on on-street parking conditions in Montgomery Court, a parking demand/occupancy survey of current on-street parking conditions is required and the potential of future short-term visitor parking to the proposed development must be taken into consideration.

- The proposed 7.5m crossover would eliminate three (3) existing on-street unrestricted spaces;

Comment: It has been noted that the TIA and plans have incorrectly labelled the location of the proposed crossover as No Parking. The loss of 3 unrestricted on-street parking spaces must be taken into account by the applicant.

- The traffic generation flows noted in the TIA for the proposed development are understated;

Comment: It has been noted that the TIA has incorrectly determined traffic generation flows for two (2) new short-term accommodations, rather than the proposed four (4).

- Removal of the 3.5m space opposite the proposed crossover is unnecessary and is currently being utilised without issue.

Comment: It has been noted that the 3.5m area located opposite the proposed crossover is not an Australian Standard on-street parking space. However, as the space has not caused issues in the past, Council see no reason to install a yellow line.

In summary, the proposed development provides insufficient off-street parking for four (4) new short-term accommodations and eliminates three (3) existing unrestricted on-street parking spaces in the area of the proposed crossover.

The TIA must be updated to account for:

- The true number of proposed new short-term accommodations;
- The loss of three (3) unrestricted on-street parking spaces;
- The impact on existing on-street parking in Montgomery Court (parking surveys).

6.10.7 The proposal does not comply with parts (a) and (b) of the performance criterion, and is recommended for refusal on that basis.

7. Discussion

- 7.1 Planning approval is sought for partial demolition, extension and alterations to visitor accommodation at 26 Fitzroy Place and 2 Montgomery Court Sandy Bay TAS 7005.
- 7.2 The application was advertised and received three (3) representations. The representations raised concerns including heritage, use, traffic, traffic safety, townscape and density.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered unacceptable on heritage and parking grounds.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Senior Cultural Heritage Officer, and Senior Park Planner. The Cultural Heritage Officer and Development Engineer/Senior Engineer - Roads and Traffic recommend refusal. The other officers have raised no objection to the proposal, subject to conditions.
- 7.5 The site was visited and owner/applicant parties met on site dated the 12th August 2020.
- 7.6 The proposal is recommended for refusal.

8. Conclusion

- 8.1 The proposal for a partial demolition, extension and alterations to visitor accommodation at 26 Fitzroy Place and 2 Montgomery Court Sandy Bay TAS 7005 does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for refusal.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for a partial demolition, extension and alterations to visitor accommodation at 26 Fitzroy Place and 2 Montgomery Court Sandy Bay TAS 7005 for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 and P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because it is an incompatible design through its height, scale, bulk, form, fenestration, siting, materials, colours and finishes being adjacent to an historic house in a large garden and it also results in the substantial diminution of heritage values through the loss of streetscape elements.
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A2 and P2 (a) to (d) of the *Hobart Interim Planning Scheme 2015* because it will not be subservient and complementary to the listed place of an historic house in a large garden due to its scale, bulk, materials, built form and fenestration, setback, siting and use of materials and colours.
- 3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A3 and P3 of the *Hobart Interim Planning Scheme 2015* because it does not respond to the heritage characteristics of the place in its materials, built form and fenestration.
- 4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because it will result in the loss and demolition of landscaping that contributes to the significance of the precinct and no opportunity is created for a replacement building that will be more complementary to the values of the precinct.
- 5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because it will result in detriment to the historic cultural heritage values of the precinct of an historic house in a large garden.

- 6 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A5 and P5 of the *Hobart Interim Planning Scheme 2015* because it will result in the loss of landscaping between a dwelling and the street that contributes to the historic cultural heritage values, the streetscape values and character of the precinct.
- 7 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.6.1 A1 and P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because the proposed development provides insufficient off-street parking for four (4) new short-term accommodation units and eliminates three (3) existing unrestricted on-street parking spaces in the area of the proposed crossover and will result in regular parking overspill and will detract from the amenity of the locality.



(Richard Bacon)

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 25 August 2020

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - Planning Referral Officer Development Engineering Report

**DRAWING SCHEDULE**

A00	COVER PAGE	-
A01	LOCALITY PLAN	-
A02	SITE PLAN	-
A03	FLOOR PLAN	ECO CABINS
A04	ELEVATIONS #1	ECO CABINS
A05	ELEVATIONS #2	ECO CABINS
A06	ROOF PLAN	ECO CABINS
A07	3D PERSPECTIVES	ECO CABINS
A08	FLOOR PLAN	BUNKER CABIN
A09	ELEVATIONS #1	BUNKER CABIN
A10	ELEVATIONS #2	BUNKER CABIN
A11	ROOF PLAN	BUNKER CABIN
A12	3D PERSPECTIVES	BUNKER CABIN
A13	FLOOR PLAN	MAUD'S COTTAGE
A14	ELEVATIONS #1	MAUD'S COTTAGE
A15	ROOF PLAN	MAUD'S COTTAGE
A16	3D PERSPECTIVES	MAUD'S COTTAGE
A17	FLOOR PLAN	RECEPTION
A18	ELEVATIONS #1	RECEPTION
A19	ROOF PLAN	RECEPTION
A20	3D PERSPECTIVES	RECEPTION
A21	ELEVATIONS #1	HIDEAWAY CABIN
A22	SHADOW PLAN	-
A23	SUBDIVISION SITE PLAN	-
A24	PARKING LAYOUT PLAN	-
A25	PARKING CROSS SECTION	-
A26	DRAINAGE SITE PLAN	EXISTING
A27	DRAINAGE SITE PLAN	PROPOSED
A28	DRAINAGE PLAN	MAUD'S COTTAGE
A29	DRAINAGE PLAN	HIDEAWAY CABIN
A30	DRAINAGE PLAN	RECEPTION
A31	DRAINAGE PLAN	BUNKER CABIN
A32	DRAINAGE PLAN	ECO CABINS
A33	ARBORICULTURAL ASSESSMENT	-

PROJECT INFORMATION

BUILDING DESIGNER:	GRANT JAMES PFEIFFER
ACCREDITATION No:	CC2211T
LAND TITLE REFERENCE NUMBER:	125649/1
PROPOSED ECO CABIN 1	31.74m ²
PROPOSED ECO CABIN 1 PORTICO	16.52m ²
PROPOSED ECO CABIN 2	39.79m ²
PROPOSED ECO CABIN 2 PORTICO	19.73m ²
PROPOSED BUNKER CABIN GL LEVEL	45.40m ²
PROPOSED BUNKER CABIN FF LEVEL	33.33m ²
PROPOSED BUNKER CABIN DECK	12.07m ²
PROPOSED MAUD'S COTTAGE	36.96m ²
EXISTING HIDEAWAY CABIN	27.45m ²
PROPOSED RECEPTION	11.69m ²
PROPOSED RECEPTION VERANDAH	13.06m ²
WIND CLASSIFICATION:	N3
SOIL CLASSIFICATION:	T.B.C.
CLIMATE ZONE:	7
BUSHFIRE-PRONE BAL RATING:	N/A
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	LOW
FLOODING:	NO
LANDSLIP:	UNKNOWN
DISPERSIVE SOILS:	UNKNOWN
SALINE SOILS:	UNKNOWN
SAND DUNES:	NO
MINE SUBSIDENCE:	NO
LANDFILL:	NO
GROUND LEVELS:	REFER PLAN
ORG LEVEL	75 ABOVE GROUND LEVEL SURFACE

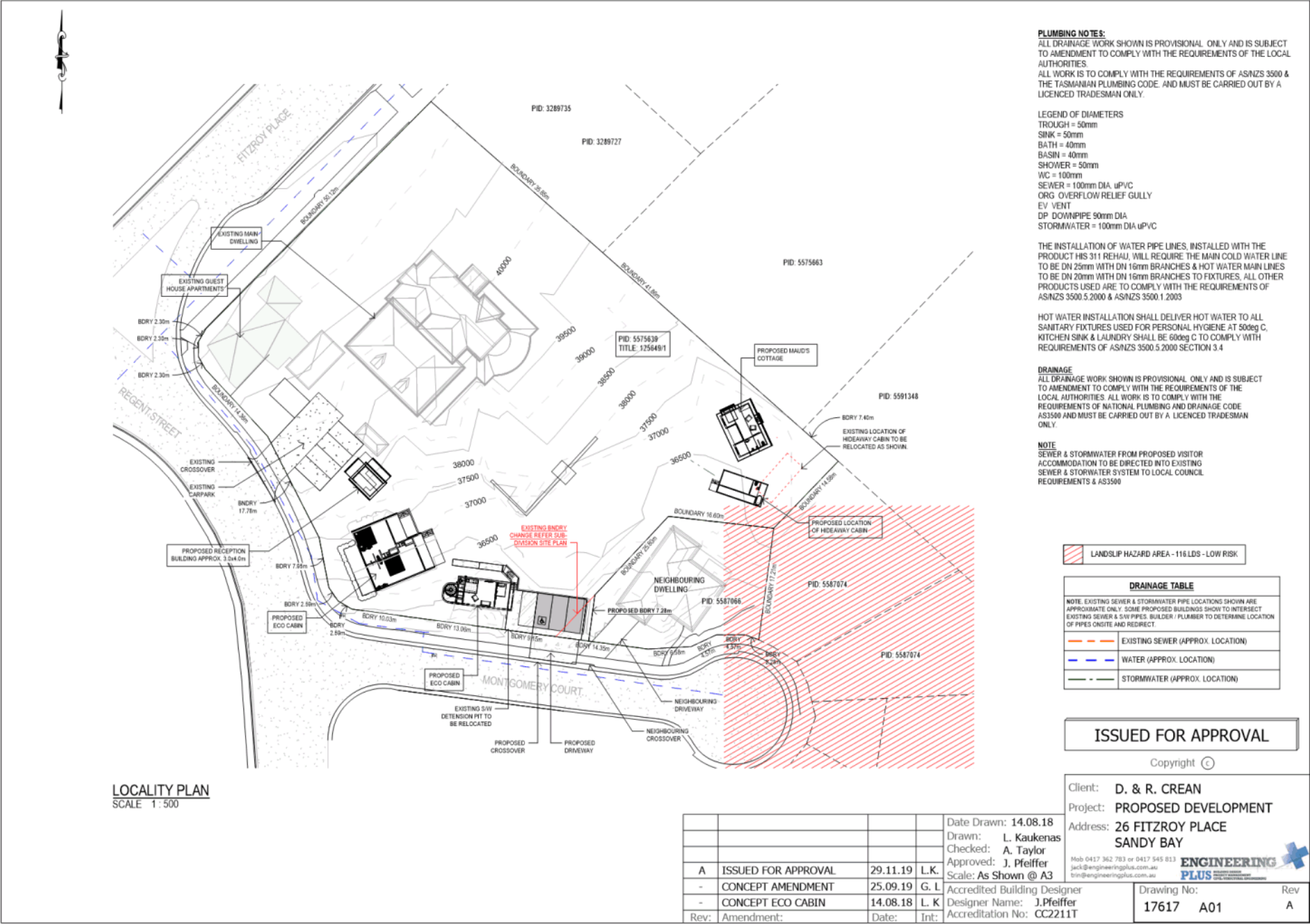
PROPOSED DEVELOPMENT

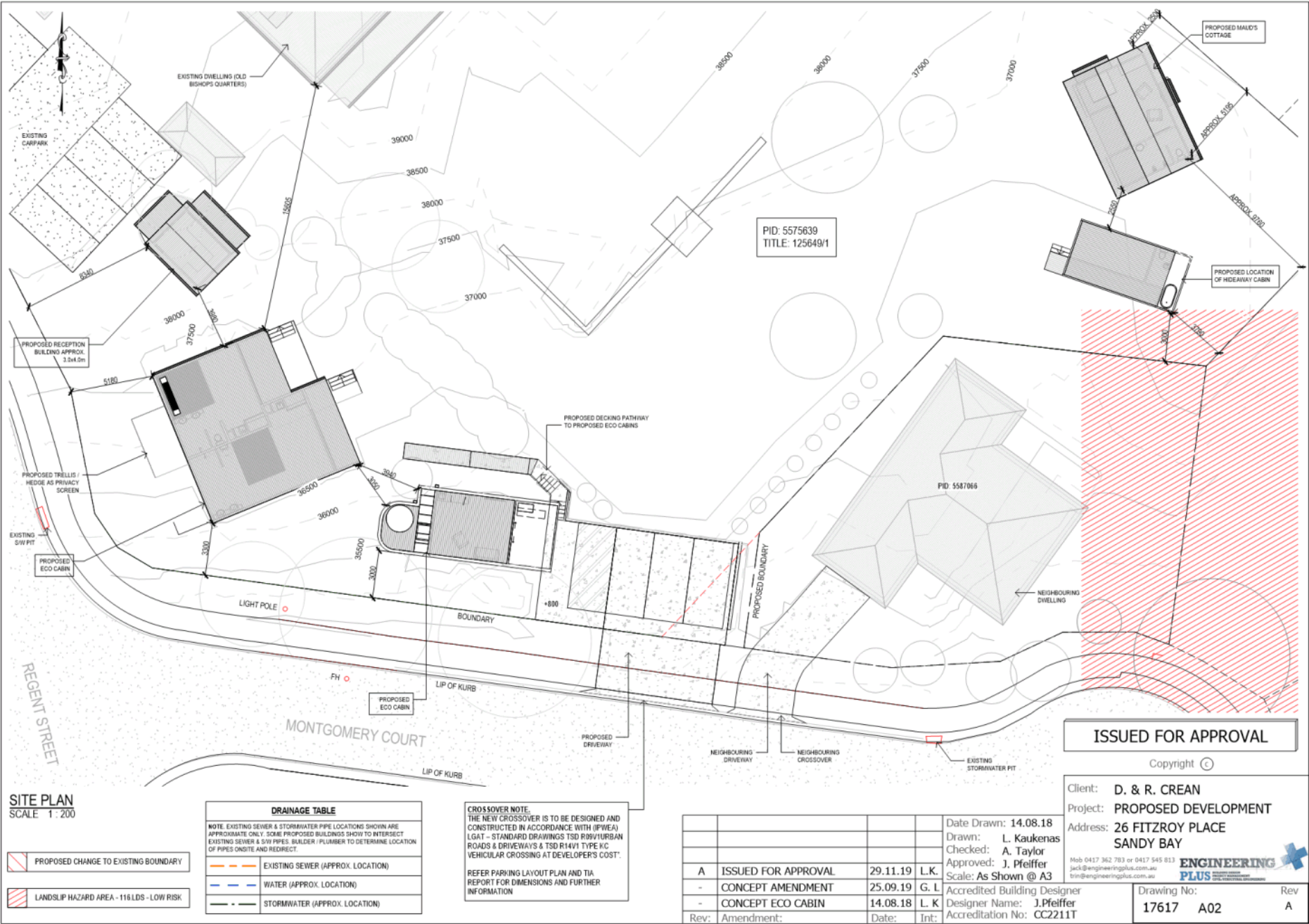
'BISHOPSCOURT' 26 FITZROY PLACE
SANDY BAY

FITZROY PLACE NOMINEES PTY LTD


HOBART CITY COUNCIL

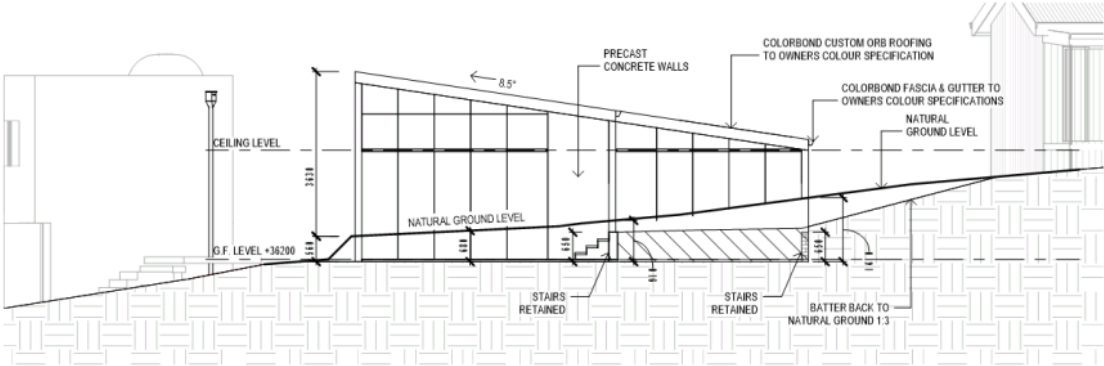
ISSUED FOR APPROVAL



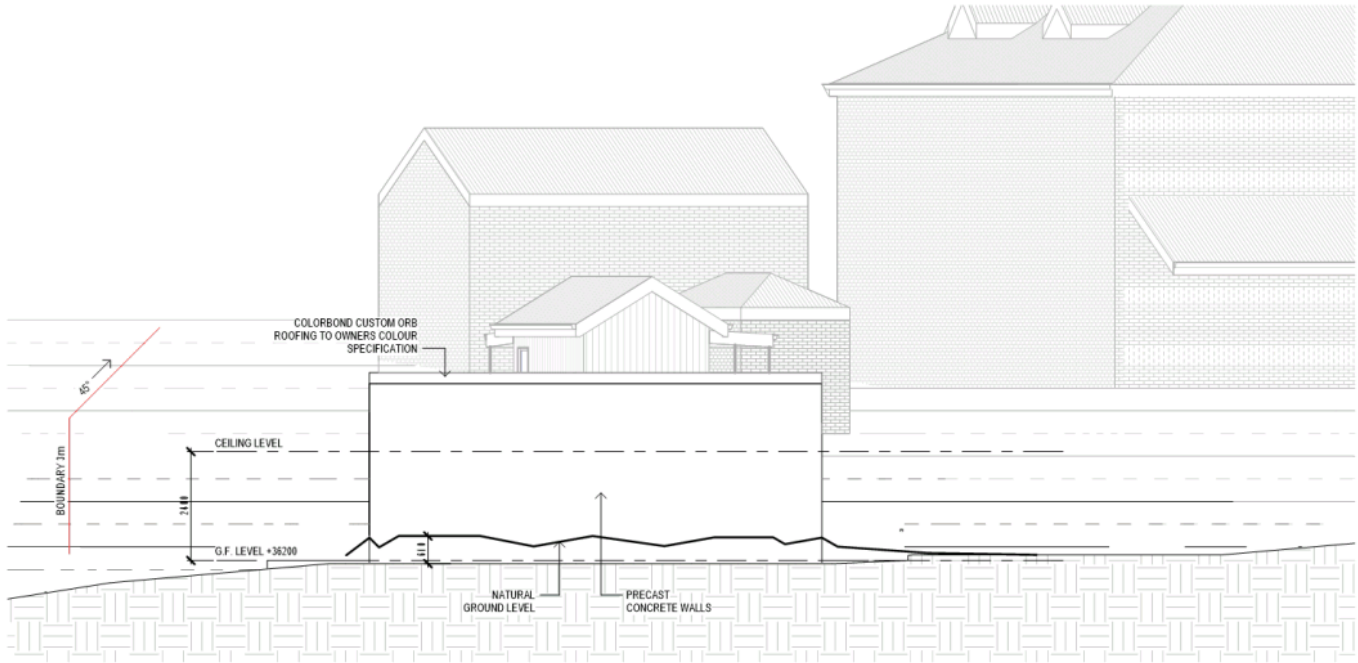




				Date Drawn: 14.08.18	Project: PROPOSED DEVELOPMENT
				Drawn: L. Kaukenas	Address: 26 FITZROY PLACE
				Checked: A. Taylor	SANDY BAY
				Approved: J. Pfeiffer	
				Scale: As Shown @ A3	Mob 0417 362 783 or 0417 545 813 jack@engineeringplus.com.au tim@engineeringplus.com.au
A	ISSUED FOR APPROVAL	29.11.19	L.K.		
-	CONCEPT AMENDMENT	25.09.19	G. L	Accredited Building Designer	Drawing No: _____
-	CONCEPT ECO CABIN	14.08.18	L. K	Designer Name: J. Pfeiffer	17617 A03
Rev:	Amendment:	Date:	Int:	Accreditation No: CC2211T	



C1 - NORTH EAST ELEVATION
SCALE 1:100



C1 - SOUTH EAST ELEVATION
SCALE 1:100

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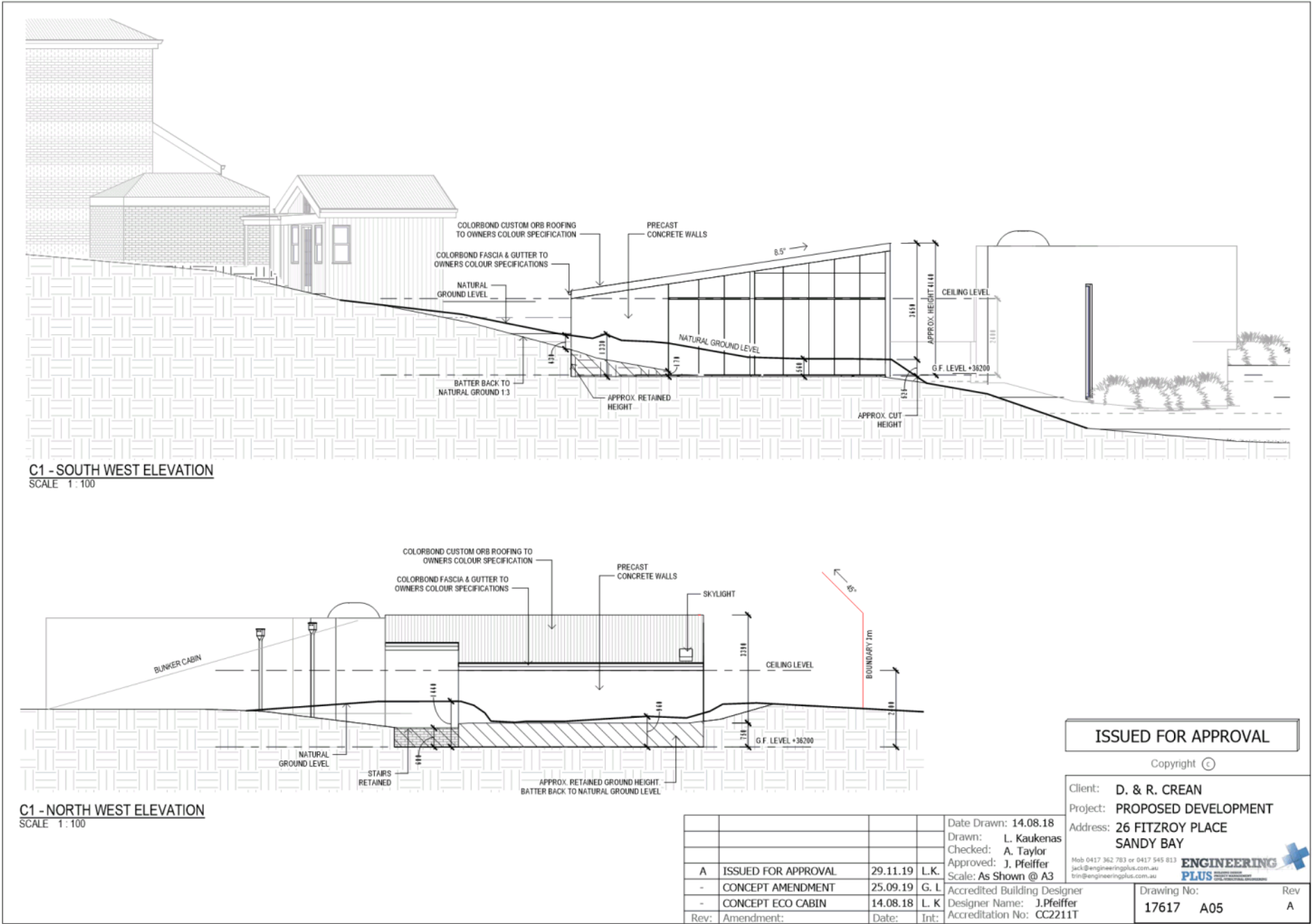
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Project: PROPOSED DEVELOPMENT
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				Checked: A. Taylor
				Approved: J. Pfeiffer
				Scale: As Shown @ A3
A	ISSUED FOR APPROVAL	29.11.19	L.K.	Accredited Building Designer
-	CONCEPT AMENDMENT	25.09.19	G. L	Designer Name: J. Pfeiffer
-	CONCEPT ECO CABIN	14.08.18	L. K	Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	

Drawing No: 17617 A04
Rev: A



ROOF CLADDING, BCA VOLUME 2 PART 3.5.1.3
COLOURBOND 'CUSTOM ORB' METAL SHEETING INSTALLED IN
ACCORDANCE WITH THIS PART, AS 1562.1 AND MANUFACTURERS
RECOMMENDATIONS.

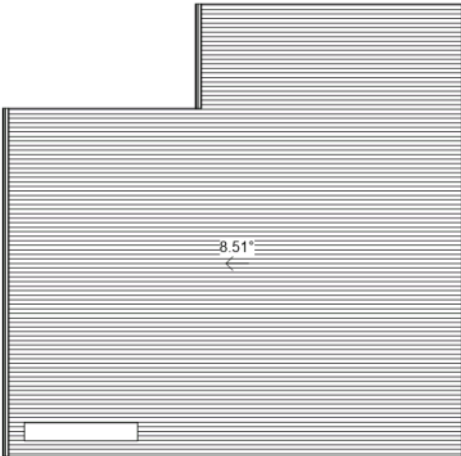
REFER TO LYSAGHT ROOFING & WALLING MANUAL FOR FULL DETAILS ON SHEET
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- CREST FIXINGS OF END SPANS @ EVERY SECOND RIB AND INTERNAL SPANS @ EVERY THIRD RIB.
- WHERE POSSIBLE SHEETS TO BE LAID WITH SIDE LAPS FACING AWAY FROM PREVAILING WEATHER.
- REFLECTIVE FOIL INSULATION TO BE FITTED TO UNDERSIDE OF SHEETS.

R4.0 INSULATION BATTS TO ROOF SPACE ABOVE CEILING LINING.

RECOMMENDED FIXINGS FOR SEVERE EXPOSURE CONDITIONS TO AS 3566

USE CLASS 4 MATERIALS FOR SEVERE EXPOSURE & STAINLESS STEEL FOR VERY SEVERE COASTAL ENVIRONMENTS.



ROOF PLAN - ECO CABIN
SCALE 1:100

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				Drawn: L. Kaukenas	
				Checked: A. Taylor	
				Approved: J. Pfeiffer	
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A	ISSUED FOR APPROVAL	29.11.19	L.K.	Accredited Building Designer	Drawing No:
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-	CONCEPT ECO CABIN	14.08.18	L. K	Accreditation No: CC2211T	Rev A
Rev:	Amendment:	Date:	Int:		

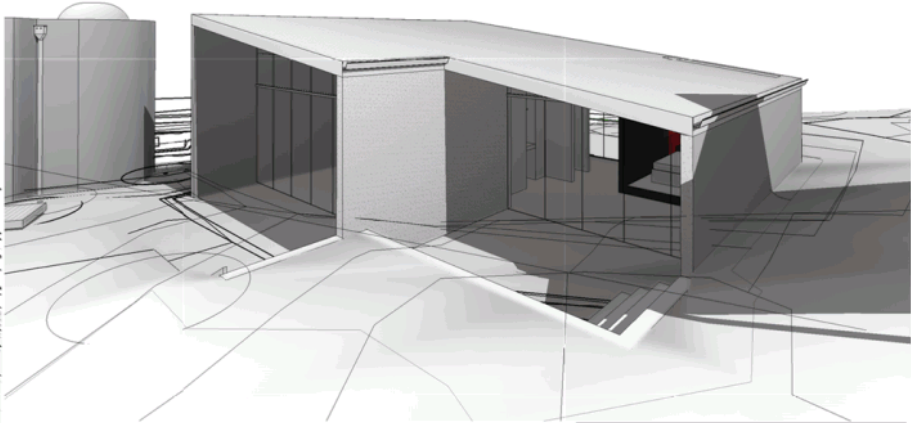
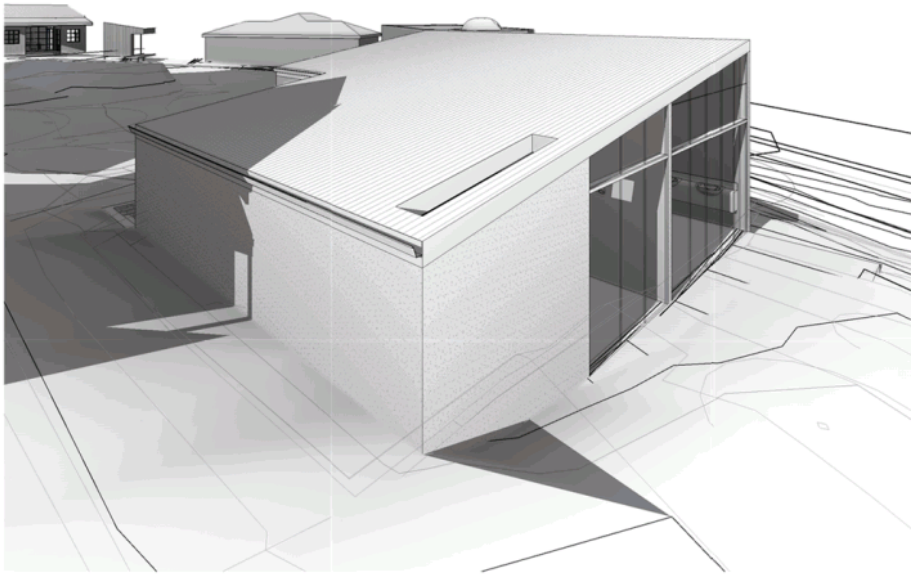
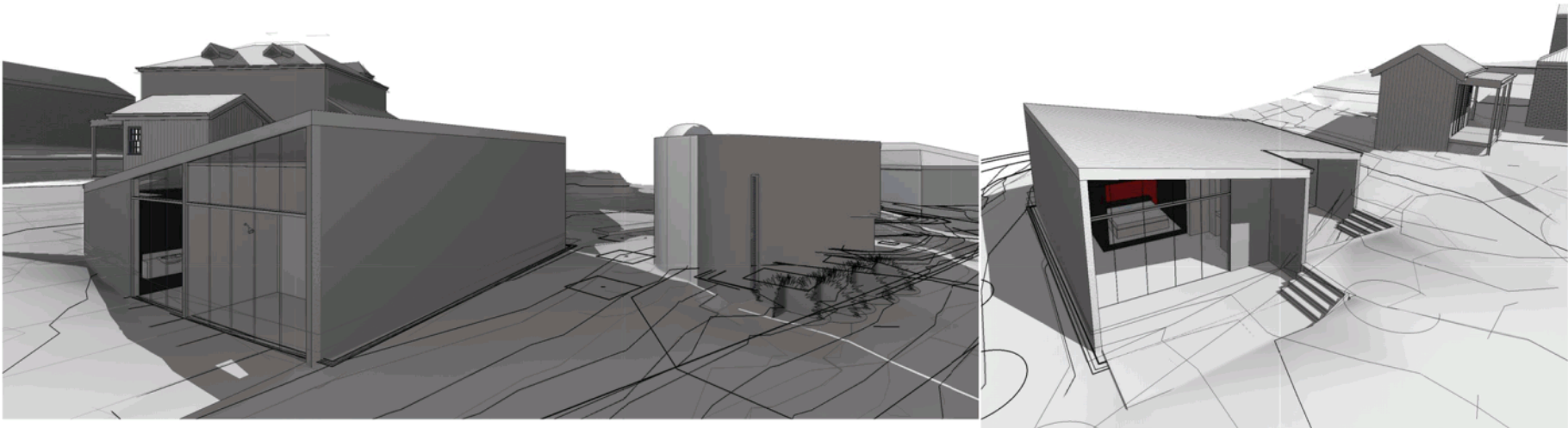
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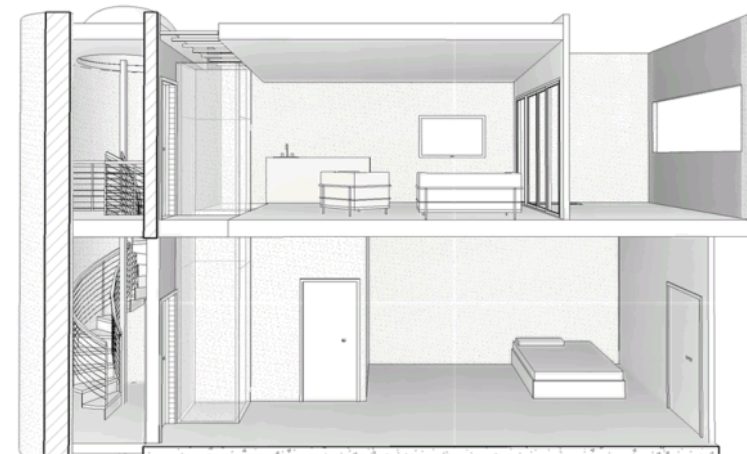
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A	ISSUED FOR APPROVAL	29.11.19	L.K.	
-	CONCEPT AMENDMENT	25.09.19	G. L	
-	CONCEPT ECO CABIN	14.08.18	L. K	
Rev:	Amendment:	Date:	Int:	

Accredited Building Designer
Designer Name: J. Pfeiffer
Accreditation No: CC2211T

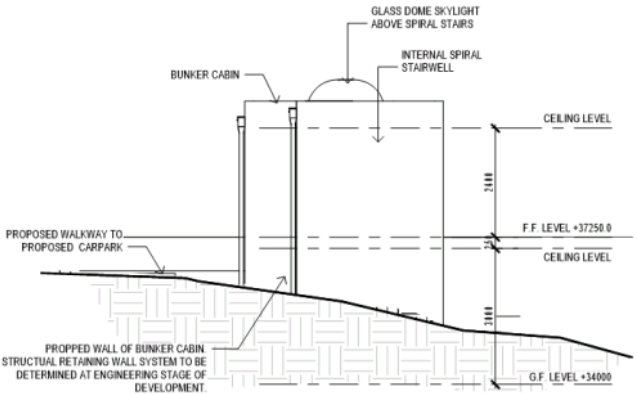
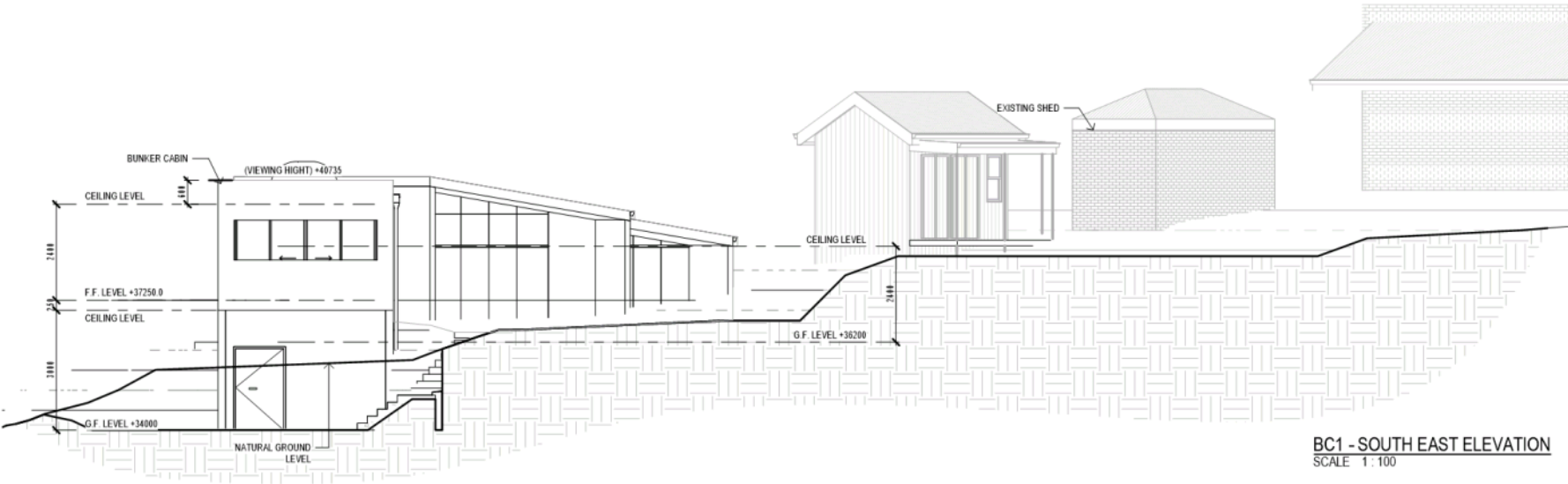
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-	CONCEPT ECO CABIN	14.08.18	L. K.	Accredited Building Designer
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				Accreditation No: CC2211T

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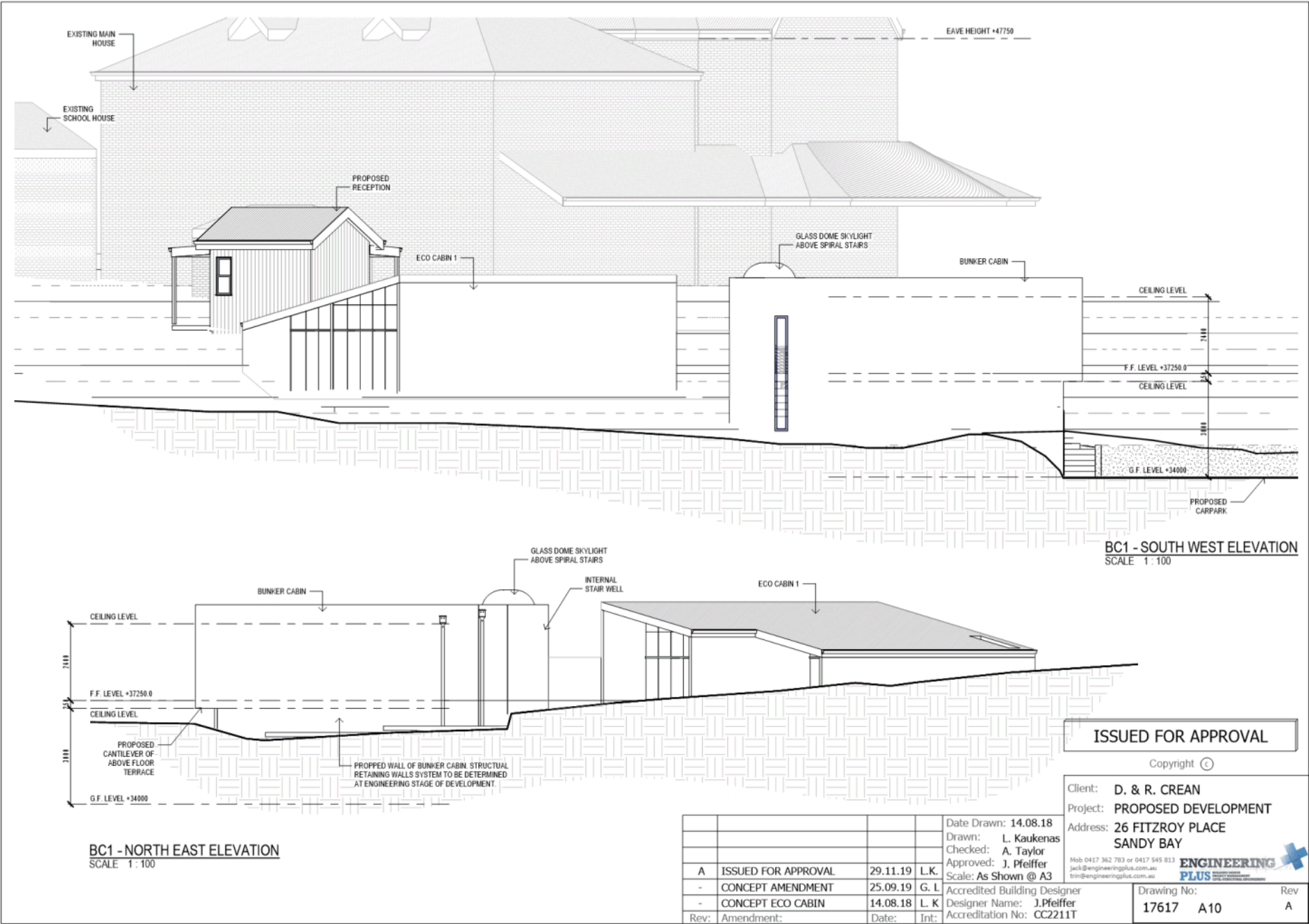
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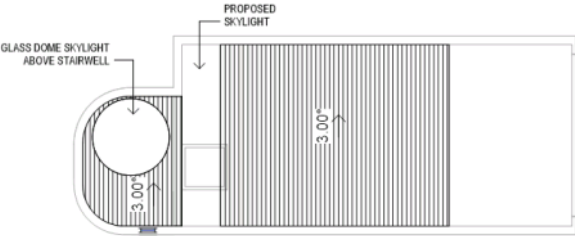
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				Approved: J. Pfeiffer
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-	CONCEPT AMENDMENT	25.09.19	G.L	Designer Name: J. Pfeiffer
-	CONCEPT ECO CABIN	14.08.18	L.K	Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	

Drawing No: 17617 A09
Rev A





ROOF CLADDING. BCA VOLUME 2 PART 3.5.1.3
COLOURBOND 'CUSTOM ORB' METAL SHEETING INSTALLED IN
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RECOMMENDED FIXINGS FOR SEVERE EXPOSURE CONDITIONS TO AS 3566
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ROOF PLAN - BUNKER CABIN
SCALE 1 : 100

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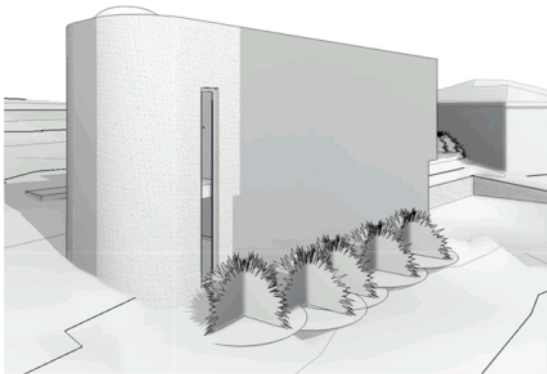
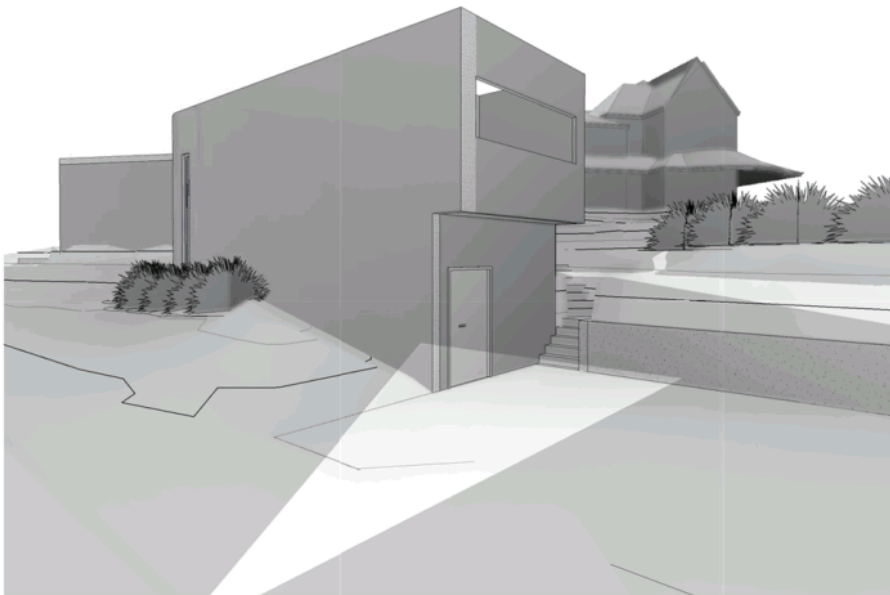
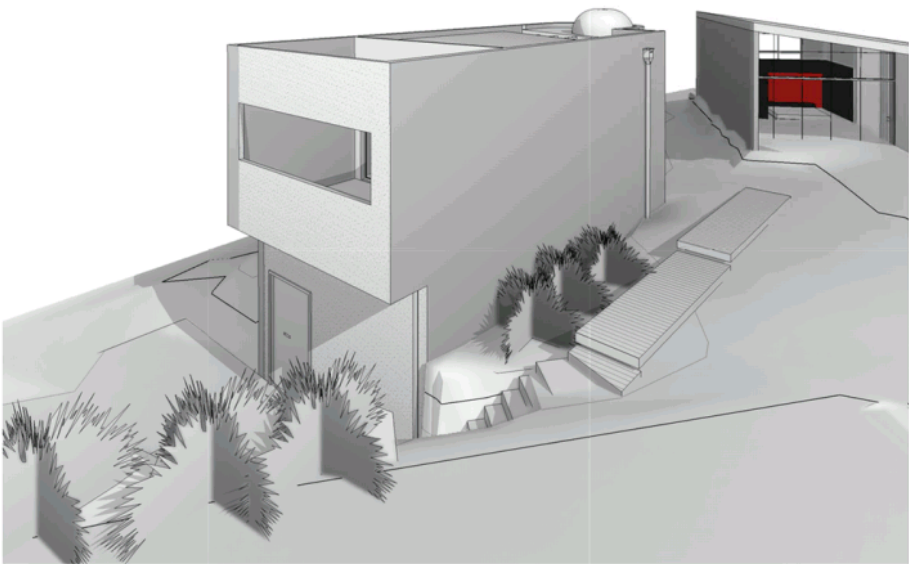
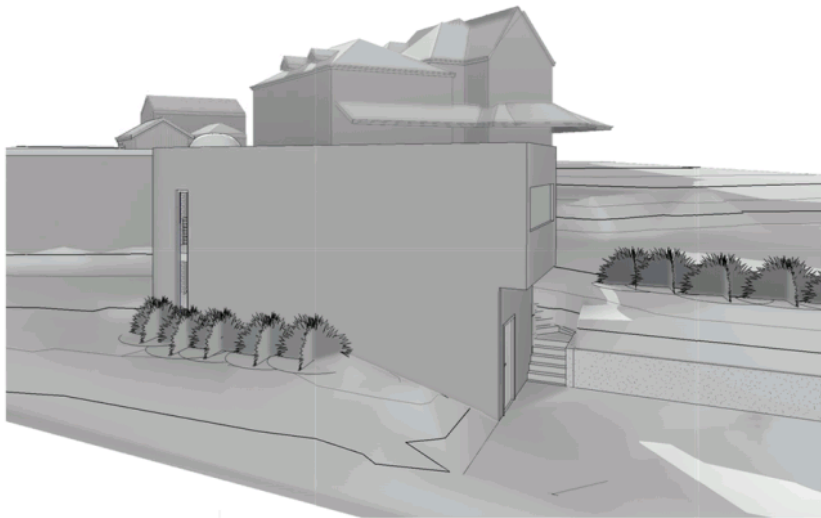
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A	ISSUED FOR APPROVAL	29.11.19	L.K.	
-	CONCEPT AMENDMENT	25.09.19	G. L	
-	CONCEPT ECO CABIN	14.08.18	L. K	
Rev:	Amendment:	Date:	Int:	

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Designer Name: J. Pfeiffer
Accreditation No: CC2211T

Drawing No:
17617 A11

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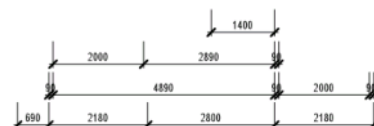
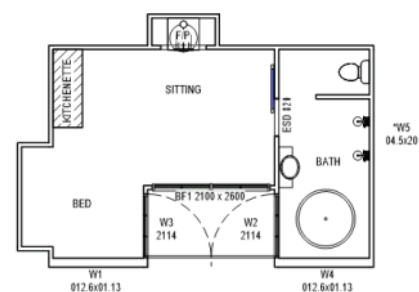
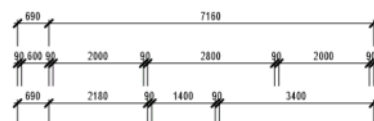
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Rev:	Amendment:	Date:	Int:	

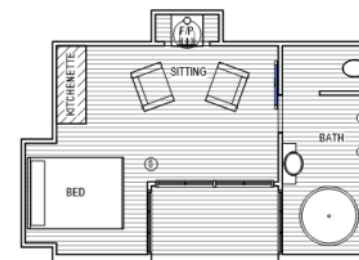
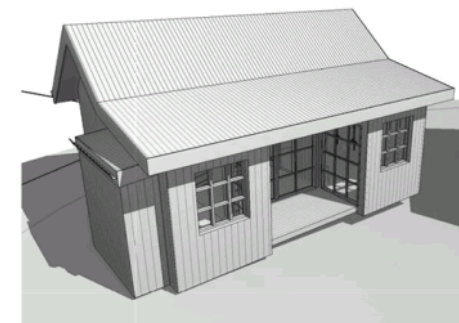
Accredited Building Designer
Designer Name: J. Pfeiffer
Accreditation No: CC2211T

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17617 A12

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MAUD'S COTTAGE CONSTRUCTION PLAN
SCALE 1:100



MAUD'S COTTAGE FLOOR PLAN
SCALE 1:100

FLOOR COVERINGS	
	CARPET
	CONCRETE
	TIMBER FLOORING
	TILE
	TIMBER DECKING

Area Schedule (Gross Building)		
Name	Area	Area (sq)
PROPOSE BUNKER CABIN - FF	33.33 m ²	3.59
PROPOSED BUNKER CABIN - GF	45.40 m ²	4.89
BUNKER DECK	12.07 m ²	1.30
PROPOSED ECO CABIN #2 PORTICO	19.73 m ²	2.12
PROPOSED ECO CABIN #1 PORTICO	16.52 m ²	1.78
PROPOSED ECO CABIN #1	31.74 m ²	3.42
PROPOSED ECO CABIN #2	39.79 m ²	4.28
PROPOSED MAUD'S COTTAGE	30.07 m ²	3.24
EXISTING HIDEAWAY CABIN	27.45 m ²	2.95
PROPOSED RECEPTION	11.69 m ²	1.26
PROPOSED RECEPTION VERANDAH	13.06 m ²	1.41
	280.85 m ²	30.23

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
W1	1260	1130	DG	4.1	.55
W2	2100	1400	DG	4.1	.55
W3	2100	1400	DG	4.1	.55
W4	1260	1130	DG	4.1	.55
*W5	450	2000	DG	4.1	.55
BF1	2100	2600	DG	4.0	.61

NOTE:
* = HIGHLIGHT WINDOW

SMOKE ALARMS
PROVIDE AND INSTALL SMOKE ALARMS & HARD WIRE
TO BUILDING POWER SUPPLY TO AS 3786.
CEILING MOUNTED WITH 9VDC
ALKALINE BATTERY BACKUP
TO LOCATIONS INDICATED ON PLAN AND IN ACCORDANCE
WITH NCC PART 3.7.5.2

(S) - DENOTES INTERCONNECTED SMOKE DETECTORS

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				Checked: A. Taylor
				Approved: J. Pfeiffer
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-	CONCEPT AMENDMENT	25.09.19	G.L	Designer Name: J. Pfeiffer
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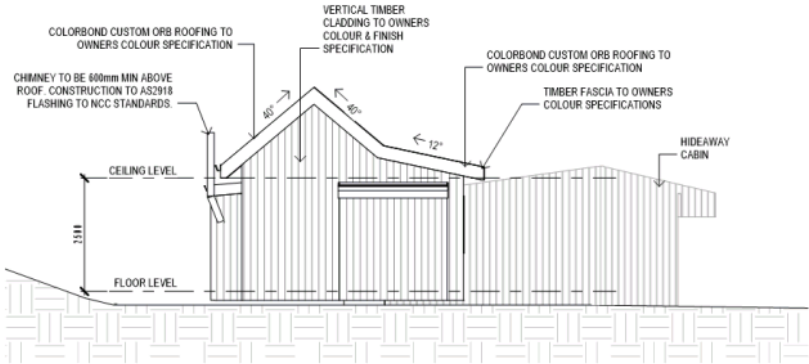
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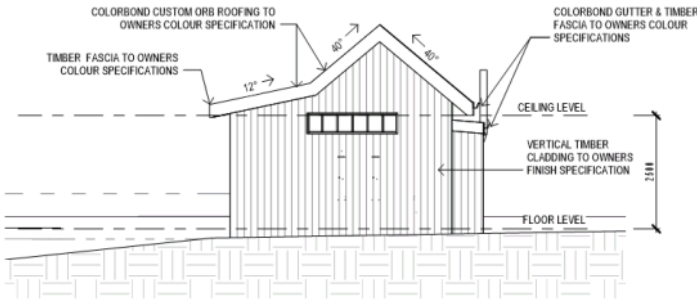
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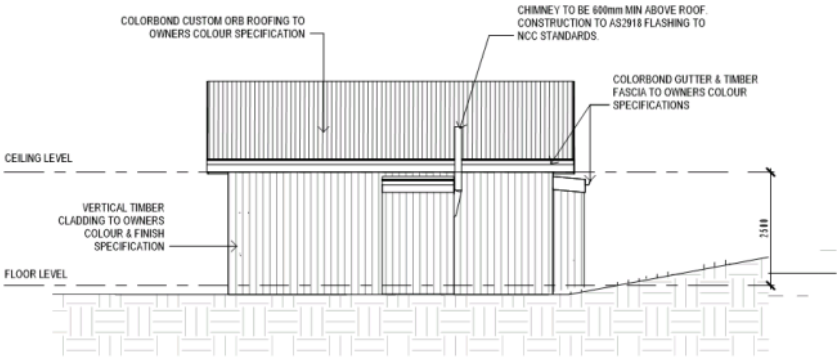
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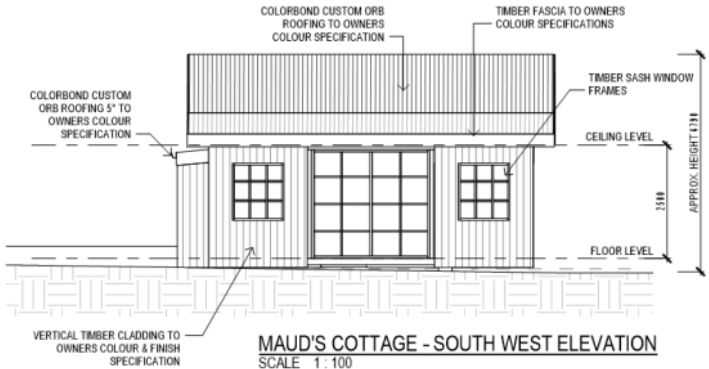
MAUD'S COTTAGE - NORTH WEST ELEVATION
SCALE 1:100



MAUD'S COTTAGE - SOUTH EAST ELEVATION
SCALE 1:100



MAUD'S COTTAGE - NORTH EAST ELEVATION
SCALE 1:100



MAUD'S COTTAGE - SOUTH WEST ELEVATION
SCALE 1:100

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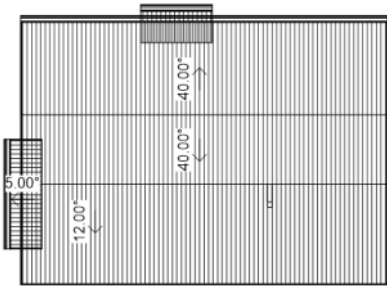
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CONSULTANTS

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-	CONCEPT ECO CABIN	14.08.18	L.K.	Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	

Drawing No: 17617 A14
Rev A



ROOF PLAN - MAUD'S COTTAGE
SCALE 1:100

ROOF CLADDING, BCA VOLUME 2 PART 3.5.1.3
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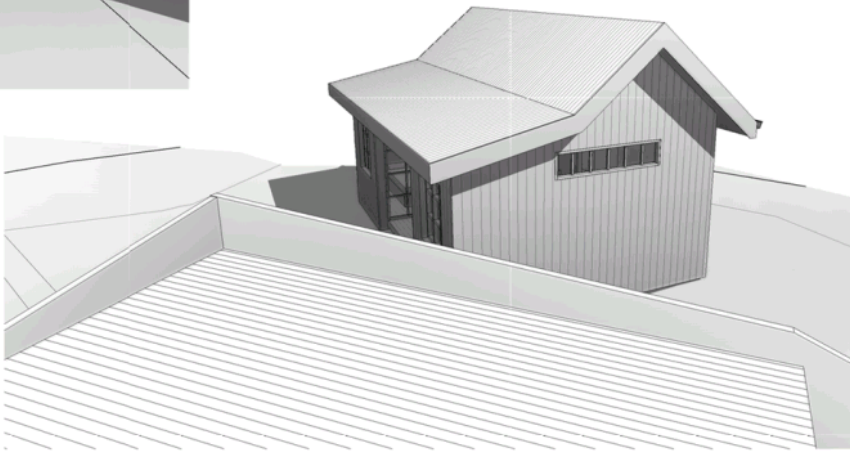
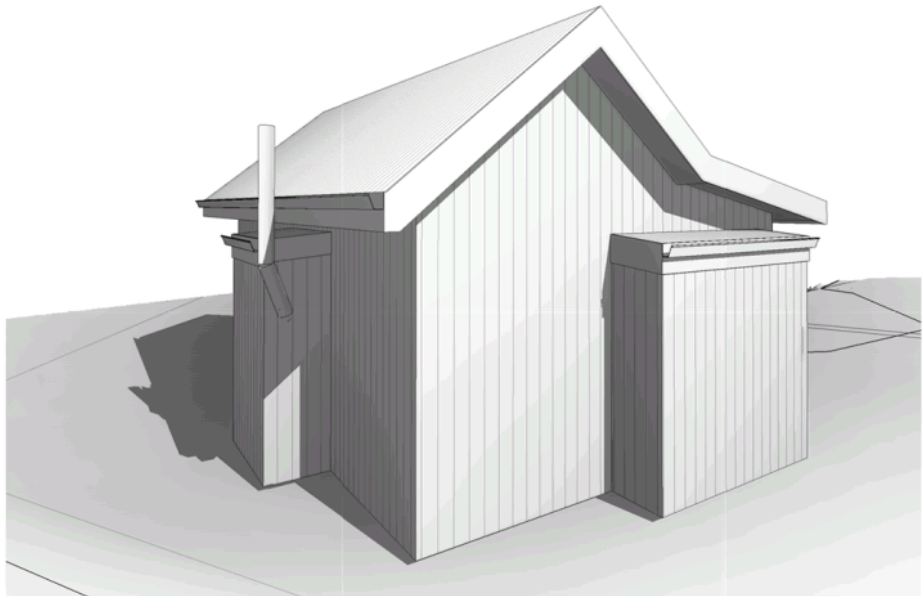
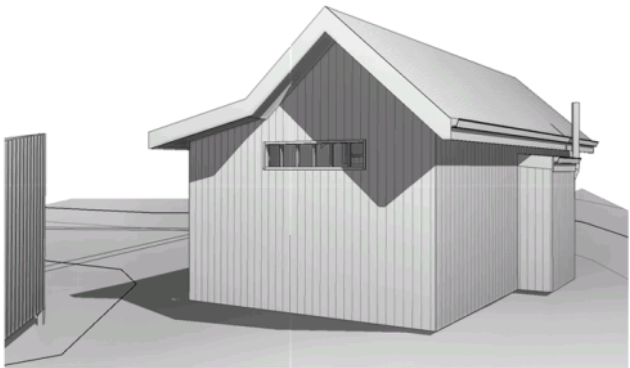
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Accredited Building Designer
Designer Name: J. Pfeiffer
Accreditation No: CC2211T

Drawing No: 17617 A15
Rev: A



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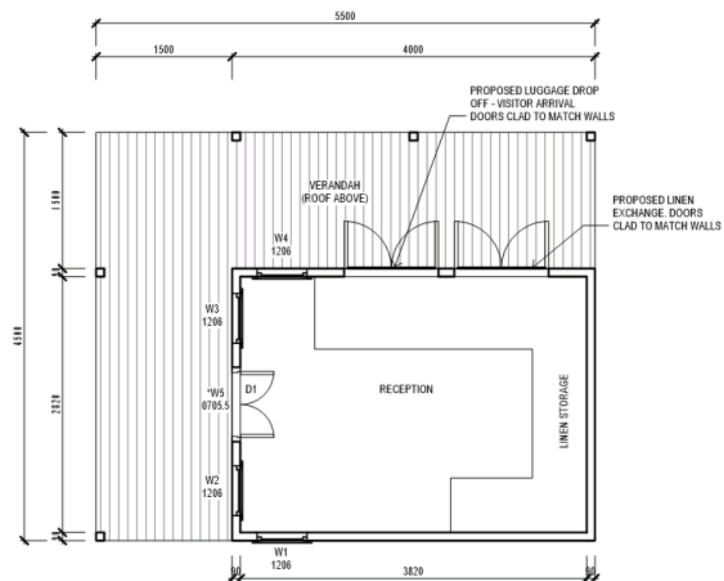
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CONSULTANTS
AND DESIGNERS

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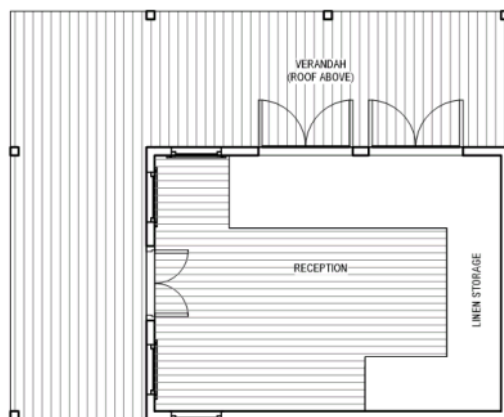
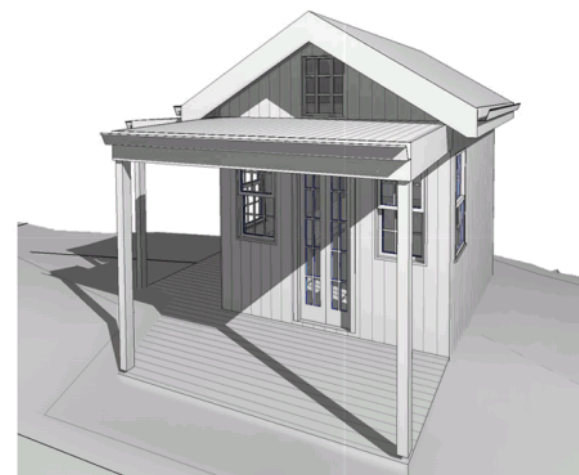
Accredited Building Designer
Designer Name: J. Pfeiffer
Accreditation No: CC2211T

Drawing No:
17617 A16

Rev
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RECEPTION CONSTRUCTION PLAN
SCALE 1:50








RECEPTION FLOOR PLAN
SCALE 1:50

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
W1	1200	600	DG	4.1	.55
W2	1200	600	DG	4.1	.55
W3	1200	600	DG	4.1	.55
W4	1200	600	DG	4.1	.55
*W5	700	550	DG	4.1	.55
D1	2100	820	DG	4.0	.61

* = HIGHLIGHT WINDOW

FLOOR COVERINGS	
	CARPET
	CONCRETE
	TIMBER FLOORING
	TILE
	TIMBER DECKING


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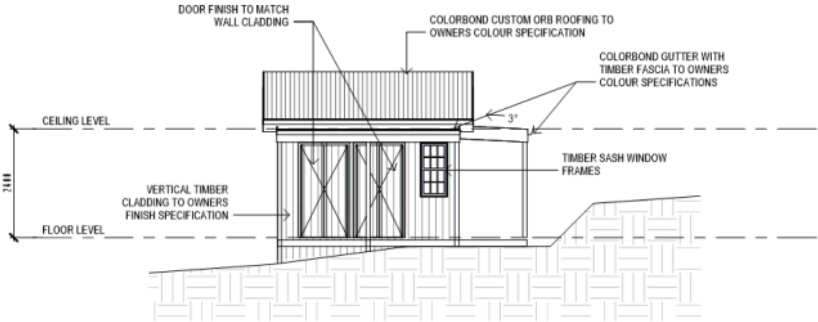
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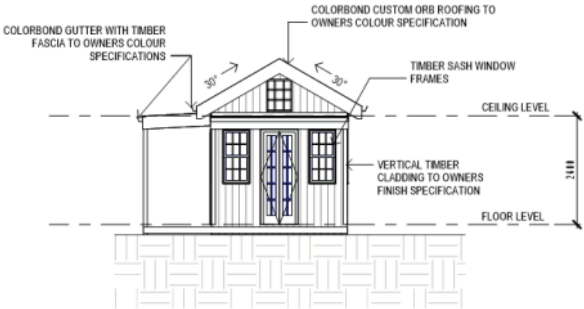
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813 **ENGINEERING**
PLUS BUILDING DESIGN
PROJECT MANAGEMENT

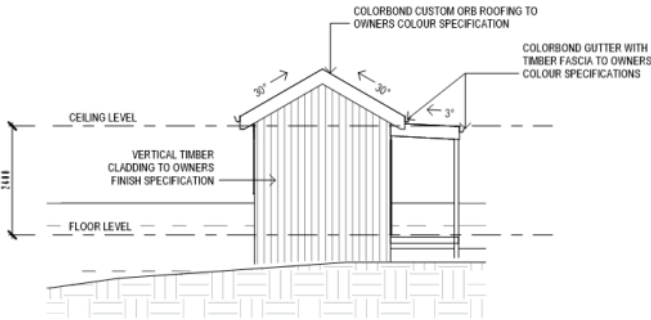
					Date Drawn: 14.08.18	Project: PROPOSED DEVELOPMENT Address: 26 FITZROY PLACE SANDY BAY 
					Drawn: L. Kaukenas	
					Checked: A. Taylor	
					Approved: J. Pfeiffer	
A	ISSUED FOR APPROVAL	29.11.19	L.K.		Scale: As Shown @ A3	Mob 0417 362 783 or 0417 545 813 jack@engineeringplus.com.au bin@engineeringplus.com.au
-	CONCEPT AMENDMENT	25.09.19	G. L		Accredited Building Designer	Drawing No: _____ 17617 A17
-	CONCEPT ECO CABIN	14.08.18	L K		Designer Name: J. Pfeiffer	
Rev:	Amendment:	Date:	Int:		Accreditation No: CC2211T	



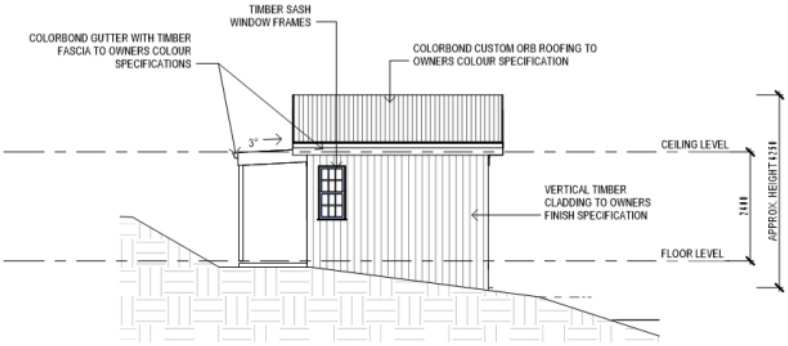
RECEPTION - NORTH EAST ELEVATION
SCALE 1 : 100



RECEPTION - NORTH WEST ELEVATION
SCALE 1 : 100



RECEPTION - SOUTH EAST ELEVATION
SCALE 1 : 100



RECEPTION - SOUTH WEST ELEVATION
SCALE 1 : 100

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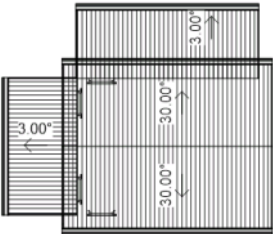
Client: D. & R. CREAN
Project: PROPOSED DEVELOPMENT
Address: 26 FITZROY PLACE
SANDY BAY

Mob 0417 362 783 or 0417 545 813
jack@engineeringplus.com.au
trn@engineeringplus.com.au

ENGINEERING PLUS
REGISTERED PROFESSIONAL ENGINEERING FIRM
MEMBER OF THE ENGINEERING AUSTRALIA GROUP

				Date Drawn: 14.08.18
				Drawn: L. Kaukenas
				Checked: A. Taylor
				Approved: J. Pfeiffer
				Scale: As Shown @ A3
A	ISSUED FOR APPROVAL	29.11.19	L.K.	Accredited Building Designer
-	CONCEPT AMENDMENT	25.09.19	G.L	Designer Name: J.Pfeiffer
-	CONCEPT ECO CABIN	14.08.18	L.K	Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	

Drawing No: 17617 A18
Rev A



ROOF CLADDING: BCA VOLUME 2 PART 3.5.1.3
COLOURBOND 'CUSTOM ORB' METAL SHEETING INSTALLED IN
ACCORDANCE WITH THIS PART, AS 1562.1 AND MANUFACTURERS
RECOMMENDATIONS.

REFER TO LYSAGHT ROOFING & WALLING MANUAL FOR FULL DETAILS ON SHEET
INSTALLATION, FIXINGS & FLASHINGS

- MINIMUM PITCH 5 DEGREES.
- CORROSION PROTECTION IN ACCORDANCE WITH BCA TABLE 3.5.1.1.
- END LAP OF SHEETS 5-15 DEGREES - MINIMUM 200 MM.
- ABOVE 15 DEGREES - MINIMUM 150 MM.
- RIDGE LINE VALLEY TO BE TURNED UP (STOP ENDED).
- FASTENERS TO BE MADE OF COMPATIBLE MATERIAL WITH ROOFING MATERIAL.
- CREST FIXINGS OF END SPANS @ EVERY SECOND RIB AND INTERNAL SPANS @ EVERY THIRD RIB.
- WHERE POSSIBLE SHEETS TO BE LAID WITH SIDE LAPS FACING AWAY FROM PREVAILING WEATHER.
- REFLECTIVE FOIL INSULATION TO BE FITTED TO UNDERSIDE OF SHEETS.

R4.0 INSULATION BATTS TO ROOF SPACE ABOVE CEILING LINING.

RECOMMENDED FIXINGS FOR SEVERE EXPOSURE CONDITIONS TO AS 3566
USE CLASS 4 MATERIALS FOR SEVERE EXPOSURE & STAINLESS STEEL FOR VERY SEVERE COASTAL ENVIRONMENTS.

ROOF PLAN - RECEPTION
SCALE 1:100

ISSUED FOR APPROVAL

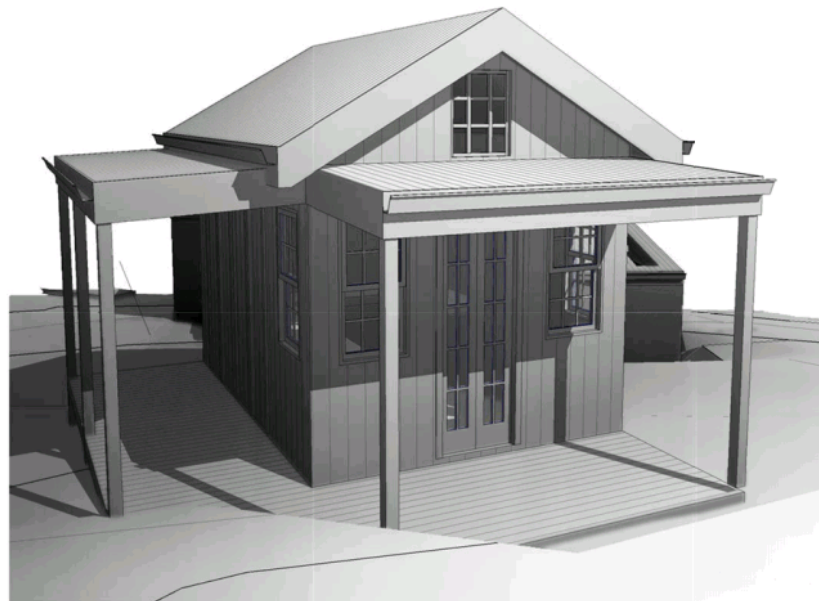
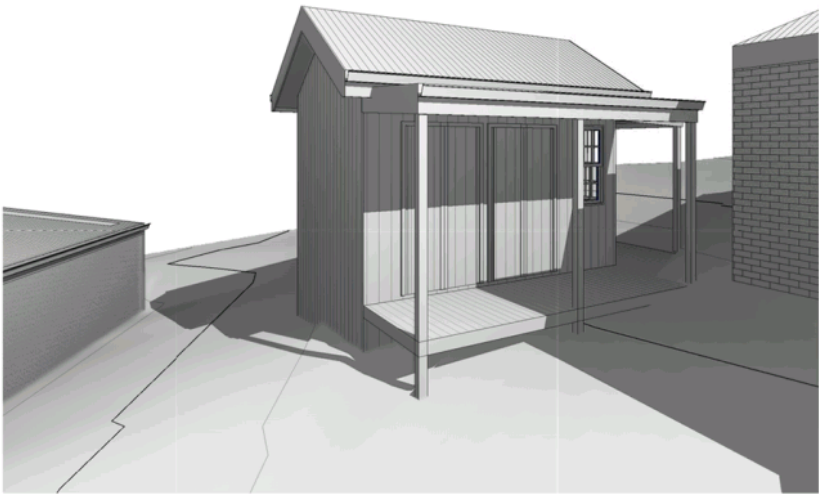
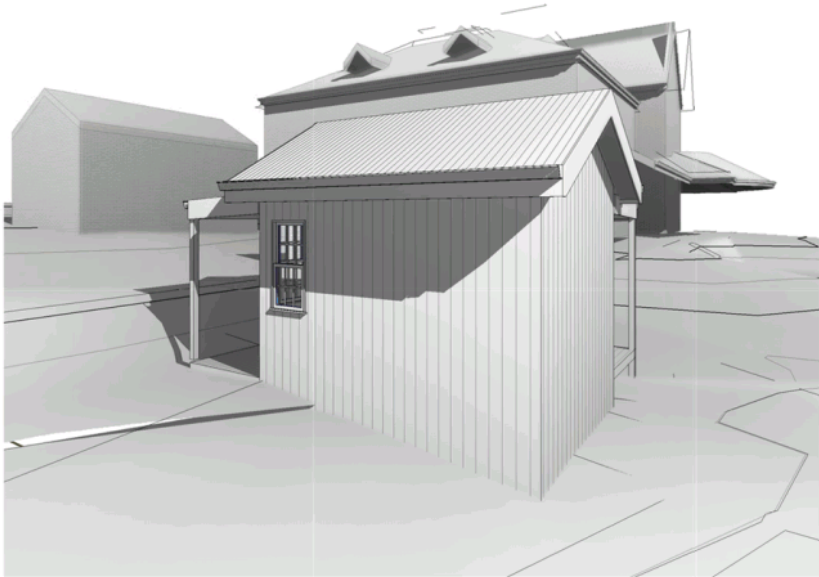
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REGISTERED ENGINEERING COMPANY
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Date Drawn: 14.08.18		Accredited Building Designer Designer Name: J. Pfeiffer Accreditation No: CC2211T	Drawing No: 17617 A19	Rev A
Drawn: L. Kaukenas				
Checked: A. Taylor				
Approved: J. Pfeiffer				
Scale: As Shown @ A3				
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-	CONCEPT AMENDMENT	25.09.19	G.L	
-	CONCEPT ECO CABIN	14.08.18	L.K	
Rev:	Amendment:	Date:	Int:	



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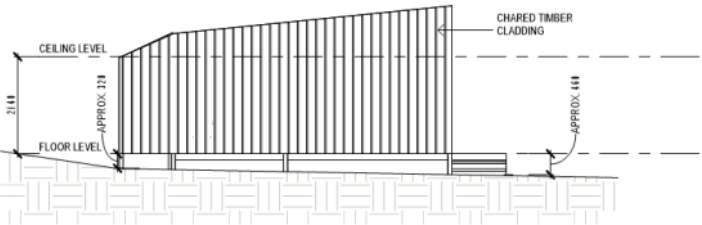
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CONSULTANTS
ARCHITECTS
PLANNERS
ENGINEERS

				Date Drawn: 14.08.18
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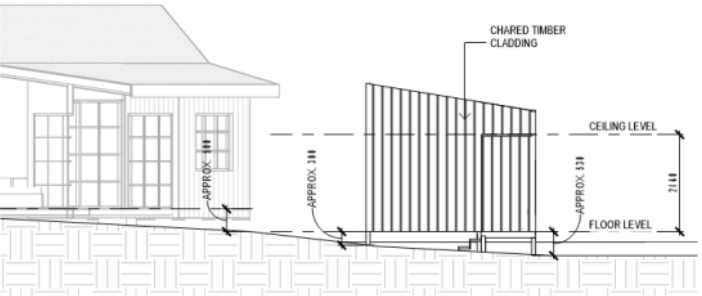
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Designer Name: J. Pfeiffer
Accreditation No: CC2211T

Drawing No:
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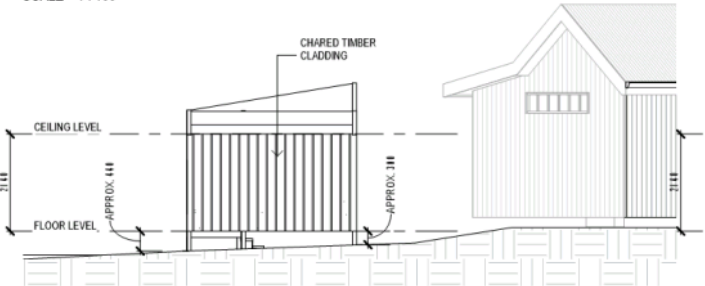
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HIDEAWAY - NORTH EAST ELEVATION
SCALE 1 : 100



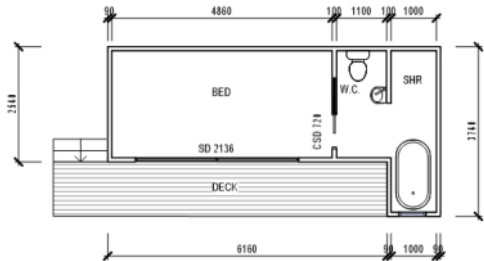
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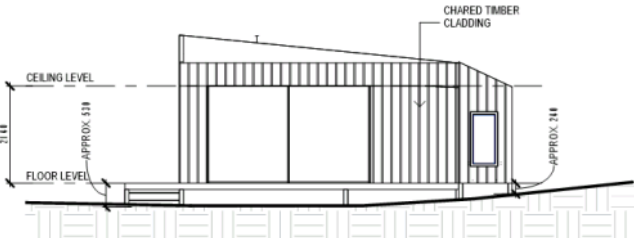
HIDEAWAY - SOUTH EAST ELEVATION
SCALE 1 : 100



EXISTING HIDEAWAY CABIN - DESIGN BY OTHERS. TO BE RELOCATED TO NEW LOCATION. REFER LOCALITY PLAN. HEIGHTS SHOWN TO BE CONFIRMED BY BUILDER PRIOR TO RELOCATION. ENSURE MIN. 300mm CLEARANCE FROM FLOOR HEIGHT OF CABIN TO GROUND LEVEL.



HIDEAWAY PLAN
SCALE 1 : 100



HIDEAWAY - SOUTH WEST ELEVATION
SCALE 1 : 100

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Client: D. & R. CREAN
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SANDY BAY

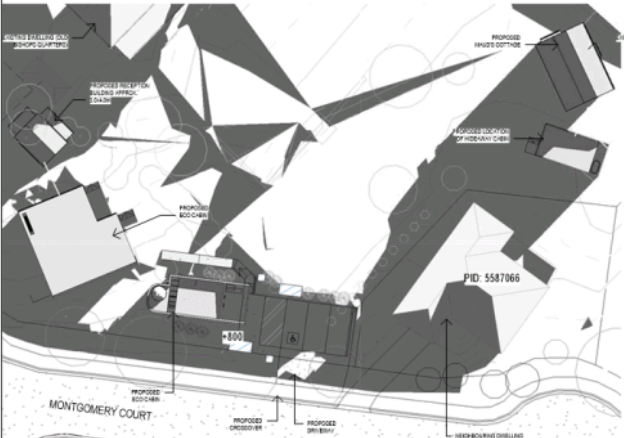
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jack@engineeringplus.com.au
trn@engineeringplus.com.au

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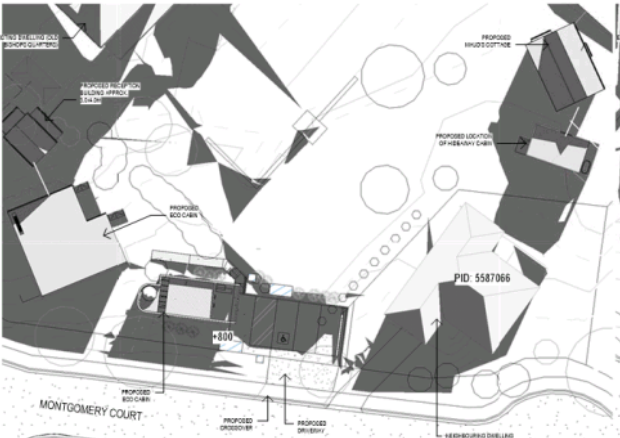
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				Checked: A. Taylor
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-	CONCEPT ECO CABIN	14.08.18	L. K	Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	

Drawing No: 17617 A21
Rev: A

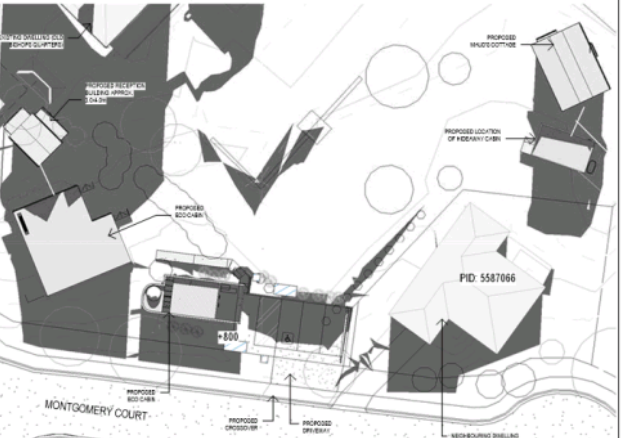
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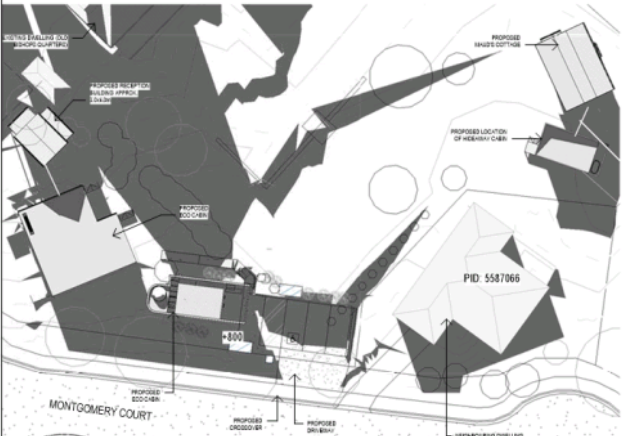
SITE SHADOW PLAN 9.00AM
SCALE 1:500



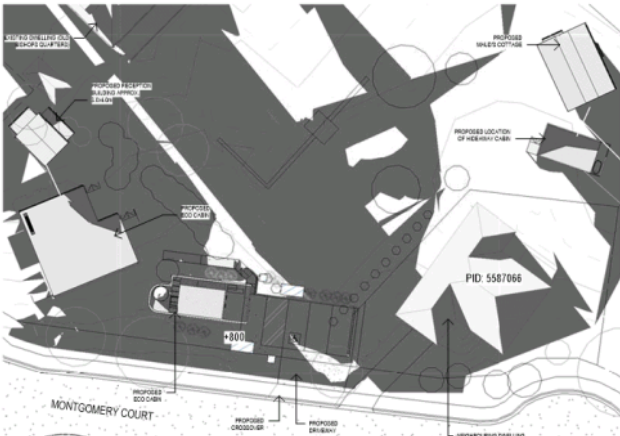
SITE SHADOW PLAN 10.30AM
SCALE 1:500



SITE SHADOW PLAN 12.00PM
SCALE 1:500



SITE SHADOW PLAN 1.30PM
SCALE 1:500



SITE SHADOW PLAN 3.00PM
SCALE 1:500

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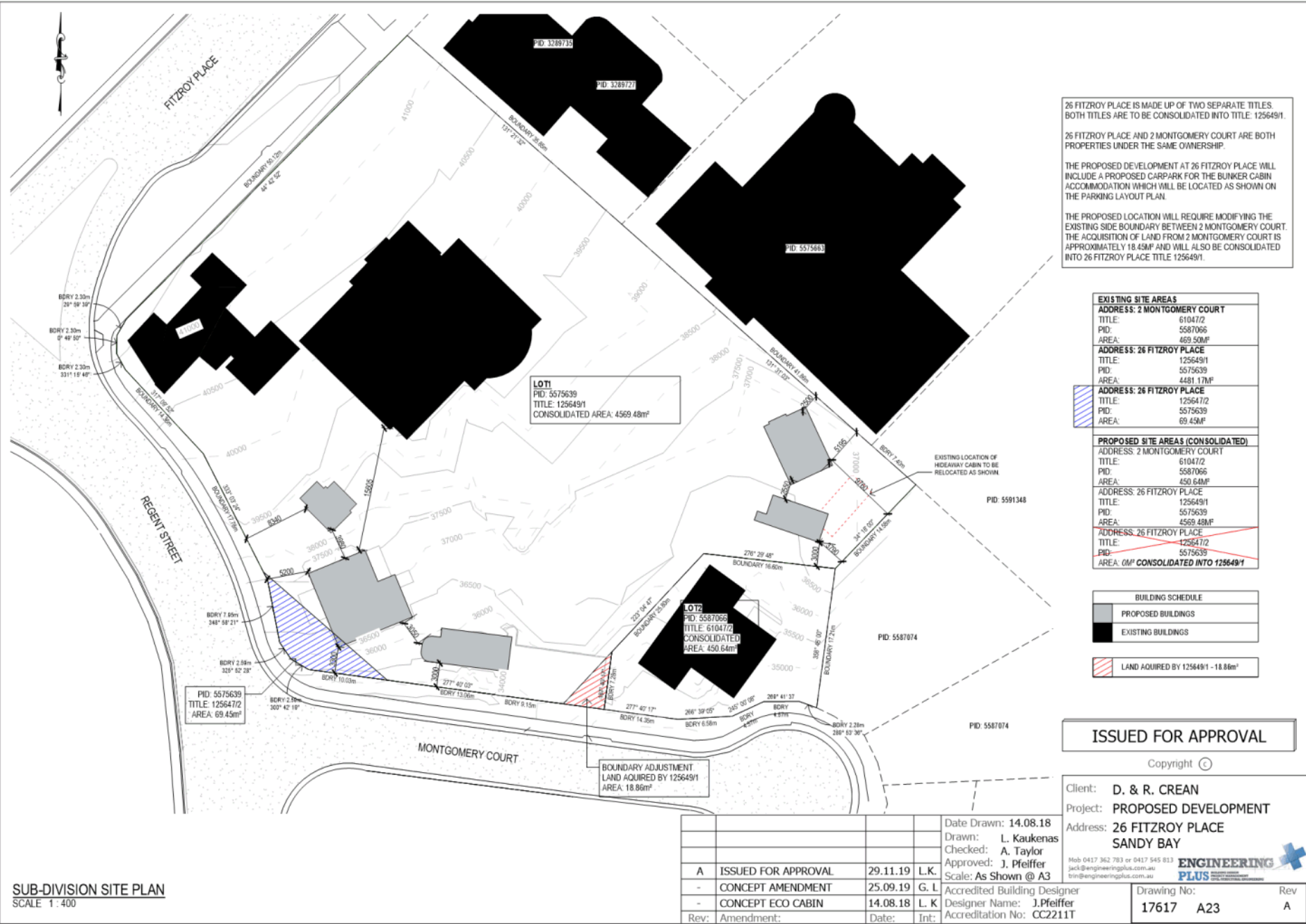
Client: D. & R. CREAN
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triv@engineeringplus.com.au

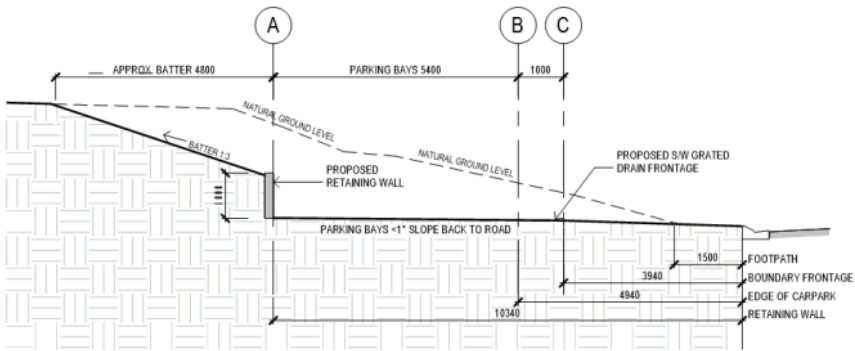
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CONSULTANTS
10/11/2019

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-	CONCEPT ECO CABIN	14.08.18	L.K	Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	

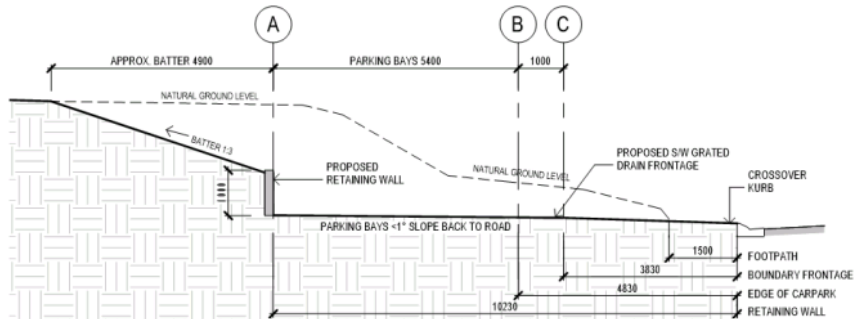
Drawing No: 17617 A22
Rev A



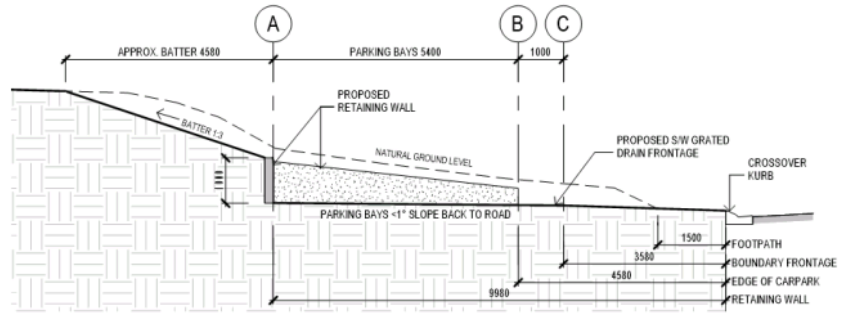




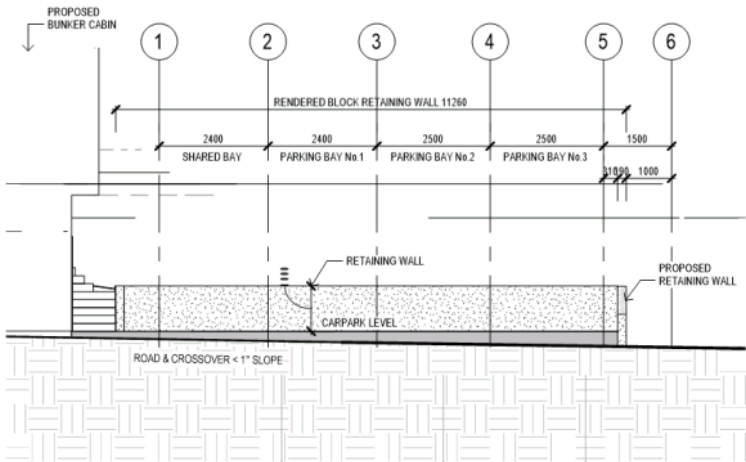
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SCALE 1 : 100



CP2
SCALE 1 : 100



CP3
SCALE 1 : 100



CP4
SCALE 1 : 100



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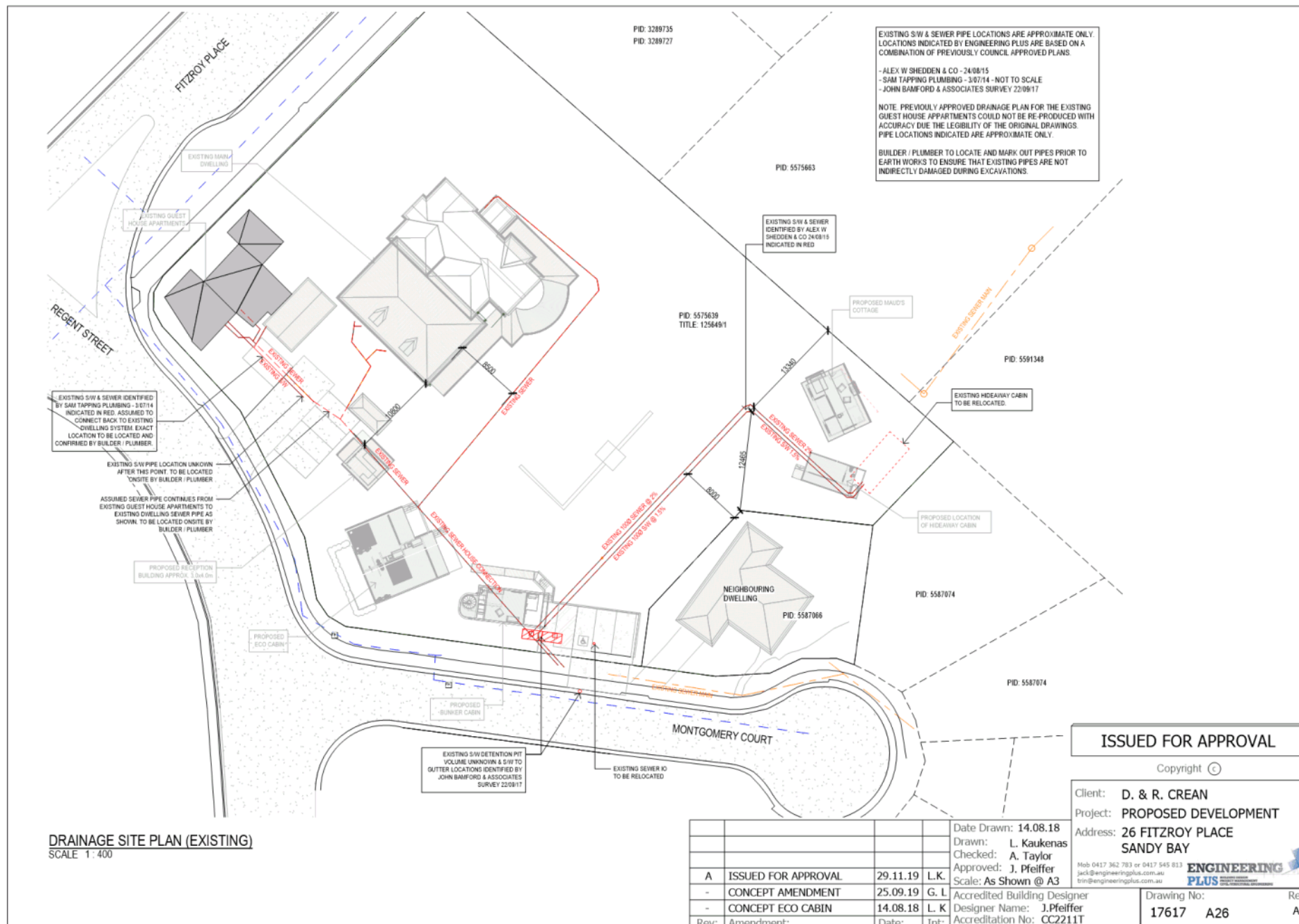
Client: D. & R. CREAN
Project: PROPOSED DEVELOPMENT
Address: 26 FITZROY PLACE
SANDY BAY

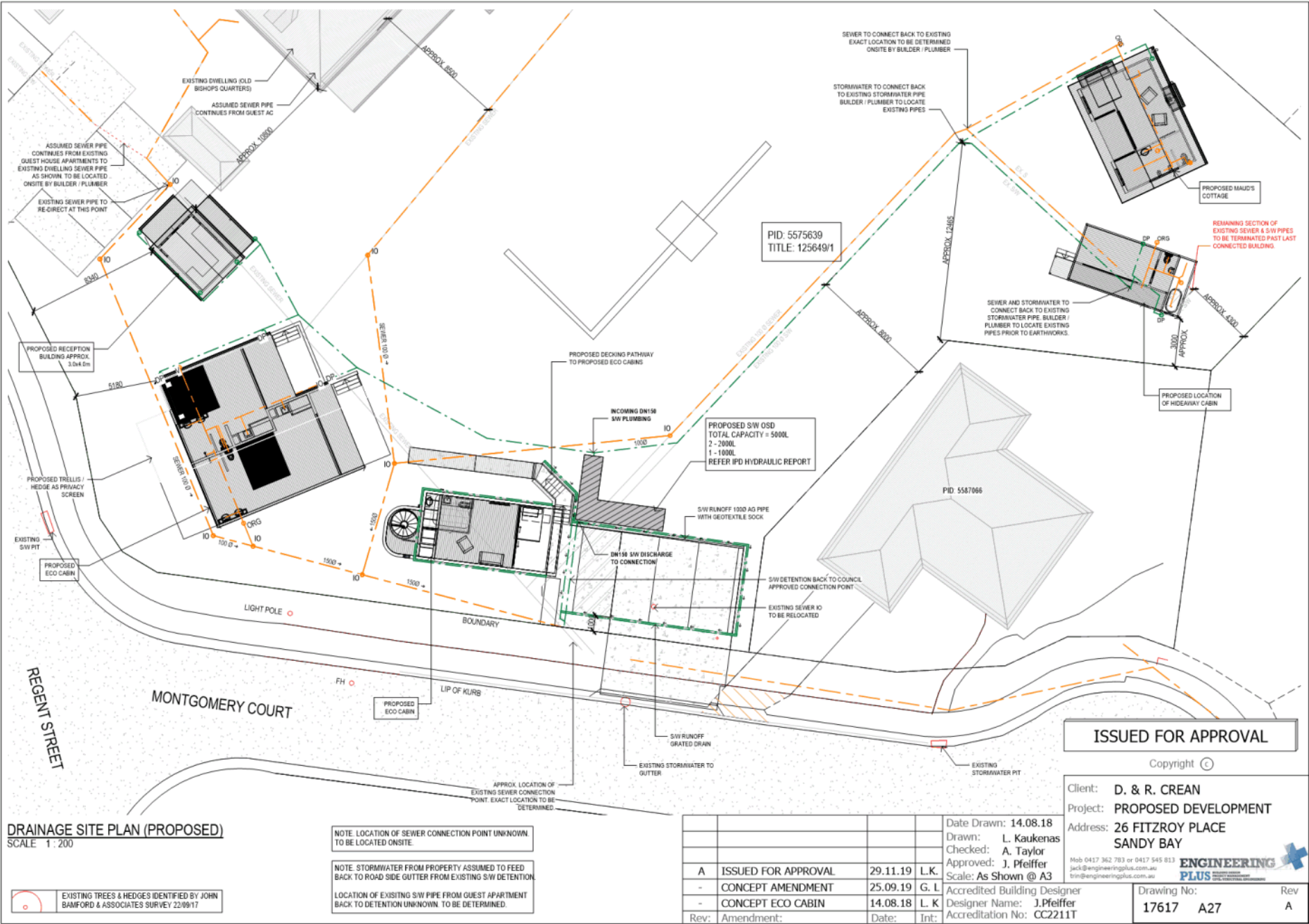
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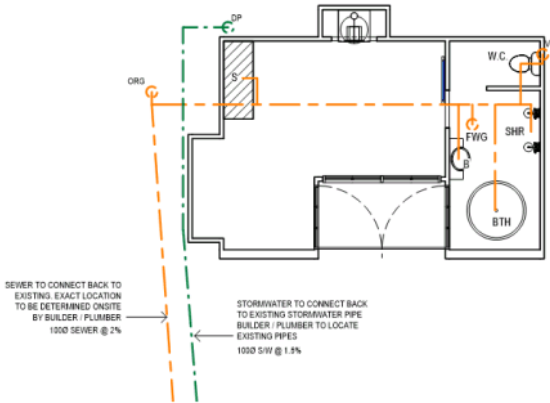
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ENGINEERING CONSULTANTS
CONSULTANTS

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-	CONCEPT AMENDMENT	25.09.19	G.L	Designer Name: J. Pfeiffer
-	CONCEPT ECO CABIN	14.08.18	L.K	Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	

Drawing No: 17617 A25
Rev A







DRAINAGE PLAN - MAUD'S COTTAGE
SCALE 1 : 100

PLUMBING FIXTURE	ABBREVIATION
BASIN	B
BATH	BTH
SHOWER	SHR
CLOTHES WASHING MACHINE	CWM
DISHWASHING MACHINE	DWM
FLOOR WASTE GULLY	FWG
OVERFLOW RELIEF GULLY	ORG
HOT WATER CYLINDER	HWC
SINK	S
TROUGH, LAUNDRY	TR(L)
WATER CLOSET PAN	W.C
INSPECTION OPENING	IO
DOWNPIPE	DP

PLUMBING NOTES:
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES.
ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF AS/NZS 3500 & THE TASMANIAN PLUMBING CODE. AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

LEGEND OF DIAMETERS
TROUGH = 50mm
SINK = 50mm
BATH = 40mm
BASIN = 40mm
SHOWER = 50mm
WC = 100mm
SEWER = 100mm DIA. uPVC
ORG OVERFLOW RELIEF GULLY
EV VENT
DP DOWNPIPE 90mm DIA
STORMWATER = 100mm DIA uPVC

THE INSTALLATION OF WATER PIPE LINES, INSTALLED WITH THE PRODUCT HIS 311 REHAU, WILL REQUIRE THE MAIN COLD WATER LINE TO BE DN 25mm WITH DN 16mm BRANCHES & HOT WATER MAIN LINES TO BE DN 20mm WITH DN 16mm BRANCHES TO FIXTURES. ALL OTHER PRODUCTS USED ARE TO COMPLY WITH THE REQUIREMENTS OF AS/NZS 3500.5.2000 & AS/NZS 3500.1.2003

HOT WATER INSTALLATION SHALL DELIVER HOT WATER TO ALL SANITARY FIXTURES USED FOR PERSONAL HYGIENE AT 50deg C. KITCHEN SINK & LAUNDRY SHALL BE 60deg C TO COMPLY WITH REQUIREMENTS OF AS/NZS 3500.5.2000 SECTION 3.4

DRAINAGE
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES. ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF NATIONAL PLUMBING AND DRAINAGE CODE AS3500 AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

NOTE
SEWER & STORMWATER FROM PROPOSED VISITOR ACCOMMODATION TO BE DIRECTED INTO EXISTING SEWER & STORMWATER SYSTEM TO LOCAL COUNCIL REQUIREMENTS & AS3500

DRAINAGE TABLE	
NOTE: EXISTING SEWER & STORMWATER PIPE LOCATIONS SHOWN ARE APPROXIMATE ONLY. SOME PROPOSED BUILDINGS SHOW TO INTERSECT EXISTING SEWER & SWP LINES. BUILDER / PLUMBER TO DETERMINE LOCATION OF PIPES ON SITE AND REDIRECT.	
---	EXISTING SEWER (APPROX. LOCATION)
---	WATER (APPROX. LOCATION)
---	STORMWATER (APPROX. LOCATION)

ISSUED FOR APPROVAL

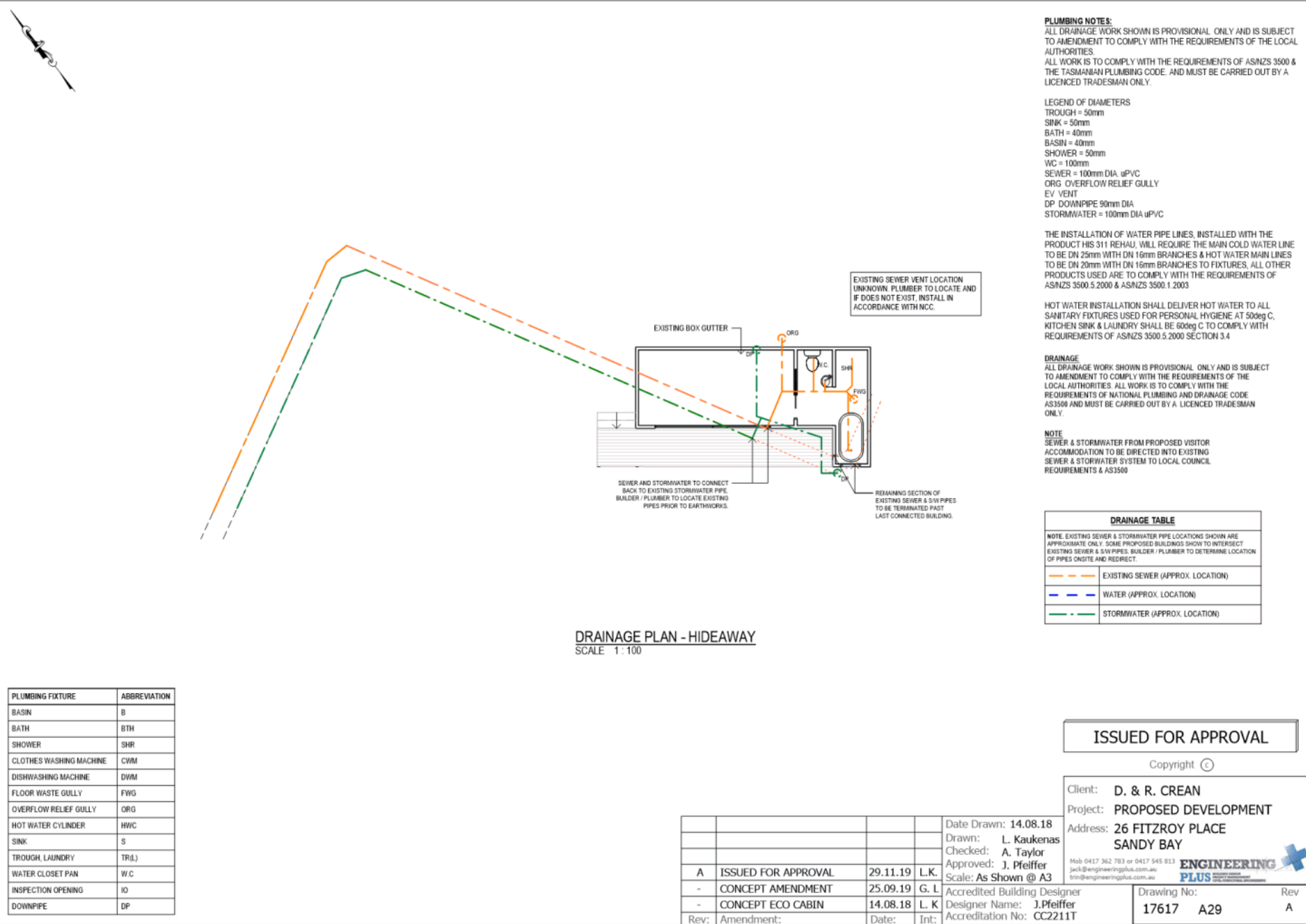
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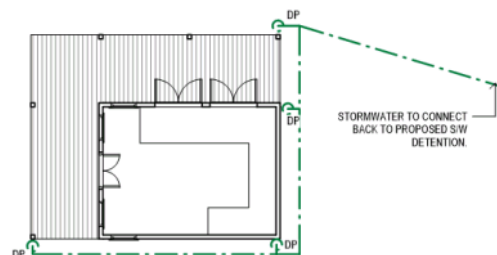
Client: D. & R. CREAN
Project: PROPOSED DEVELOPMENT
Address: 26 FITZROY PLACE
SANDY BAY

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jack@engineeringplus.com.au
tina@engineeringplus.com.au
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-	CONCEPT ECO CABIN	14.08.18	L.K	
Rev:	Amendment:	Date:	Int:	
				Accredited Building Designer Designer Name: J. Pfeiffer Accreditation No: CC2211T

Drawing No: 17617 A28
Rev: A





DRAINAGE PLAN - RECEPTION
SCALE 1 : 100

PLUMBING NOTES:

ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES.

ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF AS/NZS 3500 & THE TASMANIAN PLUMBING CODE. AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

LEGEND OF DIAMETERS

TROUGH = 50mm
SINK = 50mm
BATH = 40mm
BASIN = 40mm
SHOWER = 50mm
WC = 100mm
SEWER = 100mm DIA. uPVC
ORG. OVERFLOW RELIEF GULLY
EV VENT
DP DOWNPIPE 90mm DIA
STORMWATER = 100mm DIA uPVC

THE INSTALLATION OF WATER PIPE LINES, INSTALLED WITH THE PRODUCT HIS 311 REHAU, WILL REQUIRE THE MAIN COLD WATER LINE TO BE DN 25mm WITH DN 15mm BRANCHES & HOT WATER MAIN LINES TO BE DN 20mm WITH DN 15mm BRANCHES TO FIXTURES. ALL OTHER PRODUCTS USED ARE TO COMPLY WITH THE REQUIREMENTS OF AS/NZS 3500.5.2000 & AS/NZS 3500.1.2003

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DRAINAGE

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NOTE

SEWER & STORMWATER FROM PROPOSED VISITOR ACCOMMODATION TO BE DIRECTED INTO EXISTING SEWER & STORMWATER SYSTEM TO LOCAL COUNCIL REQUIREMENTS & AS3500

DRAINAGE TABLE

NOTE: EXISTING SEWER & STORMWATER PIPE LOCATIONS SHOWN ARE APPROXIMATE ONLY. SOME PROPOSED BUILDINGS SHOW TO INTERSECT EXISTING SEWER & S/W PIPES. BUILDER / PLUMBER TO DETERMINE LOCATION OF PIPES ON SITE AND REDIRECT.

---	EXISTING SEWER (APPROX. LOCATION)
---	WATER (APPROX. LOCATION)
---	STORMWATER (APPROX. LOCATION)

PLUMBING FIXTURE	ABBREVIATION
BASIN	B
BATH	BTH
SHOWER	SHR
CLOTHES WASHING MACHINE	CWM
DISHWASHING MACHINE	DWM
FLOOR WASTE GULLY	FWG
OVERFLOW RELIEF GULLY	ORG
HOT WATER CYLINDER	HWC
SINK	S
TROUGH, LAUNDRY	TR(L)
WATER CLOSET PAN	W.C
INSPECTION OPENING	IO
DOWNPIPE	DP

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Client: **D. & R. CREAN**

Project: **PROPOSED DEVELOPMENT**

Address: **26 FITZROY PLACE
SANDY BAY**

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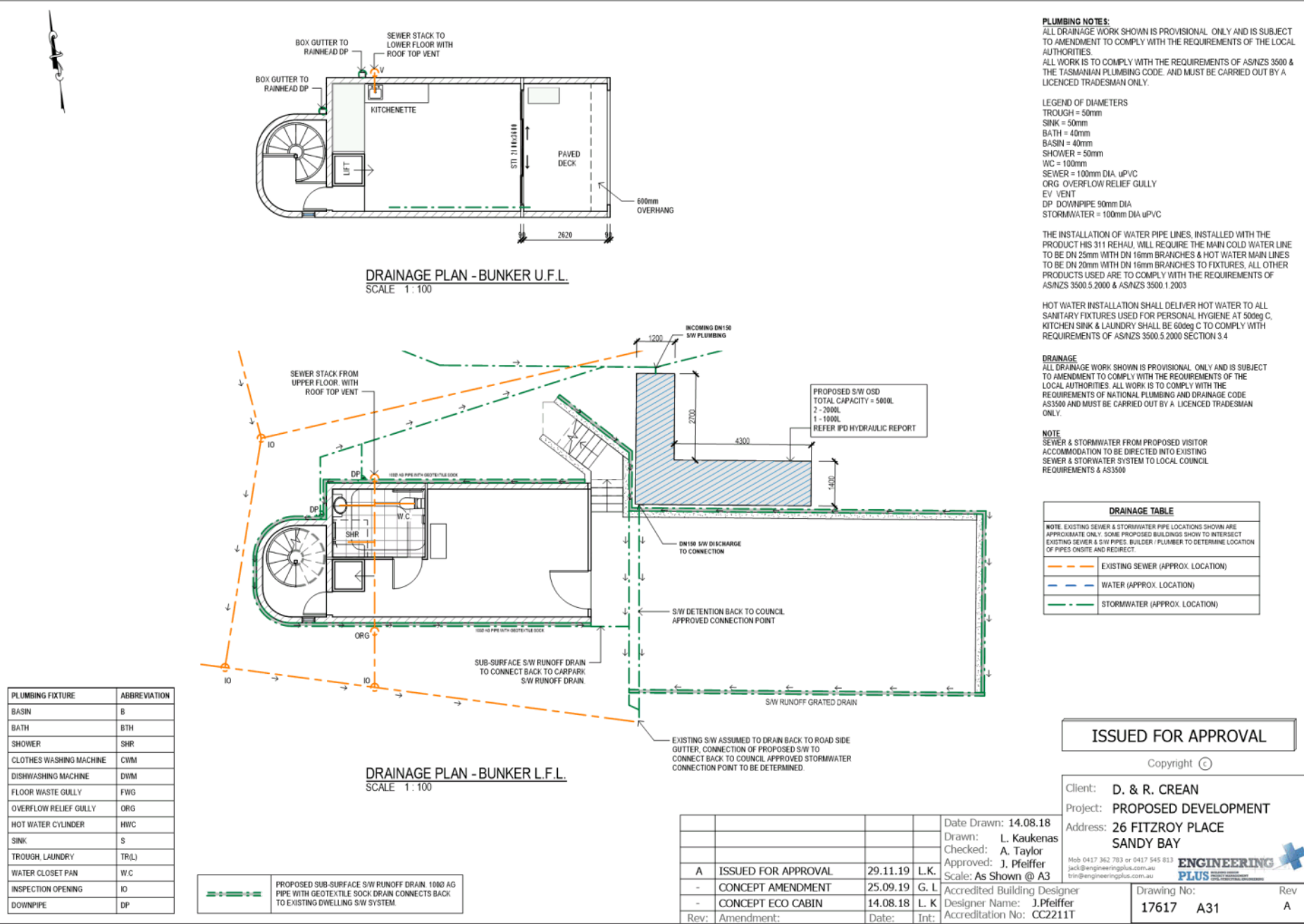
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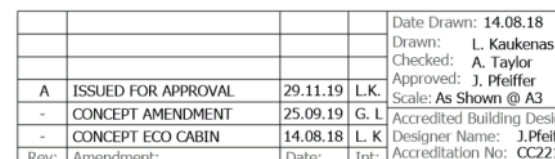
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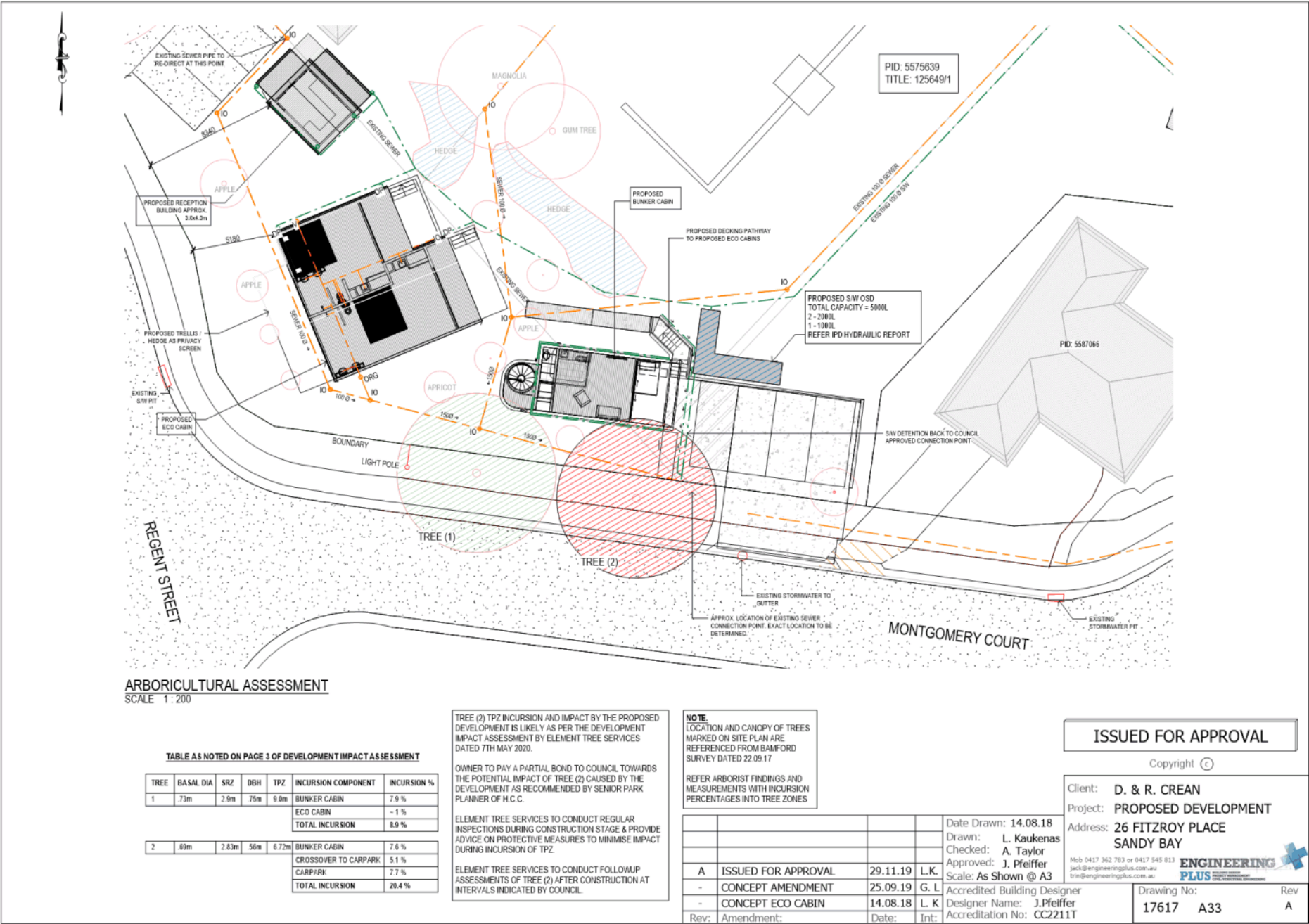
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Accreditation No: **CC2211T**

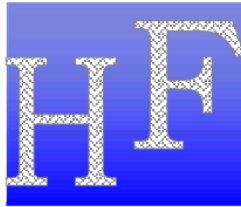
Drawing No:
17617 A30

Rev
A









Howarth Fisher and Associates

ACN 119 043 051

Structural, Civil and Traffic Engineering

[Structural and Civil Engineering](#)[Traffic Engineering](#)Project Design and Management
Forensic Engineering and Structural Inspections
Research and Development FacilitatorsTraffic Management Studies and Traffic Impact Assessment
Expert Witness Representation
Road Safety Audits13 Willowdene Avenue
Sandy Bay
Tasmania
7005
3rd June 2020Ben Ikin,
City of Hobart,
GPO Box 503
Hobart
Tasmania
7001

Dear Ben,

26 Fitzroy Place & 2 Montgomery Court, Sandy Bay
Application No. PLN -19-918

I am writing in response to your request for further information relating to 26 Fitzroy Place / 2 Montgomery Court, Sandy Bay, dated 20th May 2020, specifically in relation to access and parking.

As requested I have annotated the site plan to show:

- *Driveway width at the property boundary.*
- *Access width at the kerb.*
- *Distance between the proposed access and the neighbouring access (if less than 500mm,) then the total width of the neighbouring access.*

I am certified chartered engineer, specialising in traffic engineering, and can certify that the design provides for a safe and efficient access having an increased width of 2 metres beyond the Australian Standard: 2890.1 for a category 1 driveway and being reflective of a driveway defined as a category 2 under the standard (6-9metres combined).

The additional request to address a further section of the Hobart Interim Planning Scheme 2015, notably E6.7.2 is outlined overleaf.

E6.7.2 Design of Vehicular Accesses

To ensure safe and efficient [access](#) for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle [access](#) points safely relative to the [road](#) network.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Design of vehicle access points must comply with all of the following:</p> <p>(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;</p> <p>(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.</p>	<p>P1</p> <p>Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:</p> <p>(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;</p> <p>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;</p> <p>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</p> <p>(d) ease of accessibility and recognition for users.</p>

- a) As outlined in the Traffic Impact Assessment report undertaken in April 2020 by Howarth Fisher and Associates, Montgomery Court is a low volume cul de sac, with minimal pedestrian and bicycle movements. There are just two residential properties on the same side of the road as the proposed development. As outlined in the Traffic Impact Assessment Report, undertaken in April 2020, by Howarth Fisher and Associates there were seven vehicles, during the evening peak hour, which equates to one every eight minutes, plus two pedestrian movements. Given the peak hourly trip generation, associated with the proposed three visitor accommodation units accessed from Montgomery Court is just one per hour there is minimal chance of conflict occurring.
- b) Given the low traffic volumes generated by the development (typically a maximum of one per hour) and on the frontage road (typically 7 per hour in the evening peak hour) there is going to be negligible interference of the development related traffic on the Montgomery Court flows.



Howarth Fisher and Associates



- c) The bays will be easily accessed from the adjoining road as indicated on the plans. Autotrack paths showing vehicles manoeuvring in and out of the bays are indicated on the plans.
- d) The bays will be easily accessed from the frontage road and the directions to the parking bays will be clearly given as part of the visitor accommodation's booking process. It is envisaged the units will be clearly numbered or named improving the recognition from the road frontage to the off street parking.

An annotated plan has been provided with the IPWEA drawings attached and enclosed.

It is acknowledged that vehicular access will require landlord consent. A discussion has been held with officers at Hobart City Council and Howarth Fisher Council City Infrastructure Roads and Environmental Engineering Unit. This will be sought following the approval of this Development Application.

There is one parking bay located on the southern side of Montgomery Court, opposite the proposed crossover as shown in the photograph and also indicated on the plans attached.



Photograph 1: Showing the location of the on-street parking space which is located on the opposite side of the road. This parking space is 3.5metre in length.



Howarth Fisher and Associates



It should however be noted that typically vehicles overhang the crossover and the space which has been measured to be 3.5 metres long is not in line with the requirements of a minimum 5.4 metres as outlined in AS2890.5:2020. The 5.4metre length is the minimum length of space where vehicles may enter or leave the space directly. Given this space is not of sufficient length and a section of single yellow line could be implemented. For the most part a significant length of the kerb is used as a vehicular crossover. For completion, the relevant section of the Australian Standard is shown below:

The turning movements in and out of each space, from a front in and rear in direction, has been shown on the plans attached and are in line with the requirements of AS2890.6: Parking facilities for people with disabilities, showing both reverse in / forward out and forward in / reverse out movements. A B99 vehicle (5200mm x 1940mm) has been used to demonstrate the turning movements, in line with the requirements of AS2890.1. which requires use of this template for uses other than domestic.

Given the proponent is proposing to provide an accessible unit, an associated accessible parking bay is provided and required. The accessible bay is located on the same level as the car parking bay and therefore has a level access. It has been advised that an internal lift will be provided to provide access to the first level if required.

An annotated plan is attached outlining the proposed changes and concept set out.

I trust this letter and associated plans address the further issues raised in relation to traffic engineering. Please do not hesitate to contact me should you require any further clarification.

Yours sincerely,

Jo Fisher
M.Sc, FIE Aust, CPEng, EngExec, APEC Engineer, IntPE (Aus)
Traffic Engineer / Director

A3

GENERAL CONSTRUCTION NOTES
THE CONSTRUCTION NOTES FOUND ON THIS DRAWING PAGE ARE BASED ON THE RELEVANT AUSTRALIAN STANDARDS.
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WHERE NEW WORKS ABOUT EXISTING SAWCUT ALL INTERFACES TO NEAT STRAIGHT LINES AND RECTANGULAR SHAPES AND MAKE GOOD TO MATCH.

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EMAIL: info@howarthfisher.com

SANDY BAY SERVICES
26 FITZROY PLACE, SANDY BAY
PROPOSED DEVELOPMENTS

CONSTRUCTION NOTES

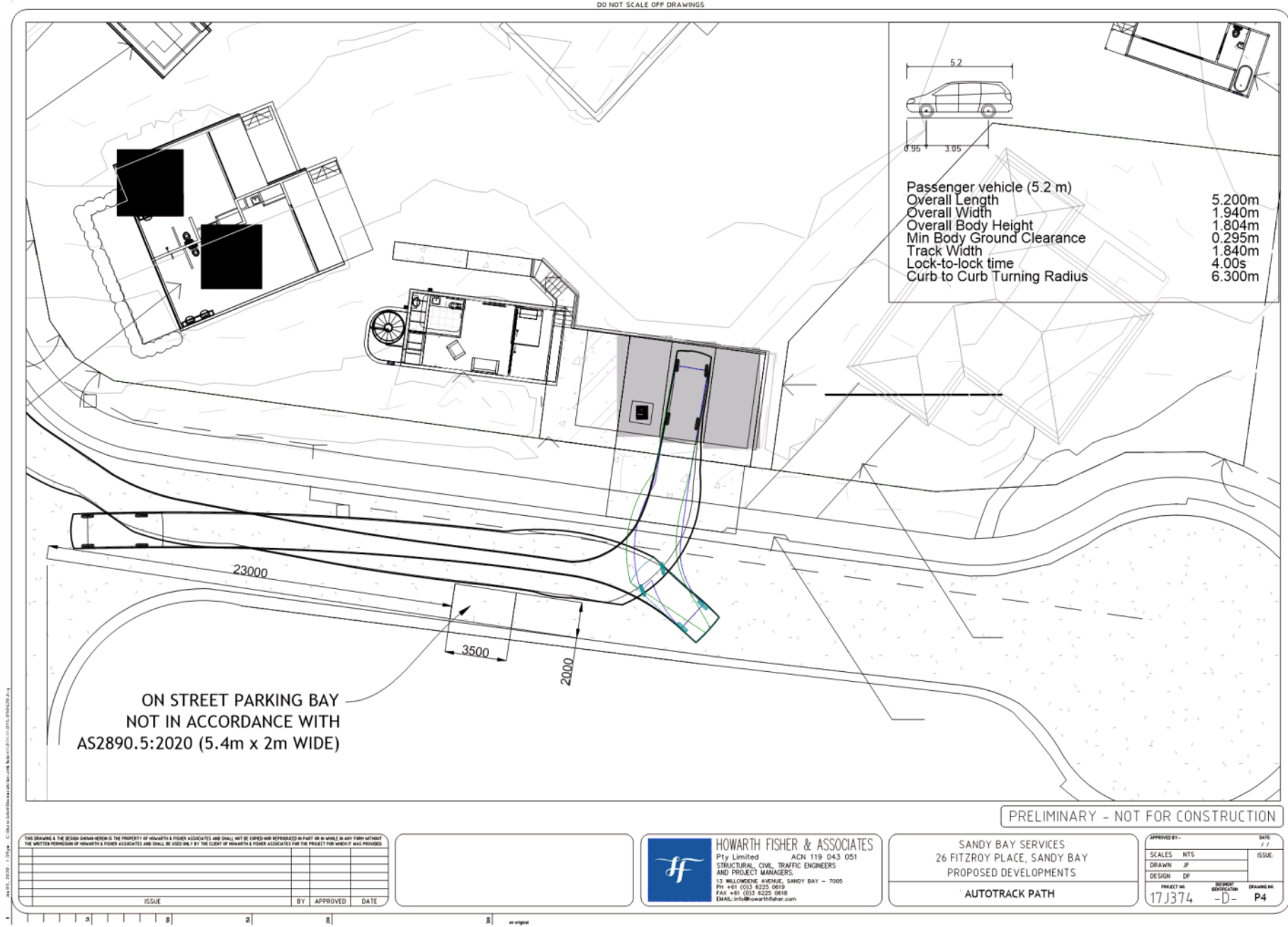
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APPROVED BY: _____		DATE: _____
SCALES	NTS	ISSUE NO. _____
DRAWN	JF	
DESIGN	DF	
PROJECT NO. 171374		DRAWING NO. C2

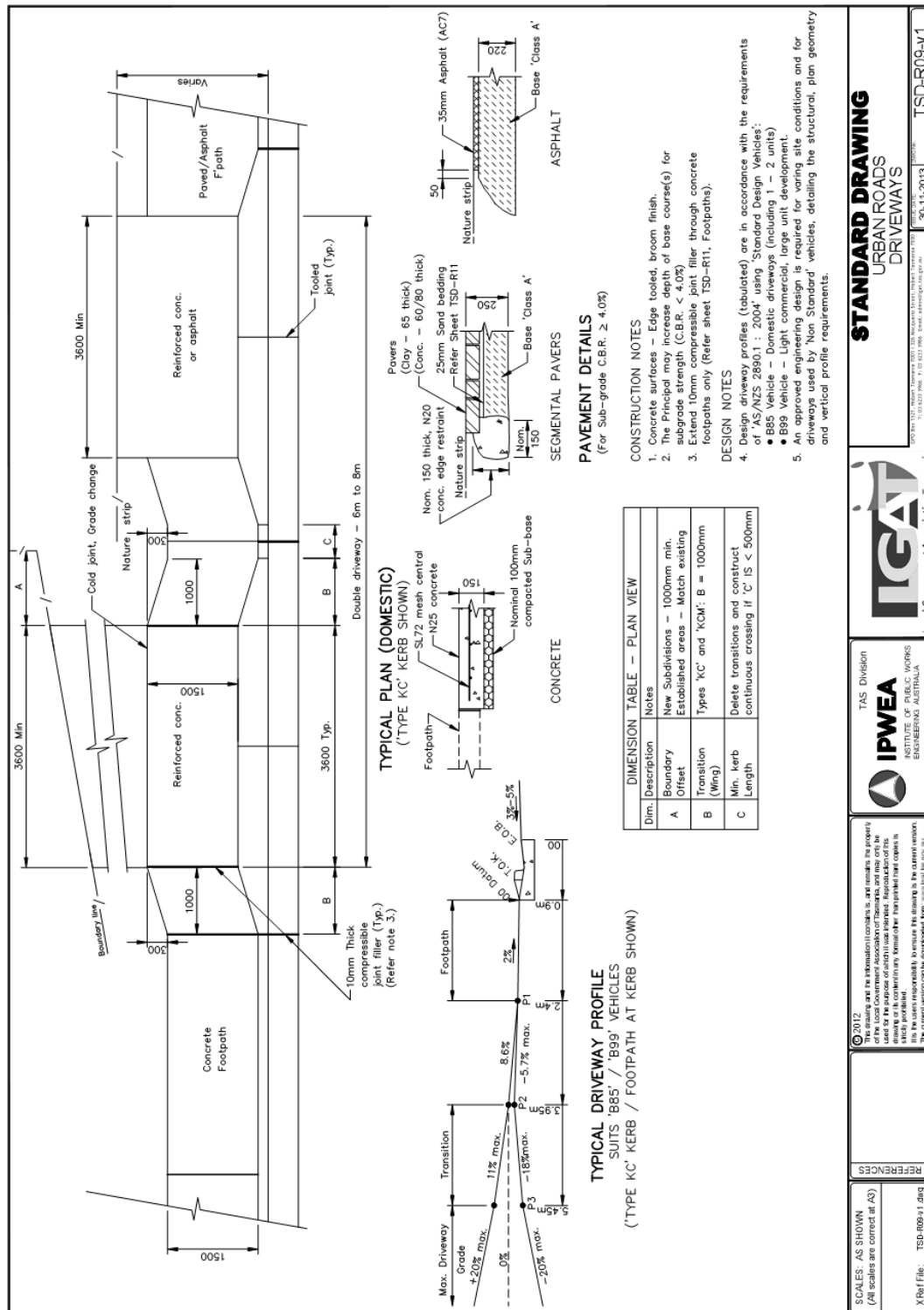


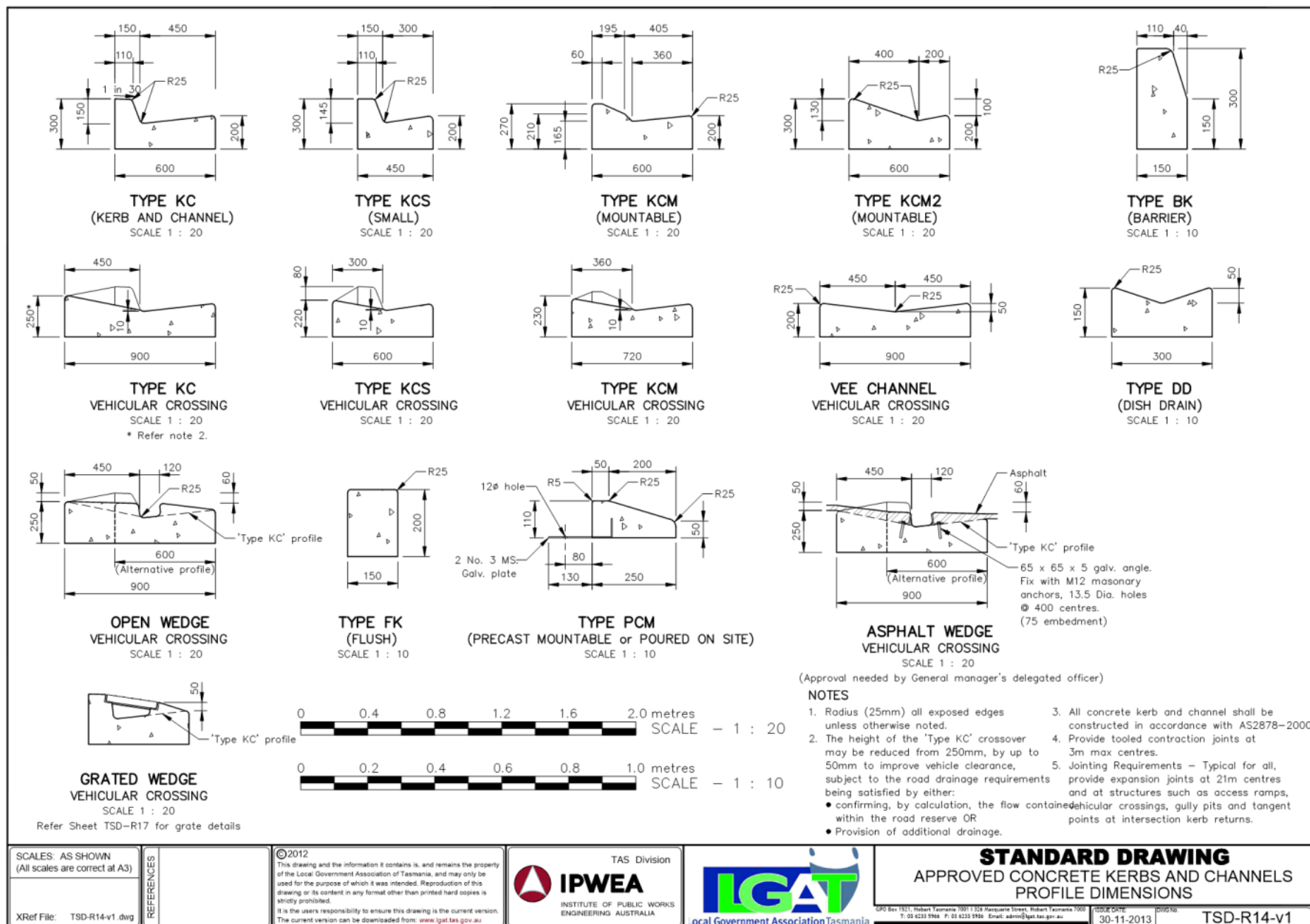












**Howarth Fisher and Associates**
ACN 119 043 051

Structural, Civil and Traffic Engineering

Structural and Civil EngineeringTraffic EngineeringProject Design and Management
Forensic Engineering and Structural Inspections
Research and Development FacilitatorsTraffic Management Studies and Traffic Impact Assessment
Expert Witness Representation
Road Safety Audits13 Willowdene Avenue
Sandy Bay
Tasmania
7005
10th July 2020Ben Ikin,
City of Hobart,
GPO Box 503
Hobart
Tasmania
7001

Dear Ben,

26 Fitzroy Place & 2 Montgomery Court, Sandy Bay
Application No. PLN -19-918

I am writing in response to your request for further information relating to 26 Fitzroy Place/2 Montgomery Court, Sandy Bay, dated 8th July 2020, specifically in relation to access and parking.

There are two parking bays located on the southern side of Montgomery Court, opposite the proposed crossover and in the vicinity of the relocated driveway as shown in the photograph and also indicated on the plans attached (white and blue vehicles shown below).



Howarth Fisher and Associates



Photograph 1: Showing the location of the on-street parking spaces which are located on the opposite side of the road. The parking space at the front of this photo is 3.5metres in length, and the space at the rear is 6metres in length.

It should however be noted that typically vehicles overhang the crossover and the space which has been measured to be 3.5 metres long (front in photograph 1) is not in line with the requirements of a minimum 5.4 metres as outlined in AS2890.5:2020. The 5.4metre length is the minimum length of space where vehicles may enter or leave the space directly. Given this space is not of sufficient length a section of single yellow line could be implemented. For the most part a significant length of the kerb is used as a vehicular crossover.

The turning movements in and out of each space, with a front in, reverse out manoeuvre, have been shown on the plans attached and are in line with the requirements of AS2890.6: Parking facilities for people with disabilities, showing both reverse in/ forward out and forward in/reverse out movements. A B99 vehicle (5200mm x 1940mm) has been used to demonstrate the turning movements, in line with the requirements of AS2890.1. which requires use of this template for uses 'other than domestic'. For completeness, a B85 vehicle (4910mm x 1870mm) path has also been shown on the plans to enter and exit the neighbouring driveway to a single residential property with no issue to parked vehicles on the opposite side of the road .

I trust this letter and associated plans address the further issues raised in relation to traffic engineering. Please do not hesitate to contact me should you require any further clarification.

Yours sincerely,



Howarth Fisher and Associates

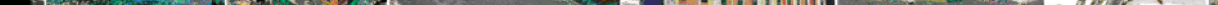


Jo Fisher
M.Sc, FIE Aust, CPEng, EngExec, APEC Engineer, IntPE (Aus)
Traffic Engineer / Director



VISITOR ACCOMMODATION
26 FITZROY PLACE & 2 MONTGOMERY COURT
SANDY BAY

DRAWING NO.	DETAILS	REVISION NO.
C1	COVER PAGE	01
C2	CONSTRUCTION NOTES	00
P1	SET OUT DETAIL	00
P2	AUTOTRACK PATH	01
P3	AUTOTRACK PATH	01
P4	AUTOTRACK PATH	01
P5	AUTOTRACK PATH	01
P6	AUTOTRACK PATH	00

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COVER SHEET

APPROVED BY:-		DATE: 11
SCALES	NTS	ISSUE:
DRAWN	JF	
DESIGN	DF	
PROJECT NO: 17J374	DOCUMENT CERTIFICATION -D-	DRAWING NO:

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ISSUE	BY	APPROVED	DATE



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 EMAIL info@howarthfisher.com

SANDY BAY SERVICES
 26 FITZROY PLACE, SANDY BAY
 PROPOSED DEVELOPMENTS

CONSTRUCTION NOTES

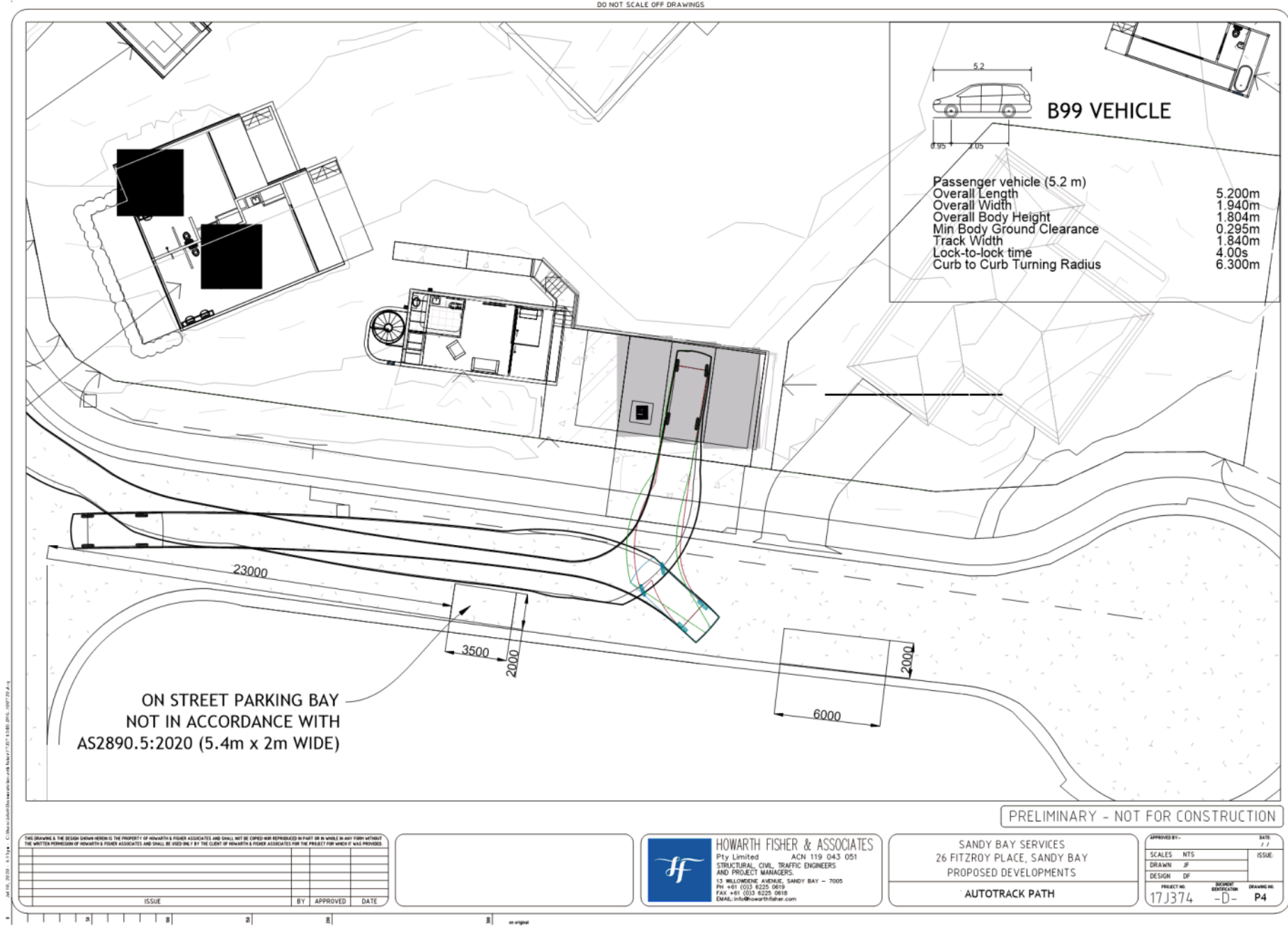
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APPROVED BY:	DATE
SCALES NTS	ISSUE
DRAWN JF	
DESIGN DF	
PROJECT NO. 17J374	DESIGNER C2















DEVELOPMENT IMPACT ASSESSMENT

26 Fitzroy Crescent, Sandy Bay

For: Tony Klapsis
Klapsis & Associates
Blackmans Bay
Tasmania

Via email: tony@klapsis.com.au

Alister Hodgman
Diploma (Hort/Arb)
QTRA Register User: 3743

Element Tree Services
23 King Street
Bellerive
TAS 7018
alister@elementtree.com.au

7th May 2020

1. Terms of Reference

This report was requested by Tony Klapsis, to assess the impacts of development on trees growing in the council road reserve to the south of 26 Fitzroy Place, Sandy Bay. An assessment of the site was undertaken on the 30th of April 2020. This report will discuss those findings and make future management recommendations.

The Engineering Plus drawing 17617 A 27 was referenced as the most relevant design that was likely to show the impact of the works.

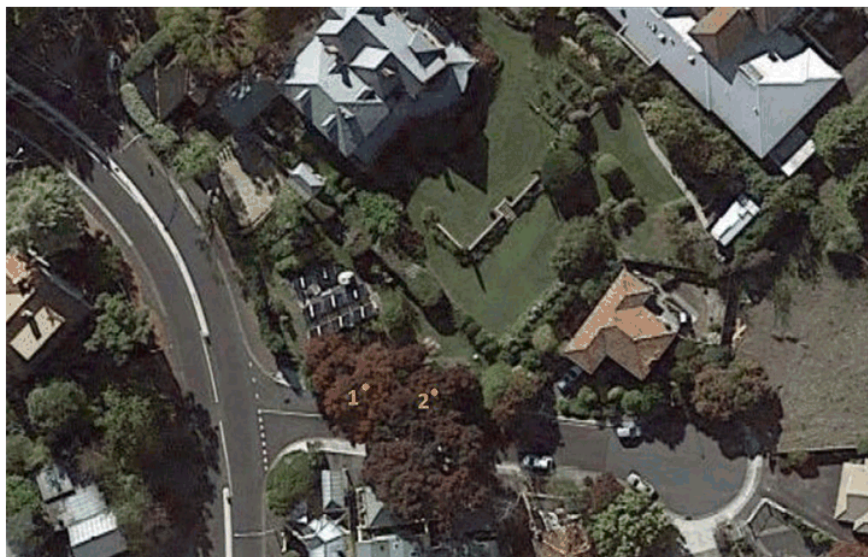


Fig. 1 - an aerial image indicating the two trees which are subject to this report. Image courtesy of Google maps.

2. Site Findings

The two narrow-leaved ashes (*Fraxinus angustifolia*) are situated within the council reserve bounded by private property to the north and Montgomery Court to the south.

Both trees currently appear healthy and have no obvious tree risk features to suggest that they present an elevated likelihood of failure, and therefore their risk is considered to be acceptable.

In their current situation, it is likely that the trees have a landscape life expectancy in excess of a further 20 years.

3. Development Impacts

The current proposal includes a building to the north of tree 1 and 2 and parking and associated crossover to the north-east of tree 2.

The table below will assess the impact on the structural root zone (SRZ) and tree protection zone (TPZ) of tree 1 and 2.

Tree	Basal Dia	SRZ	DBH	TPZ	Incursion component	Incursion %
1	.73m	2.9m	.75m	9.0m	Bunker cabin	7.9%
					Eco cabin	~ 1%
					Total incursion	8.9%
2	.69m	2.83m	.56m	6.72m	Bunker cabin	7.6%
					Crossover to carpark	5.1%
					Carpark	7.7%
					Total incursion	20.4%

No structural root zone components appear to be compromised by the works, so the structural integrity of the trees appear unchanged.

The incursion into the TPZ of tree 1 is less than 10% and is considered to be minor. As a result, I do not expect there to be a health impact on this tree as a result of the works.

The works have a significant incursion of 20.4% in the TPZ of tree 2. This calculation does not consider the requirements of construction and the need to connect plumbing and associated services. It is likely that the incursion may be significantly greater than the current calculation. This incursion has the potential to impact the health of this tree and may result in a significant decline of this specimen.

4. Discussion

As both trees are bounded by hard surfaces to the south, I suspect that they are obtaining the majority of their water and oxygen resources from the relatively undeveloped space to the north, east and west. Any incursions into this zone is likely to encounter and remove fine feeder roots that are responsible for the absorption and transportation of water.

As the work at the base of tree 2 will encounter a large amount of these and be replaced with future hard surfaces, it is likely that the tree will have insufficient resources to support itself in its current form.

Unless the carpark and crossover can be removed or modified, I am not confident that tree 2 will be unaffected.

5. Tree Protection Measures

If changes are made and tree 1 and 2 are retained, it is important to protect these during development. The following notes provide guidance on how to reduce the impacts of development on these trees.

Prior to the commencement of works, tree protection zones should be fenced off and signs installed to delineate the area. Where the tree is situated on the edge of the works, fencing should be installed along this alignment. Activities to avoid in this area include:

- Machine excavation including trenching;
- Excavation for silt fencing;
- Cultivation;
- Storage;
- Preparation of chemicals, including preparation of cement products;
- Parking of vehicles and plant;
- Refuelling;
- Dumping of waste;
- Wash down and cleaning of equipment;
- Placement of fill;
- Lighting of fires;
- Soil level changes;
- Temporary or permanent installation of utilities and signs, and
- Physical damage to the tree(s).

6. Conclusion

- **In the current design, I do not expect there will be critical damage to tree 1.**
- **Unless the design can be changed, I suspect tree 2 will decline as a result of these works.**

Yours sincerely,



Alister Hodgman

DRAINAGE SITE PLAN (PROPOSED)
SCALE 1:200

NOTE: LOCATION OF SEWER CONNECTION POINT UNKNOWN TO BE LOCATED ON SITE.

NOTE: STORMWATER FROM PROPERTY ASSUMED TO FEED BACK TO ROAD SIDE CUTTER FROM EXISTING SW DETENTION.

LOCATION OF EXISTING SW PIPE FROM GUEST APARTMENT BACK TO DETENTION UNKNOWN TO BE DETERMINED.

ISSUED FOR APPROVAL

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Client: D. & R. CREAM
Project: PROPOSED DEVELOPMENT
Address: 26 FITZROY PLACE
SANDY BAY

Hub 0417 362 763 or 0417 545 813
jackson@engineeringplus.com.au
info@engineeringplus.com.au

ENGINEERING PLUS

Date Drawn: 14.08.18
Drawn: L. Kaukenas
Checked: A. Taylor
Approved: J. Pfeiffer
Scale: As Shown @ A3

Accredited Building Designer
Designer Name: J. Pfeiffer
Accreditation No: GC2311T

Drawing No: 17617 A27

Rev	Description	Date	By	Check
A	ISSUED FOR APPROVAL	29.11.19	L.K.	
-	CONCEPT AMENDMENT	25.09.19	G.L.	
-	CONCEPT ECO CABIN	14.08.18	L.K.	

Rev: 14.08.18

Appendix 2 – Selected Images

Both trees as seen from Montgomery Court



Tree 2 as seen looking to the north. The ideal root growing environment is within the council reserve and private property.

RATIONAL METHOD

**26 Fitzroy Place Development**

Stormwater Assessment

Rational Method Calculation

Client Name: Engineering Plus

Job Number: 1877

Assessment By

Date

N Zanetto

1/05/2020

Reviewed By

Date

M. Walters

1/05/2020

Table of Key Inputs and Results

Sub-Catchment	Catchment Area (A) ha	Annual Exceedance Probability (AEP) %	Time of Concentration (T _c) min	Rainfall Intensity (I) mm/hr	Runoff Coefficient (C) -	Design Flowrate (Q) L/s	
1	0.44	5.00%	5	86.9	0.26	27.8	Undeveloped
2	0.44	5.00%	5	86.9	0.32	33.6	Developed
3	0.44	5.00%	10	65.2	0.26	20.9	Developed
4	0.44	5.00%	15	52.9	0.32	20.5	Developed
5	0.44	5.00%	20	45	0.32	17.4	Developed
6	0.44	5.00%	25	39.5	0.32	15.3	Developed
7	0.44	5.00%	30	35.4	0.32	13.7	Developed
8	0.44	5.00%	45	27.7	0.32	10.7	Developed
9	0.44	5.00%	60	23.3	0.32	9.0	Developed
10		10.00%			-0.23	0.0	Not used
Total Flow (L/s)						-	Not used

Formula used from Australian Rainfall and Runoff 1987:

$$Q = \frac{CIA}{360} \times \frac{1}{1000}$$

$$C_{10} = 0.9 \times f + C_{10}^1 \times (1 - f)$$

$$C_{10}^1 = 0.1 + 0.0133 \times (I_{10} - 25)$$

$$C_Y = F_Y \times C_{10}$$

Total area approx. 4400 m2

Existing main dwelling 447 m2 roof area

Existing guest house apartments 168 m2 roof area

Existing driveway and carpark 147 m2

Existing building 13.2 m2 roof area

Existing hideaway cabin 24 m2 roof area

Existing carpark 2 (not on drawings but LISTmap) 360 m2

Therefore existing is 1159.2 m2 impervious, 3394.8 m2 pervious

Proposed reception building 29 m2 roof area

Proposed eco cabin 99 m2 roof area

Proposed eco cabin 26 m2 roof area

Proposed driveway/parking 62 m2

Proposed Maud's cottage 49 m2 roof area

Therefore developed is 1424.2 m2 impervious, 3129.8 m2 pervious

=> Pre development 25% fraction impervious, 31% post

ToC: longest route approx. 51 m => ToC = 7 min

(assume 5 min, conservative)

Runoff Coefficient Calculations

Sub-Catchment	10 year, 1 hour Rainfall Intensity (I ₁₀) mm/hr	Fraction Impervious (f) %	Pervious Area Runoff Coefficient (C ₁₀) -	10 year ARI runoff coefficient (C ₁₀) -	Average Recurrence Interval (ARI) -	Frequency Factor (F _Y) -	Other recurrence intervals (C _Y) -
1	20	25%	0.03	0.25	19.50	1.05	0.26
2	20	31%	0.03	0.30	19.50	1.05	0.32
3	20	25%	0.03	0.25	19.50	1.05	0.26
4	20	31%	0.03	0.30	19.50	1.05	0.32
5	20	31%	0.03	0.30	19.50	1.05	0.32
6	20	31%	0.03	0.30	19.50	1.05	0.32
7	20	31%	0.03	0.30	19.50	1.05	0.32
8	20	31%	0.03	0.30	19.50	1.05	0.32
9	20	31%	0.03	0.30	19.50	1.05	0.32
10			-0.23	-0.23	9.49	0.99	-0.23

NOTE: Refer page 2 for rainfall intensities

RATIONAL METHOD

**26 Fitzroy Place Development**

Stormwater Assessment

Rational Method Calculation

Client Name: Engineering Plus

Job Number: 1877

Frequency Factors for Rational Method Runoff Coefficients

ARI (years)	Frequency Factor (F _v)
1	0.80
2	0.85
5	0.95
10	1.00
20	1.05
50	1.15
100	1.20

EY, AEP, ARI Terminology

EY	AEP (%)	AEP (1 in x)	ARI	Use in Engineering Design
6.00	99.75%	1.00	0.17	Water sensitive urban design
4.00	98.17%	1.02	0.25	
3.00	95.02%	1.05	0.33	
2.00	86.47%	1.16	0.50	
1.00	63.21%	1.58	1.00	
0.69	50.00%	2.00	1.44	Stormwater/pit and pipe design
0.50	39.35%	2.54	2.00	
0.22	20.00%	5.00	4.48	
0.20	18.13%	5.52	5.00	
0.11	10.00%	10.00	9.49	
0.05	5.00%	20.00	19.50	Floodplain management and waterway design
0.02	2.00%	50.00	49.50	
0.01	1.00%	100.00	100.00	
0.01	0.50%	200.00	200.00	
0.00	0.20%	500.00	500.00	
0.00	0.10%	1000.00	1000.00	
0.00	0.05%	2000.00	2000.00	
0.00	0.02%	5000.00	5000.00	Design of critical infrastructure (eg dams)

Location Label: Sandy Bay, Hobart

Requested coordinate: -42.8924, 147.3221

Nearest grid cell: -42.8875, 147.3125

		Annual Exceedance Probability (AEP)							
Duration	Duration in min	63.20%	50%	20%	10%	5%	2%	1%	
1 min	1	61.8	70.3	98.7	120	142	173	198	
2 min	2	53.2	60.1	82	97.2	112	132	147	
3 min	3	47.1	53.3	73.2	87.3	101	120	135	
4 min	4	42.4	48.1	66.6	79.9	93.5	112	126	
5 min	5	38.8	44	61.4	74	86.9	105	120	
10 min	10	28	31.9	45.1	54.9	65.2	80.2	92.8	
15 min	15	22.7	25.8	36.5	44.5	52.9	65.2	75.5	
20 min	20	19.4	22.1	31.1	37.9	45	55.3	64	
25 min	25	17.2	19.5	27.4	33.3	39.5	48.3	55.7	
30 min	30	15.5	17.6	24.7	29.9	35.4	43.2	49.6	
45 min	45	12.4	14.1	19.6	23.6	27.7	33.4	38	
1 hour	60	10.6	12	16.7	20	23.3	27.9	31.6	
1.5 hour	90	8.57	9.71	13.4	15.9	18.5	21.8	24.5	
2 hour	120	7.37	8.37	11.5	13.6	15.8	18.5	20.7	
3 hour	180	5.99	6.81	9.37	11.1	12.8	14.9	16.6	
4.5 hour	270	4.86	5.55	7.68	9.09	10.4	12.2	13.6	
6 hour	360	4.19	4.8	6.67	7.91	9.1	10.7	11.9	
9 hour	540	3.37	3.87	5.44	6.49	7.49	8.84	9.87	
12 hour	720	2.86	3.3	4.67	5.6	6.5	7.71	8.65	
18 hour	1080	2.24	2.59	3.71	4.47	5.23	6.26	7.07	
24 hour	1440	1.85	2.15	3.09	3.75	4.41	5.3	6.02	
30 hour	1800	1.59	1.84	2.66	3.24	3.81	4.61	5.24	
36 hour	2160	1.39	1.61	2.33	2.84	3.36	4.07	4.63	
48 hour	2880	1.12	1.3	1.87	2.29	2.71	3.28	3.74	
72 hour	4320	0.807	0.931	1.34	1.63	1.93	2.33	2.65	
96 hour	5760	0.635	0.73	1.04	1.26	1.49	1.79	2.03	
120 hour	7200	0.526	0.604	0.854	1.03	1.21	1.44	1.63	
144 hour	8640	0.452	0.518	0.727	0.873	1.02	1.21	1.36	
168 hour	10080	0.399	0.457	0.638	0.761	0.88	1.05	1.18	

DETENTION SIZING USING MODIFIED RATIONAL METHOD

**26 Fitzroy Place Development**

Stormwater Assessment
 Modified Rational Method

Client Name: Engineering Plus
 Job Number: 1877

Assessment By: N. Zanetto Date: 1/05/2020
 Reviewed By: M. Walters Date: 1/05/2020

Site Details

Catchment Area	0.440	ha
Pre-development fraction impervious	25%	%
Post-development fraction impervious	31%	%

Event Details

Scenario	Annual Exceedance Probability AEP (%)	Storm Duration T (min)	Peak Flow Q (L/s)
Pre-development (allowable discharge)	-	-	24.0
Post-development	5%	5	33.6

Provided by Council as allowable site discharge

Maximisation Procedure

Scenario	Annual Exceedance Probability AEP (%)	Rainfall Average Period T _{av.} (min)	Peak Flow Q (L/s)	Storage Volume S (L)
Post-development	5%	5	33.6	3605
1	5%	10	25.2	4605
2	5%	15	20.5	3219
3	5%	20	17.4	1403
4	5%	25	15.3	-645
5	5%	30	13.7	-2873

Critical storm

NOTE - Peak less than allowable discharge -> not applicable

NOTE - Peak less than allowable discharge -> not applicable

NOTE - Peak less than allowable discharge -> not applicable

NOTE - Peak less than allowable discharge -> not applicable

Results Summary

Allowable site discharge	24.0	L/s
Post-development design storm	5% AEP, 5 min	-
Post-development peak flow	33.6	L/s
Critical storm scenario	5% AEP, 10 min	-
Required storage volume	4605	L

DETENTION SIZING USING MODIFIED RATIONAL METHOD

26 Fitzroy Place Development

Stormwater Assessment
 Modified Rational Method

Client Name:

Engineering Plus

Job Number:

1877

Location:

Sandy Bay, Hobart

Latitude:

-42.8875

Longitude:

147.3125

Date sourced:

29/04/2020



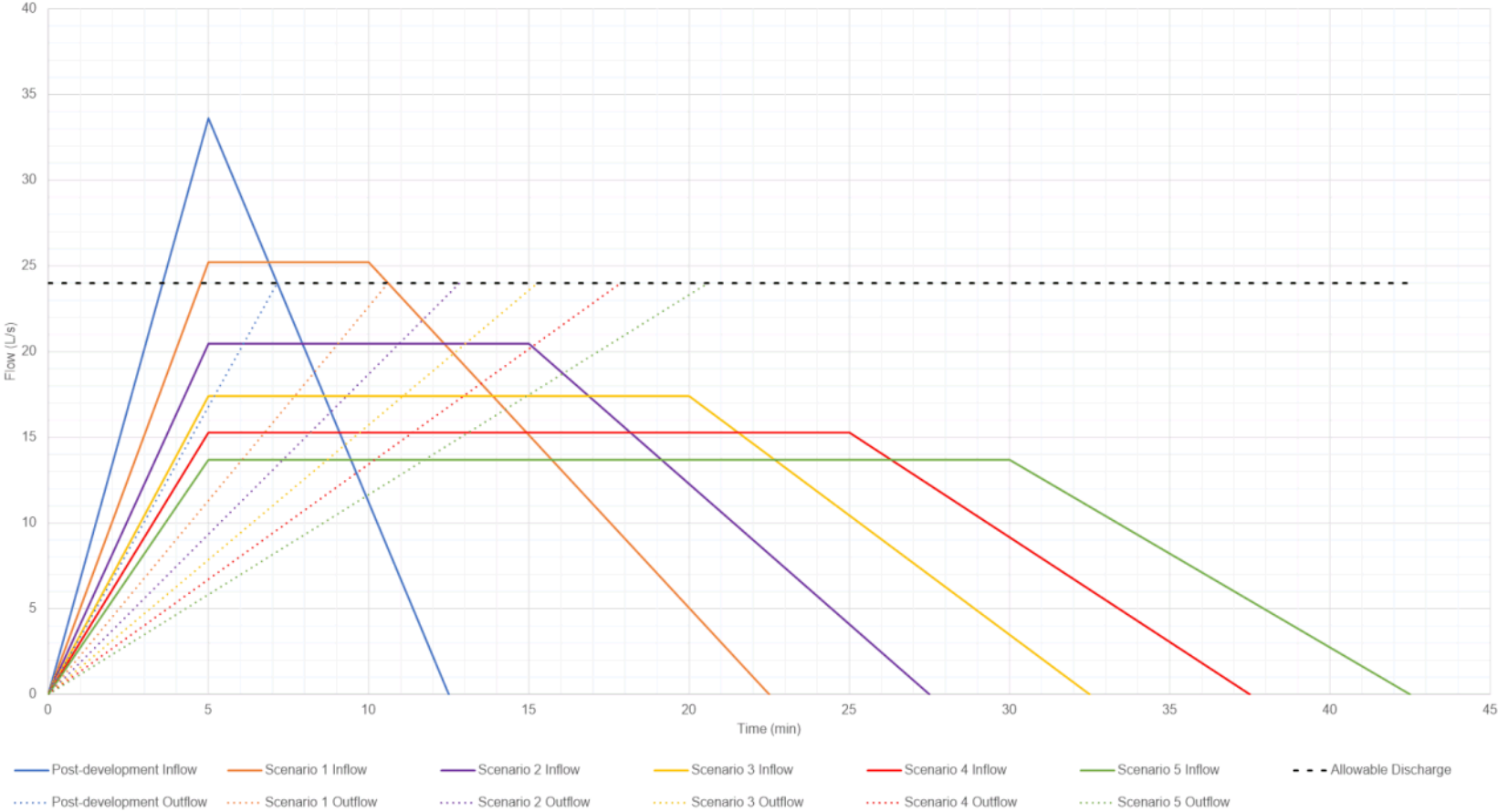
Annual Exceedance Probability (AEP)								
Duration	Duration in min	63.20%	50%	20%	10%	5%	2%	1%
1 min	1	61.8	70.3	98.7	120	142	173	198
2 min	2	53.2	60.1	82	97.2	112	132	147
3 min	3	47.1	53.3	73.2	87.3	101	120	135
4 min	4	42.4	48.1	66.6	79.9	93.5	112	126
5 min	5	38.8	44	61.4	74	86.9	105	120
10 min	10	28	31.9	45.1	54.9	65.2	80.2	92.8
15 min	15	22.7	25.8	36.5	44.5	52.9	65.2	75.5
20 min	20	19.4	22.1	31.1	37.9	45	55.3	64
25 min	25	17.2	19.5	27.4	33.3	39.5	48.3	55.7
30 min	30	15.5	17.6	24.7	29.9	35.4	43.2	49.6
45 min	45	12.4	14.1	19.6	23.6	27.7	33.4	38
1 hour	60	10.6	12	16.7	20	23.3	27.9	31.6
1.5 hour	90	8.57	9.71	13.4	15.9	18.5	21.8	24.5
2 hour	120	7.37	8.37	11.5	13.6	15.8	18.5	20.7
3 hour	180	5.99	6.81	9.37	11.1	12.8	14.9	16.6
4.5 hour	270	4.86	5.55	7.68	9.09	10.4	12.2	13.6
6 hour	360	4.19	4.8	6.67	7.91	9.1	10.7	11.9
9 hour	540	3.37	3.87	5.44	6.49	7.49	8.84	9.87
12 hour	720	2.86	3.3	4.67	5.6	6.5	7.71	8.65
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36 hour	2160	1.39	1.61	2.33	2.84	3.36	4.07	4.63
48 hour	2880	1.12	1.3	1.87	2.29	2.71	3.28	3.74
72 hour	4320	0.807	0.931	1.34	1.63	1.93	2.33	2.65
96 hour	5760	0.635	0.73	1.04	1.26	1.49	1.79	2.03
120 hour	7200	0.526	0.604	0.854	1.03	1.21	1.44	1.63
144 hour	8640	0.452	0.518	0.727	0.873	1.02	1.21	1.36
168 hour	10080	0.399	0.457	0.638	0.761	0.882	1.05	1.18

DETENTION SIZING USING MODIFIED RATIONAL METHOD



26 Fitzroy Place Development

Stormwater Assessment
Modified Rational Method
Client Name: Engineering Plus
Job Number: 1877



Inflow and outflow hydrographs

NOTE: This spreadsheet has been developed based on Section 4-4.2 of the Virginia Stormwater Management Handbook First Edition 1999 Volume 2

ORIFICE PLATE SIZING

26 Fitzroy Place Development

Stormwater Assessment

Orifice Sizing

Client Name: Engineering Plus
Job Number: 1877

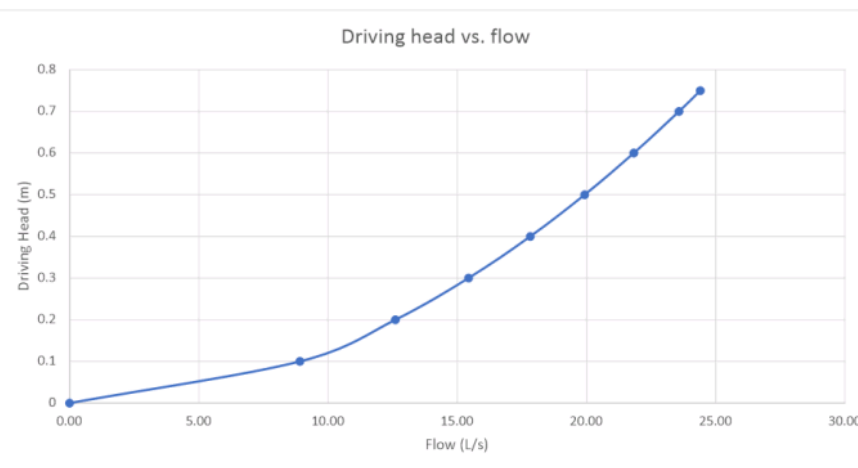
Assessment By: N. Zanetto
Date: 1/05/2020
Reviewed By: M. Walters
Date: 1/05/2020

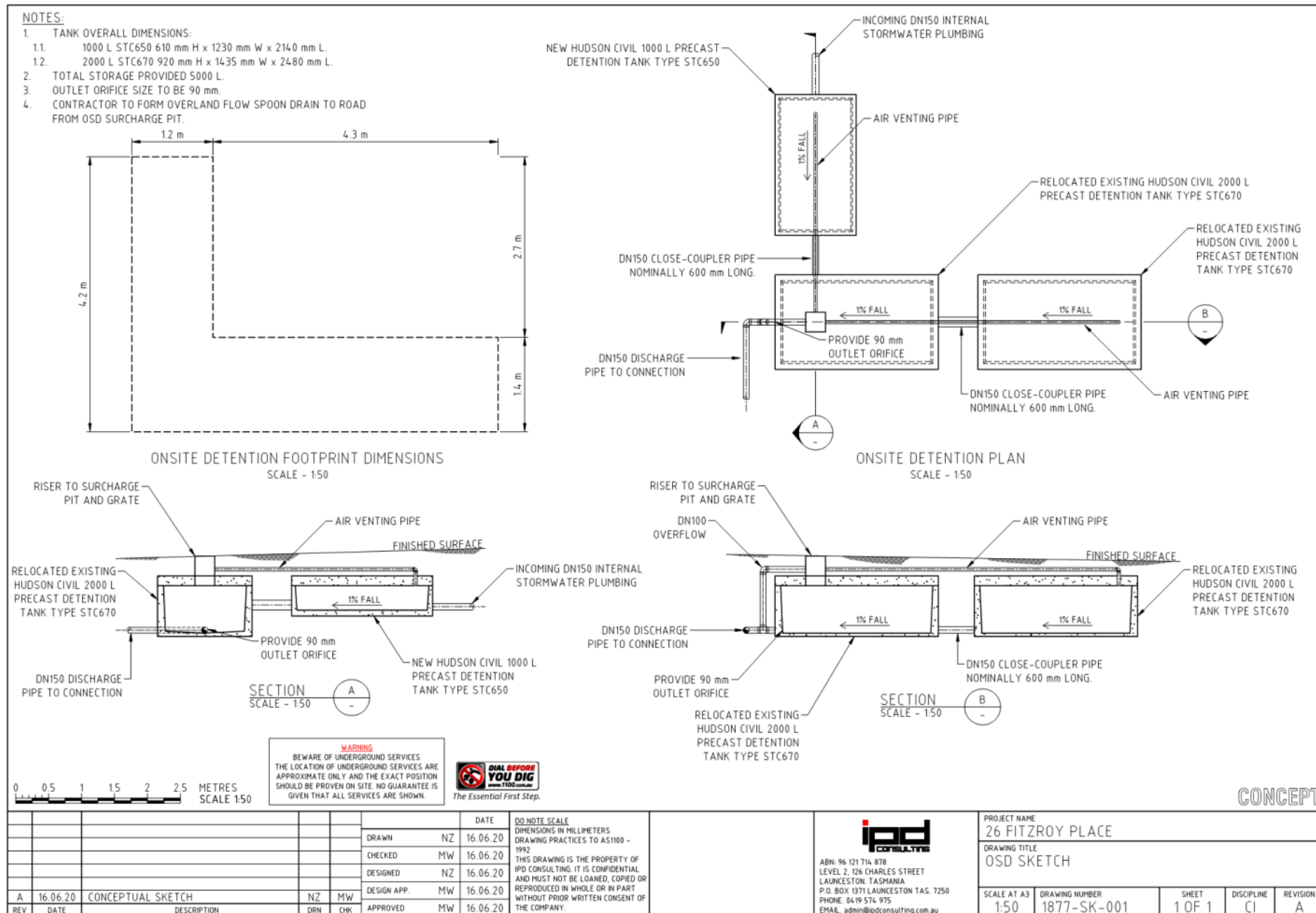
Allowable Discharge (L/s)	24
Entry Loss (k)	1

Driving head above pipe obvert (m)	Velocity (m/s)	Orifice Size (m)	Orifice Area (m ²)	Flow (L/s)
0.75	3.8360	0.12	0.0113	43.38
0.75	3.8360	0.11	0.0095	36.45
0.75	3.8360	0.1	0.0079	30.13
0.75	3.8360	0.09	0.0064	24.40
0.75	3.8360	0.08	0.0050	19.28
0.75	3.8360	0.07	0.0038	14.76
0.75	3.8360	0.06	0.0028	10.85

Therefore adopt 90 mm orifice

Driving head above pipe obvert (m)	Velocity (m/s)	Orifice Size (m)	Orifice Area (m ²)	Flow (L/s)
0	0.0000	0.09	0.0064	0.00
0.1	1.4007	0.09	0.0064	8.91
0.2	1.9809	0.09	0.0064	12.60
0.3	2.4261	0.09	0.0064	15.43
0.4	2.8014	0.09	0.0064	17.82
0.5	3.1321	0.09	0.0064	19.93
0.6	3.4310	0.09	0.0064	21.83
0.7	3.7059	0.09	0.0064	23.58
0.75	3.8360	0.09	0.0064	24.40



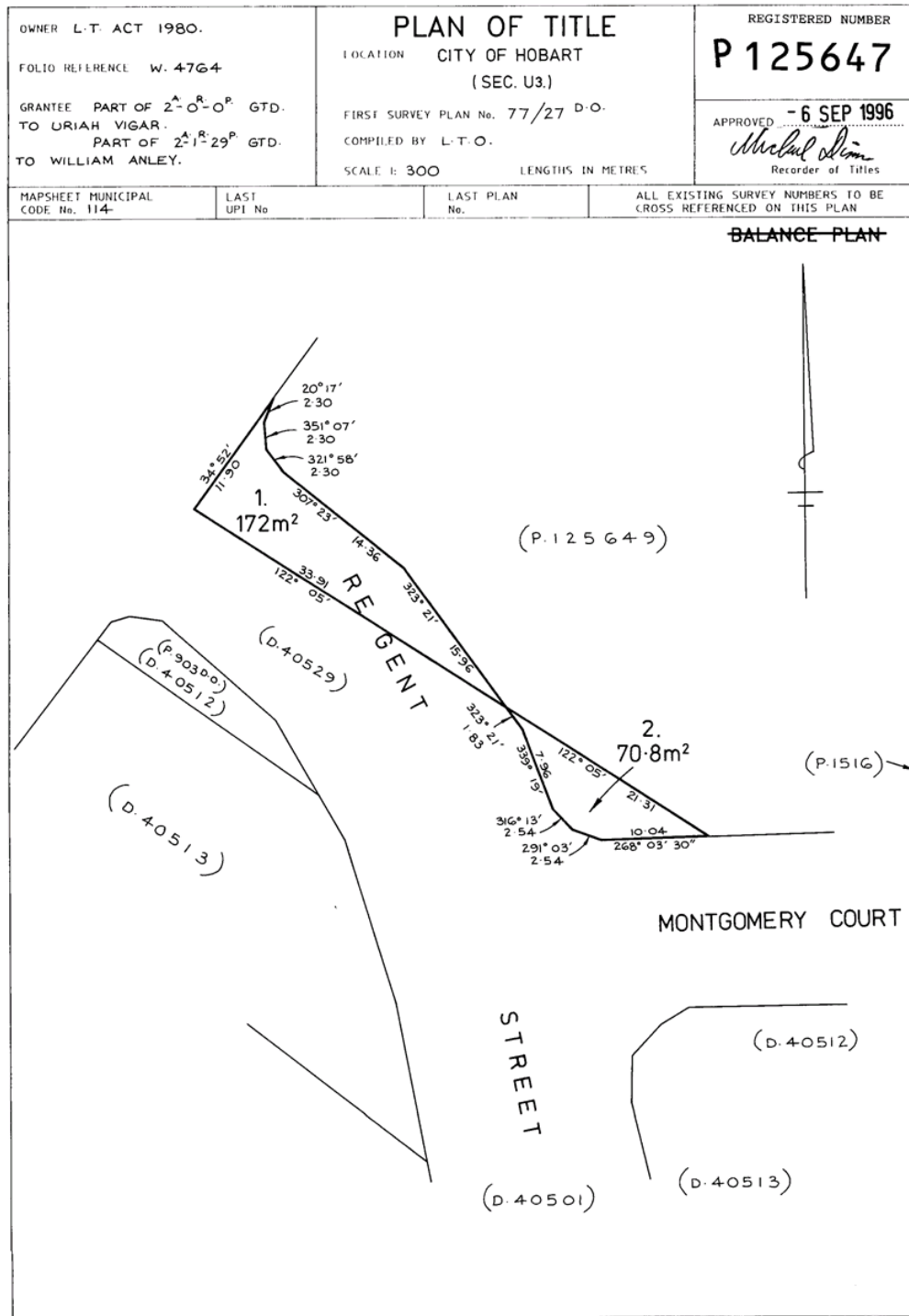


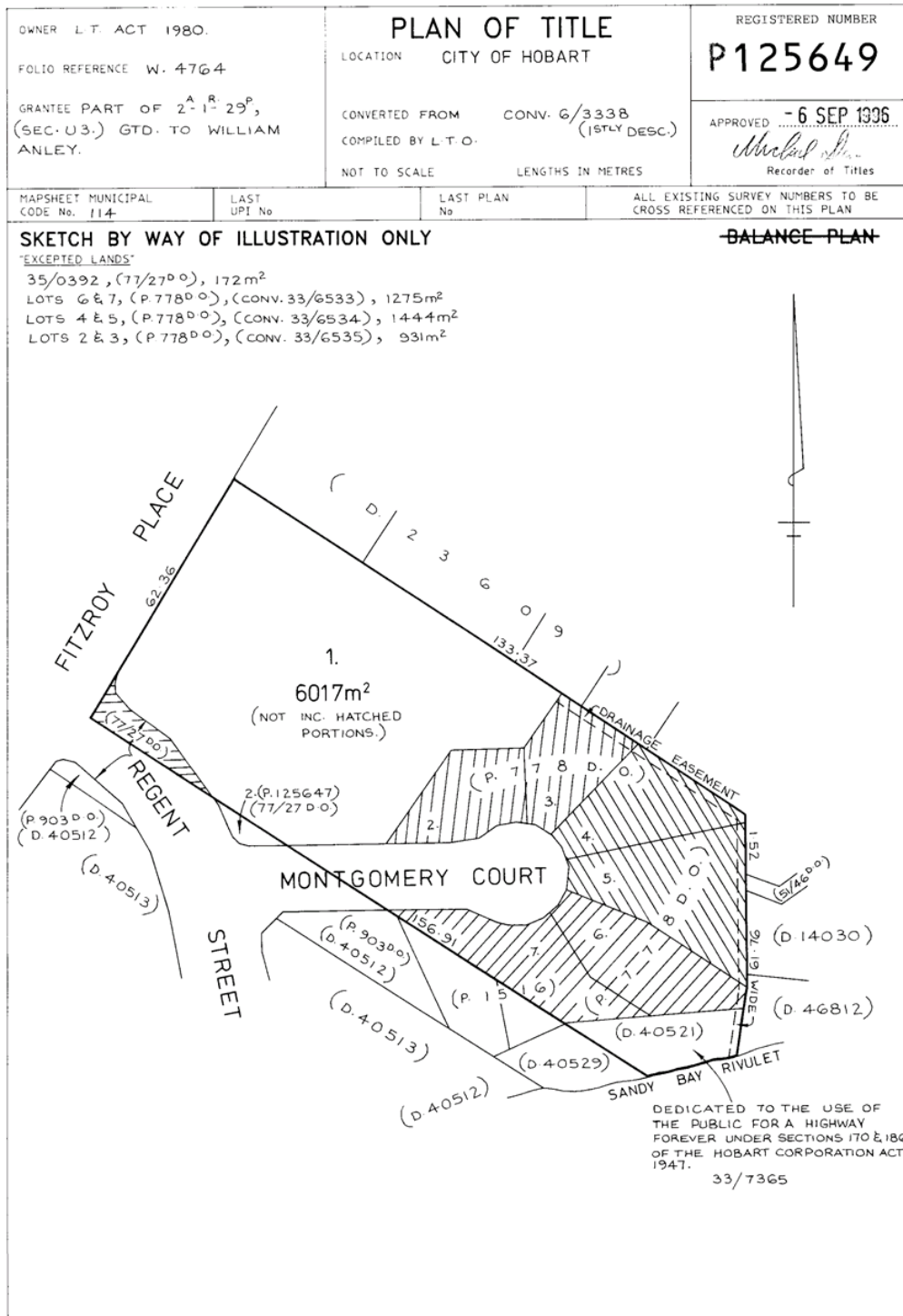


FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
125647	2
EDITION	DATE OF ISSUE
7	27-Jun-2019

SEARCH DATE : 19-Dec-2019

SEARCH TIME : 10.09 PM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Plan 125647

Whole of the land described in Conv.35/0675

Derivation : Part of 2A-0R-0P's Gtd to Uriah Vigar

Derived from W4764

SCHEDULE 1

M729301 TRANSFER to FITZROY PLACE NOMINEES PTY LTD
Registered 27-Jun-2019 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

D153700 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
19-Jan-2015 at noon

M737023 MORTGAGE to MyState Bank Limited Registered
27-Jun-2019 at 12.03 PM

E171714 MORTGAGE to Sandy Bay Services Pty Ltd Registered
27-Jun-2019 at 12.04 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 125649	FOLIO 1
EDITION 7	DATE OF ISSUE 27-Jun-2019

SEARCH DATE : 19-Dec-2019

SEARCH TIME : 10.10 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 125649

Part of the land described in Conv.6/3338

Excepting thereout Conv 35/0392, (77/27D.O.), 172m Lots 6 & 7,
(P.778D.O.), (Conv.33/6533), 1275m Lots 4 & 5, (P.778D.O.),
(Conv.33/6534), 1444m Lots 2 & 3, (P.778D.O.), (Conv.33/6535),
931m

Derivation : Part of 2A-1R-29P's Gtd to William Anley.

Derived from W4764

SCHEDULE 1

M729301 TRANSFER to FITZROY PLACE NOMINEES PTY LTD
Registered 27-Jun-2019 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
33/6533 BENEFITING EASEMENT: Right of Drainage over the
drainage easement shown on Plan 125649.

D153700 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
19-Jan-2015 at noon

M737023 MORTGAGE to MyState Bank Limited Registered
27-Jun-2019 at 12.03 PM

E171714 MORTGAGE to Sandy Bay Services Pty Ltd Registered
27-Jun-2019 at 12.04 PM

UNREGISTERED DEALINGS AND NOTATIONS

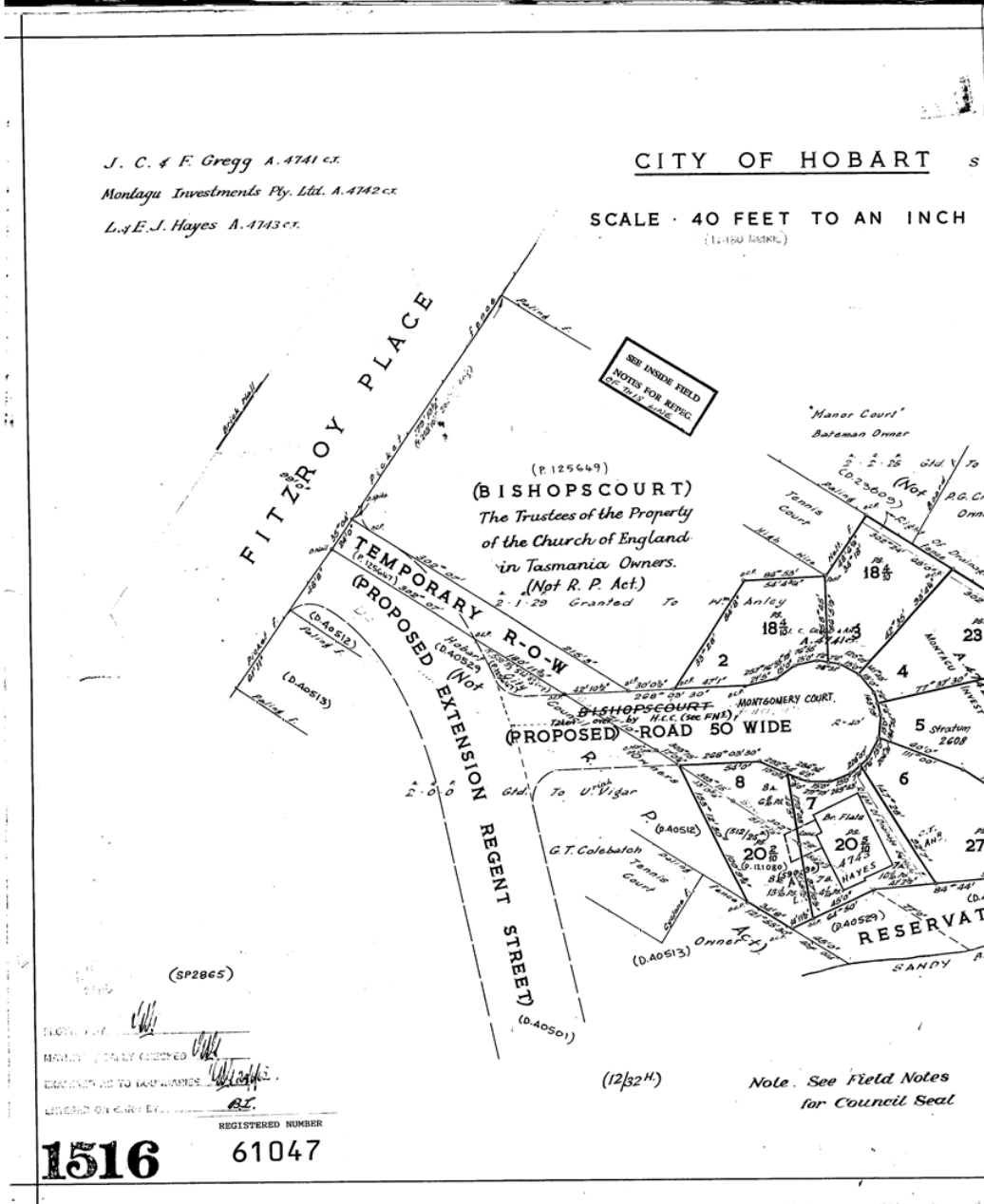
No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

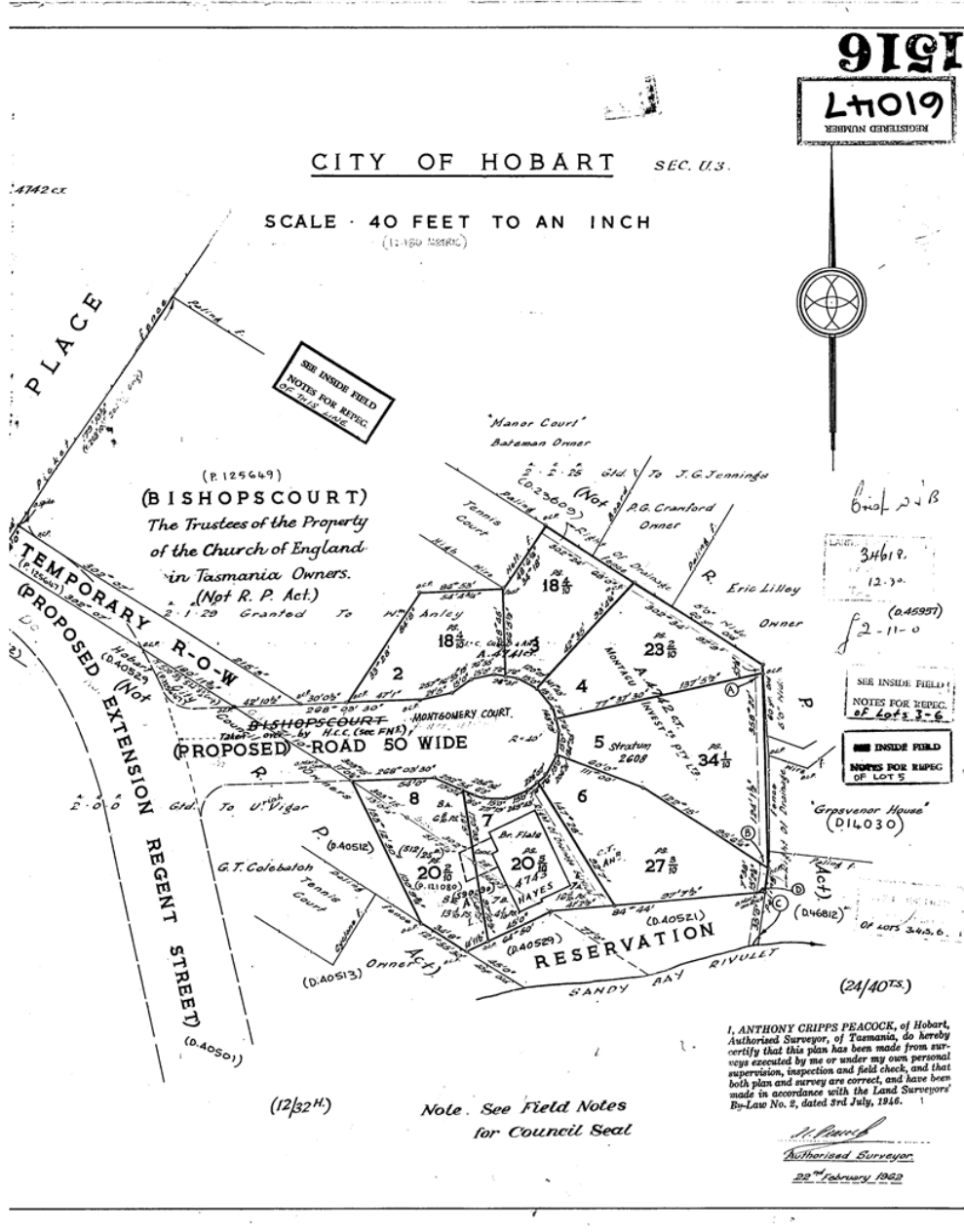




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 61047	FOLIO 2
EDITION 5	DATE OF ISSUE 27-Jun-2019

SEARCH DATE : 20-Jan-2020

SEARCH TIME : 02.22 PM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Plan 61047 (formerly being P1516)

Derivation : Part of 2A-1R-29ps. Gtd.t o W. Anley

Prior CT 2078/63

SCHEDULE 1

M729304 TRANSFER to FITZROY PLACE NOMINEES PTY LTD
Registered 27-Jun-2019 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: Right of Drainage over the drainage
easement passing through lots 4 to 6 and D.C. on P.
61047

BENEFITING EASEMENT a right of carriageway over the piece of
land marked "Temporary Right of Way" on P. 61047 such
right however being limited in duration until such
time as the proposed extension of Regent St. on P.
61047 has been taken over and constructed by the
Hobart City Council whereupon the said right of
carriageway shall cease and determine

33/6535 Joseph Clarence Gregg and Florence Gregg for
themselves their personal representatives and assigns
jointly and each of them as a separate convenient did
severally covenant with the Trustees of the Property
of the Church of England in Tasmania to the intent
that the burden of this covenant should run at law
and equity with the above land but not so as to be
personally liable thereunder after they should have
parted with possession of the said land as follows:
1) that no building or other structure should be
erected on the said Lot 3 within 40 feet from the
frontage thereof to a greater height than 12 feet 2)
that no trade or business (other than the letting of
flats) should be conducted or advertisements or
hoardings displayed on any part of the above land

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

M737023 MORTGAGE to MyState Bank Limited Registered
27-Jun-2019 at 12.03 PM
E171714 MORTGAGE to Sandy Bay Services Pty Ltd Registered
27-Jun-2019 at 12.04 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Fitzroy Place Nominees Pty Ltd
(ACN 629 402 688)
26 FITZROY PLACE
SANDY BAY
TASMANIA 7005

City Planning
Hobart City Council
Hobart
Attn Cameron Sherriff / Richard Bacon

19 December 2019

Dear Sir / Madam

Development application re 26 Fitzroy Place, Sandy Bay 7005 – PLN-19-918

Engineering Plus, 81 Elizabeth St, Launceston TAS 7250 are authorised to deal with this application on our behalf.

Yours faithfully



Director

Dermot Crean

26 FITZROY PLACE
SANDY BAY
TASMANIA 7005

City Planning
Hobart City Council
Hobart
Attn Cameron Sherriff / Richard Bacon

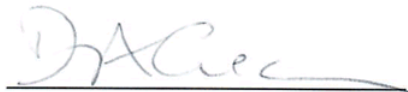
19 December 2019

Dear Sir / Madam

Development application re 2 Montgomery Court, Sandy Bay 7005 – PLN-19-918

Engineering Plus, 81 Elizabeth St, Launceston TAS 7250 are authorised to deal with this application on our behalf.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'D. Crean', written over a horizontal line.

Dermot Crean

A handwritten signature in dark ink, appearing to read 'Rebecca Crean', written over a horizontal line.

Rebecca Crean (nee Batt)



4 March 2020

City of Hobart
16 Elizabeth Street
Hobart TAS 7001

Our ref: 1877
Your ref:

Attn: Planning Department

Dear Cameron,

26 Fitzroy Place Development Concept Servicing Design Summary

Please find the following hydraulic design summary for the proposed development at 26 Fitzroy Place, Sandy Bay.

This letter is intended to supplement the concept servicing plans and summarise the design outcomes for water, sewer and stormwater.

1 Stormwater System

1.1 Background & Limitations

The development at 26 Fitzroy Place proposes to connect to the existing City of Hobart stormwater system located along Montgomery Court to discharge the sites stormwater runoff.

It has been flagged by City of Hobart under the Stormwater Code section of the response to Application No. PLN-19-918 that the existing Council infrastructure has limited capacity and cannot accept additional stormwater flows caused by the development. Due to the limited capacity there is requirement to design and construct onsite detention to limit the sites discharge to a pre-development rate.

1.2 Proposed Solution

As outlined under the Stormwater Code section, no increase in stormwater flowrate may be generated from the site and enter the Councils system for a 5% AEP storm event. A pre-development and post-development rational method calculation was undertaken and showed an increase of 6 L/s (34.8 L/s post-development compared to 28.8 L/s pre-development) for a 5-minute, 5% AEP storm event. Refer Attachment 1 for details. Note that the determination of areas was based on drawing set 17617 revision A prepared by Engineering Plus.

The required detention storage volume was calculated using an approximated inflow hydrograph for the site and it was determined for a 5-minute, 5% AEP storm event approximately 300 L was required to be stored onsite, refer Attachment 1 for details. A conceptual sketch is shown in Attachment 1 for the detention storage. Alternatively, the detention may be achieved using approximately 5 m of DN300 BlackMax or similar. Details are to be confirmed during detailed design

To limit discharge from the site to the pre-development rate of 28.8 L/s, a 95 mm orifice plate has been nominated on the discharge of the detention storage. This will limit the discharge to 27.2 L/s and

Doc ref: 1877

is based on a driving head of 750 mm, with details to be confirmed during detailed design. Refer Attachment 1 for further information.

2 Water Supply

A water demand was determined for the site for the existing layout and the proposed layout in accordance with WSA 03-2011-3.1 MRWA Edition V2.0 (the Code) and TasWaters supplement (the Supplement) to the Code.

For new developments where the number of ETs is less than 100, the Supplement requires the designer to take into account the probable simultaneous demand (PSD) in accordance with Section 3 of AS/NZS3500.1.2:2003 (now superseded by the 2018 version which has been used for this calculation). It was determined that the increase in PSD for the site will be 0.39 L/s (2.03 L/s post-development compared to 1.64 L/s pre-development).

The plumber undertaking the works is required to confirm the layout and ensure compliance with AS/NZS3500.1:2018 as necessary.

Calculations can be seen in Attachment 2.

3 Sewerage System

Using the Water Services Association of Australia (WSA) WSA02-2014 Gravity Sewerage Code of Australia (Melbourne Retail Water Agencies (MRWA) Edition), and the TasWater supplement, Table 1 has been developed.

Table 1: Sewer flows for existing layout and proposed layout.

Stage	Average Dry Weather Flow (L/s)	Peak Dry Weather Flow (L/s)	Groundwater Infiltration (L/s)	Rainfall Dependent Infiltration (L/s)	Design Flowrate (L/s)
Existing	0.06	0.54	0.01	0.27	0.82
Future	0.08	0.79	0.01	0.33	1.12

The design flow has incorporated the TasWater supplement amendments to WSA02-2014 and full calculations can be seen in Attachment 3. As can be seen in Table 1, the increase in flow is 0.3 L/s.

Doc ref: 1877

We trust that the above letter provides the information you require. If you require any further information or clarification on any aspect of the above please don't hesitate to contact me on Mob: 0407 394 304 or Email: nzanetto@ipdconsulting.com.au

Yours faithfully

IPD Consulting Pty Ltd



Nathan Zanetto

Graduate Civil Engineer

Attachments:

Attachment 1 – Stormwater Calculations

Attachment 2 – Water Calculations

Attachment 3 – Sewer Calculations

RATIONAL METHOD

**26 Fitzroy Place**

Additional Dwellings

Rational Method Calculation

Client Name: Engineering Plus

Job Number: 1877

Assessment By: N Zanetto
 Date: 25/02/2020
 Reviewed By: -
 Date: -

Table of Key Inputs and Results

Sub-Catchment	Catchment Area (A) ha	Annual Exceedance Probability (AEP) %	Time of Concentration (T _c) min	Rainfall Intensity (I) mm/hr	Runoff Coefficient (C) -	Design Flowrate (Q) L/s	
1	0.4554	5.00%	5	86.9	0.26	28.80	Undeveloped
2	0.4554	5.00%	5	86.9	0.32	34.79	Developed
3		5.00%			-0.24	0.00	Not used
4		1.00%			-0.28	0.00	Not used
5		10.00%			-0.23	0.00	Not used
6		10.00%			-0.23	0.00	Not used
7		10.00%			-0.23	0.00	Not used
8		10.00%			-0.23	0.00	Not used
9		10.00%			-0.23	0.00	Not used
10		10.00%			-0.23	0.00	Not used
Total Flow (L/s)						63.59	Not used

Formula used from Australian Rainfall and Runoff 1987:

$$Q = \frac{CIA}{360} \times \frac{1}{1000}$$

$$C_{10} = 0.9 \times f + C_{10}^1 \times (1 - f)$$

$$C_{10}^1 = 0.1 + 0.0133 \times (I_{10} - 25)$$

$$C_Y = F_Y \times C_{10}$$

Total area 4554 m2
 Existing main dwelling 447 m2 roof area
 Existing guest house apartments 168 m2 roof area
 Existing driveway and carpark 147 m2
 Existing building 13.2 m2 roof area
 Existing hideaway cabin 24 m2 roof area
 Existing carpark 2 (not on drawings but LISTmap) 360 m2
 Therefore existing is 1159.2 m2 impervious, 3394.8 m2 pervious
 Proposed reception building 29 m2 roof area
 Proposed eco cabin 99 m2 roof area

Runoff Coefficient Calculations

Sub-Catchment	10 year, 1 hour Rainfall Intensity (I ₁₀) mm/hr	Fraction Impervious (f) %	Pervious Area Runoff Coefficient (C ₁₀) -	10 year ARI runoff coefficient (C ₁₀) -	Average Recurrence Interval (ARI) -	Frequency Factor (F _Y) -	Other recurrence intervals (C _Y) -
1	20	25%	0.03	0.25	19.50	1.05	0.26
2	20	31%	0.03	0.30	19.50	1.05	0.32
3			-0.23	-0.23	19.50	1.05	-0.24
4			-0.23	-0.23	100.00	1.20	-0.28
5			-0.23	-0.23	9.49	0.99	-0.23
6			-0.23	-0.23	9.49	0.99	-0.23
7			-0.23	-0.23	9.49	0.99	-0.23
8			-0.23	-0.23	9.49	0.99	-0.23
9			-0.23	-0.23	9.49	0.99	-0.23
10			-0.23	-0.23	9.49	0.99	-0.23

Proposed eco cabin 26 m2 roof area
 Proposed driveway/parking 62 m2
 Proposed Maud's cottage 49 m2 roof area
 Therefore developed is 1424.2 m2 impervious, 3129.8 m2 pervious
 => Pre development 25% fraction impervious, 31% post
 ToC: longest route approx. 51 m => ToC = 7 min
 (assume 5 min, conservative)

NOTE: Refer page 2 for rainfall intensities

RATIONAL METHOD

**26 Fitzroy Place**

Additional Dwellings

Rational Method Calculation

Client Name: Engineering Plus

Job Number: 1877

Frequency Factors for Rational Method Runoff Coefficients

ARI (years)	Frequency Factor (F _v)
1	0.80
2	0.85
5	0.95
10	1.00
20	1.05
50	1.15
100	1.20

EY, AEP, ARI Terminology

EY	AEP (%)	AEP (1 in x)	ARI	Use in Engineering Design
6.00	99.75%	1.00	0.17	Water sensitive urban design
4.00	98.17%	1.02	0.25	
3.00	95.02%	1.05	0.33	
2.00	86.47%	1.16	0.50	
1.00	63.21%	1.58	1.00	
0.69	50.00%	2.00	1.44	Stormwater/pit and pipe design
0.50	39.35%	2.54	2.00	
0.22	20.00%	5.00	4.48	
0.20	18.13%	5.52	5.00	
0.11	10.00%	10.00	9.49	
0.05	5.00%	20.00	19.50	Floodplain management and waterway design
0.02	2.00%	50.00	49.50	
0.01	1.00%	100.00	100.00	
0.01	0.50%	200.00	200.00	
0.00	0.20%	500.00	500.00	
0.00	0.10%	1000.00	1000.00	
0.00	0.05%	2000.00	2000.00	
0.00	0.02%	5000.00	5000.00	Design of critical infrastructure (eg dams)

Location Label: Sandy Bay, Hobart

Requested coordinate: -42.8924, 147.3221

Nearest grid cell: -42.8875, 147.3125

		Annual Exceedance Probability (AEP)							
Duration	Duration in min	63.20%	50%	20%	10%	5%	2%	1%	
1 min	1	61.8	70.3	98.7	120	142	173	198	
2 min	2	53.2	60.1	82	97.2	112	132	147	
3 min	3	47.1	53.3	73.2	87.3	101	120	135	
4 min	4	42.4	48.1	66.6	79.9	93.5	112	126	
5 min	5	38.8	44	61.4	74	86.9	105	120	
10 min	10	28	31.9	45.1	54.9	65.2	80.2	92.8	
15 min	15	22.7	25.8	36.5	44.5	52.9	65.2	75.5	
20 min	20	19.4	22.1	31.1	37.9	45	55.3	64	
25 min	25	17.2	19.5	27.4	33.3	39.5	48.3	55.7	
30 min	30	15.5	17.6	24.7	29.9	35.4	43.2	49.6	
45 min	45	12.4	14.1	19.6	23.6	27.7	33.4	38	
1 hour	60	10.6	12	16.7	20	23.3	27.9	31.6	
1.5 hour	90	8.57	9.71	13.4	15.9	18.5	21.8	24.5	
2 hour	120	7.37	8.37	11.5	13.6	15.8	18.5	20.7	
3 hour	180	5.99	6.81	9.37	11.1	12.8	14.9	16.6	
4.5 hour	270	4.86	5.55	7.68	9.09	10.4	12.2	13.6	
6 hour	360	4.19	4.8	6.67	7.91	9.1	10.7	11.9	
9 hour	540	3.37	3.87	5.44	6.49	7.49	8.84	9.87	
12 hour	720	2.86	3.3	4.67	5.6	6.5	7.71	8.65	
18 hour	1080	2.24	2.59	3.71	4.47	5.23	6.26	7.07	
24 hour	1440	1.85	2.15	3.09	3.75	4.41	5.3	6.02	
30 hour	1800	1.59	1.84	2.66	3.24	3.81	4.61	5.24	
36 hour	2160	1.39	1.61	2.33	2.84	3.36	4.07	4.63	
48 hour	2880	1.12	1.3	1.87	2.29	2.71	3.28	3.74	
72 hour	4320	0.807	0.931	1.34	1.63	1.93	2.33	2.65	
96 hour	5760	0.635	0.73	1.04	1.26	1.49	1.79	2.03	
120 hour	7200	0.526	0.604	0.854	1.03	1.21	1.44	1.63	
144 hour	8640	0.452	0.518	0.727	0.873	1.02	1.21	1.36	
168 hour	10080	0.399	0.457	0.638	0.761	0.88	1.05	1.18	

RUNOFF VOLUME

**26 Fitzroy Place**

Additional Dwellings

Rational Method Runoff Volume Approximation

Client Name: Engineering Plus

Job Number: 1877

Assessment By: N Zanetto
 Date: 25/02/2020
 Reviewed By: -
 Date: -

Inputs

Parameter	Symbol	Value	Units	Formula	Reference
Time of Concentration	T_c	5.00	min	-	Rational Method Calculation
Peak Flowrate	Q_p	34.79	L/s	-	Rational Method Calculation
Allowable Discharge	Q_A	28.80	L/s	-	Rational Method Calculation

Results

Parameter	Symbol	Value	Units	Formula	Reference
Total Runoff Volume	V	10437	L	-	Rational Method Calculation
Detention Volume	V_D	309	L	-	Rational Method Calculation
Allowable Discharge Volume	V_A	10128	L	-	Rational Method Calculation

Flow Data

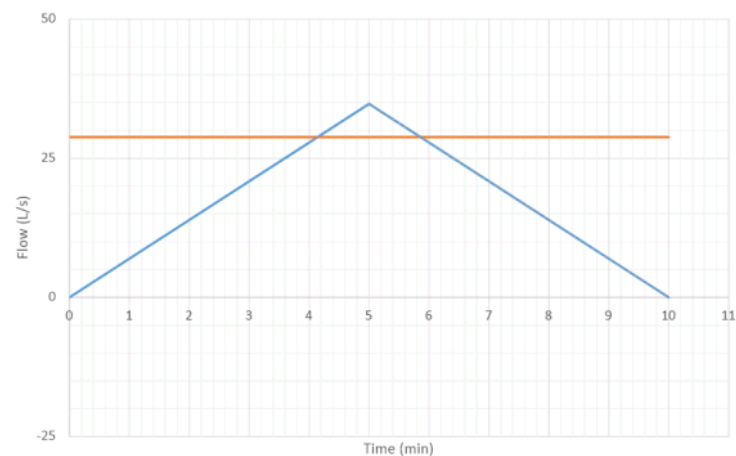
Parameter	Symbol	Flow (L/s)	Time (min)
Point 1	-	0.00	0.00
Point 2	-	34.79	5.00
Point 3	-	0.00	10.00

Allowable Discharge Data

Parameter	Symbol	Flow (L/s)	Time (min)
Point 1	-	28.80	0.00
Point 2	-	28.80	10.00

Allowable Discharge Volume Calculations

Parameter	Symbol	Flow (L/s)	Time (min)
Intersection 1	-	28.80	4.14
Intersection 2	-	28.80	5.86
Base Width	-	-	1.72





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Client Engineering Plus Job no. 1877 Sheet 1 of 1
Project 26 Fitzroy Place Calcs by N. Zanetto Date 25/2/20
Subject Services - Stormwater Checked by _____ Date _____

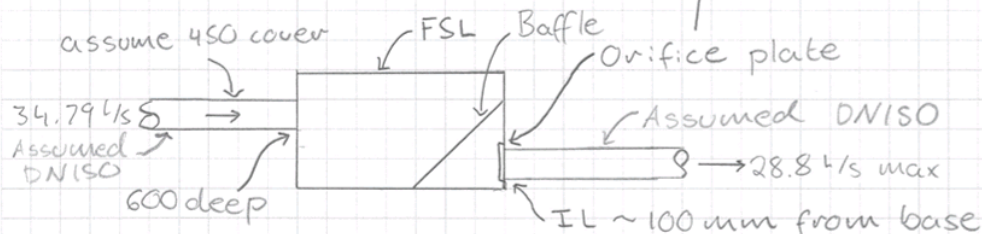
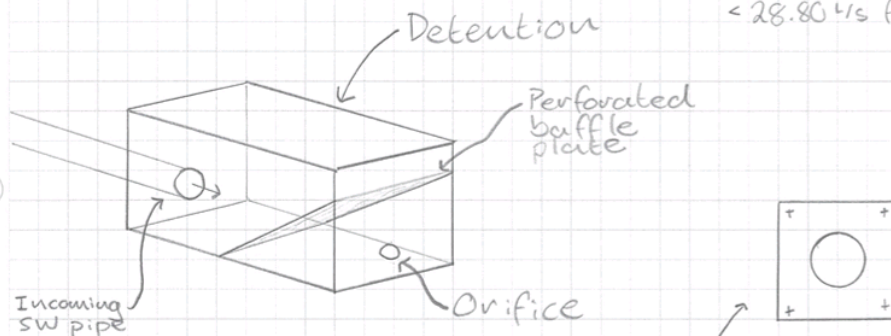
Stormwater Detention

- * Peak discharge = 34.79 L/s
- * Allowable discharge = 28.80 L/s
- * Required storage for 5 minute, 5% AEP event = 309 L

Nominal 1.0m deep \times 1m long \times 0.6m wide pit

$$\text{volume} = 1.0 \times 0.6 \times 1 \times 1000 = 600 \text{ L}$$

Need as orifice discharge
< 28.80 L/s for < head



\Rightarrow Max driving head is $1\text{m} - 0.25\text{m} = 0.75\text{m}$
 \Rightarrow Max velocity

$$v_{\text{max}} = \sqrt{2gh} = \sqrt{2 \times 9.81 \times 0.75} = 3.84 \text{ m/s}$$

$$\text{Pipe area} = \frac{\pi}{4} \times 0.15^2 = 0.018 \text{ m}^2$$

$Q = VA = 3.84 \times 0.018 \times 1000 = 69.12 \text{ L/s}$ (too big)
50mm orifice $\Rightarrow A = 0.00196 \text{ m}^2 \Rightarrow Q = 7.53 \text{ L/s}$ (too small)
100mm orifice $\Rightarrow A = 0.00785 \text{ m}^2 \Rightarrow Q = 30.16 \text{ L/s}$
 \Rightarrow Spreadsheet \Rightarrow Orifice of 95mm @ 0.75m driving head limits discharge to 27.19 L/s

1877 - 26 Fitzroy Place

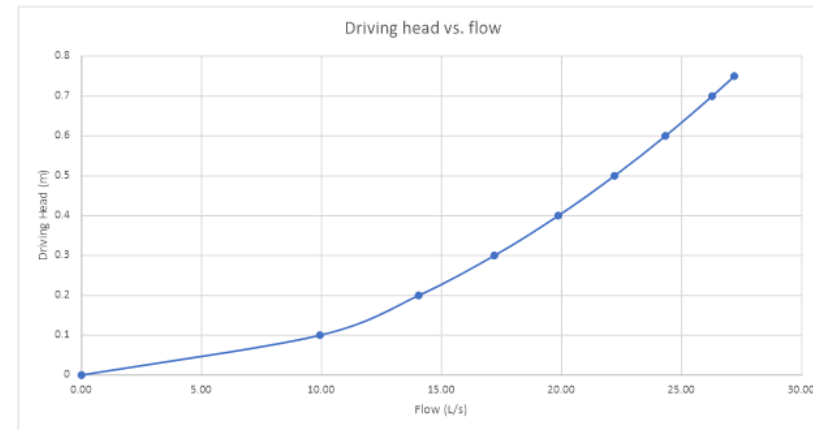
Orifice Plate Sizing



Driving head above pipe obvert (m)	Velocity (m/s)	Orifice Size (m)	Orifice Area (m ²)	Flow (L/s)
0.75	3.8360	0.150	0.0177	67.79
0.75	3.8360	0.125	0.0123	47.07
0.75	3.8360	0.100	0.0079	30.13
0.75	3.8360	0.075	0.0044	16.95
0.75	3.8360	0.050	0.0020	7.53
0.75	3.8360	0.025	0.0005	1.88
0.75	3.8360	0.095	0.0071	27.19

Therefore orifice size is 95 mm

Driving head above pipe obvert (m)	Velocity (m/s)	Orifice Size (m)	Orifice Area (m ²)	Flow (L/s)
0	0.0000	0.095	0.0071	0.00
0.1	1.4007	0.095	0.0071	9.93
0.2	1.9809	0.095	0.0071	14.04
0.3	2.4261	0.095	0.0071	17.20
0.4	2.8014	0.095	0.0071	19.86
0.5	3.1321	0.095	0.0071	22.20
0.6	3.4310	0.095	0.0071	24.32
0.7	3.7059	0.095	0.0071	26.27
0.75	3.8360	0.095	0.0071	27.19





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Client Engineering Plus Job no. 1877 Sheet 1 of 1
Project 26 Fitzroy Place Calcs by N. Zanetto Date 25/2/20
Subject Services - Water Checked by _____ Date _____

TasWater supplement requires designer to take into account probable simultaneous demand (PSD) effects for new developments with <100 ETs (section 2.3.1) in accordance with AS3500.1-2018 Section 3.

AS3500.1-2018 Section 3

3.2.3 PSD for dwellings shall not be less than that specified in Table 3.2

Table 3.2.3

- Need number of dwellings
- Refer drawing 17617 A01 Rev A

Dwelling	Description
1	Existing guest house apartments Appears to be 4 dwellings on drawing and LISTmap => assume 4 dwellings
2	Existing main dwelling Large => assume 4 dwellings
3	Proposed reception building Small => 1 dwelling
4	Proposed eco cabin Normal => 1 dwelling
5	Proposed eco cabin Normal => 1 dwelling
6	Hideaway cabin Normal => 1 dwelling
7	Proposed Mawd's cottage Normal => 1 dwelling

NOTE: Concept of loading units not possible with available

∴ Equivalent dwellings = 13 (developed)

From Table 3.2.3 PSD = 2.03 L/s

Dwellings = 9 => PSD = 1.64 L/s (pre-development)

1877 - Sewer ET Estimation

ET ESTIMATION



26 Fitzroy Place

Additional Dwellings

Determination of number of dwellings on property (9 equivalent existing and 13 equivalent new)

Client Name: Engineering Plus

Job Number: 1877

Assessment By Date

N.Zanetto 25/02/2020

Reviewed By _____ Date _____

NOTE: 13 dwellings equivalent used as per water servicing calculations

Residential ETs	Commercial ETs	Industrial ETs
13	0	0

Total ETs	13
-----------	----

Sewer

No. of	ETs
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[illegible]

13	13	13
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Calculating Equivalent Tenement Rates for Sewer Flows

Equivalent tenement rates as Provided in Table B1 of the TasWater Supplement

ET Code	Development Type	Water	Sewer	Units
RC	Subdivision			
RC01	Creation of new lot 300m2	1	1	Lot
RC02	Creation of new lot <450m2	1	1	Lot
RC03	Creation of new lot 450 <2000m2	1	1	Lot
RC04	Creation of new lot 500m2	1	1	Lot
RC05	Creation of new lot 1000m2	1	1	Lot
RC06	Creation of new lot >2000m2	1	1	Lot
RC07	Creation new lot	1	1	Lot
	Residential dwellings: Standard Occupancy			
RE				
RE01	Single dwelling any size lot	1	1	Dwelling
RM	Multiple Occupancy Medium Density - 1-2 Storeys			
RM01	Unit - 1 bedroom	0.4	0.5	Dwelling
RM02	Unit - 2 bedroom	0.6	0.75	Dwelling
RM03	Unit - 3+ bedroom	0.8	1	Dwelling
RA	Multiple Occupancy High Density - >2 Storeys			
RA01	Apartment - 1 bedroom	0.33	0.5	Dwelling
RA02	Apartment - 2 bedroom	0.5	0.75	Dwelling
RA03	Apartment - 3+ bedroom	0.67	1	Dwelling
AP	Accommodation (Permanent)			
AP01	Nursing home / Special care home	0.657	0.971	Bed
AP02	Self Care Retirement Units / Villas	Use Unit Rate	Use Unit Rate	Dwelling
AP03	Self Care Retirement - Serviced Unit (On-site)	0.5	0.75	Dwelling
AP04	Self Care Retirement - Serviced Unit (Off-site)	0.3	0.45	Dwelling
AP05	Boarding house	0.33	0.5	Bed
AP06	Caravan / Mobile Home Park - 1 bedroom	0.4	0.5	Van

ET Code	Development Type	Water	Sewer	Units
AP07	Caravan / Mobile Home Park - 2 bedrooms	0.6	0.75	Van
AP08	Caravan / Mobile Home Park - 3+ bedrooms	0.8	1	Van
AS	Accommodation (Short Term)			
AS01	Caravan Park - Caravan/Cabin/Camping site (temporary)	0.5	0.6	Site
AS02	Bed & Breakfast / Guest House	0.4	0.5	Room
AS03	Services - Motel / Hotel / Resort Room - medium density	0.3	0.45	Room
AS04	Services - Motel / Hotel / Resort Room - high density (low end)	0.3	0.45	Room
AS05	Backpackers / Hostel	0.15	0.23	Bed
AS06	Serviced/unserviced apartments	Apartment Rate	Apartment Rate	Dwelling

1877 - Sewer ET Estimation

ET ESTIMATION



26 Fitzroy Place

Additional Dwellings

Determination of number of dwellings on property (9 equivalent existing and 13 equivalent new)

Client Name: Engineering Plus

Job Number: 1877

AM	Accommodation (Medical Care)			
AM01	Hospital	0.622	0.971	Bed
AM02	Hostel (Medical)	0.622	0.971	Bed
BE	Business (Excluding food preparation)			
BE01	Single retail shop	0.002	0.003	GBFA(sqM)
BE02	Supermarket	0.002	0.003	GBFA(sqM)
BE03	Shopping centre	0.0013	0.002	GBFA(sqM) [WSAA] 0.002 GBFA sqM applied unless determined otherwise on a case-by-case analysis]
BE04	Office	0.004	0.006	GBFA(sqM)
BE05	Hairdresser / Beauty Salon	0.5	0.8	Basin
BE06	Laundromat	0.45	0.7	Machine
BE07	Medical Centre	0.4	0.6	Room
BE08	Service Station	0.6	0.9	Lane
BE09	Car Wash (Wand Wash)	1.442	2.247	Wand
BE10	Car Wash (Drive Through)	5.7	9	Lane
BE11	Animal Boarding	Case-by-case	Case-by-case	Case-by-case
BE12	Self Storage	0.004	0.006	GBFA(sqM) Office area only
BE13	Nursery	Case-by-case	Case-by-case	Case-by-case

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[illegible]

ET Code	Development Type	Water	Sewer	Units
BE14	Airport	Case-by-case	Case-by-case	Case-by-case
MP	Meal Preparation			
MP01	Restaurant/Café	0.005	0.008	GBFA(sqM)
MP02	Take Away/Fast Food no public amenities	0.015	0.024	GBFA(sqM)
MP03	Take Away/Fast Food including public amenities	0.03	0.048	GBFA(sqM)
MP04	Catering	0.005	0.008	GBFA(sqM)

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FM	Food Manufacture			
FM01	Meat - Abattoir/Smallgoods	0.064	0.064	GBFA(sqM)
FM02	Dairy - Milk	0.16	0.16	GBFA(sqM)
FM03	Dairy - Cheese, Butter, Yoghurt	0.096	0.096	GBFA(sqM)
FM04	Dairy - Ice Cream	0.032	0.032	GBFA(sqM)
FM05	Grain - Flour Milling/Bakery	0.0016	0.0016	GBFA(sqM)
FM06	Grain - Biscuits & Cakes	0.016	0.016	GBFA(sqM)
FM07	Beverages - Beer	0.064	0.064	GBFA(sqM)
FM08	Beverages - Soft drinks & Cordials	0.032	0.032	GBFA(sqM)
FM09	Others - Confectionery	0.008	0.008	GBFA(sqM)

[illegible]

1877 - Sewer ET Estimation

ET ESTIMATION



26 Fitzroy Place

Additional Dwellings

Determination of number of dwellings on property (9 equivalent existing and 13 equivalent new)

Client Name: Engineering Plus

Job Number: 1877

TL	Textile & Leather			
TL01	Wool - Wool scour	0.128	0.128	n/a
TL02	Wool - Felt & Carpet, Dyeing & Spinning	0.032	0.032	n/a
MM	Metal Processing & Manufacturing			
MM01	Factory/Workshop	0.004	0.004	GBFA(sqM)
MM02	Metal Finishing - Electroplating, Anodising, Galvanising	0.032	0.032	GBFA(sqM)
MM03	Engineering - Machine Shops, Sheet Metal, Foundry, Extrusion	0.016	0.016	GBFA(sqM)
MM04	Engineering - Rolling	0.016	0.016	GBFA(sqM)
MM05	Manufacturing - Concrete Products	0.064	0.064	GBFA(sqM)
SL01	Services			
SL01	Services - Laboratories	0.064	0.064	GBFA(sqM)
SL02	Services - Laundries - Industrial	0.24	0.24	GBFA(sqM)
EF	Entertainment			
EF01	Licensed Club	0.045	0.071	Occupant
EF02	Pub / Bar	0.03	0.048	GBFA(sqM)
EF03	Cinema / Theatre / Public	0.009	0.014	Visitor

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ET Code	Development Type	Water	Sewer	Units
	Entertainment			
EF04	Conference Centre	0.009	0.014	Visitor
EF05	Marina	0.6	0.9	Berth
SF	Sporting / Spectator Facilities			
SF01	Sports stadium	Case-by-case	Case-by-case	Case-by-case
SF02	Amenities & Indoor Facilities	Case-by-case	Case-by-case	Case-by-case
SF03	Hockey Field - artificial surface	Case-by-case	Case-by-case	Case-by-case
SF04	Sports ground irrigated area	Case-by-case	Case-by-case	Case-by-case
SF05	Bowling Alley	0.35	0.55	Lane
SF06	Bowling Green	Case-by-case	Case-by-case	Case-by-case
SF07	TW-Swimming Pool - Indoor/Outdoor	Case-by-case	Case-by-case	Case-by-case
CF	Community Facilities			
CF01	Child Care Centre/Pre-school	0.06	0.1	Person
CF02	Education - School (primary & secondary)	0.037	0.057	Student
CF03	Education - College, University (tertiary)	0.037	0.057	Student
CF04	Correctional Centre	0.5	0.75	Person
CF05	Church / Place of Worship	Case-by-case	Case-by-case	Case-by-case
CF06	Community Centre/Hall	Case-by-case	Case-by-case	Case-by-case
CF07	Parks / Gardens / Reserves	n/a	0.001	GrossArea sqM)
CF08	Public amenities Block (per shower)	0.4	0.6	Shower
CF09	Public amenities Block (per wc)	0.4	0.6	WC
	Trade Waste (Non-Domestic Sewage)			
TW	Biological loading exceeding domestic sewage	Case-by-case	Case-by-case	Case-by-case

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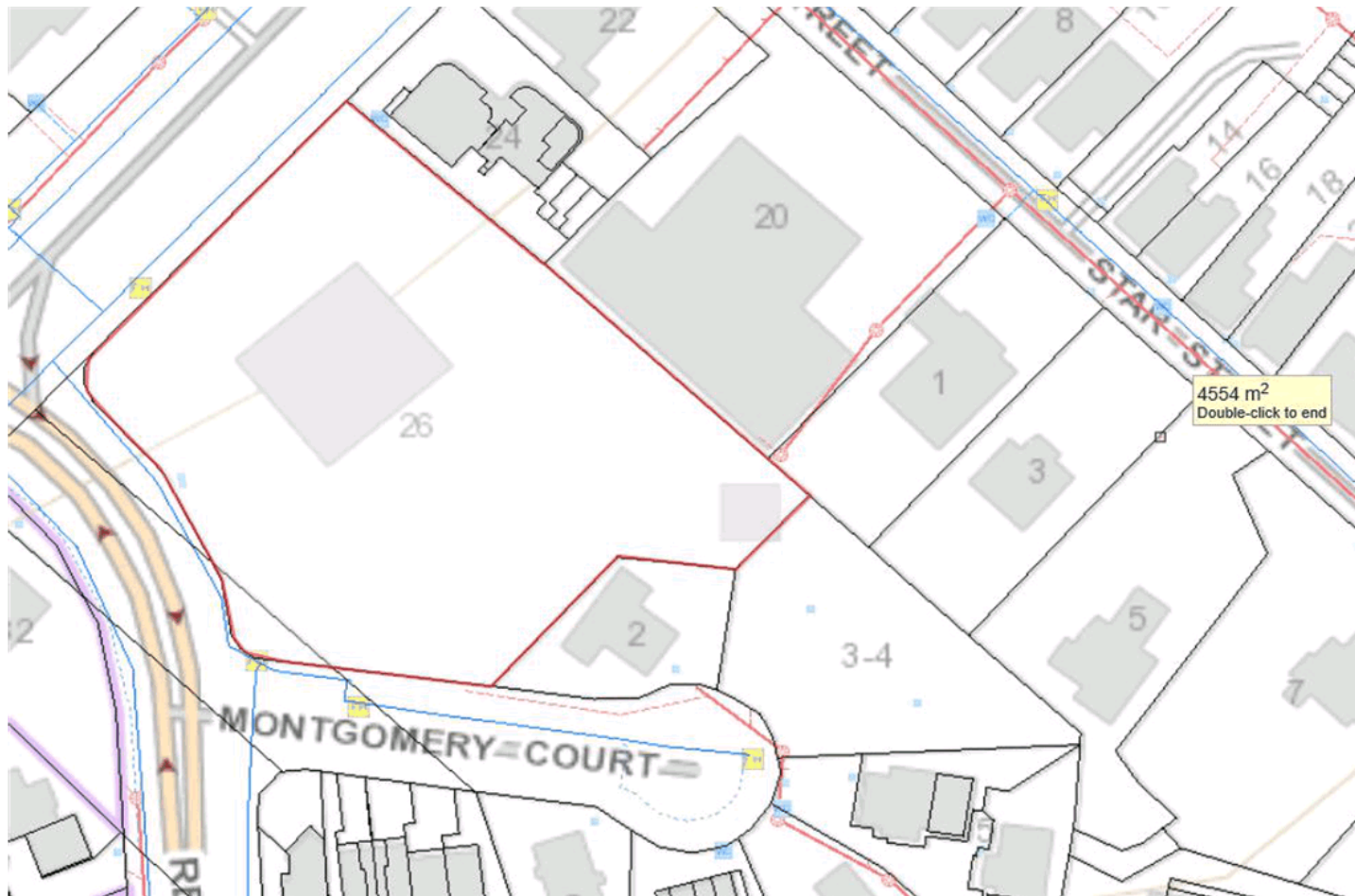
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1877 - Sewer ET Estimation

CATCHMENT MAP



SEWER SYSTEM CATCHMENT MAP

1877 - Sewer Flow Estimation

SEWER FLOWS

**26 Fitzroy Place**

Additional Dwellings
 Determination of Sewer Flows

Client Name: Engineering Plus
 Job Number: 1877

Assessment By: N Zanetto
 Date: 25/02/2020
 Reviewed By: Date:

NOTE: 9 equivalent dwellings existing, 13 equivalent dwellings new as per water servicing calculations

Dry Weather Flow Estimations**Inputs**

Parameter	Symbols	Value	Units	Formulas	Reference
Residential equivalent tenements	ET _R	9	-	-	ET Estimation Calculation
Commercial equivalent tenements	ET _C	0	-	-	ET Estimation Calculation
Loading rate	R	540	L/ET/day	-	TasWater Technical Addendum 01
Gross plan area of catchment	A	0.46	ha	-	Catchment Map

Calculations

Total equivalent tenements	ET _T	9	-	ET _R + ET _C	-
Dry weather peaking factor	d	9.33	-	$d = 0.01(\log A)^4 - 0.19(\log A)^3 + 1.4(\log A)^2 - 4.66(\log A) + 7.57$	WSA 02-2014-3.1 Appendix C

Results

Average dry weather flow	ADWF	0.06	L/s	ET _T * R * 0.000012	TasWater Technical Addendum 01
Peak dry weather flow	PDWF	0.54	L/s	d * ADWF	TasWater Technical Addendum 01

Ground Water Infiltration**Input**

Parameter	Symbols	Value	Units	Formulas	Reference
Portion Wet	P _w	70%	%	-	Design Assumptions - Section 5.5.5.2 of TasWaters Supplement

Result

Parameter	Symbols	Value	Units	Formulas	Reference
Groundwater infiltration	GWl	0.01	L/s	$0.025 * P_w * A$	WSA 02-2014-3.1 Appendix C

Peak Rainfall Dependent Inflow Estimation**Inputs**

Parameter	Symbols	Value	Units	Formulas	Reference
Portion Impervious	P _i	60%	%	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
Average people per household	A _p	2.4	EP/ET	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
IIF leakage severity coefficient	C	1.4	-	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
Average recurrence interval	ARI	5	years	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
Rainfall intensity	I _{1,2}	12	mm/hr	-	Bureau of Meteorology
Percentage Industrial	P	0.0%	%	-	Ratio of industrial development in whole catchment

Calculations

Parameter	Symbols	Value	Units	Formulas	Reference
Residential area	A _{res}	0.46	ha	(1-P)*A	-
Industrial area	A _{ind}	0.00	ha	P*A	-
Residential effective area	A _{eff, res}	0.26	ha	$IF(D > 150, A_{res}, A_{res} * \text{SQRT}(D/150))$	WSA 02-2014-3.1 Appendix C
Industrial effective area	A _{eff, ind}	0.00	ha	$A_{ind} * (1 - 0.75 * P_i)$	WSA 02-2014-3.1 Appendix C
Size Factor	F _{size}	1.71	-	$(40/A)^{0.12}$	WSA 02-2014-3.1 Appendix C
Containment frequency	X	0.70	-	$\text{LOG}_{10}(\text{ARI})$	WSA 02-2014-3.1 Appendix C
Containment Factor	F _{cont}	1.31	-	$0.77 * (10^{0.42X} / 10^{0.14X^2})$	WSA 02-2014-3.1 Appendix C
Total effective area	A _{eff, tot}	0.26	ha	A _{eff, res} + A _{eff, ind}	WSA 02-2014-3.1 Appendix C
Adjusted rainfall intensity	I _{adjusted}	26.98	mm/hr	$I * F_{size} * F_{cont}$	WSA 02-2014-3.1 Appendix C
Development density	D	47.43	EP/ha	EP/ha	WSA 02-2014-3.1 Appendix C

Result

Parameter	Symbols	Value	Units	Formulas	Reference
Rainfall dependent inflow	RDI	0.27	L/s	$0.028 * A_{eff, tot} * C * I_{adjusted}$	WSA 02-2014-3.1 Appendix C

Design Flowrate Estimation**Result**

Parameter	Symbols	Value	Units	Formulas	Reference
Design flowrate	Q	0.82	L/s	PDWF + GWl + RDI	WSA 02-2014-3.1 Appendix C

TasWater Supplement to WSA 02-2014-3.1 Design Assumptions - Section 5.5.5.2

Parameter	Value	Units	Notes
k	1.5	mm	
d/D	0.7	-	
EP/ET	3	-	
Industrial/Commercial	75	EP/HA	
ADWF ¹	150	L/d/EP	new residences (post 2014)
	180	L/d/EP	existing residences (prior to 2014)
Median lot area	700	m ²	
Net/gross lot area	70%	-	
Sewer below water table	70%	Portion _{wet}	
Soil aspect	0.8	S _{aspect}	
Network defects aspect	0.6	N _{aspect}	
Leakage severity, C	1.4	S _{aspect} + N _{aspect}	
ARI	5	years	
Portion _{superficial}	0.2	-	Default value of 0.2 unless known

1. Superseded by Technical Addendum 01 - Revision 1

1877 - Sewer Flow Estimation

SEWER FLOWS

**26 Fitzroy Place**

Additional Dwellings
 Determination of Sewer Flows

Client Name: Engineering Plus
 Job Number: 1877

Assessment By: N Zanetto
 Date: 25/02/2020
 Reviewed By:
 Date:
 -

NOTE: 9 equivalent dwellings existing, 13 equivalent dwellings new as per water servicing calculations

Dry Weather Flow Estimations**Inputs**

Parameter	Symbols	Value	Units	Formulas	Reference
Residential equivalent tenements	ET _R	13	-	-	ET Estimation Calculation
Commercial equivalent tenements	ET _C	0	-	-	ET Estimation Calculation
Loading rate	R	540	L/ET/day	-	TasWater Technical Addendum 01
Gross plan area of catchment	A	0.46	ha	-	Catchment Map

Calculations

Total equivalent tenements	ET _T	13	-	ET _R + ET _C	-
Dry weather peaking factor	d	9.33	-	$d = 0.01(\log A)^4 - 0.19(\log A)^3 + 1.4(\log A)^2 - 4.66(\log A) + 7.57$	WSA 02-2014-3.1 Appendix C

Results

Average dry weather flow	ADWF	0.08	L/s	ET _T * R * 0.000012	TasWater Technical Addendum 01
Peak dry weather flow	PDWF	0.79	L/s	d * ADWF	TasWater Technical Addendum 01

Ground Water Infiltration**Input**

Parameter	Symbols	Value	Units	Formulas	Reference
Portion Wet	P _w	70%	%	-	Design Assumptions - Section 5.5.5.2 of TasWaters Supplement

Result

Parameter	Symbols	Value	Units	Formulas	Reference
Groundwater infiltration	GWl	0.01	L/s	$0.025 * P_w * A$	WSA 02-2014-3.1 Appendix C

Peak Rainfall Dependent Inflow Estimation**Inputs**

Parameter	Symbols	Value	Units	Formulas	Reference
Portion Impervious	P _i	60%	%	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
Average people per household	A _p	2.4	EP/ET	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
IIF leakage severity coefficient	C	1.4	-	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
Average recurrence interval	ARI	5	years	-	Design Assumptions - Section 5.5.5.2 of TasWater Supplement
Rainfall intensity	I _{1,2}	12	mm/hr	-	Bureau of Meteorology
Percentage Industrial	P	0.0%	%	-	Ratio of industrial development in whole catchment

Calculations

Parameter	Symbols	Value	Units	Formulas	Reference
Residential area	A _{res}	0.46	ha	(1-P)*A	-
Industrial area	A _{ind}	0.00	ha	P*A	-
Residential effective area	A _{eff, res}	0.31	ha	$IF(D > 150, A_{res}, A_{res} * \text{SQRT}(D/150))$	WSA 02-2014-3.1 Appendix C
Industrial effective area	A _{eff, ind}	0.00	ha	$A_{ind} * (1 - 0.75 * P_i)$	WSA 02-2014-3.1 Appendix C
Size Factor	F _{size}	1.71	-	$(40/A)^{0.12}$	WSA 02-2014-3.1 Appendix C
Containment frequency	X	0.70	-	$\text{LOG}_{10}(\text{ARI})$	WSA 02-2014-3.1 Appendix C
Containment Factor	F _{cont}	1.31	-	$0.77 * (10^{0.425 * X} / 10^{0.14 * X^2})$	WSA 02-2014-3.1 Appendix C
Total effective area	A _{eff, tot}	0.31	ha	A _{eff, res} + A _{eff, ind}	WSA 02-2014-3.1 Appendix C
Adjusted rainfall intensity	I _{adjusted}	26.98	mm/hr	$I * F_{size} * F_{cont}$	WSA 02-2014-3.1 Appendix C
Development density	D	68.51	EP/ha	EP/ha	WSA 02-2014-3.1 Appendix C

Result

Parameter	Symbols	Value	Units	Formulas	Reference
Rainfall dependent inflow	RDI	0.33	L/s	$0.028 * A_{eff, tot} * C * I_{adjusted}$	WSA 02-2014-3.1 Appendix C

Design Flowrate Estimation**Result**

Parameter	Symbols	Value	Units	Formulas	Reference
Design flowrate	Q	1.12	L/s	PDWF + GWl + RDI	WSA 02-2014-3.1 Appendix C

TasWater Supplement to WSA 02-2014-3.1 Design Assumptions - Section 5.5.5.2

Parameter	Value	Units	Notes
k	1.5	mm	
d/D	0.7	-	
EP/ET	3	-	
Industrial/Commercial	75	EP/HA	
ADWF ¹	150	L/d/EP	new residences (post 2014)
	180	L/d/EP	existing residences (prior to 2014)
Median lot area	700	m ²	
Net/gross lot area	70%	-	
Sewer below water table	70%	Portion _{wet}	
Soil aspect	0.8	S _{aspect}	
Network defects aspect	0.6	N _{aspect}	
Leakage severity, C	1.4	S _{aspect} + N _{aspect}	
ARI	5	years	
Portion _{superficial}	0.2	-	Default value of 0.2 unless known

1. Superseded by Technical Addendum 01 - Revision 1



BISHOPSCOURT FITZROY PLACE HOBART HERITAGE IMPACT ASSESSMENT

1.0 BACKGROUND

There is an application for a range of works at Bishopscourt currently lodged with Hobart City Council and a request has been made for further information in the form of a heritage impact assessment. This document satisfies that request for information.

A further document has been submitted that updates the CMP that was prepared in 1995 prior to maintenance and restoration works taking place. While the CMP contains useful historical and detailed information about the property, it was prepared with the continuing use of the property by the Anglican Diocese as a basis for setting out recommendations. It was also prepared without the benefit of the significance criteria set out in the Tasmanian Cultural Heritage Act. Consequently that plan has been updated.

The site is listed both in the Hobart Panning Scheme and the Tasmanian Heritage register as a heritage item and the requirements of both those listings apply to the site. Principally, any application for work requires a heritage impact assessment and a conservation management planning document and the works need to protect the heritage values of the place and minimise any adverse impacts that may arise.

The documents submitted with the application satisfy the requirements for providing information and the works have been designed to both protect and enhance heritage values and also to minimise any adverse impacts.

Overall the proposal is sound and achieves significant heritage outcomes for the property.

The proposal falls into two sections. The first provides additions to the school house to provide accommodation as part of a business proposal to extend the current use of the place as short-term accommodation, the second section is to develop the lower part of the site, to the south, with an additional lot that has been acquired for residential accommodation fronting Montgomery Court. In conjunction with this work the garden areas are redesigned with changes to levels to the south of the house.

The works are set out in the DA drawings prepared by Circa Morris Nunn Architects.

The significance of Bishopscourt is clear and is set out in the CMP addendum, it is not repeated in this report. The history is also reasonably set out in the earlier CMP and the basic evolution of the house is understood. The more recent history including the creation of Regent Street, the sub-division to create Montgomery Place and the sale in 2003 to private ownership summarise the last 50 years of the sites history.

In summary Bishopscourt is significant for its historical links to the Bishops of Tasmania and as a fine house in a fine streetscape that demonstrates the gradual evolution of major housing in Hobart from an early colonial house to a late Victorian house.

It is within this context that the current proposal has been prepared.

2.0 THE PROPOSAL

The proposal is set out in other documents in detail, including the architectural plans. In outline the application is for three stages of work in three locations on the site:

Stage 1

Minor works to the interior of the house to re-arrange the current accommodation area. Works involve infilling a doorway, refitting several rooms and general repair and upgrade work.

Stage 2

The additions to the former schoolhouse to create two additional accommodation units. The schoolhouse is conserved and refitted, an existing doorway is used to connect to a new lightweight addition that is connected to the rear corner of the building and a low scaled articulated addition is set into the corner of the garden that is currently a service area.

A partially enclosed courtyard is located to the north of the schoolhouse and the area is separated by garden type walls from the front garden area.

Parking is formalised from Regent Street behind the kitchen courtyard in an area that was altered by the Regent Street Road extension.

Stage 3

The addition of six townhouses in the southern garden including the adjacent lot. This involves the demolition of the c1960s house on that lot.

Five units are located below garden level with a grassed and planted roof and the sixth unit with garaging for the main house are located on the site of the former tennis court.

The garden is altered to raise the ground level to the south, significant trees are retained and other trees and plants either relocated to new beds within the garden or removed. The rose gardens, planted from the 1960s are removed but the roses are to be relocated to new areas of the garden.

The main driveway is to be extended to the rear garages.

3.0 ASSESSMENT OF HERITAGE IMPACT

There are a number of matters that need to be discussed and determined in relation to heritage related to this application.

Is the use of the property for a combination of family home and accommodation acceptable?

Presently the property is used as a family home with some separated accommodation on the upper floor of the earlier section of the house. The house has been in this form for many years.

One of the typical and low impact ways to use older larger houses is to develop short-term guest accommodation in parts of the house or in additions to the place. It is perhaps the most benign way to retain a place in residential use and to generate some income towards the cost of maintenance and repair. It also provides a way in which the house can be experienced by a broader range of people.

The cost of maintenance of large older houses and the requirements of compliance are such that they are becoming increasingly non-viable for single residential use that places pressure on development or changes of use. In the past many large homes took on institutional uses as they became non-viable, often with significant change to the fabric of the place.

This proposal, to provide some additional separated accommodation and refurbish the existing rooms, in relation to extending the residential use is appropriate and of a scale that can establish a viable business. The use of part of the house for this use is considered acceptable. Providing new buildings in the former service area of the site is also an acceptable action, subject to the detail of the design proposal (this is considered separately).

Are the impacts on the main house acceptable?

The proposal has very limited works proposed to the house. The works relate largely to the existing separated accommodation on the first floor of the older section of the house and they involve minor room changes and re-arrangements. This area has previously been modified to create a separated accommodation unit.

The proposed works do not adversely affect any significant fabric and the architect, Robert Morris-Nunn, has won many awards for his creative adaptations of significant houses for short-term accommodation use. There is no doubt that the works proposed are well designed and will respect the fabric and form of the existing house.

Are the impacts on the outbuildings including the former schoolhouse acceptable?

The only outbuilding to be affected is the former schoolhouse that will be adapted as part of a residential unit. The physical changes to the building involve connection of a new structure to the rear corner of the building. The physical impacts are very minor and do not impact on significance. The retention of the schoolroom as a single space, albeit with a new use (noting that presently the building has no particular use) also retains significance.

Giving the building a viable use is important to ensure its protection into the future.

The additions to the building are modest and very low scale so that they do not affect the setting of the schoolhouse or its relationships to the main house and garden.

It is important to understand the siting of this building in considering how new work may impact on it.

The building is located at the rear of the main house, close enough to allow easy access to the back door of the house just outside the kitchen court area. It is a siting of convenience not one of aesthetic importance. However the building has been detailed in its principal façade to add a picturesque element to the garden to the side of the house and it achieves this well if modestly. The significance of the building is now principally an associative one, that is, the connection to Montgomery and a use that allows access such as an accommodation unit will allow interpretation of this to occupants and retains the structure within the garden.

In considering new work around the former schoolroom, retaining its relationship to the street garden and its sense of being separate are important and the revised design with the separated courtyard walls achieves this while providing new accommodation. The overall scale of the additions is carefully handled so that they have a low apparent small scale and are sitting behind a 'garden wall'. Views from the street to the main house are not affected by the proposal as it sits below the hedge line.

The proposed siting and location of the additions has in effect no impact on the values of the house or former schoolroom.

The addition of more formal parking to the west is rational and has no adverse impacts as the area is outside the core setting and adversely impacted by the alignment of Regent Street.

Is further development within the grounds acceptable?

Additional development is appropriate within the grounds provided it is located suitably, it retains a good setting around the house, does not have adverse visual impacts on the place and if possible recovers some aspects of significance.

The addition of the lot immediately to the south of the property to the overall footprint available allows considerable flexibility in approach to adding new structures to the site. The house built on this lot has had the greatest direct impact on the visual setting of Bishops court as it is two storeys and is located in the centre of the main outlook of the house, removing most of the view to the river beyond.

While other development in the area of Montgomery Court has also had some impact on the setting of Bishops court, it is located further away and further down the slope, minimising the more direct impacts of the sub-division.

Removal of the house on lot 2 will have a major beneficial impact on the setting of the house by allowing the broad and planned view to the river and lower Sandy Bay to be recovered to a large extent.

The construction of six new townhouses on lot 2 and extending into the garden of Bishops court could have an adverse impact visually and also in reducing the size of the garden however, the specific design response has addressed this with considerable finesse by placing the new dwellings below the view line and finishing the roofs with gardens.

The drawings clearly show the integration of the units into the slope that is achieved by setting the houses into the ground and by adjusting the garden levels around Bishops court (this is considered in the next point).

In considering the visual impact the new building has to be considered in two ways, firstly the units that are located below lawn level and secondly the unit and garage that is located on the east of the site that is set up above ground level.

When standing on the verandah or lawn of Bishops court the view and setting after this development takes place will be greatly enhanced and recovered from the current position. The present setting of the house is within a largely enclosed garden that has remnants of an earlier garden and which reflects untrained and largely insignificant garden design features. The present garden, while having some maturity, does not in any particular way enhance the setting of the house apart from being a garden. The change to remove the house at no 2 and provide a broad outlook will be a significant improvement to the setting of the house.

The 'ha-ha' separation between the garden of the house and the town houses is an effective device in this situation and the proposed edge planting will reduce any potential visual impact from this element.

The reduction in size of the lawn has no real impact on the setting of the house as the roofs of the town houses will visually extend the lawn setting. A large lawn is not required for the effective and enjoyable use of the house.

The construction of the garage and unit 6 also has little impact on the house. In fact it is understood that an earlier proposal for development was suggested by an officer of Heritage Tasmania for the tennis court as a preferred location for development on the site. This makes sense as the tennis court area is sufficiently removed and out of the main vista of the house to allow some form of development. It is the logical place to locate garaging from the main driveway and it can be expected in time that the now vacant lot below the tennis court will be developed for housing so that placing a carefully designed dwelling in that corner will both mask future development beyond and sit comfortably with the current proposal.

It is noted that the form of development is modest and designed to be of significantly lesser scale and form than Bishops court. The scale and appearance from Bishops court is very modest and appropriate.

Are changes to the garden and grounds acceptable?

Change to the garden and grounds is acceptable provided a good garden setting is provided around the house to give it context and a sense of place.

The original extensive setting of the land extending to the rivulet cannot be recovered, the outlook and a sense of space and place can be recovered and are in this proposal.

The garden changes involve removing the tennis court, elevating the lawn to remove some of the slope, removing much of the smaller scale planting, most of which will be relocated within the site (such as the rose bushes), removing some smaller trees but retaining all of the older and mature trees and re-planting and establishing new garden elements.

None of the features or elements to be removed are of significance in their own right and even in combination only provide a typical garden setting to the house as it is now found. While there will some changes to the garden, the overall form will be enhanced and the views and setting recovered in the proposal.

Is the setting and outlook of the house (in particular) retained in the proposal?

The setting and outlook from the house are both retained and enhanced by the proposal. There are significant gains in the design approach taken with minimal losses of significance so that the overall outcome is a major improvement in the setting of the place.

Summary

The proposed works across the three stages at Bishops court are well-designed, are thoughtful in the way the new work is integrated into the site, recover some of the significance of the setting by reinstating a key part of the outlook of the house and have very minimal heritage impacts on either fabric or setting. The impacts that do occur are more than offset by the enhancement of the setting, the conservation work taking place and the establishment of a viable future for the property.

The proposal is an excellent example of how to adapt a heritage property for new uses and some development while retaining core heritage values and improving the setting of the building.

I support the proposal and believe it satisfies the requirements of the Tasmanian Cultural Heritage Act and the Hobart Planning Scheme with regard to heritage and the various requirements of the act and the planning scheme.



BISHOPSCOURT CONSERVATION MANAGEMENT PLAN ADDENDUM

1.0 BACKGROUND

There is an application for a range of works at Bishopscourt currently lodged with Hobart City Council and a request has been made for further information in the form of a heritage impact assessment of the proposal. That assessment is being prepared for submission.

A CMP was prepared for the property in 1992, more than 20 years ago, when the property was the residence of the Anglican Bishop of Tasmania and with an anticipation of that use continuing.

The CMP has a range of issues that require adjustment and updating as the basis of preparing such documents has significantly changed since it was written, the property has changed ownership and use with a range of works being undertaken and the plan is predicated on a future that is no longer relevant. However the basic research and history and drawings etc. all remain relevant.

This addendum seeks to provide new material that brings the document into line with contemporary practice without providing a new CMP.

The sections of this addendum are:

- 1 Update on recent history of the site
- 2 Rewrite the statement of significance using the current Tasmanian Heritage Act criteria.
- 3 Provide new policy that reflects the status of the property and addresses issues that are now likely to arise.

2.0 RECENT HISTORY

The site was sub-divided around 1960 with the creation of the Regent Street extension which saw a small cul-de-sac formed, Montgomery Court, with 8 new residential lots excised from the garden that previously had extended to the rivulet. It is noted that the exact alignment of boundaries has not been researched as the road and later development removed all evidence of earlier boundaries and landforms in the area.

Lot 2, on the northern side of the new cul-de-sac was developed with a two storey house that remains in situ while the land adjacent to it has not been developed. The house on lot 2 is the only building within the development of the cul-de-sac that directly affected the immediate outlook and setting of Bishopscourt as it is located within the immediate view line of the front of the house. While there is considerable other development on the former grounds of Bishopscourt, due to the relatively steep slope of the land towards the rivulet, it is largely below the outlook of the main house.

The Anglican Diocese sold Bishopscourt in 2003 to raise funds that were needed at the time.

While this action was not supported by a number of people within the Anglican Diocese, it appears there was little choice at the time as the diocese required funds.

It is also interesting to observe that the sale of large bishops residences in both Anglican and Catholic dioceses around Australia has been and continues to take place, sometimes to raise funds but more often as the occupants find it difficult to justify living in relative grandeur (although often living in large residences with insufficient funds is far from grand) while there is financial and other need in the diocese and the broader church.

The property has been in private ownership since the diocesan sale and recently changed ownership with the Creans acquiring and occupying the house in late 2012.

The Crean family has undertaken conservation, maintenance and upgrade works to the house and property and overall the house and garden are in good general condition.

3.0 SIGNIFICANCE

3.1 DISCUSSION

The significance of a place can reside in a number of areas and for a range of reasons. To assist in setting out significance the Tasmanian Cultural Heritage Act provides a set of criteria to consider. These are addressed below in arriving at a statement of significance.

It is also important to determine how significant a place is, three general levels of significance being adopted by most council planning schemes. These are of precinct or contributory value, of local heritage value or of State level heritage value. Places of State value usually are entered onto the State Heritage Register although places of lesser value can also be entered onto that register.

The benefit of understanding levels of significance is to guide future actions. For example, it is unlikely that a place of State heritage value could be demolished, as provision is made in the Act to protect such places. However, adaptation may be possible.

Also it is important to understand that not all parts or aspects of a place may have the same level of significance. For example Bishopscourt overall is of State heritage significance, but some elements of the place have lesser value and some detract from the overall significance.

While retention of the form and detail of the building would be clear from its level of significance, particular management policies may be needed to guide removal of intrusive elements or to adapt items of minor significance. Consequently the statement of significance addresses the place as a whole and the itemised levels of significance (as listed) provides basic guidance on a range of features of the building.

Significance is also considered in a range of ways as different places have significance for different reasons. The Tasmanian Cultural Heritage Act sets out seven criteria or areas of significance that need to be considered in making assessments of how significant a place is. These address its historic, social, technical, creative, rarity, representative and associational values.

- The place is important in demonstrating the evolution and pattern of Tasmania's history.
- The place is important in demonstrating rare, uncommon or endangered aspects of Tasmania's heritage
- The place has potential to yield information that will contribute to an understanding of Tasmania's history

- The place is important as a representative in demonstrating the characteristics of a broader class of places
- The place is important in demonstrating a high degree of technical achievement
- The place has strong or special meaning for any group or community because of social, cultural or spiritual associations.
- The place has a special association with the life or work of a person, group or an organisation that was important in Tasmania's history.

Often these values overlap. Bishops court has heritage value in all seven criteria. It also has significance at State local and precinct levels.

State Heritage Listing

State heritage comprises items in a state-wide historical or geographical context or attributed to an important and identifiable contemporary state-wide community. For research potential, historical, aesthetic and/or technical/research significance an item must be a fine representative example or be rare in the state-wide context.

Social significance at a state level would require recognition of an item's importance to the people of Tasmania or to an important and identifiable state-wide community. Most Aboriginal, multicultural and religious communities operate throughout the State, however, the item would have to be important to the entire group, not just a local branch.

Local Heritage Listing

Local heritage comprises items significant in a local historical or geographic context or to an identifiable contemporary local community. The local context is defined in the analysis and statement of significance of the item. In a council heritage study the local context will approximate the local government area. When considering social significance it is important to identify the local community, which values the item. This needs to be established through consultation with community groups such as local historical societies. Indications of local social significance are often found in media coverage and local community group publications.

3.2 STATEMENT OF SIGNIFICANCE

The following statement of significance sets out the heritage values of the place using the criteria set out in the Tasmanian Cultural Heritage Act:

A it is important in demonstrating the evolution or pattern of Tasmania's history;

Bishops court is a fine example of a large city dwelling that has evolved through various stages of development to form a substantial and attractive house. This pattern of development can be seen in a range of similarly located and scaled house within the vicinity that also demonstrates the pattern of development of wealthy housing on the ridges that ascend from the Hobart waterfront.

As the former residence of the Bishop of Tasmania the property demonstrates a pattern of use where church and community leaders lived in significant houses in significant locations that marked the importance of their position within the community. This is a pattern that has largely been lost in relation to community leaders.

The garden and grounds are not important to the evolution or pattern of Tasmania's history except in providing a suitable setting for the house.

This criterion is satisfied at a local and state level.

B *it demonstrates rare, uncommon or endangered aspects of Tasmania's heritage;*

Bishopscourt is a rare example of a bishop's residence within Tasmania (and Australia although noting that most states have bishops residences most of which are no longer owned or occupied by the church).

The garden and grounds are not rare, uncommon or endangered and do not satisfy this criterion except in providing a suitable setting for the building.

This criterion is satisfied at a local and state level.

C *it has potential to yield information that will contribute to an understanding of Tasmania's history;*

The place has the ability to reveal information through potential archaeology in key areas but otherwise does not appear to demonstrate particular forms, techniques or use of materials that are rare or unusual.

This criterion is satisfied at a local and state level in relation to potential archaeological resources.

D *it is important as a representative in demonstrating the characteristics of a broader class of cultural places;*

Bishopscourt is essentially a "one-off" building developed as the residence of the Bishop of Tasmania (although not initially built for that purpose). As such it does not represent a class of places.

As a house, separate from the residence of the bishop, it does demonstrate the evolution of early housing to accommodate large additions in different styles and is a good representative example of a large town residence in a garden setting.

This criterion is satisfied at a local and state level.

E *it is important in demonstrating a high degree of creative or technical achievement;*

The house demonstrates fine design, detailing and craftsmanship from a range of architectural periods in an unusual but well managed overall architectural composition that demonstrates the skill of the architects and tradespeople involved.

The Fagg additions in particular are a very fine and well executed example of the later Victorian period.

The grounds while retaining some elements of the early garden have largely lost their scale and setting and no longer demonstrate this attribute.

This criterion is satisfied at a local and state level.

F *it has strong or special meaning for any group or community because of social, cultural or spiritual associations;*

Bishopscourt, although no longer the home of the Anglican Bishop of Tasmania, retains meaning as the former bishops residence to a group within the Anglican Community who were involved in the place through visitation, working or caring for the property.

This criterion is satisfied at a local and level.

G *it has a special association with the life or work of a person, a group or an organisation that was important in Tasmania's history.*

Bishopscourt is associated with architects Henry Hunter and G Fagg as a fine example of their designs.

Bishopscourt is associated with the various Bishops of Tasmania who occupied the house and with the history of the Anglican Church in Tasmania.

Bishopscourt has an association with the childhood of Bernard Montgomery who became an important leader in the second world war.

Bishopscourt has associations with the first owner and builder, Judge Thomas Horne, who held a range of government and elected positions in parliament and was a prominent leader in Hobart society in the 1830s and 1840s.

This criterion is satisfied at a local and state level.

6.3 GRADED AREAS OF SIGNIFICANCE

Tables i and ii sets out the relative significance of parts of the place, specific management recommendations are also included here to simplify the use of the CMP, these relate to policies set out later in the plan. The gradings used in this assessment are:

High	The feature is a core element of the place, is important in understanding the history, development or function of the site or has outstanding values under one of the THC criterion. It could be considered to have value at State rather than local level. Generally features of high significance would be expected to be retained although some modification may be appropriate.		
Medium	The feature has significance at local level rather than at State level. Generally it is desirable to retain these elements however modification, adaptation or in some cases removal may be appropriate to achieve other conservation benefits.		
Low	These are features that have minor heritage value only.		
None	These are features that do not have particular heritage value but which do not detract from the significance of the place as a whole or from other features that have significance.		
Intrusive	Features that detract from the place and the significance of the whole or of particular elements. These items should over time be removed or adapted to a more appropriate form.		

Item or element	Date	Assessed Level of Significance	Policy and Recommendations
House and Built Elements			
Original house - remaining intact fabric	1837c	High	Elements of the original house are clearly readable both externally and internally and this material should remain and not be altered or obscured so that the phases of evolution of the building remain clear in the fabric. Minor internal changes to facilitate new uses or upgrades are possible but should be limited to only necessary changes to facilitate good planning and functionality.
Victorian Additions - External elements	1877-1889	High	Generally the external form of the house should be retained in its planned and significant form with materials and design elements. Some change and adaptation is possible to provide for new connections to the exterior or

			<p>possible additions to the house.</p> <p>Changes should be limited to service or rear areas with the principal designed elevations and facades retaining their form and appearance.</p>
- Internal elements	1877-1889	High to Medium	<p>The main Victorian fitout is very fine and should in general be retained, conserved and maintained. However the house is not exceptional in terms of internal finishes and fitout nor is it rare.</p> <p>Conservation applies in particular to the major rooms on the ground floor (noting that they have been restored recently), the hall and stairway and other significant spaces.</p> <p>Service areas and minor spaces, that have had a reasonable level of change already and which are generally less significant spaces within the building are capable of refitting, adaptation, etc to accommodate contemporary uses and fitout.</p> <p>This can extend to re-arranging room layouts, providing new element such as kitchens and fitouts and may involve some changes of use of spaces.</p> <p>All decisions about fabric change should be based on presenting the house as a largely Victorian/colonial house for the main rooms and areas with good quality and well designed new fitout.</p> <p>Changes may involve new openings, changing openings etc. any existing original joinery should be retained and re-used if changes are made.</p> <p>New services throughout the house are acceptable.</p>
Schoolhouse	1889	High	<p>The school house served several functions over its life, including in the late twentieth century a chapel, however this use was short-lived and not significant. Its first and most significant activity was as a Victorian schoolhouse that functioned from 1889 to 1901. This is the period during which Montgomery was a child at the property.</p> <p>The structure should be retained and should be a readable part of the built form of the site, that is it should be capable of being seen and understood as a separate structure to the main house.</p> <p>Adaptive re-use is appropriate and carefully designed additions to facilitate the use of the building could be undertaken provided they do not obscure the building.</p>
20 th C changes and additions to the house		Generally low, some elements intrusive	<p>There is little if any significance related to the various incremental changes that were made after the major building phases were completed. Most changes were of lesser quality and they can be removed, changed, adapted etc. as required.</p>

			Any new works should however be sympathetic and appropriate to the detail and form of the room or area of the house.
Sheds	1877c	High	<p>The remaining yard elements are significant in demonstrating the early arrangement of the house and it appears that the pavements and earlier foundations or removed structures will be extant in the courtyard area under the present lawn and pavements.</p> <p>They should be retained and maintained.</p>
Garden and Grounds			
Front Entry Gates	1889c original replaced early 21 st century	Medium Neutral	<p>The original timber gates were related to the major house additions, they were noted as extant but needing work in the 1995 study but have since been rebuilt removing the pedestrian gates. The metal gates are c1960, contain a cross in the wrought iron indicating the church use.</p> <p>The form of gate with the timberwork surround should be retained, however the metal gates are not of particular significance and there is no significant fabric remaining.</p>
Other fencing	Early 21 st century	Neutral	<p>The fencing generally around the property is not original and not significant.</p> <p>The front fence is a modern picket fence that may have been based on the early fence detail. It is not significant for its fabric but the general style of the fence is appropriate to the house.</p> <p>Other fences are timber palings of varying forms and heights that appear to have been added at different times. The fences have to date from after the 1960s sub-division as they reflect those boundaries but are most likely quite recent in origin. They are not significant.</p>
Garden Walls and elements relating to rear courtyard area	1877 onwards	High	<p>The extant fabric from the early additions that is seen in walls and potentially covered pavements is significant and should generally be retained and conserved.</p> <p>There is no requirement to recover material that is covered, however recovery of early pavements and elements can be undertaken.</p>
Garden Generally	1877 onwards	Low-High	<p>The present garden is a significant reduction of the original garden setting and it is not clear exactly what elements remain from the Victorian garden or from later periods.</p> <p>Providing a mature garden setting around the house is of significance and specific elements of the garden have differing levels of significance as set out below</p> <p>Overall the significance of the house is enhanced</p>

			<p>by a garden setting, but the form of the garden and the specific plantings, for the most part, are not of great significance in themselves.</p> <p>Maintaining a good garden setting with outlook and views is important for the future of the house.</p>
Major tree plantings	prob from 1880s	High	<p>The early and major trees have a significance in their own right and add to the overall setting of the house. They should be retained and maintained.</p>
Tennis court area	unknown	Low	<p>The former tennis court is a now leveled grass area set in one corner of the property that ceased use as a tennis court many years ago. The 1960s sub-division retained the court area as a small projection of the grounds on the eastern boundary but removed its setting as being part of a large landscaped area.</p> <p>The former court retains some significance as a remnant element of the early grounds, but is now separated from the main garden and setting losing much of its significance as part of a broader landscaped setting.</p>
Lawn	prob from 1850s	Low - Medium	<p>The lawn is significant as part of the setting for the house in conjunction with the other garden elements.</p> <p>It is not in itself a particularly significant item.</p>
Levelled lawn platform	1960sc	Low	<p>This is a minor garden element added probably during the 1960s along with other garden works. It is of low significance in relation to the house or garden as a minor change made by one incumbent.</p>
Rose and other gardens	Largely from 1960s but may contain some earlier elements	Low - medium	<p>The rose gardens are overall of low significance in relation to the property. However the gardens contain some interesting and a good collection of roses that are are worth preserving, even if not in their current locations.</p> <p>The gardens appear from the research to be the work of one occupant of the house from its more recent history and do not relate to any specific development or aspect of the place historically that allows significance to be attributed to them.</p> <p>If changes to the garden are made the roses should be incorporated or relocated to another site.</p> <p>However retaining a garden setting around the house is important to its overall value.</p>

4.0 Policy

The policy for the property is straightforward. Bishopscourt was built as a private house, became the bishop's residence and has returned to being a private house. It is now historically significant for its occupation by the bishops of Tasmania but as it no longer serves that purpose the policies required for the future have to consider the place as it is now found while retaining important aspects of the historical development of the property.

The house itself is also relatively straightforward in terms of policy. The place should continue to function principally as a family home with potential to add selective new uses that are compatible and which allow the viable future of the place as an entity. The most significant parts of the house should be conserved and a level of adaptation to accommodate contemporary use is appropriate for other parts of the building.

While the house is a fine house with good detailing and an excellent location, it is not exceptional and does not contain elements of such importance that it cannot be carefully modified and adapted.

Key policies are:

House and Buildings

- 1 Retain the significant external form of the house generally in its 1889 configuration and appearance, that is, after the major additions were complete.
- 2 Allow external change to facilitate changes of use but limit changes to less significant parts of the house such as service areas.
- 3 It is unlikely that additions to the main building will be appropriate, however additional building to the west and north-west of the house may be appropriate to accommodate new uses or an extension to the place.
- 4 No new building should take place:
 - in the area between the house, the school house and Fitzroy Place
 - in the area of the main drive directly to the east of the house
 - in the lawn area immediately in front of the house to the south
- 5 Any new building should be modest in form and not interrupt views to and from the house or be visible from Fitzroy Place to any great extent.
- 6 Interior spaces such as formal rooms and the entry foyers should be conserved in their planned layout.
- 7 Ancillary rooms may be adapted sensitively to accommodate contemporary or new uses.
- 8 Retain significant fabric wherever possible.
- 9 Undertake regular maintenance and conservation work to ensure the place remains in sound condition.
- 10 Ensure that works undertaken are appropriate for the fabric and undertaken by skilled tradespeople with sound heritage advice.
- 11 Appropriate new uses for the house, that is, beyond being a family residence would generally be limited to other forms of residential use (as the house is quite large and can be separated into sections with relative ease) or for small scale commercial use in conjunction with residential activity.

Site Policies

- 1 Retain a garden setting around the house.

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26 Fitzroy Place, Sandy Bay, TAS 7005

BISHOPSCOURT, FITZROY PLACE, HOBART

HERITAGE IMPACT ASSESSMENT

January 2020

1. BACKGROUND

An application has been made for a range of works at Bishopscourt. It is currently lodged with Hobart City Council and a request has been made for further information in the form of a heritage impact assessment. This document addresses that request for information.

In 2014, an updated Conservation Management Plan was prepared by Paul Davies. This refined the CMP that was prepared in 1995 prior to maintenance and restoration works taking place. The 2014 CMP addendum reflected the change of use of the property following the sale of Bishopscourt by the Anglican Diocese. It was also prepared to take account of the significance criteria set out in the Tasmanian Cultural Heritage Act.

The site is listed both in the Hobart Panning Scheme and the Tasmanian Heritage register as a heritage item and the requirements of both those listings apply to the site. Any application for work requires a heritage impact assessment and a conservation management planning document. The works need to protect the heritage values of the place and minimise any adverse impacts that may arise.

The documents submitted with the application address the requirements for providing information and explain how the works have been designed to both protect and enhance heritage values and also to minimise any adverse impacts.

The works have been subject to careful consideration and assessment over an extended period spanning from the original works in 2014 through to December 2019. Essentially, this application is a more modest refinement of Stage 3 works proposed and approved in 2014. Particular attention has been paid to the long term sustainability of Bishopscourt, well beyond the current owners. Therefore, we believe that the proposal is sound and achieves significant heritage outcomes for the property.

The 2014 works, prepared by Circa Morris Nunn Architects, fell into three parts:

1. The first (Stages 1 and 2) provided additions to the School House to provide accommodation as part of a business proposal to extend the use of the place as short-term accommodation. These were completed in 2014.
2. The second part (Stage 3) proposed developing the lower part of the site, to the south, with an additional lot that has been acquired for residential accommodation fronting Montgomery Court. This part did not proceed following development approval.
3. In conjunction with this work the garden areas were to be redesigned with changes to levels to the south of the house. These were completed in 2014.

As detailed by Paul Davies in his 2014 HIA ("**2014 HIA**"), *"the significance of Bishopscourt is clear and is set out in the 2014 CMP addendum, it is not repeated in this report. The history is also reasonably set out in the earlier CMP and the basic evolution of the house is understood. The more recent history including the creation of Regent Street, the sub-division to create Montgomery Place and the sale in 2003 to private ownership summarise the last 50 years of the site's history."*

In summary Bishopscourt is significant for its historical links to the Bishops of Tasmania and as a fine house in a fine streetscape that demonstrates the gradual evolution of major housing in Hobart from an early colonial house to a late Victorian house."

It is within this context that the current proposal has been prepared.

2. THE PROPOSAL

The proposal is set out in other documents in detail, including the architectural plans. In outline the application comprises three stages of work in three locations on the site:

Stage 1

A small single storey Reception building will be added next to the current guest car park off Regent Street between the existing Outhouse and an existing vegetable/fruit garden. This will provide a much needed focus for guest arrivals, as well as enabling the discreet handling of linen and supplies and an office for staff. Exterior finish will be black burnt timber (Shou Sugi Ban), consistent with existing nearby additions made in 2014-15. The roof will be grey Colorbond with black oiled timber windows.

Stage 2

Stage 2 will involve the creation of off-street parking from Montgomery Court with a walkway behind the lower rose garden to the location of the existing 'Hideaway' guest studio (a demountable unit added in 2015).

The 'Hideaway' will be moved to its new adjacent location and a new addition 'Maud's Cottage' will be built in a traditional weatherboard style. Maud's Cottage will celebrate the life of the remarkable wife of Bishop Montgomery, Maud Montgomery (1865-1949). Maud was the third daughter of the eminent English clergyman, preacher and author, Frederic William Farrar. She was known to maintain resolutely a wide range of domestic, diocesan and philanthropic responsibilities with a strong sense of moral righteousness and a high degree of resilience. The building design reflects these characteristics, emphasising tradition and simplicity, clad in natural timber with a galvanised Colorbond roof and natural timber windows.

Seclusion from the main house and other nearby properties is an essential factor in these units (see landscaping below).

Stage 3

In Stage 3, in a disused area at the corner of Regent Street and Montgomery Court hidden from the main rear garden by existing tall hedging, it is proposed to add two 'Eco-Cabins' and 'Monty's Bunker' built using pre-cast thermally bridged concrete panels.

The Eco-Cabins will comprise a single storey building designed to be architecturally complementary to the 2014 School House additions: angular lines, inner bedroom pods, burnished concrete floors, black exterior. They will be designed to help build understanding of energy efficiency, living off the grid, providing interactive displays on energy and water usage and the ability to opt to switch to 100% solar power. Grey water recycling will be provided and will connect with stormwater recycling for the garden.

Between the Eco-Cabins and the new off-street parking, it is proposed to add 'Monty's Bunker'. This building will celebrate the history of one of Bishops Court's famous residents (Field-Marshal Montgomery of WW2 – 'Monty'). Importantly, it will also satisfy the requirements of the Disability Discrimination Act 1992 and Disability (Access to Premises – Buildings) Standards 2010 ('DDA'). Satisfying DDA requirements is particularly challenging for heritage properties.

Landscaping

Landscaping will be carried out to achieve seclusion between Maud's Cottage, the Hideaway and the Main House. Over 30 advanced trees (Cypress Leylandii – consistent with those already planted on the Regent St boundary) have already been planted to delineate the area from the main house and private gardens. Additional landscaping will be carried out around the Eco-Cabins and Monty's Bunker to integrate the new buildings into the slope of the site. As noted above, the existing stormwater detention tanks will be used to redirect water for storage and use in watering the garden (along with grey water recycling).

Significant trees are retained. In fact, no trees will be removed. Some pruning within normal maintenance allowances (per Boundary Fences Act 1908 and Boundary Fences Regulations 2018) will be carried out along the boundary of Montgomery Court and Star Street (planned to be done in any event).

Since 2014, a significant number of trees and plants have been added to the garden, in conjunction with major approved works to create two level terraces in the principal area of the rear garden (advised by Playstreet Urban Design with Circa Morris Nunn Architects).

The roses which had become disjointed and neglected in a number of ill-considered informal beds near the old tennis court over the years were relocated in 2014 to a more prominent location near the house in a dedicated formal rose garden and are now thriving. The iceberg roses planted in the 1960s by Mrs Davies have stayed in the same location (the "lower rose garden") and will remain there.

3. ASSESSMENT OF HERITAGE IMPACT

There are a number of matters in this application that need to be discussed and determined in relation to heritage.

Is the use of the property for a combination of family home and accommodation acceptable?

This question was addressed in by Paul Davies in the 2014 HIA.

"One of the typical and low impact ways to use older larger houses is to develop short-term guest accommodation in parts of the house or in additions to the place. It is perhaps the most benign way to retain a place in residential use and to generate some income towards the cost of maintenance and repair. It also provides a way in which the house can be experienced by a broader range of people.

The cost of maintenance of large older houses and the requirements of compliance are such that they are becoming increasingly non-viable for single residential use that places pressure on development or changes of use. In the past many large homes took on institutional uses as they became non-viable, often with significant change to the fabric of the place.

This proposal, to provide some additional separated accommodation and refurbish the existing rooms, in relation to extending the residential use is appropriate and of a scale that can establish a viable business. The use of part of the house for this use is considered acceptable. Providing new buildings in the former service area of the site is also an acceptable action, subject to the detail of the design proposal."

The adaptive re-use of the property approved in 2014 has been successful¹ whilst making an almost invisible impact on neighbouring houses. This proposal involves a modest expansion of visitor accommodation to ensure that this aspect of the property is financially self-sustaining in the long run. At present, it is not possible financially to employ a receptionist nor sufficient gardening help. This proposal would make it financially feasible to add the necessary staff and therefore make the business sustainable. As a result, the main house can be maintained to a high standard whilst maintaining the bulk of it as a private dwelling.

"Giving the building a viable use is important to ensure its protection into the future." –2014 HIA.

Are the impacts on the main house acceptable?

The proposal has no works proposed to the main house.

The proposed works do not adversely affect any significant fabric.

The extensive works carried out to the main house in 2014 were assessed in the 2014 HIA as *"well designed"* and *"respect[ing] the fabric and form of the existing house"*. These included restoration of the original Bishop's dining room which had been lost in a 1960s division of this important room into two offices. In addition, there has been a complete restoration of all other rooms in the house to a high heritage standard employing highly skilled tradesmen and designers.

It should be noted that the proposed works will help add a buffer between Bishops Court and the substantial building planned for 3-4 Montgomery Court, consistent with observations in the 2014 HIA. Given the adverse impact of this new building on views from Bishops Court, it is now very much preferable in terms of heritage impacts to add trees in the area adjoining 3-4 Montgomery Court.

Is further development within the grounds acceptable?

Per the 2014 HIA, *"Additional development is appropriate within the grounds provided it is located suitably, it retains a good setting around the house, does not have adverse visual impacts on the place and if possible recovers some aspects of significance."*

"The present garden, while having some maturity, does not in any particular way enhance the setting of the house apart from being a garden...A large lawn is not required for the effective and enjoyable use of the house."

In relation to the proposed Stage 3 works in 2014 (not carried out), the 2014 HIA said that *"the construction of the garage and unit 6 also has little impact on the house. In fact it is understood that an earlier proposal for development was suggested by an officer of Heritage Tasmania for the tennis court as a preferred location for development on the site. This makes sense as the tennis court area is sufficiently removed and out of the main vista of the house to allow some form of development. It is the logical place to locate garaging from the main driveway and it can be expected in time that the now vacant lot below the tennis court will be developed for housing so that placing a carefully designed dwelling in that corner will both mask future development beyond and sit comfortably with the current proposal."*

It is noted that the form of development is modest and designed to be of significantly lesser scale and form than Bishops court. The scale and appearance from Bishops court is very modest and appropriate."

This proposal is entirely consistent with key conclusions in the 2014 HIA and the scale of this proposal is significantly more modest than Stage 3 works approved in 2014.

Are changes to the garden and grounds acceptable?

Per the 2014 HIA, *"change to the garden and grounds is acceptable provided a good garden setting is provided around the house to give it context and a sense of place."*

The original extensive setting of the land extending to the rivulet cannot be recovered, the outlook and a sense of space and place can be recovered and are in this proposal."

The garden changes involve removing the tennis court, elevating the lawn to remove some of the slope, removing much of the smaller scale planting, most of which will be relocated within the site (such as the rose bushes), removing some smaller trees but retaining all of the older and mature trees and re-planting and establishing new garden elements."

None of the features or elements to be removed are of significance in their own right and even in combination only provide a typical garden setting to the house as it is now found. While there will some changes to the garden, the overall form will be enhanced and the views and setting recovered in the proposal."

The impact of this proposal on the grounds is much more modest than Stage 3 works approved in 2014 but not carried out. A much larger curtilage is maintained around the main house.

Is the setting and outlook of the house (in particular) retained in the proposal?

This proposal is consistent with the 2014 HIA:

"The setting and outlook from the house are both retained and enhanced by the proposal. There are significant gains in the design approach taken with minimal losses of significance so that the overall outcome is a major improvement in the setting of the place."

Summary

We believe that the proposed works at Bishops Court are well-designed, carefully considered in the way the new work is integrated into the site and have very minimal heritage impacts on either fabric or setting. The modest impacts that do occur are more than offset by the enhancement of the setting, the conservation work taking place and securing a viable long term future for the property, beyond the efforts of the current owners.

We hope that the proposal is seen as a good example of how to adapt gradually a heritage property for new uses while retaining core heritage values and improving the setting of the building.

We believe that the proposal satisfies the requirements of the Tasmanian Cultural Heritage Act and the Hobart Planning Scheme in relation to heritage and the various requirements of the act and the planning scheme.



Dermot Crean
Director

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ⁱ TICT People's Award Top 10 Southern Region January 2020 ([Tourism Industry Council Tasmania](#)); Booking.com Traveller Review Awards 2020; and many other high ratings

TICT Tourism Industry Council Tasmania

9 January at 19:44

Drum roll, please!

From nearly 40,000 online consumer reviews and ratings across 180 travel review sites over the period October to December 2019, we're delighted to reveal Tassie's top rated operators for the quarter!

These are the operators in each tourism region with the very highest online ratings and reviews based on a minimum of twenty-five individual reviews and rating about their product over the period.

Congratulations especially to our four quarterly Gold Medalists - East Coast Cruises (East Coast), Valleybrook Wine on Wheels Tours (North), Overland Track Transport (Cradle Coast), and Roaring 40s Kayaking (South). These four operators now qualify for the People's Choice category in the 2020 Tasmanian Tourism Awards.

Here are the Top 10s for each region:

Southern Tasmania:

Gold: Roaring 40s Kayaking

Silver: Bellevue House

Bronze: Under Down Under

4. Tassie Bound Adventure Tours

5. Storm Bay B&B

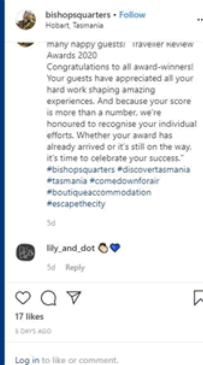
6. Every Man and His Dog Vineyard

7. Hillside Bed & Breakfast

8. Ashdowns of Dover hosted B&B

9. **Old Bishop's Quarters**

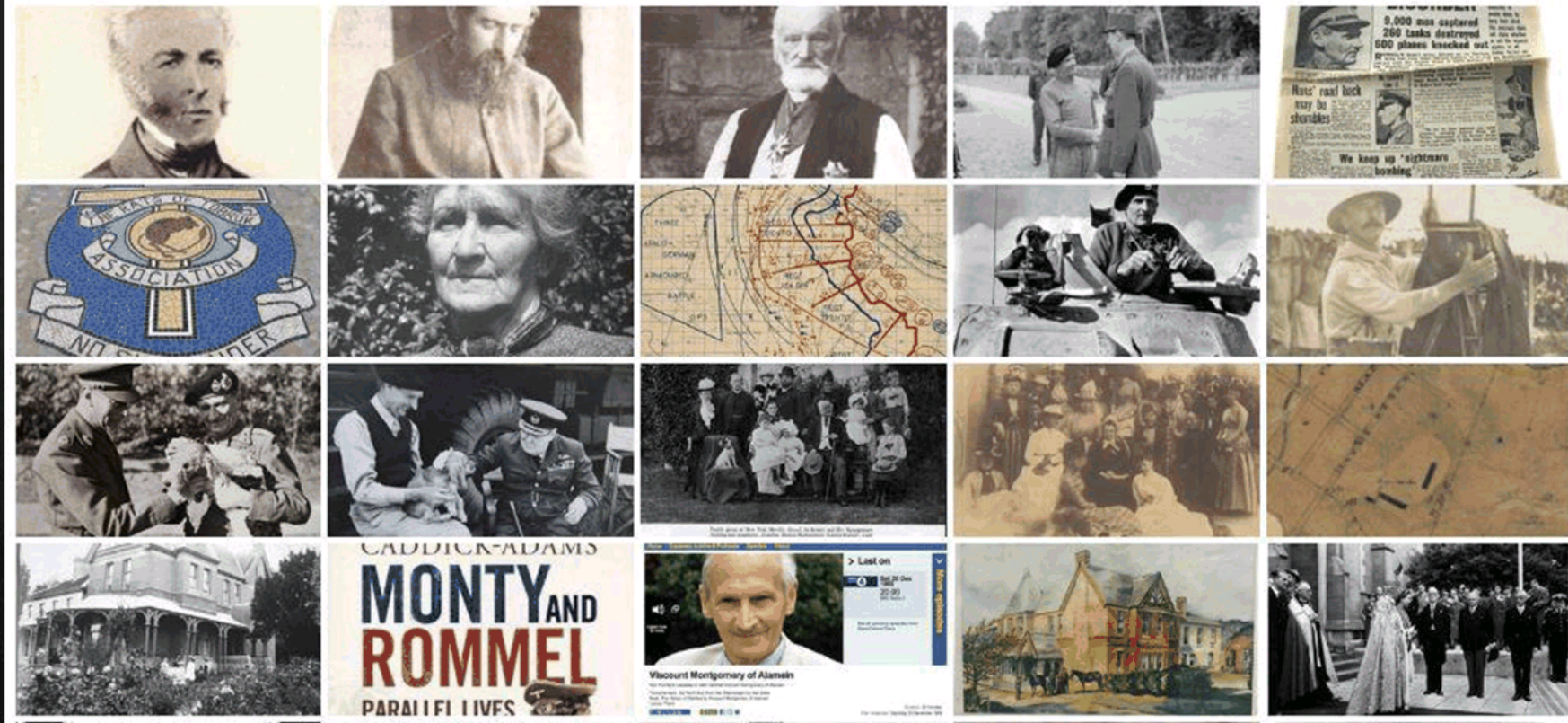
10. Bruny Island Safaris





Bishopscourt

Sustainability and Story Telling



Spanning three centuries, Bishops Court has been a place of religion, education, society gatherings, a place of opportunity, and a place of leisure. It is part of the story of Australia's colonial history written in one of Australia's oldest and finest heritage houses.

Many characters lived or spent time at Bishops Court: the Colourful Bankrupt Attorney General and his Convict Servants, Leader of the D-Day invasion in WW2 and more.
'Bishops Court Characters and Stories'.

The Challenge

Between 2013 and 2015, we worked closely with Prof Robert Morris-Nunn and his team to develop and execute a master plan for Bishops court.

The challenge was the very large size of the building and the difficulty in ensuring its long term upkeep.

As summarised well in 2013 by Prof Morris-Nunn, “*whilst it is impossible to ‘wind back the clock’, the basic tenet is to demonstrate the historic cultural values of Bishops court as a very significant residence can be effectively preserved without significant compromises, and at the same time the property in its entirety can also be made relevant to the practical everyday needs that are now being placed on it, which are completely at variance to its original functions.*”

Developing a Long Term Future Path for Bishopscourt

We successfully completed the renovation of the main building in conjunction with identifying and establishing a longer term purpose for the property.

As a result, we added three boutique-style visitor accommodation units which were carefully designed to blend with the heritage of Bishopscourt.

Although approved at the time, we decided not to proceed with Phase III, a larger-scale part of the plan that would have added 6 dwellings at the Montgomery Court end of the property and reduced the curtilage significantly.

Since opening our accommodation business (trading as 'Old Bishops Quarters'), we have been very pleased with the highly positive feedback from guests and the almost invisible local impact on our neighbourhood.

Developing short term guest accommodation is perhaps *"the most benign way to retain a place in residential use"*, Paul Davies, Bishopscourt HIA 2014

Becoming Sustainable

As we have developed the business in an entrepreneurial owner/operator way of starting up, it has become clear that, in the longer term, a full-time manager is required to operate the business along with 1-2 full/part time staff.

There is room on site to add **four more modestly-sized visitor accommodation units** without detracting from the setting and curtilage of the house.

This would make it financially feasible to add the necessary staff and therefore **make the business sustainable, thus enabling the main house to be maintained to a high standard whilst maintaining the bulk of it as a private dwelling.**

It also will help **add a buffer** between Bishops court and the over-sized building planned for 3-4 Montgomery Court.



Telling the story of Bishopscourt and its rich history and bringing to life a 21st century experience

During this period, we have invested heavily in a highly efficient hot water and hydronic central heating system, powered by the world's most efficient air heat pump (Mitsubishi Q-Ton) with the lowest carbon emissions per kWh of energy consumed. This has sown the idea of making energy efficiency an educational feature for visitors.

We believe that there is now an opportunity to make a modest expansion in accommodation provided which in turn will make it feasible to complete what has become a mission for us: telling the story of Bishopscourt and its rich history but also the bringing to life a 21st century experience based on energy efficiency.

Consistent with 2014 Heritage Impact Assessment

Our proposal is entirely consistent with key conclusions in the 2014 HIA report written by Paul Davies:

1. Developing short term guest accommodation is perhaps *“the most benign way to retain a place in residential use”* (assisting with costs and allowing a broader range of people to experience it)
2. Future additional development in the grounds *“is appropriate provided it is located suitably, provides a good setting around the house, does not have adverse visual impacts on the place and if possible recovers some aspects of significance”*
3. *“The present garden, while having some maturity, does not in any particular way enhance the setting of the house apart from being a garden...A large lawn is not required for the effective and enjoyable use of the house.”*
4. *“The [old tennis court]... it can be expected that the now vacant lot below the tennis court will be developed for housing so that **placing a carefully designed dwelling in that corner will both mask future development and sit comfortably with the current proposal.**”*
5. *“The scale and appearance from Bishops court is very modest and appropriate.”*

“The proposal is an excellent example of how to adapt a heritage property for new uses and some development while retaining core heritage values and improving the setting of the building”
[Paul Davies, 2014 HIA]

Key Components

◆ Diverse Design

Offering a diverse range of highly designed self-contained apartments which celebrate the history of the property – old and new.

◆ Reception

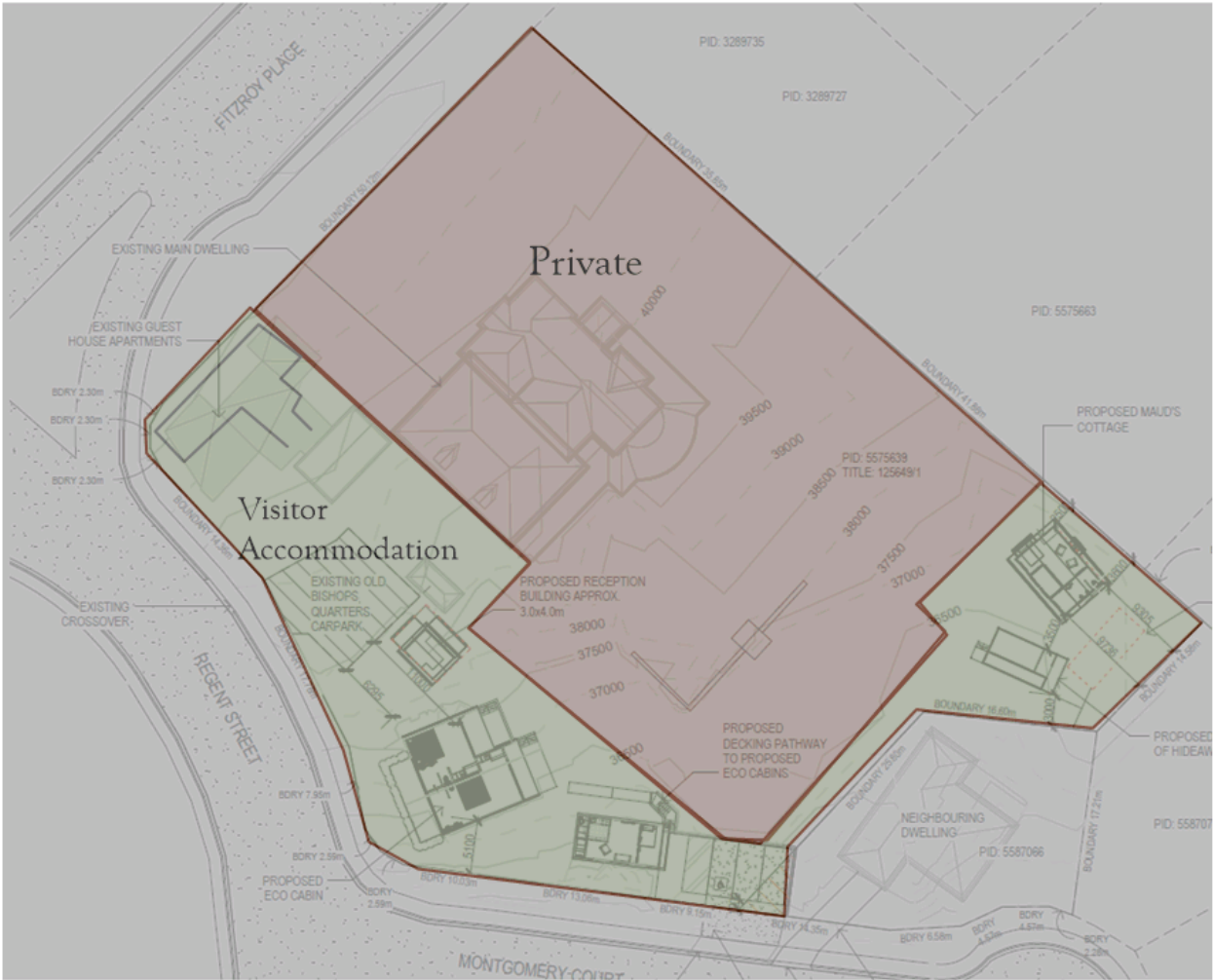
A focal point for visitors. We currently lack a separate reception / services area which confuses visitors.

◆ Story Telling

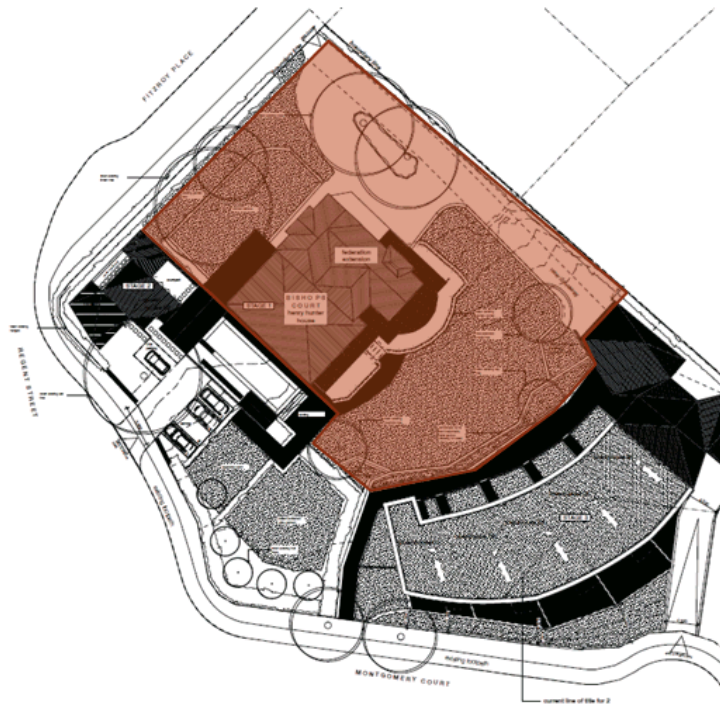
Adding a Story Telling dimension, through our Cellar and amplified in the apartments.

Whilst Maintaining the Dominance, Setting and Curtilage of Bishopscourt

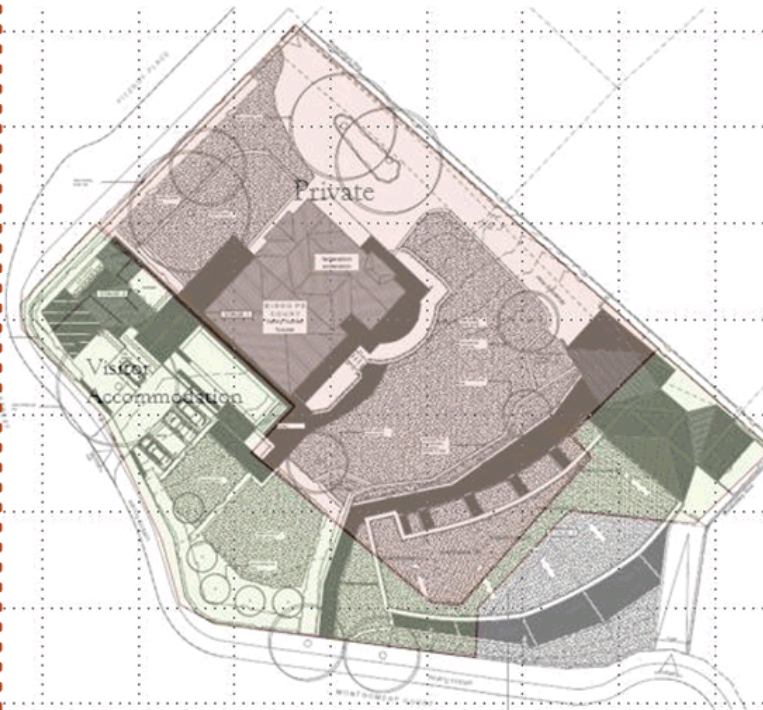
Retaining Ample Curtilage



Compared to DA Approved in 2014



2014 Approved Plans

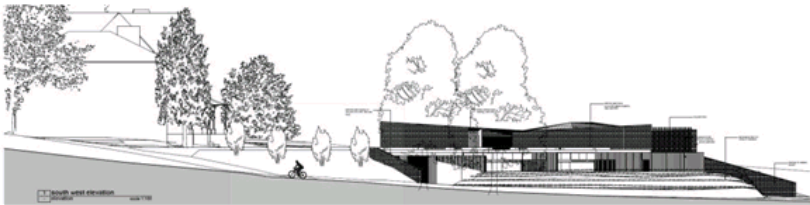


2019 Proposal Overlaid

Smaller Scale than 2014 DA



2014 Approved Plans



2019 Proposal

Proposed Additions

Reference Imagery



Reception



Maud's Cottage



Monty's Bunker



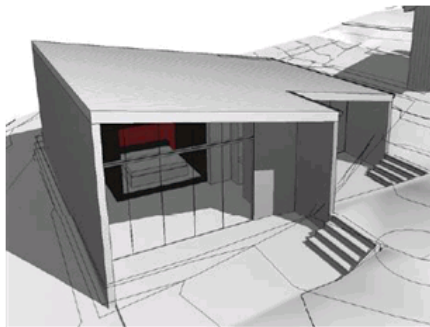
Figure 2 Monty's Office Caravan



Figure 1 Churchill's Bunker, London

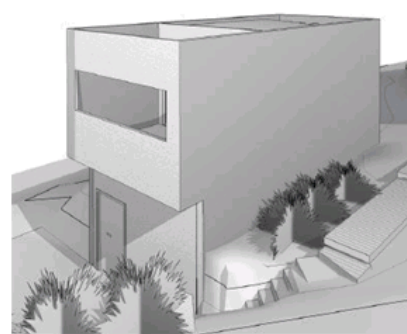
Proposed Additions – Apartments

Low Profile and Distant from the Main Building



Eco-Cabins

- ◆ Clad in thin film Photo-Voltaic solar cells
- ◆ Off the Grid Option
- ◆ Design complements 2014-15 additions (black finish, sloping roof lines)



Monty's Bunker

- ◆ Bring to life the story of Field Marshall Montgomery ('Monty') and his role in leading the Allies to victory in World War II
- ◆ High level of artistic creativity
- ◆ DDA compliant



Maud's Cottage

- ◆ Maud Montgomery, wife of Bishop Montgomery, was an extraordinary 19th century woman who made the most of simplicity

Proposed Additions - Services



Reception

- ◆ Complements garden location next to Outhouse
- ◆ Easy to find focal point for visitors and deliveries



Additional Parking

- ◆ We would like to add further off-street parking off Montgomery Court, including disabled parking

Explore the Timeline of Old Bishops' Quarters

STORIES AND CHARACTERS SPANNING THREE CENTURIES

The story of Bishops Court is one of many people, places and moments spanning three centuries. Find out about some of the people who have been associated with this place, walk where their stories unfolded, and learn about some of the people who shaped modern day Tasmania and the world around it, including the accidental leader of the Turning Point of WW2 in 1942, the D-Day invasion in 1944 and the surrender of the Germany Army in 1945.

2

1

3

Thomas Horne

Thomas Horne

William Arding

This place in the Colonial Era

1800

1810

1820

1830

1840

1850

1860

1870

1880

1890

1900

1910

1920

1930

1940

1950

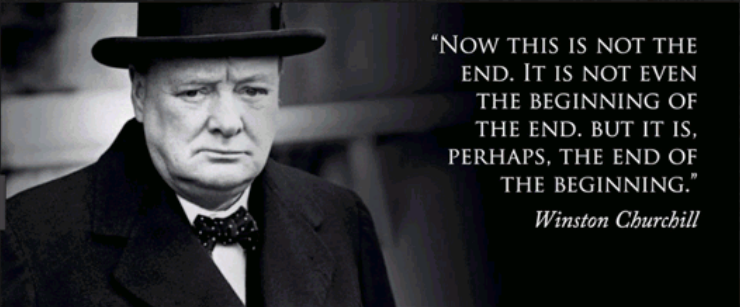
1960

1970

1980

1990

2000



Telling the Story of Bishops Court



DECEMBER 31, 1841

THREE CONVICT WOMEN IN RESIDENCE IN THE CELLAR ROOMS AT 26 FITZROY PLACE

Elizabeth Archer (21), Eliza Wilson (28) and Ann Barnes (23) arrived in Hobart between 1839 and 1841 to serve sentences for petty theft in England and Ireland



1830 – 1889

THIS PLACE IN THE COLONIAL ERA

The early Colonial days of Hobart Town were dominated by Convicts and Larrikins

SEPTEMBER 24, 1877 – DECEMBER 1878

HENRY HUNTER STARTS WORK ON REDESIGNING BISHOPSCOURT II

A contract was signed by James Gregory, contractor, and Henry Hunter, the prominent architect of the time. Additions included a new kitchen yard and scullery, smaller associated rooms on the ground level and on the first floor, two additional bedrooms and bathroom, increasing the overall first floor area by 100%. A new attic above the first floor was added, comprising four bedrooms. Hunter thus extended the two storey wing to the West with an attic above and retained the single storey "front" to the building.

1830 – 1870

THOMAS HORNE, THE BANKRUPT ATTORNEY-GENERAL AND COLONIAL LARRIKIN





JANUARY 1889 – JANUARY 1890

BISHOPSCOURT III

Completed for £1,500



JANUARY 1890 – JUNE 1901

MONTY STARTS LIFE IN HOBART, AGED 2

Field Marshall Montgomery of Alamein spent his childhood in Tasmania, and the ideas and attitudes he formed during those crucial years stayed with him all his life. He was the third son of Henry Montgomery, Bishop of Tasmania from 1889-1901. Monty went on to become the most successful British General of World War II. He never lost a campaign.



1889 – 1901

HEIGHT OF THE VICTORIAN BRITISH EMPIRE

The British Empire was the greatest empire the world has ever seen. At this time, the Empire included over 14 million square miles of territory and 450 million people.



FEBRUARY 1900

BISHOPSCOURT SCHOOL ROOM

Mrs Montgomery had arranged for tutors to come from England and take over the whole job of teaching the children, who were rapidly growing up. She had an additional School House built. It served as a school where not only her own children were taught, but also those of certain close friends in or near Hobart. The students went on to become some of first to enrol at St Michael's Collegiate, an all-girls' school founded in 1892.



JANUARY 1891

SHOWDOWN AT GOVERNMENT HOUSE - THE NIL DESPERANDUM SOCIETY

At Government House, with six naval ships in port, Lady Hamilton gave the most glamorous ball the city had ever seen. Not surprisingly, the January meeting of the Nil Desperandum Society was sparsely attended, and in the next month a full-scale argument erupted with Maud Montgomery trying to act as peacemaker. This culminated in a showdown and mass resignations in February 1891. Read more. www.bishopquarters.com.au/lad...





Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-19-918
THC WORKS REF: 6133
REGISTERED PLACE NO: 2962
FILE NO: 10-13-89 THC
APPLICANT: Laim Kaukenas
DATE: 14 August 2020

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: 'Bishopscourt' (incl. house, Montgomery Chapel, fences, garden etc.),
26 Fitzroy Place, Sandy Bay

Proposed Works: Partial demolition, extension and alterations.

Under section 39(6)(a) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-19-918.

Please ensure the details of this notice are included in any permit issued and forward a copy of the permit or decision of refusal to the Heritage Council for our records.

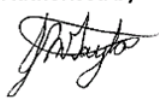
Should you require clarification of any matters contained in this notice, please contact Deirdre Macdonald on 1300 850 332.

A handwritten signature in purple ink, appearing to read 'Ian Boersma'.

Ian Boersma
Works Manager – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-918	Council notice date	23/12/2019
TasWater details			
TasWater Reference No.	TWDA 2019/01913-HCC	Date of response	02/01/2020
TasWater Contact	Daria Rech	Phone No.	(03) 6237 8222
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	26 FITZROY PL, SANDY BAY	Property ID (PID)	5575639
Description of development	Partial demolition, extension and alterations to visitor accommodation		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Engineering Plus	Locality Plan	A	29.11.19
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act</i> 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connections to each dwelling unit / lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater. <p>The payment is required by the due date as noted on the statement when issued by TasWater.</p>			
Declaration			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.			
Authorised by			
 Jason Taylor Development Assessment Manager			
TasWater Contact Details			
Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

Application Referral Cultural Heritage - Response

From:	Sarah Waight
Recommendation:	Proposal is unacceptable.
Date Completed:	
Address:	26 FITZROY PLACE, SANDY BAY 2 MONTGOMERY COURT, SANDY BAY
Proposal:	Partial Demolition, Extension and Alterations to Visitor Accommodation Use, Car Parking and Boundary Adjustment
Application No:	PLN-19-918
Assessment Officer:	Richard Bacon,

Referral Officer comments:

Background

This application is for three new self-contained cabins/structures, the relocation of an existing cabin, a reception building and off street parking. Also proposed is a subdivision to alter the boundary of 2 Montgomery Court by adhering a small triangular piece of land to 26 Fitzroy Place.

There have been earlier schemes for additional units/townhouses on this site. An application (PLN-13-01323) for was for stages 1, 2 and 3 of visitor accommodation, the demolition of 2 Montgomery Court, including accommodation and 6 new townhouses. That application was withdrawn. A reconfigured staged application (PLN-14-00413) was lodged for the demolition of 2 Montgomery Court, 6 new townhouses in the grounds of the premises, and two new visitor units in the vicinity of the former schoolhouse. This application was for six single storey terraces set low into the ground with access from Montgomery Court and an open sod/grass roof on top. Approval was granted for that proposal and stages 1 and 2 were completed. The additional 6 new townhouses (stage 3) were not constructed. The main difference between the 2013 and 2014 application was the resiting of the sixth town house to be set below the ground, like the five other townhouses to re-establish the house in a broader vista and garden setting with views toward the Derwent.

In 2015 a permit (PLN-15-00606) was issued for a self-contained visitor accommodation (reconfigured shipping container) located at the rear corner of the property adjacent to the boundary with 2 Montgomery Court on the old tennis court. This application includes the relocation of that structure to a new location on that corner of the site, in essence, 'spinning' the visitor accommodation anti-clockwise from an approximate north-south alignment to approximately east west.

This current application is supported by a Heritage Impact Assessment and Conservation Management Plan by Paul Davies (undated but refers to the 2014 proposal) and a January 2020 Heritage Impact Assessment prepared by Dermot Crean, the property owner.

Description and history of place

The proposal is on a place called 'Bishopscourt' located on the corner of Fitzroy Place, Regent Street and Montgomery Court. The house at 2 Montgomery Court is a single storey dwelling built in the 1960s.

Bishops court is now privately owned and no longer serves as the official residence of the Bishop of Tasmania, having been sold by the Anglican Church in 2004. Part of the existing house was built in the 1830s and was enlarged in the 1890s.

The following photograph shows the original 1830s house erected for Judge Thomas Thorne (on the left) and the 1889 additions designed by architect George Fagg (on the right). Part of the garden setting is shown.



Bishops court, Source: Council image 2014



Bishops court, Source: Council image 2020

The property is significant for several reasons - including its architectural values, historical values associated with former occupants and the aesthetic significance of the gardens and the garden setting. The former schoolhouse (not part of this application) is particularly significant as it was purpose built for the education of Bishop Montgomery's children - one of whom was Bernard, better known as Field Marshal Montgomery / 1st Viscount Montgomery of Alamein (b.1187 - d.1976) - or simply known as 'Monty'. He lived here between the age of 2 and 14 and was educated privately when his father was Bishop of Tasmania (1889-1901).

The proposal

The proposal involves the demolition of the following elements:

- a section of the timber paling fence on Montgomery Court,
- excavation of the ground/garden for the two cabins and their associated paving/pathways,

- excavation for three parking areas on Montgomery Court,
- removal of vegetation,
- removal of existing ground based solar panels and incidental garden structures.

The proposal involves the following development:

- Relocation of the existing 'Hideaway Cabin' in the south-east corner of the site to a new alignment that is roughly east-west and partially over its current location.
- The construction of 'Maud's Cottage', a single storey, one bedroom self contained cabin with a gable roof and skillion with a floor area of approximately 30m² (7.8 m x 4.9m).
- The construction of 'Bunker Cabin', a two storey, one bedroom self contained flat roof structure with a lift, limited window openings with a floor area of approximately 90m² (10m x 4.4m).
- The construction of 'Eco Cabin', a single storey, two one bedroom self contained structure with a skillion roof with a combined floor area of approximately 108m² (9.7m x 9.9m).
- The construction of a Reception Building (4.5m x 5.5m including deck area) - adjacent to the existing carpark off Regent Street with a gable roof and skillion roof verandah.

Part of the location of this proposal is similar (but not the same) as that already proposed as part of PLN-14-00413, in that it is on the downslope side of the subject property in proximity to the street boundary on Montgomery Court. However, two of the new cabins are located closer to Bishops court main house and along the Montgomery Court boundary. This proposal differs to the 2014 proposal in that the 1960s house at 2 Montgomery Court will not be demolished and will be retained with a minor subdivision/boundary adjustment. The excavation for the two new cabins is more localised and does not require the same degree of bulk excavation required for the 2014 proposal. It is also worth noting that since the 2014 proposal, landscaping to the south east and south west part of the garden has occurred and includes retaining walls, garden beds and stone walls, thus subtly changing the configuration of the garden layout and forming 'garden rooms' and new levels.

The new cabins are part of a concept for the site for story telling through visitor experience. The largest of the new cabins is the 'Bunker Cabin', designed to create an experience of a military bunker through an enclosed solid structure with limited window openings, telling the story of Field Marshal Montgomery and his military career. The 'Eco Cabin' is another form of visitor experience in that it is an off the grid option. The design is not related to the 'Bunker Cabin' or other new elements on the site. The other new cabin is 'Maud's Cottage' based on the life of Field Marshal Montgomery's mother and is a simple traditional style of cottage representing simplicity.

Stylistically 'Maud's Cottage', the new Reception Building, the existing 'Hideaway Cabin' and the extension to the Schoolhouse (already constructed) relate to each other in terms of scale and materiality.

Heritage Discretions

Bishops court is heritage listed in table E13.1 of the Historic Heritage Code of the Scheme. It is also located in the Hobart 4 Heritage Precinct. The Precinct has a number of Statements of Significance.

'This precinct is significant for reasons including:

- 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.'

The proposal involves demolition, new work and subdivision. Therefore the following provisions of the Scheme apply:

E13.7.1 P1 Demolition - Heritage Place

E13.7.2 P1, P2, P3, and P6, Buildings and Works - Heritage Place

E13.7.3 P1 Subdivision - Heritage Place

E13.8.1 P1 Demolition - Heritage Precinct

E13.8.2 P1 and P5 Buildings and Works - Heritage Precinct

E13.8.3 P1 Subdivision - Heritage Precinct

Other performance criteria do not apply or are not relevant in this instance.

Provisions of the Historic Heritage Code

The following provisions of the Scheme apply:

Clause E13.7.1 P1 applies:

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (b) there are no prudent and feasible alternatives;*
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;*
- (d) significant fabric is documented before demolition.*

Clause E13.7.2 P1 states:

Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;*
- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.*

Clause E13.7.2 P2 states:

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;*
- (b) setback from frontage;*
- (c) siting with respect to buildings, structures and listed elements;*
- (d) using less dominant materials and colours.*

Clause E13.7.2 P3 states:

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

Clause E13.7.2 P6 states:

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 of the place.

Clause E13.7.3 P1 states:

A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:

- (a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values;*
- (b) ensuring a sympathetic pattern of subdivision;*
- (c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required.*

Clause E13.8.1 P1 states:

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.*

Clause E13.8.2 P1 states:

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.

Clause E13.8.2 P5 states:

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.

Clause E13.8.3 P1 states:

Subdivision must not result in any of the following:

- (a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;*
- (b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;*
- (c) potential for a confused understanding of the development of the precinct;*
- (d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.*

Representations

Three (3) representations were received during the advertising period. The following heritage matters were raised.

- there will be loss of a mature ash that contributes to the historic significance of the site.
- The proposed dwellings seem to include an ad hoc and inconsistent mix of form, fenestration, materials and finishes. The inconsistency ... appears to create a completely random aesthetic that is unsympathetic to the beautiful main building and heritage significance of the site and its curtilage. There is no information in the proposal that attempts to draw a connection or nexus between the proposed ad hoc dwellings and the existing site.
- ... the radical difference in design aesthetic between the modern concepts and more traditional shed type aesthetic is difficult to reconcile.
- "it does not meet the criteria (for heritage precincts E13.8.1) with regard to the impact on existing significant vegetation and there would appear to be feasible alternatives to

the proposed parking and access.

- The proposal does not meet the Statement of Local Historic Heritage Significance and Design Criteria Policy.
- The buildings will not be compatible or visually subservient when viewed from Montgomery Court.
- The main problem is the reduction in curtilage ..(which). still provides an important setting for a dwelling of this size and significance.
- 'Bishopscourt is a house of significance. An important part of Hobart and Tasmania's history and forming part of the history is the garden of the property. The proposal of scattering units around the garden will remove the gardens attributes as part of the property. This must be considered as a whole, house and garden to preserve the heritage value which is important for all Tasmanians. Butchering land and considering the garden as a separate value should not be done.'
- 'This proposal will be like a small village in the backgarden of Bishopscourt. This will ruin the integrity of the heritage listed streetscape, even if with only a limited view from the street, all this development eats away at what is currently a beautiful street with homes. This is a residential area with heritage listed properties such as Bishopscourt and this needs to be protected. Allowing such development will start precedents (as is already happening)for the heritage area and Fitzroy Place for development to occur behind the facade of the street which undermines the heritage and importance of the street which is part in the history of Hobart. Double story or single story townhouses dressed as eco cabins is not condusive to the area and should be rejected.'
- 'We are so lucky to have areas so close to the city that are residential with historical importance but larger allotments and houses.'

Discussion of proposal



'Maud's Cottage' is to be located in the following area shown in the above image, on a flat area of land adjoining the rear boundary of properties in Star Street. The area was once a tennis court. The existing Hideaway Cabin is to the right (to be repositioned in this general area), Source: Council image 2020



Existing 'Hideaway Cabin' in its current location on the site which will be relocated in an approximate east west direction. Source: Council image 2020.



View of the proposed location of the 'Bunker cabin', 'Eco cabin' and cross-over and parking area viewed from Montgomery Court. Source: Council image 2020.



Location of two storey 'Bunker Cabin' sited to be visible between two Council street Ash trees. Source: Council image 2020.

'Maud's Cottage' and the Reception Building are both traditional 19th century timber cottage style structures, modest in scale and size in traditional materials in vertical timber cladding and Colorbond roof (no colour details provided). Both relate to the existing modern additions to the site through scale and materiality, although the 'Hideaway Cabin' and the existing extension to the former school house (approved as part of the 2014 approval) have a contemporary palette of materials, colours and form.

The proposed 'Bunker Cabin' and associated parking area are in close proximity to two Ash trees in the Council reserve on Montgomery Court. The Arborist report (prepared by Alister Hodgman) recommended that a modification to the design would ensure that Tree 2 (shown in the above photo to the right) does not suffer a decline in health and vigour.

The above images taken from Montgomery Court shows the location of the proposed 'Bunker Cabin' and 'Eco Cabin' and the location of where all of the vegetation, with the exception of the street trees (Ash), will be removed as part of the works.

The 'Bunker Cabin' and the 'Eco Cabin' are different in form and materiality to the existing 'Hideaway Cabin', 'Maud's Cottage' and the Reception Building, constructed from concrete panels with a flat roof and 'bubble' skylight. The fenestration pattern of both the 'Bunker Cabin' and the 'Eco Cabin' are very different to the smaller structures with large expansive walls of window in the 'Eco Cabin' and large solid unadorned concrete walls on the 'Bunker Cabin'. Despite both being sited close to Montgomery Court and Regent Street, neither have a street frontage or address the street. The entry of the 'Eco Cabin' is from within the site as is entry to the 'Bunker Cabin' which is from the proposed parking area and walkways to the 'Eco Cabins'.

Assessment of proposal against the provisions of the Historic Heritage Code

The landscaping, aesthetics and general setting of the garden have been identified as one of the reasons for the property having significance. Bishops court was once sited on a larger parcel of land and has since been progressively subdivided, but retains a large garden and appropriate curtilage. It is also worth noting that Bishops court is described in the statements of significance for the precinct within the Historic Heritage Code as a 'Victorian house set on large allotments...' The statements of significance also refer to views and vistas.

In summary, limited information has been provided as part of this application in regard to the removal/changing of vegetation/landscaping on the subject property in relation to the existing situation, however, the extent and the location of demolition can be assessed as not resulting in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the significance of the place. However, the provisions relating to demolition in a precinct differ and require the replacement building to be more complementary to the heritage values of the precinct. For reasons discussed further on in this report, it is assessed that the "Eco Cabin" and the 'Bunker Cabin' do not complete or add to the precinct and streetscape values and therefore clause E13.8.1 P1 is not satisfied. On the other hand, the proposal satisfies E13.7.1 P1.

Limited details are provided regarding external colours or finishes and no details of a landscaping plan have been provided.

This current application is for 'themed' visitor cabins each individual and diverse in style and design spread across the site, with the proposed 'Eco Cabin' located closer to Bishops court than any previous proposal. While this proposal results in less excavation and a less physical intervention on the site, the approach is a significant departure but described in the submitted document 'Sustainability and Story Telling', as 'offering a diverse range of highly designed self-contained apartments which celebrate the history of the property - old and new'. The diversity of design has been embraced enthusiastically by the applicant and as a consequence the architectural cohesiveness and responsiveness to the street of earlier proposals is now lacking.

While comparison with the 2014 proposal is not relevant in the assessment of this current application, it does provide a useful point of reference, particularly in relation to the height of the current proposal and its relationship and contribution to the streetscape. The previous proposal had a maximum height of 4.735 m above the footpath on Montgomery Court to the top of the sod roof. In contrast the roof height of the proposed 'Bunker Cabin' is 6.2 metres above the carparking space on Montgomery Court, a level that is marginally above the footpath level, therefore resulting in a structure that is approximately 1.5 metres higher than the previous proposal over the 10 metre length of the building plus the depth of the cabin when viewed at an oblique angle.

The proposed 'Eco Cabin' is also the same height as the 'Bunker Cabin' above the Montgomery Court footpath. Although only single storey with a skillion roof, it is sited further up the bank toward the corner of Montgomery Court and Regent Street and closer to Bishops court. The south west elevation of the 'Eco Cabin' has the same elevational treatment of the 'Bunker Cabin' therefore presenting to the street boundaries as a series of blank elevations. From Montgomery Court, there are locations where the two cabins will be prominent and highly visible from the street and present a continuous, although separate, built element with large expanses of formed concrete walling.

Maud's Cottage and the re-sited 'Hideaway Cabin' are located to the rear of the site on an area that was once a tennis court, although it has not functioned as one for many decades. These structures are 31 metres from the Bishops court dwelling, and are sited in a separate 'garden room' as well as being located behind the c.1960s red brick house at 2 Montgomery Court. This results in these two proposed cabins being secondary structures, mostly obscured by the existing 1960s house. As such there will be no resultant loss of heritage values, with the

structures being sympathetic in scale, setback, siting with respect to listed buildings and structures. In addition, this part of the proposal will not detract from or result in detriment of the heritage values of the place or precinct. This part of the proposal can be determined to satisfy E13.7.2 P1, P2, P3 and E13.8.2 P1.

However, the two structures the 'Eco Cabin' and 'Bunker Cabin' require assessment against the above clauses as well as the additional clause of the Historic Heritage Code E13.7.2 P6 and E13.8.2 P5 which involves the removal of landscaping elements between the Bishops Court and Montgomery Court. While the landscaping elements earmarked for removal cannot be deemed as having any high level of heritage value, they are elements that contribute to the character and streetscape value of the precinct. The removal of these general areas of garden need to also be considered in conjunction with the construction of carparking and a military style 'Bunker Cabin' and the 'Eco Cabin'. As already stated above these two cabins together are located adjacent to the street, and present as prominent and highly visible incongruous built forms, with no physical relationship to each other or the other structures on the listed site, namely the heritage listed house Bishops Court, the historic Schoolhouse and the more contemporary, and subservient additions to that building and the standalone 'Hideaway Cabin'. The result is an ad hoc group of forms and mismatched designs with the replacement building not complementary to the heritage values of the precinct. In this respect the proposal, fails to satisfy E13.7.2 P1, P2 and P3 and E13.8.1 P1, E13.8.2 P1 and P5.

The subdivision is minor and does not result in the loss of heritage values of the place or precinct by altering the curtilage to any significant extent or impacting on any contributory heritage items. Thus the proposal satisfies E13.7.3 P1 and E13.8.3 P1.

Conclusion

Elements of this application comfortably satisfy the provisions of the Historic Heritage Code of the Scheme, namely the relocation of the existing 'Hideaway Cabin', 'Maud's Cottage', the new Reception Building and the demolition associated with work at a heritage place. The proposed subdivision is also acceptable when assessed against the relevant provisions of the Scheme.

It is the elements of the 'Eco Cabin' and the 'Bunker Cabin' and associated carparking that are problematic when assessed against the Historic Heritage Code of the Scheme. In summary, this part of the proposal is not compatible with the significance of Bishops Court through the introduction of development that is incompatible in design, scale, bulk, form, fenestration pattern, siting, materials and finishes. These features are not complementary to the place, in their siting with respect to the listed building and the overall garden setting of the place, scale and bulk, materials and built form and setback from the frontage. In addition the two new cabins and carparking do not provide an adequate response to the heritage characteristics of the place though incompatible design intent and form. In this respect, the proposal does not satisfy E13.7.2 P1, E13.7.2 P2 and E13.7.2 P3.

In terms of the Heritage Precinct, the proposed 'Eco Cabin' and 'Bunker Cabin' and associated carparking, with their siting in respect to the streetscape of Montgomery Court and Regent Street, will lead to a confused and devalued understanding of the Precinct, interrupting the streetscape, reducing the significance of a large Victorian house on a large land parcel and important historical relationship created by the buildings, trees and relationship to expansive views and landscape. As such the proposal will result in detriment of the heritage values of the precinct through the proposed demolition and the siting and construction of the 'Eco Cabin' and 'Bunker Cabin' and related infrastructure does not satisfy E13.8.1 P1, E13.8.2 P1 and E13.8.2 P5 of the Historic Heritage Code of the Scheme.

The proposal is recommended for refusal.

If the proposed 'Eco Cabin' and 'Bunker Cabin' and associated carparking were to be removed from the proposal, such an application would satisfy the relevant provisions of the

Historic Heritage Code of the *Hobart Interim Planning Scheme 2015* and allow the applicant to undertake further design and development of these two cabin options to reduce their scale, improve the siting, presentation and relationship to the street.

The ground for refusal are as follows:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because it is an incompatible design through its height, scale, bulk, form, fenestration, siting, materials, colours and finishes being adjacent to an historic house in a large garden and it also results in the substantial diminution of heritage values through the loss of streetscape elements.
2. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P2 (a) to (d) of the *Hobart Interim Planning Scheme 2015* because it will not be subservient and complementary to the listed place of an historic house in a large garden due to its scale, bulk, materials, built form and fenestration, setback, siting and use of materials and colours.
3. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P3 of the *Hobart Interim Planning Scheme 2015* because it does not respond to the heritage characteristics of the place in its materials, built form and fenestration.
4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 P1 of the *Hobart Interim Planning Scheme 2015* because it will result in the loss and demolition of landscaping that contributes to the significance of the precinct and no opportunity is created for a replacement building that will be more complementary to the values of the precinct.
5. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 P1 of the *Hobart Interim Planning Scheme 2015* because it will result in detriment to the historic cultural heritage values of the precinct of an historic house in a large garden.
6. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 P5 of the *Hobart Interim Planning Scheme 2015* because it will result in the loss of landscaping between a dwelling and the street that contributes to the historic cultural heritage values, the streetscape values and character of the precinct.

Sarah Waight
Senior Cultural Heritage Officer
21 August 2020

Application Referral Development Engineering - Response

From:	Stefan (Rob/Cam C have also had input on bb)
Recommendation:	Proposal is unacceptable.
Date Completed:	
Address:	26 FITZROY PLACE, SANDY BAY 2 MONTGOMERY COURT, SANDY BAY
Proposal:	Partial Demolition, Extension and Alterations to Visitor Accommodation Use, Car Parking and Boundary Adjustment
Application No:	PLN-19-918
Assessment Officer:	Richard Bacon,

Referral Officer comments:

Council's traffic engineer is not supportive of this proposal and recommends refusal due to the proposed development provides insufficient off-street parking for four (4) new short-term accommodations and eliminates three (3) existing unrestricted on-street parking spaces in the area of the proposed crossover.

Therefore,

The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.6.1 P1 (a) and (b) because the proposed development provides insufficient off-street parking for four (4) new short-term accommodation units and eliminates three (3) existing unrestricted on-street parking spaces in the area of the proposed crossover.

In a council related engineering context, the proposal cannot be supported.

E5.0 Road and railway access code

E5.1 Purpose			E5.1.1 The purpose of this provision is to: (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
E5.2 Application of this Code	YES	NO	
			This Code applies to use or development of land:

	Yes	No	(a) that will require a new vehicle crossing, junction or level crossing; or
	Yes	No	(b) that intensifies the use of an existing access; or
	Yes	No	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	Yes	No	(i) a rail network;
	Yes	No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment			Comments / Discussion (in bold)
Clause 5.5.1 Existing road accesses and junctions			<u>Documentation submitted to date appears not to invoke clause E5.5.1.</u>
NOT APPLICABLE			No intensification of existing road accesses and/or junctions proposed.
Clause 5.5.2 Existing level crossings			<u>Documentation submitted to date appears not to invoke clause E5.5.2.</u>
NOT APPLICABLE			No intensification of an existing level crossings proposed.
Clause 5.6.1 development adjacent to roads and railways			<u>Documentation submitted to date appears not to invoke clause E5.6.1.</u>
NOT APPLICABLE			No development adjacent to category 1 or category 2 road proposed.

<p>Clause 5.6.2 road and access junctions</p> <p>ACCEPTABLE SOLUTION</p>		<p>The road and access junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E5.6.2.</u></p> <p><u>Acceptable solution - A1</u> No new access or junction to roads in an area subject to a speed limit of more than 60km/h. - N/A</p> <p><u>Acceptable solution - A2</u> No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less. - COMPLIANT</p> <p>Fitzroy Place access - Existing, no change</p> <p>Regent Street access - Existing, no change</p> <p>Montgomery Court access - Proposed</p>
<p>Clause 5.6.3 new level crossings</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.3.</u></p> <p>No new level crossings proposed.</p>
<p>Clause 5.6.4 sight distance at access and junctions</p> <p>PERFORMANCE CRITERIA</p>		<p>The sight distance at access and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.4 and as such, shall be assessed under Performance Criteria.</u></p> <p><u>Acceptable solution - A1:</u> Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and - NON COMPLIANT (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. - N/A</p> <p>In this case the submitted Traffic Impact Assessment (T.I.A.) stated measured sight distances is 40 metres in either direction , the required SISD is 80 metres.</p> <p>Sight distance may be temporality obscured when cars are parked adjacent to the proposed access.</p>

		<p><u>Performance Criteria – P1:</u> The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority. <p>The submitted Traffic Engineering Assessment stated the following;</p> <p><i>"The parking bays will require vehicles to reverse out onto the street. The access has been assessed against the performance criteria of the scheme. The Australian Standard 2890.1 has been used as the basis for the assessment. Sight distances were measured to be 40metres in either direction from the bays (which is compliant with the requirement of the AS2890.1 for a domestic driveway on a 50km/hr road and exceeds the requirement of the minimum SSD for a 40km/hr frontage road speed). This is the maximum obtainable sight distance given the length of the street. Given the short length of the street, it is unlikely that the vehicle speeds will exceed 20-30km/hr. It is acknowledged that parked vehicles can temporally obscure sight distance from the parking bays."</i></p> <p>Council is of the opinion that the Acceptable Solution for clause E5.6.4 is not met due to sight lines being obstructed by fencing and on-street car parking adjacent to the access however, given the submitted plans and documentation the development may therefore be accepted under <i>Performance Criteria P1:E5.6.4</i> of the Planning Scheme.</p>

E 6.0 Parking and Access Code

E6.1 Purpose		<p>E6.1.1</p> <p>The purpose of this provision is to:</p>
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	Yes	N/A	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	N/A	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	N/A	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	N/A	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	N/A	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	N/A	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes	N/A	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	Yes	N/A	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	—	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)
<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>PERFORMANCE CRITERIA</p> <p>(NOT SUPPORTED)</p> <p>TRAFFIC GROUNDS</p>			<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable solution - A1: The number of on-site car parking spaces must be: (a) no less than and no greater than the number specified in Table E6.1; - NON COMPLIANT - Deficient by one (1x) space, loss of on-street car parking.</p> <p>Four (4x) new visitor accommodation units and one (1x) existing relocated on-site. Three (3x) car parking spaces proposed as shown on the submitted plans including one (1x) accessible car parking space.</p> <p>Use class: Serviced Apartment = 1 space for each serviced apartment unit.</p>

Performance Criteria - P1:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

The submitted Traffic Impact Assessment (T.I.A.) report stated the following;

(a) car parking demand;

"The proposed development comprises two visitor accommodation units. The new development will require access from Montgomery Court. All new trip generation will therefore be contained to Regent Street and Montgomery Court."

There will be a requirement for 2 parking spaces associated with the proposed development. All spaces can be provided on site, with the manager's space being provided on the Bishopscourt driveway."

Council notes the proposal is actually for four (4x) accommodation units, not two (2x) as stated by the applicant's traffic engineer. Development engineering has referred this matter to Council traffic engineer for comment given the discrepancy.

(b) the availability of on-street and public car parking in the locality;

"Given that all parking can be accommodated off street there is minimal impact on on street parking (as this section of road where the proposed crossover is located is subject to a no parking restriction)"

Council notes the proposal is actually for four (4x) accommodation units, not two (2x) as stated by the applicant's traffic engineer. Development engineering has referred this matter to Council traffic engineer for comment given the discrepancy.

(c) the availability and frequency of public transport within a 400m walking distance of the site;

"Bus Services 501, 601, 457 and 458 all operate along Regent Street, in close proximity to the development site, making the visitor accommodation ideally located for visitors who wish to use public transport, whilst staying at the proposed visitor accommodation units."

(d) the availability and likely use of other modes of transport;

"The site is located in close proximity to the City of Hobart and Salamanca as well as the commercial precinct in Sandy Bay, reducing the reliance on the use of the private car and enabling short distance walking trips. There is a good network of pedestrian footpaths in the location of the site further facilitating walking as a mode of travel.

The site is located in close proximity to the centre of Hobart, Salamanca and the commercial precinct of Sandy Bay, making the proposed accommodation ideally situated to facilitate bicycle tourism."

(e) the availability and suitability of alternative arrangements for car parking provision; - **No alternative parking provision is available or considered necessary.**

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; - **Not applicable.**

(g) any car parking deficiency or surplus associated with the existing use of the land; - **Not applicable.**

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site; - **Not applicable.**

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; - **Not applicable.**

(j) any verified prior payment of a financial contribution in lieu of parking for the land; - **Not applicable.**

(k) any relevant parking plan for the area adopted by Council; - **Not applicable.**

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; - **Not applicable.**

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code. - **No impact.**

Development engineering referred this application to Council's traffic engineer for comment given the discrepancies.

I have reviewed the Traffic Impact Assessment and plans provided by the applicant in support of PLN-19-918 at 26 Fitzroy Place in Sandy Bay, as well as the representations received on the application.

In summary, from the information provided in the TIA and plans, the proposal is for:

- The development of four (4) new short-term accommodation cabins.
- The introduction of three (3) new off-street spaces, one of which is also an accessible space.
- The construction of a 7.4m wide crossover on Montgomery Street to access the off-street spaces.

The TIA does not accurately reflect the plans provided by the applicant. Within the TIA, reference is only made to two additional short-term accommodations, while the plans provided by the applicant show four new cabins. Therefore, the future trip generations and parking requirements highlighted in the TIA for the proposed development are inaccurate.

In addition, the TIA and plans make reference to existing No Parking restrictions at the proposed location of the 7.5m wide crossover on Montgomery Court. Council's GIS shows no indication of No Parking restrictions at this location and that three (3) unrestricted parking spaces are currently in this area. Therefore, the TIA has incorrectly stated that the proposed development would have minimal impact on existing on-street parking, as the proposed crossover would eliminate three spaces.

Finally, insufficient off-street spaces are provided in the proposal. The Planning Scheme requires that four (4) off-street spaces are required for the four new cabins. There is a deficiency of one (1) off-street parking space.

In terms of the matters raised by the representors that relate to parking and traffic matters, I would broadly summarise these as:

- Insufficient off-street parking for the proposed development would result in increased demand for on-street parking on Montgomery Court;
- The proposed 7.5m crossover would eliminate three (3) existing on-street unrestricted spaces;
- The traffic generation flows noted in the TIA for the proposed development are understated;
- Removal of the 3.5m space opposite the proposed crossover is unnecessary and is currently being

utilised without issue.

In response to these matters, I offer the following comments:

- Insufficient off-street parking for the proposed development would result in increased demand for on-street parking on Montgomery Court;

There is in fact insufficient off-street parking for the proposed development. Three (3) off-street spaces are provided, however, four (4) are needed under the Planning Scheme. In regards to the impact on on-street parking conditions in Montgomery Court, a parking demand/occupancy survey of current on-street parking conditions is required and the potential of future short-term visitor parking to the proposed development must be taken into consideration.

- The proposed 7.5m crossover would eliminate three (3) existing on-street unrestricted spaces;

It has been noted that the TIA and plans have incorrectly labelled the location of the proposed crossover as No Parking. The loss of 3 unrestricted on-street parking spaces must be taken into account by the applicant.

- The traffic generation flows noted in the TIA for the proposed development are understated;

It has been noted that the TIA has incorrectly determined traffic generation flows for two (2) new short-term accommodations, rather than the proposed four (4).

- Removal of the 3.5m space opposite the proposed crossover is unnecessary and is currently being utilised without issue.

It has been noted that the 3.5m area located opposite the proposed crossover is not an Australian Standard on-street parking space. However, as the space has not caused issues in the past, Council see no reason to install a yellow line.

In summary, the proposed development provides insufficient off-street parking for four (4) new short-term accommodations and eliminates three (3) existing unrestricted on-street parking spaces in the area of the proposed crossover.

The TIA must be updated to account for:

- The true number of proposed new short-term

		<p><u>accommodations:</u></p> <ul style="list-style-type: none"> •<u>The loss of three (3) unrestricted on-street parking spaces;</u> •<u>The impact on existing on-street parking in Montgomery Court (parking surveys).</u>
<p>Clause 6.7.1 number of vehicle accesses</p> <p>ACCEPTABLE SOLUTION</p>		<p>The number of vehicle accesses must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.1.</u></p> <p><u>Acceptable solution:</u> The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater. - COMPLIANT</p> <p>Fitzroy Place access - Existing, no change</p> <p>Regent Street access - Existing, no change</p> <p>Montgomery Court access - Proposed</p>
<p>Clause 6.7.2 design vehicle access</p> <p>PERFORMANCE CRITERIA</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 (a) [sight distance: 2m x 2.5m sight triangles - These areas to be kept clear of obstructions to visibility] and as such, shall be assessed under Performance Criteria.</u></p> <p><i>Submitted plans indicate 2m x 2.5m sight triangle areas abutting the driveway are <u>not</u> kept clear of obstructions to visibility due to proposed retaining wall. Minimal changes for 2 Montgomery Court and the applicant's traffic engineer has not expressed any concerns,.</i></p> <p><u>Acceptable Solution - A1:</u> Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking - NON</p>

COMPLIANTPerformance Criteria - P1:

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

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

The submitted Traffic Impact Assessment (T.I.A.) report stated the following;

"A 7.5metres wide crossover will be provided to cater for the three off street bays. Given that the crossover has been located in an area which is currently not signed for parking, it is not envisaged this will be an issue.

There is currently no access into the property into the property from Montgomery Court. However, there are existing accesses located on Regent Street and Fitzroy Place.

Given Montgomery Court has significantly less than 6000 trips per day (an estimated 70 trips per day) there is no requirement, under the Hobart Interim Planning Scheme, 2015, for the access to facilitate entry and exit in a forward direction. The access into and out of the site will be a crossover which will be located in the area of no parking between the two sections of restricted two hour parking, mitigating any impact of the crossover on the supply of on street parking along Montgomery Court.

The turning movements in and out of each space, with a front in, reverse out manoeuvre, have been shown on the plans attached and are in line with the requirements of AS2890.6: Parking facilities for people with disabilities, showing both reverse in/ forward out and forward in/reverse out movements. A B99 vehicle (5200mm x 1940mm) has been used to demonstrate the turning movements, in line with the requirements of AS2890.1. which requires use of this template for uses 'other than domestic'. For completeness, a B85 vehicle (4910mm x 1870mm) path has also been shown on the plans to enter and exit the neighbouring driveway to a single residential property with no issue to parked vehicles on the opposite side of the road."

<p>Clause 6.7.3 vehicle passing</p> <p>NOT APPLICABLE</p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.4.</u></p> <p>Submitted documentation appears to indicate no facility / requirement for vehicle passing.</p> <p>Acceptable solution - A1: Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; - <u>No</u> (ii) is more than 30 m long; - <u>No</u> (iii) it meets a road serving more than 6000 vehicles per day; - <u>No</u> (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - <u>N/A</u> (c) have the first passing area constructed at the kerb; - <u>N/A</u> (d) be at intervals of no more than 30 m along the access. - <u>N/A</u></p>
<p>Clause 6.7.4 on site turning</p> <p>NOT APPLICABLE</p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.4.</u></p> <p>Acceptable solution - A1: On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; - <u>COMPLIES</u> (b) it meets a road carrying less than 6000 vehicles per day. - <u>COMPLIES</u></p> <p>Submitted documentation appears to indicate no facility / requirement for on-site turning.</p>

<p>Clause 6.7.5 layout of parking area</p> <p>ACCEPTABLE SOLUTION</p>		<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause 6.7.5.</u></p> <p>Acceptable Solution A1: - COMPLIANT</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.</p> <p>The submitted Traffic Impact Assessment (T.I.A.) report stated the following;</p> <p><i>"The parking provision, associated with the new visitor accommodation has been accommodated on Montgomery Court in the vicinity of an existing no parking zone. Its location has no impact on the supply of parking within the street given that the off street parking has been designed to have their crossovers located within the no parking zone. The crossover width proposed is approximately 7.5 metres wide to accommodate three bays with required clearances.</i></p> <p><i>The dimensions of the bays are in line with the requirements of the Australian Standard 2890.1: Off street parking 2004. Two 2.5metre wide bays have been provided with 300mm clearance to side boundaries in line with the requirement of the Standard for medium term parking for motels. In addition, one accessible bay has been provided to comply with the design requirement of AS2890.6:2009 – Off street parking for people with disabilities.</i></p> <p><i>The autotrack paths of a B99 design vehicle has been undertaken and shows the swept path of a vehicle accessing and egressing from the street into the parking bays. These are provided at Appendix B of this report."</i></p>
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Clause 6.7.6 surface treatment ACCEPTABLE SOLUTION			<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</u></p> <p>Acceptable Solution - A1: - COMPLIANT Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p>Submitted plans indicate a concrete surface treatment and able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.</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 NOT APPLICABLE			<p>The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.9.</u></p> <p>Acceptable Solution A1 (E6.6.3): The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p> <p>NO REQUIREMENT (<19 car parking spaces).</p>
Clause 6.7.10 bicycle parking PERFORMANCE CRITERIA			<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.10 and as such, shall be assessed under Performance</u></p>

			<p>Criteria.</p> <p><u>Acceptable Solution A1:</u> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. - NON COMPLIANT</p> <p><u>Acceptable Solution A2:</u> The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard. - NON COMPLIANT</p> <p><i>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</i></p> <p>User Class: Visitor Accommodation</p> <p><u>Performance Criteria - P1:</u> The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following: (a) minimising the distance from the street to the bicycle parking area; - Feasible (c) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building; - Feasible (d) avoiding creation of concealment points to minimise the risk. - Feasible</p> <p><u>Performance Criteria – P2:</u> The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants. - Feasible as it appears adequate space for bicycle parking on-site.</p> <p>Based on the above assessment and given the submitted documentation, the bicycle parking may be accepted under <i>Performance Criteria P1/P2:E6.7.10</i> of the Planning Scheme.</p>
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 PERFORMANCE CRITERIA			<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.13 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable Solution A1: - NON COMPLIANT</p> <p>Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:</p> <p>(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;</p> <p>(b) the use is not primarily dependent on outward delivery of goods from the site.</p> <p><u>Performance Criteria - P1:</u></p> <p>Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users. - Feasible</p> <p>The visitor accommodation will be serviced via a 6.4metre laundry vehicle and an on street private kerbside collection service.</p> <p>Appears adequate space within the existing car parkig areas on-site for a 6.4 metres laundry vehicle.</p> <p>Condition for a solid waste managment plan for the site.</p> <p>Based on the above assessment and given the submitted documentation, the facilities for commercial vehicles may be accepted under <i>Performance Criteria P1:E6.7.13</i> of the Planning Scheme.</p>

Clause 6.7.14 access to a road ACCEPTABLE SOLUTION		<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</u></p> <p>Acceptable Solution A1: Access to a road must be in accordance with the requirements of the road authority. - COMPLIANT</p> <p>Performance Criteria - P1: No Performance Criteria</p> <p>Submitted plans appear to indicate access to a road in accordance with relevant LGAT drawings for both 26 Fitzroy places and 2 Montgomery Court.</p> <p>Referred to the Roads Unit for determination and conditioning.</p>
Clause 6.7.15 access to Niree Lane NOT APPLICABLE		<p>The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E6.7.15.</u></p> <p>No development proposed within Niree Lane.</p>

E 7.0 Stormwater

E7.1.1 Purpose		<p>E7.1.1</p> <p>The purpose of this provision is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy.</p>
E7.2 Application of this Code	YES	N/A This code applies to development requiring management of stormwater. This code does not apply to use.
Clause for Assessment		Comments / Discussion (in bold)

<p>A1 (SW disposed to Public SW Inf via Gravity / P1 (onsite/pump))</p> <p>ACCEPTABLE SOLUTION</p>		<p>The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A1).</u></p> <p>Acceptable Solution A1: Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p> <p>Submitted plans appear to indicate stormwater from new impervious surfaces being able to be disposed of by gravity to public stormwater infrastructure.</p> <p>To be verified at Plumbing Permit stage.</p>
<p>A2 (WSUD) /P2 (Mechanical Treatment)</p> <p>NOT APPLICABLE</p>		<p>The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E7.7.1 (A2).</u></p> <p>Acceptable Solution A2: A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m²; - No (b) new car parking is provided for more than 6 cars; - No (c) a subdivision is for more than 5 lots - No</p> <p>Submitted documentation appears to indicate no requirement for stormwater treatment.</p>

<p>A3 (Minor SW System)</p> <p>ACCEPTABLE SOLUTION</p>		<p>The stormwater drainage and disposal must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A3).</u></p> <p>Acceptable Solution A3: A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; - Feasible (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure. - Feasible</p> <p>Performance Criteria – P3: No Performance Criteria.</p> <p>Submitted plans indicate proposed detention.</p> <p>Referred to the Stormwater Unit for determination and conditioning.</p>
<p>A4 (Major SW System accommodates 1:100 ARI)</p> <p>NOT APPLICABLE</p>		<p>The stormwater drainage and disposal must satisfy the Acceptable Solution of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E7.7.1 (A4).</u></p> <p>Submitted documentation does not appear to show any proposal for construction of major stormwater drainage.</p>

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction

COMMENTS:**Summary:**

Planning approval is sought for a partial demolition, extension and alterations to visitor accommodation at 26 Fitzroy Place and 2 Montgomery Court Sandy Bay TAS 7005.

More specifically the proposal includes:

- A total of 5 new buildings comprising a reception and five visitor accommodation units.
- A new carpark would front Montgomery Court, and would include a minor boundary adjustment.

CONDITIONS:

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice however, due to the scope of the proposal, the application has been referred to the Council's Manager Roads & Capital Works, Manager Stormwater and Manager Surveying Services. The delegated officers' responses, including recommendations are inserted in the respective referral reports.

General Conditions:

ENG1: Pay Costs

ENG 2a: Vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed

ENG 3a: The access driveways and parking modules (parking spaces and manoeuvring areas) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004

ENG 3c: The access driveways and parking modules (parking spaces and manoeuvring areas) must be constructed in accordance with the Engineering Plus documentation received by the Council on the 24th June 2020

ENG 4: Surface treatment

ENG 5: The number of car parking spaces approved under this permit on the site, for use is three (3)

ENG 9: All car parking spaces for people with disabilities must be delineated to Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009

ENG 13: An ongoing waste management plan for all commercial waste, domestic waste and recycling/compost bins must be implemented post construction

ENG 16: Private sewer, stormwater (including surface drainage) and water services/connections are to be entirely separate to each lot and contained wholly within the lots served (Stormwater Unit Report)

ENG 17: the developer must verify compliance with condition ENG 16 by supplying the Council with an as-installed services plan clearly indicating the location and details of all relevant services (entirely contained within their respective lots or appropriate easements). The as-installed services plan must be accompanied by certification from a suitably qualified person that all engineering work required by this permit has been completed (Stormwater Unit Report)

ENG sw4: Both Lots and all development (including hardstand) must be drained to Council infrastructure with sufficient receiving capacity. Any new stormwater connection required must be constructed and existing redundant connections be abandoned and sealed at the owner's expense (Stormwater Unit Report)

ENG sw6: The new stormwater infrastructure must be constructed prior to issue of a completion certificate or first occupation (Stormwater Unit Report)

ENG sw7: Stormwater detention for stormwater discharges from the development must be installed (Stormwater Unit Report)

ENV 2: SWMP design (Stormwater Unit Report)

SURV 1: The applicant must submit to the Council a copy of the surveyor's survey notes at the time of lodging the final plan (Surveying Services Unit Report)

SURV 2: The final plan and schedule of easements must be submitted and approved in accordance with section 89 of the Local Government (Building & Miscellaneous Provisions)

Act 1993 (Surveying Services Unit Report)

SURV 9: Any lots on the final plan created from the addition of sub minimal lots on the plan of subdivision are to be notated on the final plan (Surveying Services Unit Report)

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Driveway surfacing over highway reservation
- Occupation of the Public Highway
- General exception (temporary) parking permits
- New service connection
- Stormwater
- Work within the highway reservation
- Access
- Stormwater / Torads / Access
- Condition endorsement engineering
- Visitor accommodation

REPRESENTATIONS:

Due to the nature of the representations Development Engineering referred the matter of the City Mobility Unit for comment and following has been received;

"I have reviewed the Traffic Impact Assessment and plans provided by the applicant in support of PLN-19-918 at 26 Fitzroy Place in Sandy Bay, as well as the representations received on the application.

In summary, from the information provided in the TIA and plans, the proposal is for:

- *The development of four (4) new short-term accommodation cabins.*
- *The introduction of three (3) new off-street spaces, one of which is also an accessible space.*
- *The construction of a 7.4m wide crossover on Montgomery Street to access the off-street spaces.*

The TIA does not accurately reflect the plans provided by the applicant. Within the TIA, reference is only made to two additional short-term accommodations, while the plans provided by the applicant show four new cabins. Therefore, the future trip generations and parking requirements highlighted in the TIA for the proposed development are inaccurate.

In addition, the TIA and plans make reference to existing No Parking restrictions at the proposed location of the 7.5m wide crossover on Montgomery Court. Council's GIS shows no indication of No Parking restrictions at this location and that three (3) unrestricted parking spaces are currently in this area. Therefore, the TIA has incorrectly stated that the proposed development would have minimal impact on existing on-street parking, as the proposed crossover would eliminate three spaces.

Finally, insufficient off-street spaces are provided in the proposal. The Planning Scheme requires that four (4) off-street spaces are required for the four new cabins. There is a deficiency of one (1) off-street parking space.

In terms of the matters raised by the representors that relate to parking and traffic matters, I would broadly summarise these as:

- Insufficient off-street parking for the proposed development would result in increased demand for on-street parking on Montgomery Court;
- The proposed 7.5m crossover would eliminate three (3) existing on-street unrestricted spaces;
- The traffic generation flows noted in the TIA for the proposed development are understated;
- Removal of the 3.5m space opposite the proposed crossover is unnecessary and is currently being utilised without issue.

In response to these matters, I offer the following comments:

- Insufficient off-street parking for the proposed development would result in increased demand for on-street parking on Montgomery Court;

There is in fact insufficient off-street parking for the proposed development. Three (3) off-street spaces are provided, however, four (4) are needed under the Planning Scheme. In regards to the impact on on-street parking conditions in Montgomery Court, a parking demand/occupancy survey of current on-street parking conditions is required and the potential of future short-term visitor parking to the proposed development must be taken into consideration.

- The proposed 7.5m crossover would eliminate three (3) existing on-street unrestricted spaces;

It has been noted that the TIA and plans have incorrectly labelled the location of the proposed crossover as No Parking. The loss of 3 unrestricted on-street parking spaces must be taken into account by the applicant.

- The traffic generation flows noted in the TIA for the proposed development are understated;

It has been noted that the TIA has incorrectly determined traffic generation flows for two (2) new short-term accommodations, rather than the proposed four (4).

- Removal of the 3.5m space opposite the proposed crossover is unnecessary and is currently being utilised without issue.

It has been noted that the 3.5m area located opposite the proposed crossover is not an Australian Standard on-street parking space. However, as the space has not caused issues in the past, Council see no reason to install a yellow line.

In summary, the proposed development provides insufficient off-street parking for four (4) new short-term accommodations and eliminates three (3) existing unrestricted on-street parking spaces in the area of the proposed crossover.

The TIA must be updated to account for:

- The true number of proposed new short-term accommodations;
- The loss of three (3) unrestricted on-street parking spaces;
- The impact on existing on-street parking in Montgomery Court (parking surveys)."

**7.1.3 1-5 RYDE STREET, NORTH HOBART - PARTIAL DEMOLITION,
ALTERATIONS (LIFT), AND ASSOCIATED WORKS
PLN-20-389 - FILE REF: F20/89448**

Address: 1-5 Ryde Street, North Hobart

Proposal: Partial Demolition, Alterations (Lift), and
Associated Works

Expiry Date: 22 September 2020

Extension of Time: Not applicable

Author: Helen Ayers

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations (lift), and associated works at 1 - 5 Ryde Street, North Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-20-389 - 1-5 RYDE STREET NORTH HOBART TAS 7000 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

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](#).

DIAL BEFORE YOU DIG

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

Attachment A: PLN-20-389 - 1-5 RYDE STREET NORTH
HOBART TAS 7000 - Planning Committee or
Delegated Report ↓ 

Attachment B: DA-20-41561 PLN-20-389 - 1-5 RYDE STREET
NORTH HOBART TAS 7000 - CPC Agenda
Documents ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	7 September 2020
Expiry Date:	22 September 2020
Application No:	PLN-20-389
Address:	1 - 5 RYDE STREET , NORTH HOBART
Applicant:	PHILP LIGHTON ARCHITECTS PTY LTD 49 SANDY BAY ROAD
Proposal:	Partial Demolition, Alterations (Lift), and Associated Works
Representations:	None
Performance criteria:	Recreation Zone Development Standards, Potentially Contaminated Land Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, Alterations (Lift), and Associated Works, at 1-5 Ryde Street North Hobart.
- 1.2 More specifically the proposal includes alterations to the north western corner of the northern grandstand to install a lift for access to the upper levels.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Recreation Zone Development Standards - Building Height
 - 1.3.2 Potentially Contaminated Land Code - Excavation
- 1.4 No representations were received during the statutory advertising period between 17 and 31 July 2020.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council because it involves Council owned land.

2. Site Detail

- 2.1 The application site is the North Hobart oval. It is surrounded by a mixture of uses, with a motel and function centre to the north west, and residential dwellings to the south and west. There are take away food shops and restaurants, as well as a funeral home, gym and offices also located in the nearby area. The works proposed under this application are to be located in the northern grandstand, adjacent to the lawn bowls greens on the site, and to the south of the adjacent motel and function centre.



Figure 1: The location of the application site is highlighted in yellow.



Figure 2: Location of proposed works.

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition, Alterations (Lift), and Associated Works, at 1-5 Ryde Street North Hobart.
- 3.2 More specifically the proposal is for alterations to the stair well for the north western corner of the northern grandstand to install a lift for access to the upper levels. The proposed lift will be attached to the stairs and will utilise the landings of the stairwell for access back into the main grandstand building.

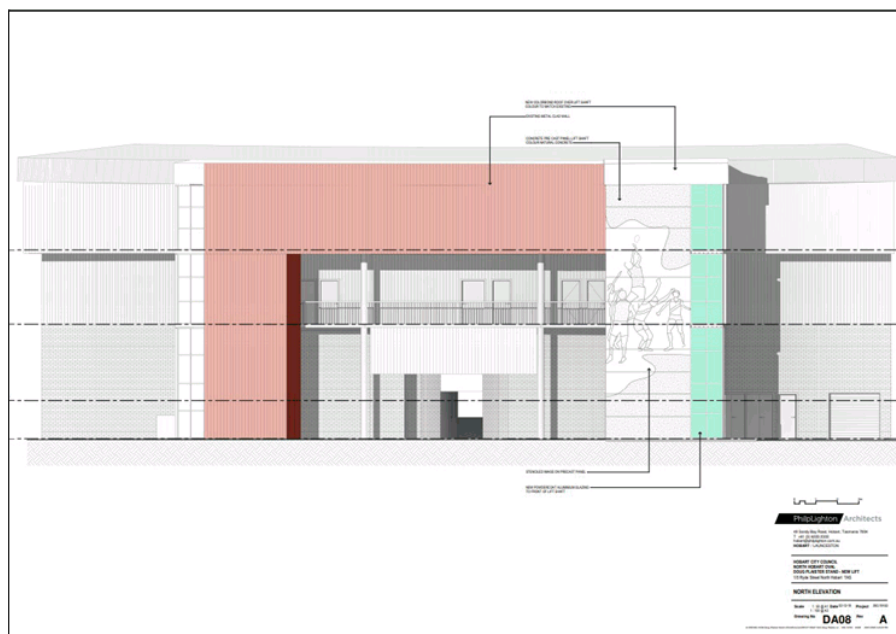


Figure 3: Elevation of the proposed works.

4. Background

- 4.1 There is no relevant background for this application.

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between 17 and 31 July 2020.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Recreation Zone of the *Hobart Interim Planning Scheme 2015*.

- 6.3 There is no proposed change to the existing sport and recreation use of the site. The existing use is a no permit required use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 18.0 Recreation Zone
 - 6.4.2 Part E - E2.0 Potentially Contaminated Land Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Recreation Zone:-
Building Height – Part D 18.4.1 P2
 - 6.5.2 Potentially Contaminated Land Code:-
Excavation - Part E E2.6.2 P1
- 6.6 Each performance criterion is assessed below.
- 6.7 Building Height – Part D 18.4.1 P1 and P2
- 6.7.1 The acceptable solution at clauses 18.4.1 A1 and A2 require buildings to have an overall maximum height of 10m, with buildings within 10m of a residential zone to have a maximum height of 8.5m.
 - 6.7.2 The proposal includes an alteration and addition to the existing building on site with a maximum height of 13m.
 - 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 clauses 18.4.1 P1 and P2 provide as follows:

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.
 - 6.7.5 The proposed lift will be adjacent to the existing stairwell for the grandstand. The existing stairwell has a maximum building height of

12.85m directly adjacent to the lift, with the grandstand higher than this at its highest point. As such, the increase in building height is 0.15m.

6.7.6 The application site is stepped down the hill from the buildings on the adjacent site, and as such there will be no change to the apparent building height. As such, there will be no change in the extent of the existing compatibility of the building to the adjacent buildings resulting from the proposed works.

6.7.7 The proposal complies with the performance criterion.

6.8 Excavation - Part E E2.6.2 P1

6.8.1 There is no acceptable solution for E2.6.2 A1.

6.8.2 The proposal includes excavation for the lift mechanical infrastructure, and the site is adjacent to a site identified as being potentially contaminated.



Figure 4: Showing the potentially contaminated land (pink hatching) adjoining the subject site (bordered blue).

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 E2.6.2 P1 provides as follows:

Excavation does not adversely impact on health and the

environment, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) a plan to manage contamination and associated risk to human health and the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before excavation commences; and

(iii) a statement that the excavation does not adversely impact on human health or the environment.

- 6.8.5 The application has been assessed by Council's Senior Environmental Health Officer, who has provided the following comment:

A1 - There are no acceptable solutions.

P1 - Performance Criteria (c) applies - A plan to manage contamination and associated risks to human health and the environment was submitted, and it includes:

(i) The plan includes a Environmental Site Assessment (ESA) which was conducted and prepared by a suitably qualified person/company and is in accordance with the National Environment Protection Measure (NEPM),

(ii) The ESA states that NO specific remediation and protective measures required to be implemented before any excavation commences, and;

(iii) The ESA states that the excavation will not adversely impact on human health or the environment as No potentially harmful contaminants were detected. The ESA states the "landfill" is Level 1 clean fill.

- 6.8.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition, Alterations (Lift), and Associated Works, at 1-5 Ryde Street North Hobart.

- 7.2 The application was advertised and no representations were received.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Senior Environmental Health Officer. The officers has raised no objection to the proposal.
- 7.5 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Partial Demolition, Alterations (Lift), and Associated Works at 1 - 5 Ryde Street, North Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Partial Demolition, Alterations (Lift), and Associated Works at 1 - 5 Ryde Street, North Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

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(Helen Ayers)

Development Appraisal Planner

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 6 August 2020

Attachment(s):

Attachment B - CPC Agenda Documents

PhilpLighton Architects



General Manager
Hobart City Council
16 Elizabeth Street
HOBART TAS 7000
29 JAN 2020

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hobart@philplighton.com.au
philplighton.com.au
Hobart/Launceston/Burnie

Dear Sir,

**093.19163 - Hobart City Council, Doug Plaister Stand
Proposed new lift**

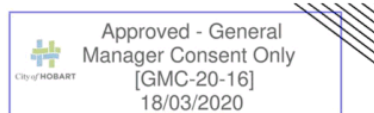
Please find attached documents for a Planning Permit for the Proposed New Lift at The Doug Plaister Stand. Philp Lighton Architects Pty Ltd (Peter Gaggin FRAIA, Director, Accredited Building Services Provider CC997A) are the agents for Kellie Williams (Hobart City Council) and the Applicants for this Planning Permit Application.

Property	North Hobart Oval & Bowls Club 1-5 Ryde St North Hobart Tas 7000
Principal	Hobart City Council
Client Representative	Kellie Williams - Parks Project Officer
Site details	Existing building
Title	119922/1
PID	2003969
Zoning	18.0 Recreation
Use	Sport and Recreation use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, race course and sports ground. Hobart Interim Planning Scheme 2015 - Administration

Background

The Doug Plaister Stand was constructed in the late 1980's and is located on the north eastern end of the North Hobart Oval. The stand is built over four levels and is currently the only access to the upper levels is via two staircases at the rear of the building. As the most practical and popular function space at the oval it is agreed that it does not meet contemporary standard and expectations for access to all.

093.19163 DA Cover Letter



The proposed works

The proposal includes the installation of a new pre-cast concrete lift shaft and associated works to provide a 1250 kg lift to service the ground, 1st and 2nd floors of the Doug Plaister Stand and allow for wheelchair and stretcher access and facilities to all public levels.

- DDA compliant carpark to the south of the grandstand.
- A DDA compliant carpark for access to the propose lift is located alongside the existing Kiosk (G13) to the north of the grandstand
- The new lift is located adjacent to the existing northeast stair well (G12). The lift car is 1250kg capacity, 1450 wide by 2000 deep to allow for wheelchair and stretcher access. The lift shaft is constructed from precast tilt up panels. It is proposed that the Panels will be stencilled (to later detail)
- A new concrete landing at each level connects to the existing landing. Access to the building is via the existing entry points.
- Face glazed aluminium window frames to match existing enclose the new landings.
- At the media level new DDA compliant access doors are to be added on either side of the existing media boxes to allow wheelchair access to the grandstand seating. Platforms are to be installed for wheelchair seating by removing minimal existing fixed seats.
- The door to the largest media box (M04) is to be enlarged for DDA compliance.

Proposed materials are:

Footings and slab:	Reinforced concrete
Walls:	The lift shaft walls are to be stencilled pre cast concrete panels (natural Concrete colour) with colorbond spandrels/ infill panels to match existing.
Roof:	Timber truss low pitched skillion to internal box gutter. Roof cladding corrugated colorbond steel to match existing.
Windows:	Powdercoated aluminium framed to match existing.
Driveway/carparking:	Hotmix to match existing.

Documents

The submitted documents are:

- a. This letter PLA to HCC 29JAN20
- b. Title documents Folio and Plan CT119922/1

- c. PLA Drawings DA00-DA11 inclusive
- d. GES Environmental Site Assessment



Please do not hesitate to contact the undersigned with any queries.

Yours sincerely

Philp Lighton Architects Pty Ltd

A handwritten signature in blue ink, appearing to read 'Brad Fenton M arch', written over a horizontal line.

Brad Fenton M arch
Project Architect

encl

copy

Approved - General
Manager Consent Only
(GMC 20-16)
16/03/2020



SITE IMAGE: LOCATION PLAN



SITE IMAGE: SITE PLAN

- DA01 SITE PLAN
- DA02 EXISTING FLOOR PLANS
- DA03 LEVEL 00 CHANGE ROOMS - PROPOSED PLAN
- DA04 LEVEL 01 KIOSK - PROPOSED PLAN
- DA05 LEVEL 02 MEDIA - PROPOSED PLAN
- DA06 LEVEL 03 SOCIAL ROOMS - PROPOSED PLAN
- DA07 SECTION A-A
- DA08 NORTH ELEVATION
- DA09 WEST ELEVATION / SECTION
- DA10 EAST ELEVATION / SECTION
- DA11 INDICATIVE SAMPLE IMAGES - STENCILED CONCRETE

DESIGNER: PETER GAGGIN CC 997A
PHILP LIGHTON ARCHITECTS PTY LTD

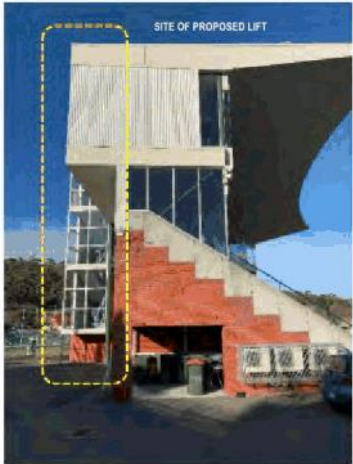
ISSUE: PLANNING PERMIT

DATE: DECEMBER 2019

SITE DETAILS: EXISTING BUILDING

ADDRESS: 1-5 RYDE ST NORTH HOBART
TAS 7000
TITLE: 11992211
PID: 2003969
ZONING: 18.0 RECREATION
USE: SPORT AND RECREATION
LOT 1 AREA: 3.507ha

LOCAL AUTHORITY: HOBART CITY COUNCIL



SITE IMAGE: WEST ELEVATION OF DOUG PLAISTER STAND



SITE IMAGE: NORTH ELEVATION OF DOUG PLAISTER STAND



SITE IMAGE: DETAIL OF DOUG PLAISTER STAND

093.19163 HOBART CITY COUNCIL
NORTH HOBART OVAL
DOUG PLAISTER STAND - NEW LIFT
ARGYLE AND RYDE STREET NORTH HOBART TASMANIA

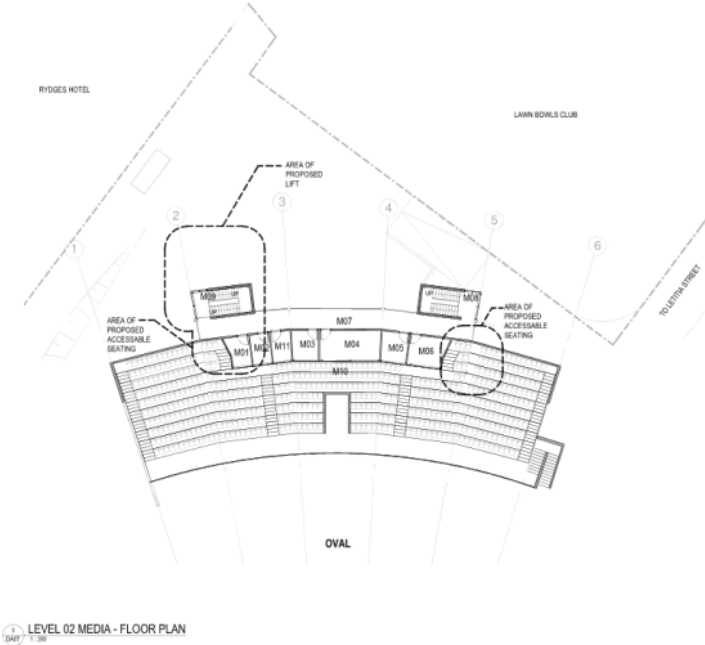
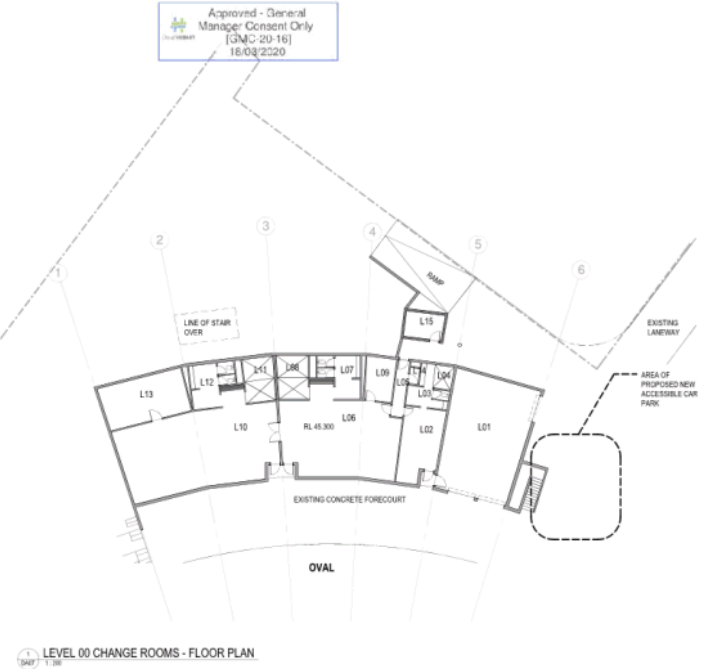
PhilpLighton Architects

02-12-19

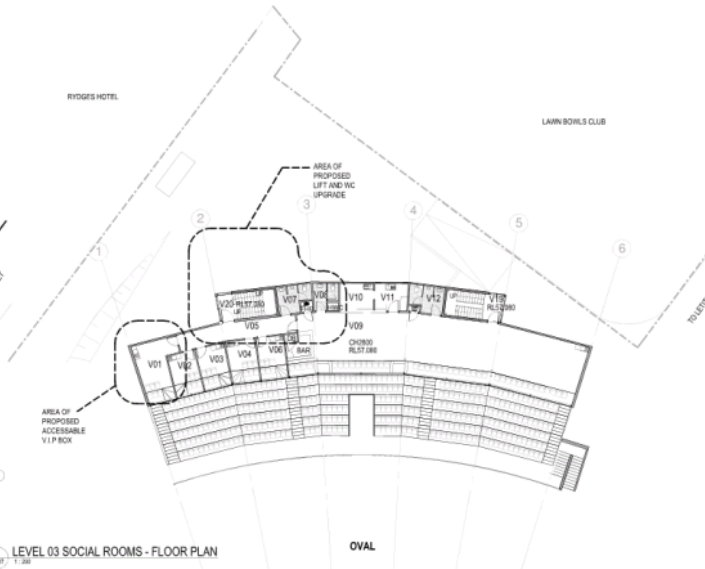
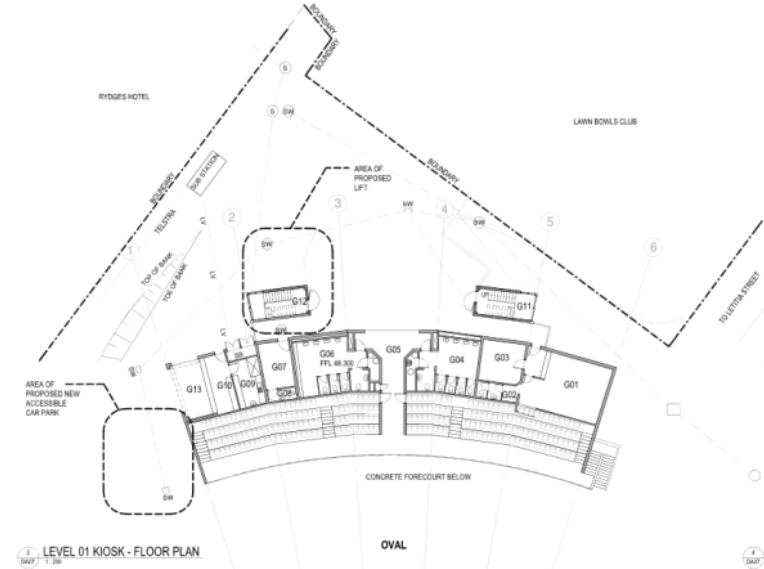
REV A

DA01

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LEVEL 00 - ROOM SCHEDULE
L01 UNIFORM ROOM
L02 UNIFORM ROOM
L03 UNIFORM TOILET
L04 UNIFORM SHOWERS
L05 PASSAGE
L06 TEAM ROOM 1
L07 TEAM ROOM 2 TOILETS
L08 TEAM ROOM 2 SHOWERS
L09 TEAM ROOM 2 DRESSING
L10 TEAM ROOM 1
L11 TEAM ROOM 1 TOILETS
L12 TEAM ROOM 1 SHOWERS
L13 TEAM ROOM 1 DRESSING
L14 CHANGING ROOM
L15 POLICE LOCK UP
LEVEL 01 - ROOM SCHEDULE
G01 POLICE
G02 POLICE TOILET
G03 GROUND MAINTENANCE
G04 PUBLIC PUBLIC TOILET
G05 GRANDSTAND ACCESS
G06 MALE PUBLIC TOILET
G07 FIRST AID
G08 FIRST AID TOILET
G09 KITCHEN
G10 BARR
G11 STAIR 1
G12 STAIR 2
LEVEL 02 - ROOM SCHEDULE
M01 PRESS BOX NO.1
M02 TIME KEEPER
M03 MEDIA BOX NO.2
M04 PRESS BOX
M05 MEDIA BOX 3
M06 MEDIA BOX 4
M07 ACCESS WALKWAY
M08 STAIR NO.1
M09 STAIR NO.2
M10 PUBLIC GRANDSTAND
M11 POLICE
LEVEL 03 - ROOM SCHEDULE
V01 BOX NO.1
V02 BOX NO.2
V03 BOX NO.3
V04 BOX NO.4
V05 PASSAGE
V06 GROUND ANNOUNCER
V07 MALE TOILET
V08 FEMALE TOILET
V09 V.I.P AREA
V10 BARR
V11 KITCHEN
V12 TIME KEEPER
V13 BOX NO.5
V14 BOX NO.6
V15 BOX NO.7
V16 BOX NO.8
V17 BOX NO.9
V18 PASSAGE NO.2
V19 STAIR NO.1
V20 STAIR NO.2



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1/5 Ryde Steel North Hobart, TAS

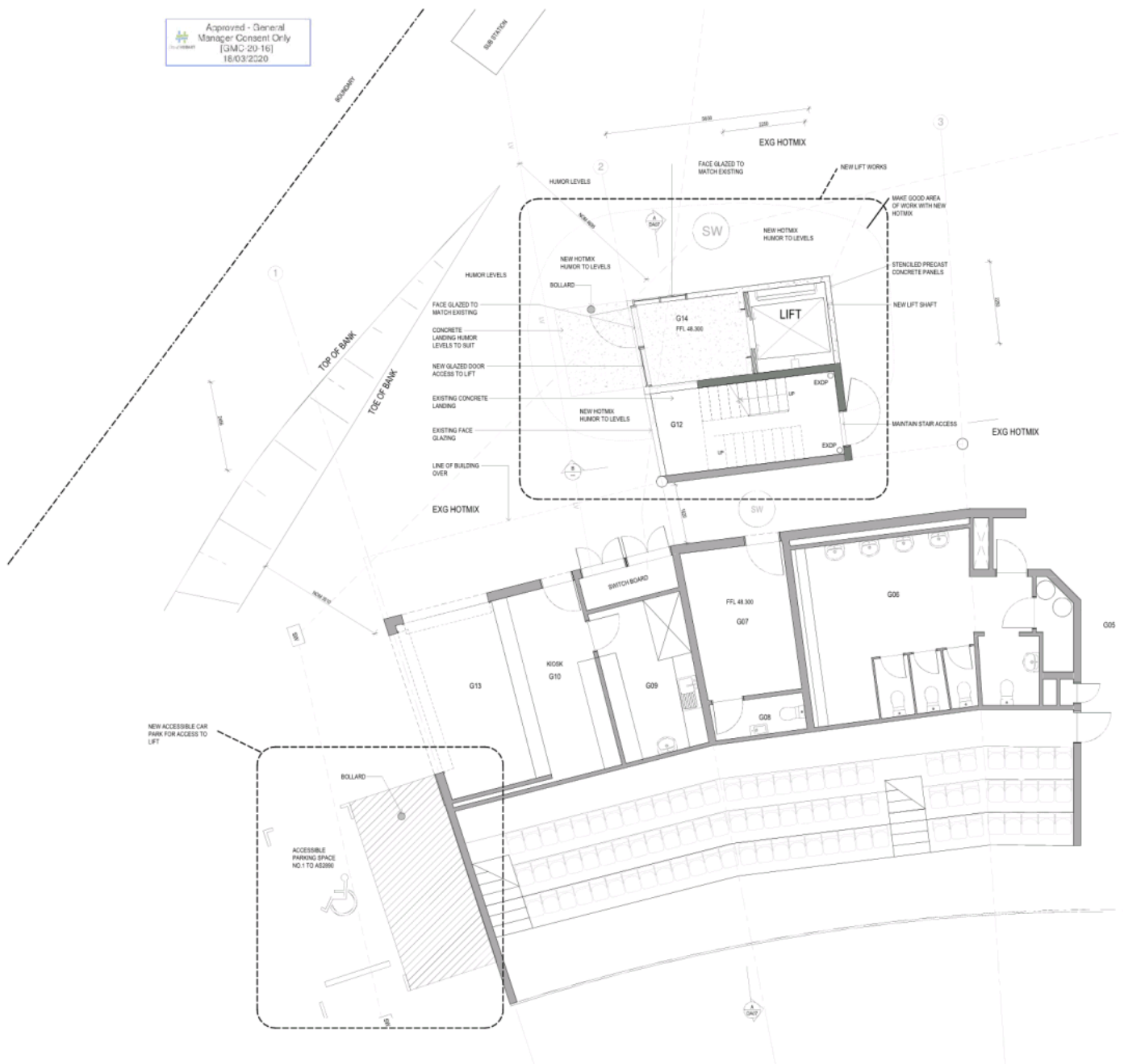
EXISTING FLOOR PLANS

Scale 1:250 @ A1 Date 02-12-19 Project 092.19163
1:250 @ A3

Drawing No DA02 Rev A

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Approved - General
Manager Consent Only
(GMC 20-16)
18/03/2020

ROOM SCHEDULE	
G01	POLICE
G02	POLICE TOILET
G03	OFFICE MANAGER
G04	FEMALE PUBLIC TOILET
G05	GRANDSTAND ACCESS
G06	MALE PUBLIC TOILET
G07	FIRST AID
G08	FIRST AID TOILET
G09	ATTORNEY
G10	KIOSK
G11	STAIR 1
G12	STAIR 2
G13	UNDER COVER AREA
G14	LIFT LOBBY

NOTE:
* NO NEW EXTERNAL LIGHTING OR
SECURITY LIGHTING IS REQUIRED FOR
THE NEW STRUCTURE.
* NO CHANGES TO EXISTING LIGHTING
* NO CHANGES TO EXISTING OUTDOOR
STORAGE AREAS.



0 1 2 3m

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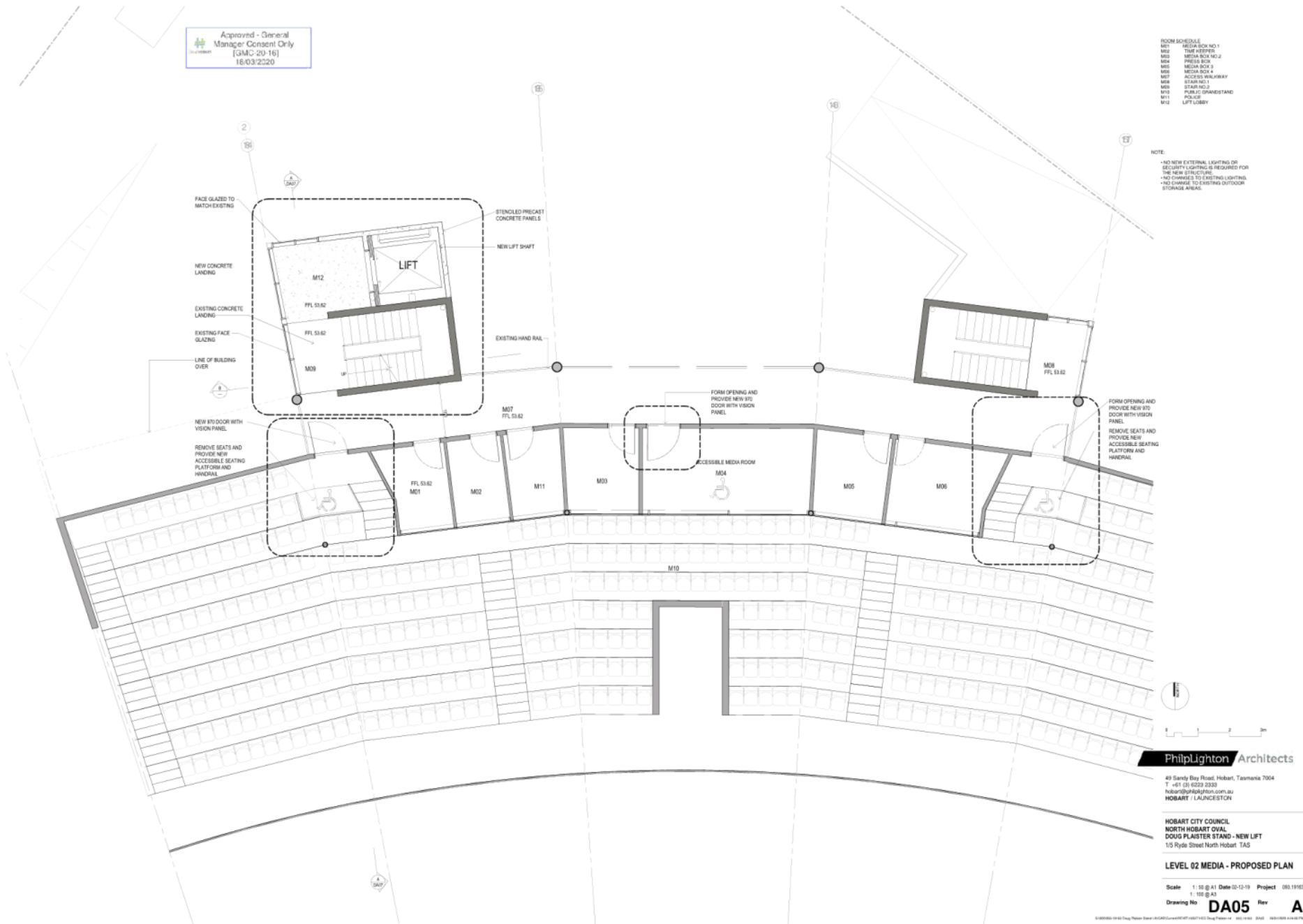
LEVEL 01 KIOSK - PROPOSED PLAN

Scale 1:10 @ A1 Date 02-12-19 Project 050.19163

1:100 @ A3

Drawing No DA04 Rev A

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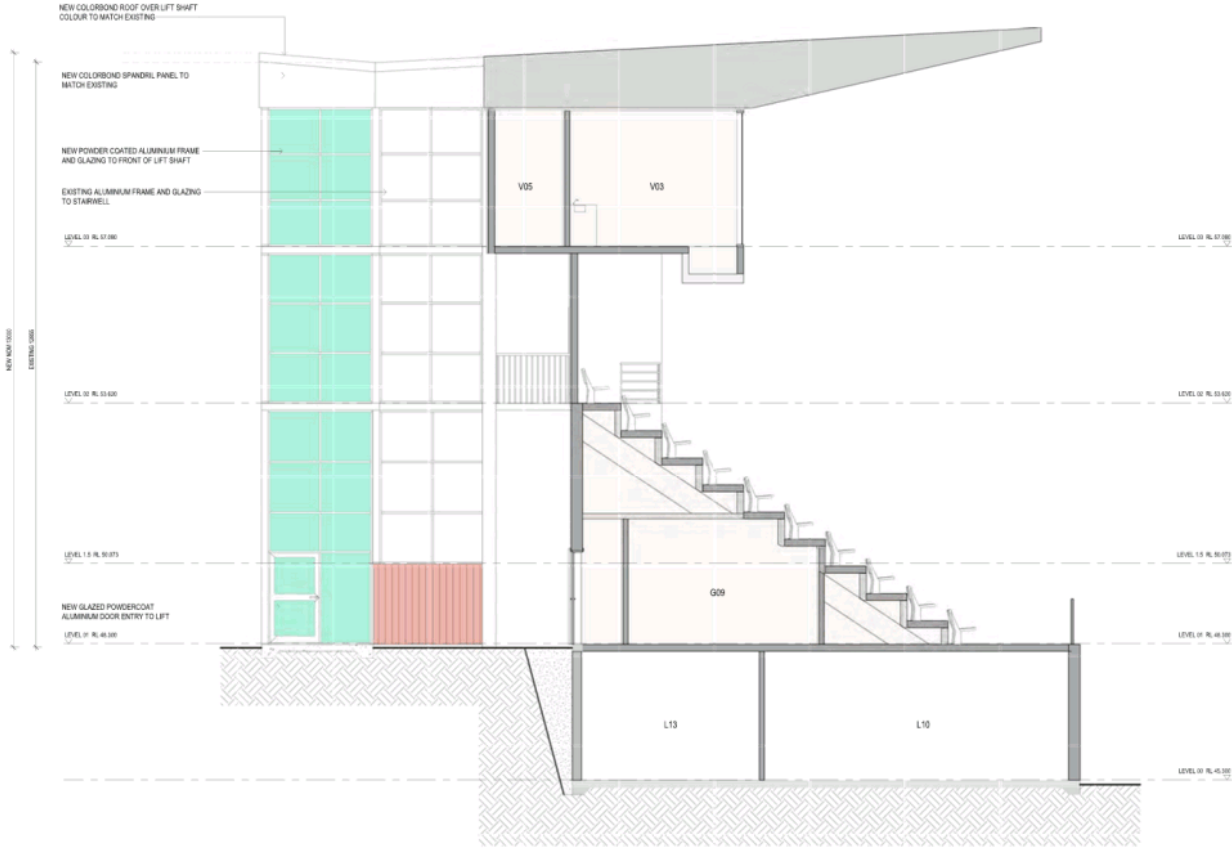




Drawing No **DA08** Rev **A**

©2009 HGS. HGS Drug Policy Board. InCAD/Current/DC/WT/16021 HGS Drug Policy Bd. 040.10.00. 0408 2009/08/04 4:24:27 PM

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18/03/2020



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1/5 Ryde Street North Hobart, TAS

WEST ELEVATION / SECTION

Scale 1:10 @ A1 Date 02-12-19 Project 092.19163
1:250 @ A3

Drawing No DA09 Rev A

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IMAGE 1. CLARENCE CITY COUNCIL
SIMMONDS PARK LINDISFARNE
BAND PAVILION

Approved - General
Manager Consent Only
[GMC-20-15]
18/03/2020



IMAGE 1. CLARENCE CITY COUNCIL
SIMMONDS PARK LINDISFARNE
BAND PAVILION

ARTIST FOR ALL SHOWN: PETER BATTAGLENE (HOBART)



IMAGE 3. CLARENCE CITY COUNCIL
SIMMONDS PARK LINDISFARNE
PUBLIC AMENITIES



IMAGE 4. CLARENCE CITY COUNCIL
BELLERIVE BOARDWALK
PUBLIC AMENITIES

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INDICATIVE SAMPLE IMAGES -
STENCILED CONCRETE

Scale NTS @ A1 Date 02-12-19 Project 09019103

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Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

18 March 2020

PHILP LIGHTON ARCHITECTS PTY LTD
49 SANDY BAY ROAD
BATTERY POINT TAS 7004

mailto: hobart@philplighton.com.au

Dear Sir/Madam

**1 - 5 RYDE STREET, NORTH HOBART - WORKS ON COUNCIL LAND NOTICE OF
LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-16**

Site Address:

1-5 Ryde Street (North Hobart Oval), North Hobart

Description of Proposal:

Proposed New Lift at the Doug Plaister Stand

Applicant Name:

Brad Fenton
Philp Lighton Architects

PLN (if applicable):

n/a

I write to advise that pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, I grant my consent on behalf of the Hobart City Council as the owner/administrator of the above land for you to make application to the City for a planning permit for the development described above and as per the attached documents.

Please note that the granting of the consent is only for the making of the application and in no way should such consent be seen as prejudicing any decision the Council is required to make as the statutory planning authority.

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

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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:

Correspondence by Philp Lighton Architects - dated 29 January 2020


Proposed Plans by Philp Lighton Architects - dated 02 December 2019

Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Hobart Council Centre
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ABN 39 055 343 428
Hobart City Council



ENVIRONMENTAL SITE ASSESSMENT
North Hobart Oval, 1-5 Ryde Street, North Hobart, Tasmania
November 2019

For Philp Lighton Architects

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

DOCUMENT CONTROL

Title	Version	Date	Author	Reviewed By
<i>Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, Tasmania</i>	Version 1	26th November 2019	Mark Downie	JPCumming

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

EXECUTIVE SUMMARY

This report presents the findings of an Environmental Site Assessment (ESA) undertaken by Geo-Environmental Solutions Pty. Ltd. (GES) at 1-5 Ryde Street, North Hobart, Tasmania - hereby referred to as 'The Site'. GES was commissioned by Peter Gaggin of Philp Lighton Architects, to conduct the site assessment. This ESA has been prepared by a suitably qualified and experienced practitioner in accordance with procedures and practices detailed in National Environmental Protection Measure [Assessment of Site Contamination] (NEPM ASC; 2013).

The objective of this ESA was to investigate the site for contamination, the E2.6.2 performance criteria under the *Hobart Council Interim Planning scheme 2015* for excavation has been addressed. To assess the suitability and safety of the soil for excavation at a typical depth for excavation, and any human or environmental risks of the soil present on site.

The following information was gathered during the desktop investigation:

- The site is zoned *Recreation* under the *Hobart City Council Interim Planning Scheme of 2015*. There is a proposal for developments behind the existing grandstand to develop a 'new lift and accessible area' this will include a lift shaft.
- The geology of the site features Triassic sandstone, with Quaternary deposits present downslope.
- The Hobart City Council considers that the site may be a potentially contaminated site due to the proximity of 393 Argyle Street directly upslope. 393 Argyle Street is a former brickworks (approx. 100-150 years ago), and the site of the investigation is a possible receptor of fill from the brickworks.
- Historical Aerial photographs since 1957 show that the site features a sports oval and grandstand, with extensions to the grandstand occurring over time.
- Contaminants Of Potential Concern (COPC) at the site include the following: TPH/TRH; Mono Aromatic hydrocarbons: (BTEXN); PAH; Heavy Metals.

From the soil assessment, it is concluded that:

- Environment: Hydrocarbons were not detected, and heavy metals were detected at levels below ESL and EIL investigation limits, the soil is not considered a risk to ecological receptors.
- Human Health: There were no human health guideline exceedances and therefore no risk human receptors for dermal contact, dust inhalation and soil ingestion risk.
- Indoor Vapour Risk: There were no indoor vapour risk or trench worker vapour risk identified and therefore no risk to human receptors for vapour.
- Excavated Soil Management: In terms of *IB105* all four samples indicate material of Level 1 (Clean Fill) levels of contamination.

GES recommends the following:

- There were no human health or vapour risk exceedances for the soil in the area tested.
- There were no exceedances for Ecological Screening Levels for hydrocarbons or Ecological Investigation Levels for a commercial or recreational site in the samples tested.
- The soil as tested for disposal is considered Level 1 (Clean Fill) for all samples tested.
- No contamination was identified in the soils tested above relevant guidelines in the proposed development area and no specific contamination management measures are required.

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

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Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

ABBREVIATIONS

AEC	Areas of Environmental Concern
AHD	Australian Height Datum
ALS	Analytical Laboratory Services
ANZECC	Australia and New Zealand Environment and Conservation Council
BGS	Below Ground Surface
BH	Borehole
BTEXN	Benzene Toluene Ethylbenzene Xylene Naphthalene
COA	Certificate of Analysis
COC	Chain of Custody
COPC	Contaminant of Potential Concern
CRC CARE	Corporative Research Centre for Contamination Assessment and Remediation of the Environment
CSM	Conceptual Site Model
DQO	Data Quality Objectives
EOH	End Of Hole
EIL	Ecological Investigation Levels
ESL	Ecological Screening Levels
EPA	Environmental Protection Authority
ESA	Environmental Site Assessment
GDA94	Geocentric Datum of Australia 1994
GES	Geo-Environmental Solutions Pty. Ltd.
HIL	Health Investigation Levels
HSL	Health Screening Levels
IL	Investigation Levels
LOR	Limits of Reporting
MDL	Mean Detection Limit
NATA	National Association of Testing Authorities
NEPM ASC	National Environmental Protection (Assessment of Site Contamination) Measure
NHMRC	National Health and Medical Research Council
NL	Non Limiting
NRMMC	Natural Resource Management Ministerial Council
PAH	Polynuclear Aromatic Hydrocarbons
PCP	Physico-Chemical Parameters
PHC	Petroleum Hydrocarbons
PID	Photo-Ionisation Detector
PPA	Preferential (PVI) Pathways Assessment
PVI	Petroleum Vapour Intrusion
TPH	Total Petroleum Hydrocarbons
TRH	Total Recoverable Hydrocarbons
USCS	Unified Soil Classification System

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

1 INTRODUCTION

1.1 General

This report presents the findings of an Environmental Site Assessment (ESA) undertaken by Geo-Environmental Solutions Pty. Ltd. (GES) at 1-5 Ryde Street, Tasmania - hereby referred to as 'The Site'. The site location is presented in Figure 1, and the aerial photograph is presented in Figure 2. GES was commissioned by Peter Gaggin of Philp Lighton Architects, to conduct the site assessment.

The site is adjacent to a potentially contaminated site at 393 Argyle Street – directly upslope, which was a former brickworks, and the site has been described as 'Brickfields Depot'. The site contains fill of undetermined origins, and was used as a rubbish dump between 1882 and 1921. The objective of the report is to prove or disprove the presence or absence of contamination at the site. The ESA will compare contamination against E2.6.2 Excavation code of the Potentially Contaminated Land Code which will account for any future potential contact or excavation of earth which may occur during developments on the site.

This ESA has been prepared by a suitably qualified and experience practitioner in accordance with procedures and practices detailed in National Environmental Protection Measure [Assessment of Site Contamination] (NEPM ASC; 2013) guidelines and key regulations and policies identified in the References section of this document. Personnel engaged in preparing this ESA are listed in Appendix 1 along with their relevant qualifications and years of experience.

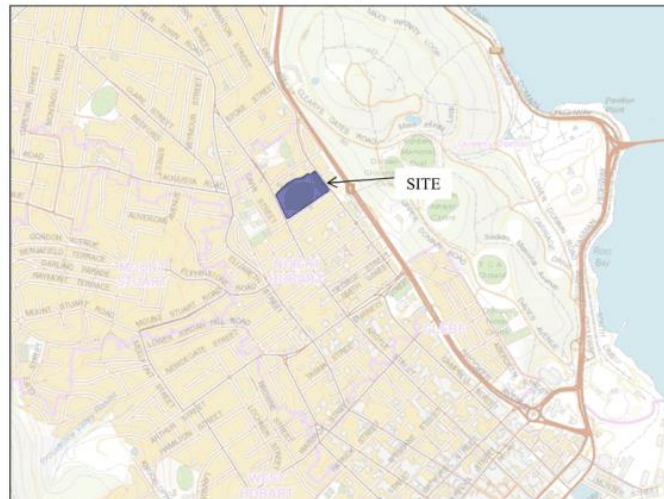


Figure 1 Site Location (Image C/O the LIST)

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

1.2 Site Layout

An aerial image of the existing site layout is presented in Figure 2.



Figure 2 Existing Site Layout (Image C/O TheLIST)

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

1.3 Site Details

Site details are presented in Table 1.

Table 1 Site Details

SITE LOCATION: 1-5 Ryde Street, North Hobart, Tasmania
INVESTIGATION AREA Area behind Doug Plaister Stand, as per plans for new lift and accessible area.
SITE ELEVATION & GRADIENT Approximately 45-49 m AHD with south easterly fall in the investigation area
SITE SURFACING The site is asphalt in the investigation area.
TITLE REFERENCES CT 119922/1 PID 2003969
SITE OWNER Hobart City Council
PREVIOUS LANDUSE Sports ground
SITE SURROUNDING LAND ZONING <i>Tasmanian Interim Planning Scheme 2015 – Recreation.</i>
SITE LAND USE The investigation area is the area behind a grandstand.
PROPOSED LAND USE New lift and accessible area for the grandstand.

1.4 Investigation Objectives

The objective of this ESA was to investigate the site for contamination, we have done this by addressing E2.6.2 performance criteria under the *Hobart City Council Interim Planning scheme 2015* for excavation. To assess the suitability and safety of the soil for excavation, and any human or environmental risks of the soil present on site.

1.5 Scope of Works

The scope of work for this ESA was to:

- Conduct a desktop and an invasive soil investigation at the site.
- Drill two soil bores and collect four primary samples; the primary samples were sent for analysis of total recoverable hydrocarbons (TRH) Benzene Toluene Ethylbenzene Xylene Naphthalene (BTEXN), Polynuclear Aromatic Hydrocarbons (PAH), and a suit of fifteen (15) metals to a National Association of Testing Authorities (NATA) accredited laboratory.
- Samples were sent with quality assurance/ quality control (QA/QC) samples including a duplicate sample and a rinsate blank.
- Determine the absence or presence and if present the level of site contamination and compare soil results against the relevant guidelines.
- Conduct a risk assessment, known as a Conceptual Site Model; and
- Report findings in an Environmental Site Assessment report, detailing specific onsite human health or environmental risk which may source from potentially detected contamination.

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2 PLANNING

2.1 Overview

The client has requested an Environmental Site Assessment, as the site is considered a potentially contaminated site by Hobart City Council, due to the site being adjacent to 393 Argyle Street, and containing fill of unknown origins.

2.1.1 Acceptable Solutions

As the history of the site suggests that potentially contaminating activities may have taken place on the site and/or directly upslope on the adjacent property, for any future potential **excavation** at the site, there are no acceptable solutions to proposed works, and therefore E2.6.2 P1 performance criteria are to be addressed.

2.1.2 Excavation Works E2.6.2 P1

As there is proposed excavation works at the site, there are no acceptable solutions to proposed works, E2.6.2 P1 performance criteria are to be addressed. The performance criteria identify that the excavation works must not adversely impact on health and the environment, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or
- (b) a plan to manage contamination and associated risk to human health and the environment that includes:
 - i. an environmental site assessment;
 - ii. any specific remediation and protection measures required to be implemented before excavation commences; and
 - iii. a statement that the excavation does not adversely impact on human health or the environment.

2.1.3 Statement of Suitability

A statement based on the results of the Environmental Site Assessment that the excavation as part of the planned works will not adversely impact on human health or the environment is to be provided (subject to implementation of any identified remediation and/or protection measures as required).

3 DESKTOP STUDY

3.1 Site Zoning

The site is zoned *Recreation* under Hobart City Councils Interim Planning Scheme of 2015. The land use surrounding the site is *Inner Residential*, and both Argyle Street and Brooker Highway are zoned *Utilities* (Figure 3). The proposed use of the site is access to the grandstand, and the site is therefore to be assessed against land use Class C - Recreational. In reality we expect the area to be sealed, and the potential for soil to be in contact with humans in a recreational capacity is low.

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Figure 3 Hobart City Councils Interim Planning Scheme Zones (2015)

3.2 Site Walkover

A site walkover was completed by GES staff on the 11th November 2019. There were no observed odour, staining, or any other signs of contamination or contaminating activities.

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3.3 MRT Geology Mapping

The 1:25,000 scale geology map of the Greater Hobart area (see excerpt in Figure 4) indicates that the investigation area is underlain by Triassic sediments, with Quaternary aged sediments downslope to the south east. The geological units illustrated in Figure 4 are described below:

Rvvl - Late Carboniferous to Triassic sedimentary sequences – Interbedded yellow brown or grey carbonaceous siltstone, mudstone and thin to thick-bedded quartz-rich lithic arkosic sandstone, some fossil plants, common siltstone palaeosols.

Rv - Late Carboniferous to Triassic sedimentary sequences - Undifferentiated volcanoclastic, quartz-rich lithic and quartzose sandstone, siltstone, mudstone, carbonaceous beds and coal seams.

Q – Undifferentiated Quaternary sediments.

Qa – Quaternary sediments – Alluvial gravel, sand and clay.

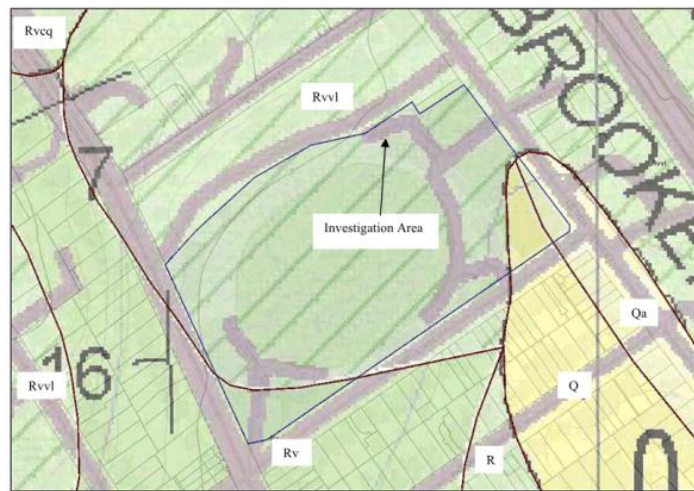


Figure 4 Mineral Resources Tasmania 1:25,000 Scale Mapping.

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

3.4 Historical Aerial Photography Interpretation

The 2019, 2016, 2013, 1989, 1977, 1973, 1968, and 1957 historical aerial photographs were viewed as part of this ESA. The photographs are presented in Appendix 2.

In changes over time are summarised in Table 2

Table 2

Date of photo	Source	Comments
1957	DPIPWE	Sports oval is present, and a covered grandstand is present. Area behind the grandstand appears to be grassed.
1969	DPIPWE	Extension to the grandstand.
1973	DPIPWE	No changes
1977	DPIPWE	No changes
1989	DPIPWE	Extension to the grandstand, now appears to be the size/shape of present grandstand. Area behind the grandstand appears sealed.
October 2013	Google Earth	No changes
January 2016	Google Earth	No changes
April 2019	Google Earth	Solar panels added to the grandstand, no changes the area behind the grandstand.

3.5 Council Environmental Records

The Hobart City Council (HCC) consider the site to be adjacent to a potentially contaminated site at 393 Argyle Street North Hobart. A review of available literature indicates that 393 Argyle Street was formerly a brickworks, which is likely to have closed before 1882. The site of the sports ground was referred to as 'Brickfields Depot' and became a rubbish dump in 1882 before it was acquired for the construction of sports grounds in 1921. Review of the historical aerial photographs back to 1957 show buildings at the site and at 393 Argyle Street consistent with those present today. The potentially contaminating activities; from the brickworks, the fill created and dumped on site from the brickworks, and the rubbish dumping, are likely to have happened over 100 years ago.

3.6 Previous Site Investigations

Geo-Environmental Solutions undertook a Geotechnical Site Assessment in 2009 for the installation of new light towers. This report found that the area contains approximately 0.7m worth of fill, with weathered sandstone present at depths around 2.0-2.5m. We have not been able to access other investigations on the site.

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3.7 Site Topography, Drainage & Hydrogeology

The investigation area has a moderate fall to the south east at around 10-13%. On average the investigation area elevation is 45-49m AHD, and the site is 39-55m AHD. The groundwater from the site is expected to follow the surface topography and drain towards South East to Hobart Rivulet, which is over 1.7km away. Most surface water flow would be intercepted by culverts and stormwater networks discharging into Hobart Rivulet.



Figure 5 Contour Elevations and Inferred Surface and Groundwater Flow Direction

3.8 Groundwater

3.8.1 Potential Up-Gradient Contamination Sources

The property directly upslope is 393 Argyle Street, was a brickworks around 100-150 years ago, and the site was considered a 'Brickfields Depot' around this time, before being a rubbish dump and converted to a sports oval in 1921. The brickworks may have created potential contamination capable of leaching downslope, and the site may contain uncontrolled fill from the brickworks, the rubbish dumping and the placement of fill to construct the sports grounds. The historical photographs show this and surrounding areas as residential since 1957.

3.8.2 Downgradient Ecosystem Receptors

The closest downgradient ecosystem receptor is Hobart Rivulet which is over 1.7km away to the South East.

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3.9 Potential Contamination Issues

3.9.1 Areas of Potential Concern

The following areas of potential concern have been identified onsite.

- The site – as it contains fill of unknown origins.
- The site – as it is downslope of a potentially contaminated site at 393 Argyle Street.

3.9.2 Contaminants of Potential Concern

Potential contaminants of potential concern (COPC) that have been considered include the following:

- Total Petroleum/Recoverable Hydrocarbons (TPH/TRH);
- Mono Aromatic hydrocarbons: Benzene, Toluene, Ethylbenzene, Xylene, Naphthalene (BTEXN);
- Polynuclear Aromatic Hydrocarbons (PAHs); and
- A suite of 15 Metals.

Asbestos would be considered a COPC for a site that has a history of being a rubbish dump, however the rubbish dumping would have ceased by 1921, which is prior to the time that asbestos was widely used in Australia.

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4 FIELD INVESTIGATION PROCEDURES

4.1 Works Summary

Site investigation works comprised of soil bore drilling which is summarised in Table 3 and Figure 6.

Table 3 Summary of Site Investigation Work Dates

Scope	Date	Lab Report	Details
Drilling/ Sample collection	11 th November 2019	EM1919127 Primary Lab	4 Primary Samples were collected from 2 soil bore locations.

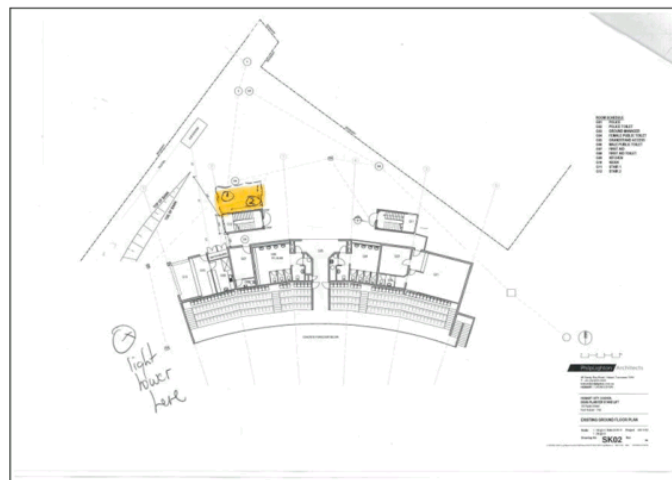


Figure 6 Borehole Plan

4.2 Soil Investigation

4.2.1 Borehole Drilling

At each of the bore locations, the following precautions were put in place where required to avoid disrupting underground service assets:

- Dial Before You Dig plans were obtained; and
- Where practical, the first meter of the bore was cleared with a hand auger.

A total of two (2) 65 mm diameter soil bores were drilled for assessing site geology and sampling for contamination impact. The bores were drilled by GES using the industry recognised Geoprobe direct push drilling system. The selected drilling method involved using a Geoprobe dual tube to retain wall integrity and eliminates risk of profile collapse whilst allowing extraction of 1.0 m length sample cores and allows for deployment of pre packed well systems.

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4.2.2 Soil Sampling

Soil sampling was conducted per the National Environmental Protection Measure (NEPM ASC 2013) and AS4482 sampling guidelines. Table 4 presents a summary of the soil assessment methodology adopted at the site.

Table 4 Summary of Soil Sampling Methods

Activity	Details / Comments
Drilling Method	Soil bores were drilled: <ul style="list-style-type: none"> • Hand auger over the first meter to clear for services, and grab sampling; and • Direct push (Geoprobe) drilling
Soil Logging	Logging the soil was conducted in accordance with the unified soil classification system (USCS) as detailed in AS1726 (1993).
Decontamination of Sampling Equipment	Quantum Clean Laboratory Detergent (R213) was used to decontaminate reusable sampling equipment (hand auger) between each borehole sampling event. Fresh liners were used in the Geoprobe direct push sampling system.
Soil Screening	In accordance with AS4482.2. Individual soil samples were collected from the core tray at 0.5 intervals below ground surface (bgs) and/or change in geology. Collected samples were observed to have no odour or staining, and hence screening for volatile fractions using a photoionisation Detector (PID) was deemed not applicable.
Laboratory Soil Sample Collection	In accordance with AS4482.2. All samples were collected using disposable nitrile gloves. Samples were selected for laboratory analysis from the following depths: <ul style="list-style-type: none"> • at 0.5-0.6m below ground surface (bgs) • at 1.5-1.6m below ground surface (bgs) A minimum number of samples were carefully selected which would provide enough information to delineate soil contamination. Holes were drilled until refusal and bearing capacity of the soil was measured to be used in a geotechnical assessment of the site.
Sample preservation	Samples were placed into a jar for laboratory analysis. Soil jars were placed in a pre-chilled cool box with ice bricks.
Sample holding times	Sample holding times were within acceptable range (based on NEPM ASC B3-2013) from collection to extraction.

4.2.3 Soil Analysis

Primary and QC samples were submitted to Analytical Laboratory Services (ALS), Springvale, Melbourne for analysis. A total of 4 samples were selected for analysis. Chain of Custody (COC) documentation was completed and is provided in Appendix 3 along with the Sample Receipt Notification (SRN) for each batch. Table 5 presents a summary of the laboratory analyses undertaken.

Table 5 Overview of Soil Analysis and Quality Control

Analytes	Primary Samples	Duplicate ^a	Rinse Blank ^b
TPH	4	1	1
BTEX	4	1	1
PAH	4	1	1
Suite 15 Metals	4	1	1

Sampling Quality Control Standards (AS4482):

a - Duplicate one (1) in twenty (20) primary samples

b - Single rinse sample per piece of equipment per day

Given metals were analysed, there was requirement to assess the following soil physical properties to determine soil threshold investigation levels: Soil grain class (sand/silt or clay); % Clay content; Cation exchange capacity (CEC); and Soil pH. The soil physical properties were based on knowledge of similar soil types encountered around the greater Hobart area.

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5 QUALITY CONTROL

All Field and laboratory Quality Assurance and Quality Control (QA/QC) details and outputs are presented in Appendix 4.

5.1 Field

It is standard to expect up to 10% error in field duplication and up to 10% laboratory error. Therefore, in theory up to 20% error can be assumed on duplicate analysis. Some variation may exist in soil and groundwater because even though all efforts are made to split samples homogeneously, fragments of materials may bias samples in certain elements.

Relative Percentage Differences (RPDs) for the duplicate and triplicate samples where applicable are calculated using the method outlined below.

The acceptance criteria used for the RPDs depend on the levels of contaminants detected and the laboratory's Method Detection Limits. The closer the levels detected are to the MDL the greater the acceptable RPD. RPDs are calculated as follows:

- RPD <50% for low level results (<20 * MDL)
- RPD <30% for medium level results (20-100 * MDL)
- RPD <15% for high level results (>100 * MDL)
- No limit applies at <2 * MDL (Method Detection Limit)

Field QA/QC procedures and compliance are summarised in Table 6

Table 6 Soil Field QA/QC procedures and Compliance

QA/QC Requirement	Compliance	Comments
Appropriate sampling strategy used and representative samples collected	Yes	Sampling program was undertaken in accordance with AS4482.1-2005
Appropriate and well documented sample collection, handling, logging and transportation procedures.	Yes	Appropriate and well documented
Decontamination	Yes	Appropriate decontamination such as cleaning tools before sampling and between sample locations was undertaken
Chain-of-custody documentation completed	Yes	COC were completed in accordance with NEPM ASC Schedule B2, Section 5.4.5 and transported under strict COC procedures. The signed COC documents are included in this report, which includes the condition report on arrival of samples to the Laboratory, cross checking of sample identification and paperwork and preservation method.
Required number of splits: Duplicate & inter-lab splits: 1 per 20 primary samples	Yes	1 duplicate sample was collected and tested, for 4 primary samples as per AS4482.1-2005.
QA/QC samples reported RPD's within indicated MDL guidelines.	No	For Duplicate and BH01 1.5-1.6 pairs, 96% of analytes complied. Non compliances include: an RPD of 100% for Barium where <50% was expected; an RPD of 84% for Manganese where <30% was expected.
Required numbers of rinse blank samples collected with no laboratory detections?	Yes	One rinse blank was collected as per AS4482.1-2005.
Trip blanks collected with no laboratory detections?	NA	According to AS4482.2-1999, soil trip blanks are not required where volatile hydrocarbons are not discernible.
Field blanks collected with no laboratory detections?	NA	According to Australian Standards, there is no requirement to collect field blanks, unless there is concern with cross contamination risks.
Samples delivered to the laboratory within sample holding times and with correct preservative	Yes	All samples were sent to the laboratory within holding times and correct preservative.

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5.2 Laboratory

Soil laboratory QA/QC procedures and compliance are summarised in Table 7.

Table 7 Soil Laboratory QA/QC Procedures and Compliance

QA/QC Requirement	Compliance	Comments
All analyses NATA accredited	Yes	ALS Laboratories is NATA Accredited. Appropriate analytical methods used, in accordance with Schedule B(3) of the NEPM ASC 2013. Acceptable laboratory limits of reporting (LORs) adopted.
Method Blanks: zero to <Practical Quantitation Limit (PQL)	Yes	There were no method blank value outliers in any of the QCI reports.
Laboratory Control Samples: 70% to 130% recovery for soil.	Yes	There were no laboratory control outliers in any of the QCI reports.
Matrix spikes: 70% to 130% recovery for organics or 80%-120% recovery for inorganics	No	MS recovery not determined, background level greater than or equal to 4x spike level for Manganese in sample EM1919124-041
Duplicate Samples: 0% to <20% RPD.	Yes	There were no duplicate sample outliers in any of the QCI reports.
Surrogates: 70% to 130% recovery	Yes	There were no surrogate recovery outliers in any of the QCI reports.
Analysis holding time outliers	Yes	No hold-time outliers exist for any of the QCI reports.
Quality Control Sample Frequency Outliers	No	For NEPM 2013 B3 & ALS QC Standard; PAH/Phenols; Laboratory Duplicates 0, expected 10, Matrix Spikes 0, expected 5. TRH – Semivolatile Fraction; Laboratory Duplicates 5, expected 10.

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6 FIELD INVESTIGATION FINDINGS

6.1 Soil Bores

6.1.1 Geological Interpretation

The geology of the site is likely to be Triassic sandstone, our bore holes yielded refusal at 2.4m and 2.5m on silty sandstone.

6.1.2 Grain & Depth Class Interpretation

Grain size classifications are applied to all soils at the site to determine threshold screening level concentrations for hydrocarbons (and chromium) to assess soil ecological and human health risks.

Grain class threshold values are determined based on either the:

- sample grain size (in the case of ecological screening levels or chromium limits); or
- average grain class overlying the sample point (when assessing petroleum vapour screening levels) relative to the proposed finished floor level.

Table 8 provides a summary of the grain class averages for material overlying the sample.

Table 8 Summary of Grain Class Based on USCS Classification

Sample	Footing Excavation Depth ^a - Jibed Fill Thickness ^a - Jibed	Sample PVI Depth (m) Relative to Sub/Cut Depth	Soil Grain Size Class Averaging Above Soil Sample																Attenuation			SAMPLE USCS				
			GW	GP	GM	GC	SW	SP	SM	SC	ML	CL	OL	MH	CH	OH	CI	Rock (R)	Existing Pavement (P)	Crust/Space Thickness (m)	Proposed CONCRETE (CH)		Crust/Space	Bed/gradient	Petroleum Vapour Intrusion ISL Grain Class [*]	
BHD1 0.5-0.6	0.4	0.5				0.4														NA	0.1	1.0	1.0	SAND	GC	
BHD1 1.5-1.6	0.4	1.5				0.6												0.8			NA	0.1	1.0	1.0	CLAY	CI
BHD2 0.5-0.6	0.4	0.5				0.4															NA	0.1	1.0	1.0	SAND	GC
BHD2 1.5-1.6	0.4	1.5				0.6												0.8			NA	0.1	1.0	1.0	CLAY	CI

Footnotes:

* Grain class is modified based on proposed building construction: concrete is interpreted to have similar vapour intrusion properties to clay and is therefore designated as CLAY within the grain size averaging assessment; backfill is inferred to comprise of gravel (GW)

< Sample has been collected from above the proposed excavation (base of slab or proposed ground level) and is not relevant in PVI risk assessment

^a Excavation depths are approximate and may vary due to change in services depths or overall building/footing construction design

6.1.3 Soil Contamination Observations

No staining or odour consistent with hydrocarbon contamination were observed during the site visit.

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7 SOIL ECOLOGICAL IMPACT ASSESSMENT

7.1 Protected Environmental Values

The requirement for protecting soil from contaminated activities in Tasmania is managed under the Environmental Management and Pollution Control Act 1994 (EMPCA) which states in Part 5A:

(2) An area of land is a contaminated site if –

(a) there is in, on or under that area of land a pollutant in a concentration that –

(i) is above the background concentration; and

(ii) is causing or is likely to be causing serious or material environmental harm or environmental nuisance, or is likely to cause serious or material environmental harm or environmental nuisance in the future if not appropriately managed;

Potential soil impact at the site is assessed through application of the following environmental investigation guidelines.

7.2 NEPM ASC (2013) Guidelines

The following ecological investigation guidelines are to be addressed in order to assess acceptable levels of risk to terrestrial ecosystems:

- NEPM ASC (2013) Ecological Investigation Levels (EIL's) – have been developed for selected metal and organic substances. EIL's depend on specific soil and physicochemical properties and land use scenarios and generally apply to the top two (2) metres of the soil profile (NEPM ASC 2013);
- NEPM ASC (2013) Ecological Screening Levels (ESL's) – have been developed for selected petroleum hydrocarbon compounds and total petroleum hydrocarbon fractions. ESL's broadly apply to coarse- and fine-grained soils and various land use scenarios within the top two (2) metres of the soil profile (NEPM ASC 2013).

Soil analytical results are compared against Ecological Screening Levels (ESL's) and EIL's limits presented in Table 9.

Table 9 Summary of Soil Contaminates Considered as part of this investigation, based on NEPM (2013) ASC

Investigation Levels (IL)	Analytes Investigated						
	Hydrocarbons				Metals		DDT
	BTEX	TRH (F1 to F4)	Benzo(a) pyrene (PAH)	Naphthalene (PAH)	Zn, Cr(III), Ni & As	Cu, Lead	
ESL's	Analysed	Analysed	Analysed				
EIL's				Analysed	Analysed	Analysed	Not Analysed

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7.3 Guidelines

7.3.1 Ecological Screening Levels

The following compounds were compared against NEPM ASC (2013) Ecological Screening Levels (ESL's):

- BTEX;
- F1 to F4 TRH; and
- Benzo(a)pyrene (PAH)

Selection of ESL threshold investigation limits are set out in the NEPM ASC (2013) guidelines and require classification of the soil according to:

- Land use sensitivity:
 - Areas of ecological significance
 - Urban residential and public open space; and
 - Commercial and industrial.
- Dominant particle size passing through a 2 mm sieve into:
 - Coarse – sand sizes and greater; and
 - Fine – clay and silt sizes.

Adopted NEPM ASC (2013) soil and land use classifications are presented below.

7.3.2 Ecological Investigation Levels

The following compounds were compared against Environmental Investigation Levels:

- Lead;
- Nickel;
- Chromium;
- Zinc;
- Copper;
- Arsenic; and
- Naphthalene.

There was a requirement to classify the soil according to physicochemical properties given that the above listed compounds. Adopted physicochemical parameters are presented in the results tables.

Selection of EIL threshold investigation limits are set out in the NEPM ASC (2013) guidelines and require classification of the soil per specific soil and physicochemical properties which are presented in the results tables. The adopted land use scenarios presented in Table 10.

Table 10 Adopted Land Use Scenario for the Soil Bores

Land Use Scenario	Applicable Soil Bores
Areas of Ecological Significance	
Urban Residential & Public Open Space	<i>All Soil Bores</i>
Commercial & Industrial	<i>All Soil Bores</i>

Based on a preliminary assessment of site soil conditions, the following physicochemical properties are applied to assess guideline EIL's:

- Clay content consistent with field observations;
- A soil pH and cation exchange capacity (CEC) consistent with Table 11.

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Table 11 Cation Exchange and Clay content, Adopted For the Site

Soil Physicochemical Properties Adopted for The Site			
USCS	Clay %	CEC	pH
R	100	10	6.0
GW	0	10	6.0
GP	0	10	6.0
GM	10	15	6.0
GC	30	20	6.0
SW	0	10	6.0
SP	0	10	6.0
SM	10	15	6.0
SC	20	20	6.0
ML	30	20	6.0
CL	100	35	6.0
OL	50	35	6.0
MH	30	35	6.0
CH	100	45	6.0
OH	100	60	6.0
PT	100	80	6.0
P	0	0	6.0
CL	100	35	6.0
CI	100	35	6.0

7.4 Findings

7.4.1 Ecological Screening Levels

Laboratory analytical results are presented in Appendix 5. Table 12 compares soil analytical results against relevant NEPM ASC (2013) ESL's. Concentrations which exceeded laboratory limit of reporting (LOR) would be highlighted in bold, ESL exceedances would be highlighted with a coloured cell, and samples within the proposed excavation zone for the garage would be marked with an X.

No hydrocarbons were detected in any of the samples, and the soil does not pose an ecological risk.

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Table 12 Summary of Soil Analytical Results Compared with ESL's for commercial/ industrial land use.

NEPM Ecological Screening Levels for Soil				BTEX				PAH	TRH			
Bold - Indicates LOR Exceedances X - Indicates Sample has been Excavated Colour Shading - Indicates ESL Exceedances: >1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x				Benzene	Toluene	Ethylbenzene	Xylenes	Benz(a)pyrene	F1 (G5 - C10)	F2 (>C10 - C16)	F3 (>C16 - C34)	F4 (>C34 - C40)
Sample ID	Sample Date	Soil Texture Class (fine / coarse)	Land Use	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
				LOR 0.2	LOR 0.5	LOR 0.5	LOR 0.5	LOR 0.5	LOR 10	LOR 50	LOR 100	LOR 100
BH01 0.5-0.6	11/11/19	C	URBAN	<0.2	<0.5	<0.5	<0.5	<0.5	<10	<50	<100	<100
BH01 1.5-1.6	11/11/19	F	URBAN	<0.2	<0.5	<0.5	<0.5	<0.5	<10	<50	<100	<100
BH02 0.5-0.6	11/11/19	C	URBAN	<0.2	<0.5	<0.5	<0.5	<0.5	<10	<50	<100	<100
BH02 1.5-1.6	11/11/19	F	URBAN	<0.2	<0.5	<0.5	<0.5	<0.5	<10	<50	<100	<100

7.4.2 Ecological Investigation Levels

Laboratory analytical results are presented in Appendix 5. Table 13 compares soil analytical results against relevant EIL's. Concentrations which exceeded laboratory LOR are reported in the table, EIL exceedances would be highlighted with a coloured cell, and samples within the proposed excavation zone would be marked with an X. There were no exceedances above the EILs.

Table 13 Soil Analytical Results Compared Against Ecological Investigation Levels

NEPM Ecological Investigation Levels for Soil													
Bold - Indicates LOR Exceedances X - Indicates Sample Within Inferred Excavation Colour Shading - Indicates ESL Exceedances: >1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x													
Sample ID	Sample Date	EIL Land Use Sensitivity Class	Soil CEC (cmol/kg)	Soil pH	Soil Texture Class (fine / coarse)	Copper (CEC) mg/kg	Copper (pH) mg/kg	Nickel mg/kg	Zinc mg/kg	Chromium III mg/kg	Lead mg/kg	Arsenic mg/kg	Naphthalene mg/kg
BH01 0.5-0.6	11/11/19	URBAN	20	6 (3)	C	<5	<5	<2	76	6	9	6	<1
BH01 1.5-1.6	11/11/19	URBAN	35	6 (3)	F	6	6	4	11	16	10	<5	<1
BH02 0.5-0.6	11/11/19	URBAN	20	6 (3)	C	<5	<5	2	98	7	16	8	<1
BH02 1.5-1.6	11/11/19	URBAN	35	6 (3)	F	<5	<5	<2	<5	5	<5	<5	<1

pH Designation:

(1) Using 0.01M CaCl₂ extract. Rayment, G.E. and Lyons, D.J. (2011). "Soil Chemical Methods – Australasia". 495+20 pp. CSIRO Publishing, Melbourne.

(2) pH_f (1:5). Adjusted by subtracting 0.75 with +/- 0.25 error to calibrate to the CaCl₂ method (per comm. ALS Brisbane Acid Sulphate Soils Laboratory). Methods in accordance with Aherm, C.R., Stone Y., and Blunden B. (1998b). 'Acid Sulfate Soils Assessment Guidelines'. Acid Sulfate Soils Management Advisory Committee, Wollongbar, NSW, Australia.

(3) Classified in accordance with parent material typical soil pH as per the Tasmanian soils database

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8 SOIL HUMAN HEALTH DIRECT CONTACT ASSESSMENT

8.1 Guidelines

Guidelines presented herein are based on potential exposure of human receptors to soil impact which may include:

- Trench workers repairing or building services (typically to 1 m bgs). This classification is not dependent on the land use class, and
- Onsite users which may be exposed to potential shallow soil impact in non-paved areas of the site.

8.1.1 Land Use Classification

The NEPM ASC (2013) guidelines have been referenced to ensure that the correct land use and density category has been adopted for the site and the surrounding properties (where applicable). As per NEPM ASC 2013 guidelines, the adopted land use class is dependent on the building density and the opportunity for soil access by site occupants (exposure to potentially impacted soil). Aspects needing to be considered include:

- Whether the site is of sensitive land use such as a childcare centre, preschool, primary school or aged care facility in which case land use Class A is applicable;
- The percentage of paved area to determine direct contact exposure risk and therefore classification as low or high density; and
- Classification based on residential, recreational or commercial/industrial setting.

8.1.2 Adopted Land Use Classification

The adopted land use class is presented in Table 14. Land use class is based on the opportunity for soil access as per NEPM ASC 2013 guidelines. Soil access is anticipated to include workers involved with building alterations and landscaping on site, plus future recreational users and future trenchworks on site.

Table 14 Summary of Land Use Setting and Density for Determining Exposure Risk

Soil Bore	Construction Phase	Location	Land Use	Pathway	Land Use Class
All soil	During	Site	Construction worker and trench workers	ALL	D and trench worker specific
		Site	Recreational land users	ALL	C
	Post	Site	Future trench workers	ALL	D and trench worker specific
		Site	Future Recreational land users	ALL	C

DC – Dermal Contact - Trench Worker Guidelines (CRC CARE 2013)

DI – Dust Inhalation - HIL Guidelines (NEPM ASC 2013)

SI – Soil Ingestion - HIL Guidelines (NEPM ASC 2013)

ALL – All of above

8.1.3 Health Investigation & Screening Levels

The main exposure pathways and methods for assessing health risk from contaminated soils are presented in Table 15.

Table 15 Summary of Exposure Pathways and Preliminary (Tier 1) Methods for Assessing Human Exposure Risk

Exposure Scenario	Contaminant Type	Tier 1 Assessment Method	Reference
Vapour Inhalation – Indoor (PVI)	Petroleum Hydrocarbons	HSL's (addressed in PVI sections)	NEPM ASC (2013)
Vapour Inhalation – Trench (PVI)		HSL's	CRC CARE (Friebel & Nadebaum, 2011)
Dermal Contact			
Dust Inhalation	Metals	Health Investigation Levels (HIL's)	NEPM ASC (2013)
Soil Ingestion	PAH's		

PVI – Petroleum Vapour Intrusion

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

8.2 Findings

8.2.1 Dermal Contact - Petroleum Hydrocarbons

Laboratory analytical results are presented in Appendix 5. Table 16 presents soil hydrocarbon analytical results compared against CRC CARE (Friebel & Nadebaum, 2011) HSL guidelines for assessing dermal contact risk. Concentrations which exceeded laboratory LOR would be highlighted in bold, HSL exceedances would be highlighted with a coloured cell indicating the highest HSL land used class which is exceeded.

There were no detections of hydrocarbons in the samples, and consequently no guideline exceedances for dermal contact and no dermal contact risk identified.

Table 16 Soil Analytical Results Compared Against CRC CARE (Friebel & Nadebaum, 2011) Guidelines for Dermal Contact

CRC CARE Health Screening Level Dermal Contact Hazard from Soil Hydrocarbons ¹		EP080: BTEXN					EP080/071: TRH			
		Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	C6 - C10 Fraction	>C10 - C16 Fraction	>C16 - C34 Fraction	>C34 - C40 Fraction
Units		mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
LOR		0.2	0.5	0.5	0.5	1	10	50	100	100
HSL C Recreational		120	18000	5300	15000	1900	5100	3800	5300	7400
HSL D Commercial/Industrial		430	99000	27000	81000	11000	26000	20000	27000	38000
Intrusive Maintenance Worker		1100	120000	85000	130000	29000	82000	62000	85000	120000
Date	Sample									
11/11/2019	BH01 0.5-0.6	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	<100	<100
11/11/2019	BH01 1.5-1.6	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	<100	<100
11/11/2019	BH02 0.5-0.6	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	<100	<100
11/11/2019	BH02 1.5-1.6	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	<100	<100
11/11/2019	Duplicate X	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	<100	<100

8.2.2 Dust Inhalation & Soil Ingestion

Laboratory analytical results are presented in Appendix 5. Soil analytical results are compared against combined dust inhalation and soil ingestion risk is assessed through the application of NEPM ASC (2013) Health Investigation Levels (HILs) for exposure to soil contaminants are presented in Table 17. Concentrations which exceeded laboratory LOR would be highlight in bold (except for the metals), and HIL exceedances would be highlighted with a coloured cell indicating the highest HIL land used class which is exceeded. There were no guideline exceedances for dust inhalation and soil ingestion and therefore no risk identified.

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Table 17 Soil Analytical Results Compared Against NEPM ASC (2013) Health Investigation Levels Guidelines

Bold Indicates LOR Exceedance in Non-Metallic Compounds		EA05E: Moisture Content	F0105T Total Metals by ICP-AES										EA05T: Total Recoverable Mercury by TMS		F0029SUMJR Polycyclic Aromatic Hydrocarbons														
NEPM Health Investigation Levels (HIL's)		mg/kg										mg/kg	mg/kg																
Dust Inhalation and Soil Ingestion Assessment		mg/kg										mg/kg	mg/kg																
X - Indicates Sample Within Proposed Exclusion Zone		mg/kg										mg/kg	mg/kg																
Units	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	
LOR	1	1	1	1	1	1	1	1	1	1	1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
HIL C	500	500	500	500	500	500	500	500	500	500	500	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
HIL D	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Sample detn Sample ID	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	
11/11/2019 B-01.0.5-0.6	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	
11/11/2019 B-01.1.5-1.6	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	
11/11/2019 B-02.0.5-0.6	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	
11/11/2019 B-02.1.5-1.6	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	

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9 INDOOR INHABITANT PVI ASSESSMENT – HSL's

This PVI assessment has been conducted in accordance with relevant CRC CARE Technical Documentation and NEPM 2013 guidelines presented in references section of this report. The HSL assessment approach is generally the first (Tier 1) investigation phase adopted for assessing PVI risk at petroleum hydrocarbon (PHC) impacted sites. HSL guidelines have been applied for samples collected from the site to account for risks that may be associated with volatile hydrocarbon vapour intrusion into confined spaces where there may be an inhalation risk through longer term exposure. This does not constitute a full vapour risk assessment but provides additional information from which to further quantify any risk.

A detailed investigation (Tier 2 to 3) is recommended over an HSL assessment where an acute risk has been identified at the site (CRC CARE 2013) because of:

- Migrating product on surface soils beneath buildings;
- Strong PHC odours;
- Flammable risk in confined spaces; and/or
- Health complaints from occupants.

Based on the site visits, none of the above conditions have been identified at the site. If the outcome of this Tier 1 assessment reveals HSL exceedances for hydrocarbon vapour intrusion, a more detailed (Tier 2) assessment will be required to further evaluate the human health risk.

PVI risk is initially interpreted through the development of HSL threshold limits from the following classifications:

- The geology and or hydrogeology of the investigation point; and
- Land use sensitivity;

The resulting HSL threshold limits are compared with laboratory analytical results.

9.1 Selected Media for Assessing PVI Risk

Table 18 presents a summary of the preferred HSL approach to assessing PVI risk. In this case, all soil investigated was within the excavation zone and within the water table.

Table 18 Preferred Methods for Determining Site PVI Risk

Media Analysed	Method	Limitations	Order of Preference
Soil Gas	Concentrations of a soil gas through a soil vapor probe	This approach provides the most reliable data in interpreting PVI risk, although direct modelling should be applied if concentrations exceed HSL threshold limits.	Primary
Groundwater	Concentrations of PHC in groundwater through deployment of monitoring wells	More robust and reliable than soil in determining onsite and in particular, offsite risks. Determining PVI risk based on groundwater is inherently conservative when interpreting vapour risk to account for not readily discernible preferential pathways. Reference may be drawn to alternative assessment approaches: 1) Application of site-specific conditions to the CRC CARE model for assessing PVI risk 2) Soil gas interpretation for areas where a PVI risk is identified from groundwater analysis.	Secondary
Soil	Concentrations of PHC in soil	Concentrations in soil may be subject variability due to soil moisture, organic content and oxygen ingress all which create significant bias in threshold values. Reliance is placed on utilizing groundwater analysis over soil. Soil results provide localised information.	Tertiary

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9.2 Land Use Class

For surrounding properties, the potential PVI risk is characterized through application of CRC CARE HSL's for each individual property based on their existing land use (NEPM 2013; Friebe & Nadebaum 2010). The CRC CARE guidelines have been referenced to ensure that the correct land use and density category has been adopted for surrounding land use to ensure health risks are consistent with the HSL models. Aspects considered include the:

- Sensitivity of the existing or potential land use;
- Percentage of paved area for defining potential vapour migration risk;
- Type of basement garage which may influence the confinement of PHC vapors;
- Presence of a slab or cavity for discerning vapour intrusion risk.

If hydrocarbon impacted soil is discerned at the site, consideration is given to downgradient receptors. Where applicable, land use class therefore considers:

- Downgradient receptors where onsite HSL exceedances have been identified in soil; and
- Variations in land use for different parts of the proposed development.

The following land use classes are applied:

- *HSL C Recreational*

Note, we expect the area of development to be sealed after construction, and hence the potential for human contact with the soil at a recreational setting is low, the human contact during construction (HSL class D) is more likely.

9.3 Soil Assessment

Laboratory analytical results are presented in Appendix 5. Table 19 presents the results against a potential indoor vapour risk. Concentrations which exceeded laboratory LOR would be highlighted in bold. HSL exceedances would be highlighted with a coloured cell.

There no detection of hydrocarbons, and consequently no indoor vapour risk.

Table 19 Soil Analytical Results Compared Against HSL A for Indoor Vapour Risk

Soil Hydrocarbon HSL's for Assessing Indoor Vapour Intrusion (NEPM 2013)					EPO80: BTEXN					EPO80/071: TRH	
Soil Sample Analysis					Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	F1	F2
Bold - Indicates LOR Exceedances											
Colour Shading - Indicates HSL Exceedances:											
>1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x											
Sample ID	Sample Date	Depth Class	Grain Class	HSL	mg/kg LOR 0.2	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 1	mg/kg LOR 10	mg/kg LOR 50
BH01 0.5-0.6	11/11/2019	0 - 1	SAND	C	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
BH01 1.5-1.6	11/11/2019	1 - 2	CLAY	C	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
BH02 0.5-0.6	11/11/2019	0 - 1	SAND	C	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
BH02 1.5-1.6	11/11/2019	1 - 2	CLAY	C	<0.2	<0.5	<0.5	<0.5	<1	<10	<50

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10 TRENCH WORKER PVI ASSESSMENT – HSL's

10.1 Classification

The following Health Screening Assessment is based on hydrocarbon vapour intrusion risk to subsurface excavation workers within excavations. This is assessed through analysis of vapours from soil and soil vapours. Groundwater is generally not used to assess risk as threshold limits for all depth and grain classes are non-limiting. Land use classes are not applicable when assessing vapour intrusion into trenches.

Soil and soil vapour HSL's for assessing hydrocarbon risk to maintenance workers are based on CRC CARE Technical Report 10 guidelines (Friebel & Nadebaum 2011) and the following variables:

- Dominant grain size class of material at the soil sample depth or based on the dominant grain class of the backfill material based on US Agriculture Soil Classification System (SCS) and partitioning into either sand, silt or clay; and
- Classifying soil according to depth ranges: 0 to 2 m; 2 to 4 m; 4 to 8 m; and greater than 8 m;

10.2 Findings

Laboratory analytical results are presented in Appendix 5. Summary of Soil Analytical Results Compared against HSL's for Assessing PVI Risk to Trench Workers are presented in Table 20. Concentrations that exceeded laboratory LOR would be highlighted in bold, and if there were any HSL exceedances they would be highlighted with a coloured cell. There were no exceedances of the CRC CARE HSL guidelines for Assessing PVI Risk to Trench Workers, and no risk identified.

Table 20 Summary of Soil Analytical Results Compared against HSL's for Assessing PVI Risk to Trench Workers

CRC CARE Health Screening Level Assessment for PHC Inhalation Risk To Trench Workers From Soil Sample Analysis				EP080: BTEXN					EP080/071: TRH	
Bold - Indicates LOR Exceedances				Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	C6 - C10 Fraction	>C10 - C16 Fraction
Dark Grey Shading - Indicates HSL Exceedances: >1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x										
Sample ID	Sample Date	Depth Class	Grain Class	mg/kg LOR 0.2	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 1	mg/kg LOR 10	mg/kg LOR 50
BH01 0.5-0.6	11/11/2019	0 to 2m	SAND	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
BH01 1.5-1.6	11/11/2019	0 to 2m	CLAY	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
BH02 0.5-0.6	11/11/2019	0 to 2m	SAND	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
BH02 1.5-1.6	11/11/2019	0 to 2m	CLAY	<0.2	<0.5	<0.5	<0.5	<1	<10	<50

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11 SOIL DISPOSAL ASSESSMENT

11.1 Guidelines

Soil which is excavated from the site for landfill disposal is to be assessed against Information Bulletin 105 (IB105) for Classification and Management of Contaminated Soil for Disposal. The EPA uses four categories to classify contaminated soil as per Table 21:

- (Level 1) Fill Material;
- (Level 2) Low Level Contaminated Soil;
- (Level 3) Contaminated Soil; and
- (Level 4) Contaminated Soil for Remediation.

Fixed numerical values are presented for soil concentrations and leachable fraction concentrations.

Table 21 Summary of IB105 Classification Guidelines

	Classification (with reference to Table 2)	Controlled Waste¹	Comments
Fill Material² (Level 1)	Soil that exhibits levels of contaminants below the limits defined under <i>Fill Material</i> in Table 2.	Unlikely	Soil classified as <i>Fill Material</i> can still be a 'pollutant' under the <i>Environmental Management and Pollution Control Act 1994</i> and needs to be responsibly managed.
Low Level Contaminated Soil (Level 2)	Soil that exhibits levels of contaminants above the limits defined under <i>Fill Material</i> but below the limits defined under <i>Low Level Contaminated Soil</i> in Table 2.	Likely	Where leachable concentrations have not been prescribed, maximum total concentrations will be used to classify the soil.
Contaminated Soil (Level 3)	Soil that exhibits levels of contaminants above the limits defined under <i>Low Level Contaminated Soil</i> but below the limits defined under <i>Contaminated Soil</i> in Table 2.	Yes	Where leachable concentrations have not been prescribed, maximum total concentrations will be used to classify the soil.
Contaminated Soil for Remediation (Level 4)	Soil that exhibits levels of contaminants above the limits defined under <i>Contaminated Soil</i> in Table 2 (regardless of the maximum total concentrations) is generally not considered acceptable for off-site disposal without prior treatment.	Yes	Soil that contains contaminants that do not have criteria for leachable concentrations (e.g. petroleum hydrocarbons), and the levels of contaminants exceed the maximum total concentrations listed in <i>Contaminated Soil</i> , are generally classified as <i>Contaminated Soil for Remediation</i> .

¹ Controlled Waste is defined in the *Environmental Management and Pollution Control Act 1994*.

² Criteria for *Fill Material* are the limits set by the Director for the purposes of R.9(2)(a)(i) in the *Regulations*.

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11.2 Findings

The soil samples have been compared against IB105 guidelines for potential future soil disposal, see Table 22. All samples are considered Level 1 – Clean Fill.

Table 22 Soil Analytical Results Compared Against IB105 Investigation Limits for soil Disposal

Information Bulletin 105		Arsenic		Barium		Beryllium		Cadmium		Chromium Total		Copper		Cobalt		Lead		Manganese		Mercury		Nickel		Selenium		Zinc		Inorganic Arsenic		Cd Fraction		Cd Fraction (sum)		Sum of polycyclic aromatic hydrocarbons		Benzene		Toluene		Ethylbenzene		Total Xylenes							
Unit		mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg						
LOI		5	10	1	1	2	5	2	5	2	5	2	5	5	5	0.1	2	5	5	5	0.5	10	5	0.5	10	50	0.5	0.2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5					
Investigation Level Selected																																																	
IB105 Level 1		<20	<300	<2	<3	<50	<100	<300	<500	<1	<60	<10	<200	<0.08	<85	<1000	<20	<1	<1	<3	<14																												
IB105 Level 2		20	300	2	3	50	100	100	300	500	1	60	10	200	0.08	85	1000	20	1	1	3	14																											
IB105 Level 3		200	3000	40	40	500	1000	1000	1000	1000	10	600	30	1000	1	850	1000	40	5	100	100	100																											
IB105 Level 4		750	30000	400	400	5000	7500	10000	30000	25000	110	3000	200	50000	20	1000	10000	200	50	1000	1000	1000																											
11/11/2019	BM01 0.5-0.6	8	20	<1	<1	8	<5	<2	3	16	<0.1	<2	<5	76	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5																												
11/11/2019	BM01 1.5-1.6	<5	50	<1	<1	16	6	3	10	61	<0.1	4	<5	11	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5																												
11/11/2019	BM02 0.5-0.6	8	30	<1	<1	7	<5	<2	16	23	<0.1	2	<5	98	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5																												
11/11/2019	BM02 1.5-1.6	<5	10	<1	<1	5	<5	3	<5	25	<0.1	<2	<5	<5	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5																												

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12 CONCEPTUAL SITE MODEL

12.1 Conceptual Site Model

Figure 7 illustrates potential risks that may be associated with potential site contamination. Potential pathways have been identified and ruled out in the Conceptual Site Model.

12.2 Potential Human Receptors

Potential human receptors considered during this investigation include onsite construction workers, and future recreational land users.

12.3 Potential Ecological Receptors

The closest ecological receptor is Hobart Rivulet over 1.7m away to the South East. There are no registered water bores downgradient of the site (DPIPWE Groundwater Information Access Portal).

12.4 Identified Receptors

12.4.1 Identified Human Receptors

No NEPM ASC (2013) human Health Investigation Limits were found to be exceeded, hence no human health risks have been identified.

12.4.2 Identified Ecological Receptors

No NEPM ASC (2013) Ecological Investigation Limits were found to be exceeded, hence no ecological risk have been identified.

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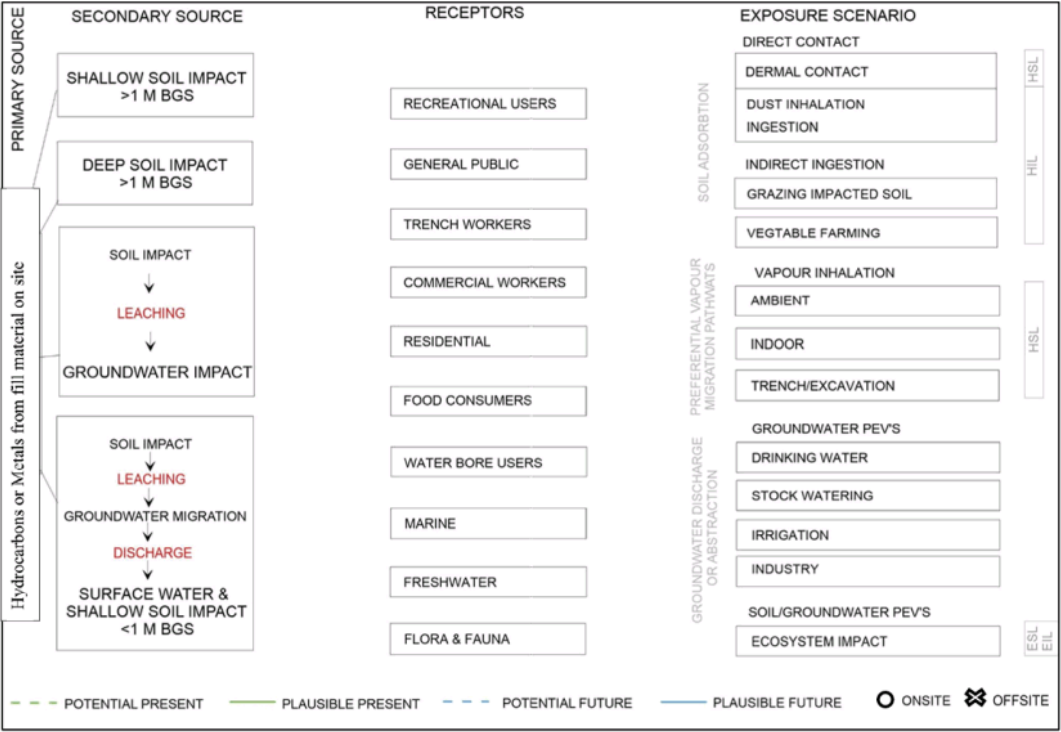


Figure 7 Conceptual Site Model

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13 CONCLUSIONS & RECOMMENDATIONS

13.1 Desktop Assessment

The following information was gathered during the desktop investigation:

- The site is zoned *Recreation* under the *Hobart City Council Interim Planning Scheme of 2015*. There is a proposal for developments behind the existing grandstand to develop a 'new lift and accessible area' this will include a lift shaft.
- The geology of the site features Triassic sandstone, with Quaternary deposits present downslope.
- The Hobart City Council considers that the site may be a potentially contaminated site due to the proximity of 393 Argyle Street directly upslope. 393 Argyle Street is a former brickworks (approx. 100-150 years ago), and the site of the investigation is a possible receptor of fill from the brickworks.
- Historical Aerial photographs since 1957 show that the site features a sports oval and grandstand, with extensions to the grandstand occurring over time. The fill in the investigation area may have been placed prior to 1957, and/or added to during the sealing of the area which occurred between 1977 and 1989. A review of available literature suggests that the site was used as a rubbish dump around 1882-1921.
- Contaminants Of Potential Concern (COPC) at the site include the following: TPH/TRH; Mono Aromatic hydrocarbons: (BTEXN); PAH; Heavy Metals.

13.2 Adopted Guideline Settings

The following investigation limits were adopted for the site:

- Ecosystem receptor
 - Urban Residential & Public Open Spaces land use (Recreational area of sports field – onsite, and Hobart Rivulet - offsite) ESL and EILs
- Human Receptor
 - HIL C/ HIL D for soil direct contact risk to Future land user soil direct contact risk – recreational users may have access to soil / Future construction workers
 - HIL C/ HIL D for soil ingestion and dust inhalation risk to recreational land users / Future construction workers soil direct contact risk
 - HSL C/ HSL D indoor vapour risk to future lift users/ trench workers

13.3 Soil Assessment

From the soil assessment, it is concluded that:

- Environment: Hydrocarbons were not detected, and heavy metals were detected at levels below ESL and EIL investigation limits, the soil is not considered a risk to ecological receptors.
- Human Health: There were no human health guideline exceedances and therefore no risk human receptors for dermal contact, dust inhalation and soil ingestion risk.
- Indoor Vapour Risk: There were no indoor vapour risk or trench worker vapour risk identified and therefore no risk to human receptors for vapour.
- Excavated Soil Management: In terms of *IB105* all four samples indicate material of Level 1 (Clean Fill) levels of contamination.

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13.4 Conclusion Summary

GES recommends the following:

- There were no human health or vapour risk exceedances for the soil on site.
- There were no exceedances for Ecological Screening Levels for hydrocarbons or Ecological Investigation Levels for a commercial or recreational site.
- The soil as tested for disposal is considered Level 1 (Clean Fill) for all samples.
- No contamination was identified in soils in the proposed development area and no specific contamination management controls are required

Yours faithfully,



Mark Downie B.Agr.Sci
Soil Scientist

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Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

LIMITATIONS STATEMENT

This *Environmental Site Assessment* Report has been prepared in accordance with the scope of services between Geo-Environmental Solutions Pty. Ltd. (GES) and Peter Gaggin of Philp Lighton Architects ('the Client'). To the best of GES's knowledge, the information presented herein represents the Client's requirements at the time of printing of the Report. However, the passage of time, manifestation of latent conditions or impacts of future events may result in findings differing from that described in this Report. In preparing this Report, GES has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations referenced herein. Except as otherwise stated in this Report, GES has not verified the accuracy or completeness of such data, surveys, analyses, designs, plans and other information.

The scope of this study does not allow for the review of every possible soil and groundwater contaminant over the whole area of the site. Samples collected from the investigation area are assumed to be representative of the areas from where they were collected and indicative of the contamination status of the site at that point in time. The conclusions described within this report are based on these samples, the results of their analysis and an assessment of their contamination status.

This report does not purport to provide legal advice. Readers of the report should engage professional legal practitioners for this purpose as required.

No responsibility is accepted for use of any part of this report in any other context or for any other purpose by third party.

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Appendix 1 GES Staff

Geo-Environmental Solutions (GES) is a specialist geotechnical and environmental consultancy providing advice on all aspects of soils, geology, hydrology, and soil and groundwater contamination across a diverse range of industries.

Geo Environmental Solutions Pty Ltd:

- ACN – 115 004 834
- ABN – 24 115 004 834

GES STAFF - ENGAGED IN SITE INVESTIGATION WORKS

Dr John Paul Cumming B.Agr.Sc (Hons) Phd CPSS GAICD

- Principle Author and Principle Environmental Consultant
- PhD in Environmental Soil Chemistry from the University of Tasmania in 2007
- 18 years' experience in environmental contamination assessment and site remediation.

Ms Sarah Joyce BSc (Hons)

- Senior Environmental Scientist
- Honours in Geography and Environmental Science at the University of Tasmania in 2003;
- Undergraduate Degree Double Major in Geology and Geography & Environmental Science
- 15 years professional work experience and 7 years contaminated site assessment
- Attendance to recent relevant workshops by ALGA – Risk Assessment 101 (May 2018); Vapour Intrusion Workshop (Part A) – Petroleum Hydrocarbons (July 2017)

Mr Mark Downie B.Agr.Sc

- Soil Scientist
- 8 Year experience in contamination assessment and reporting of soils and groundwater.

Mr Grant McDonald (Adv. cert. hort.)

- Soil Technician
- 10 years' experience in hydrocarbon and heavy metal contamination sampling of soils and groundwater.
-

GES STAFF – CONTAMINATED SITES EXPERIENCE

Mr Kris Taylor Bsc (Hons)

- Senior Environmental & Engineering Geologist
- Honours in Environmental Geology at the University of Tasmania in 1998
- 20 years' experience in environmental contamination assessments and hydrogeology (including honours in mine site tailing pollution assessment)

Mr Sam Rees B.Agr.Sc (Phd)

- Soil & Environmental Scientist
- 6 years' experience in hydrocarbon and heavy metal contamination assessment and reporting of soils and groundwater.

Ms Peri Lucas B.Agr.Sc (Hons)

- Soil Scientist
- 2 Year experience in contamination assessment and reporting of soils and groundwater.

Mr Aaron Plummer (Cert. IV)

- Soil Technician
- 6 years' experience in hydrocarbon and heavy metal contamination sampling of soils and groundwater.

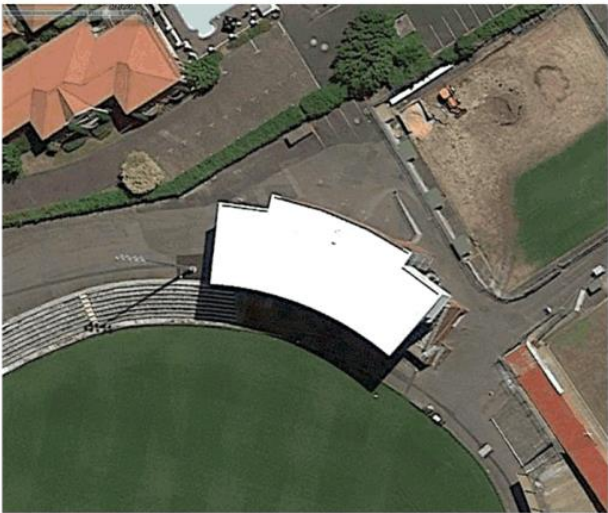
Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Appendix 2 Historical Aerial Photographs

April 2019 – Source Google Earth



January 2016 – Source Google Earth



Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019
October 2013 – Source Google Earth



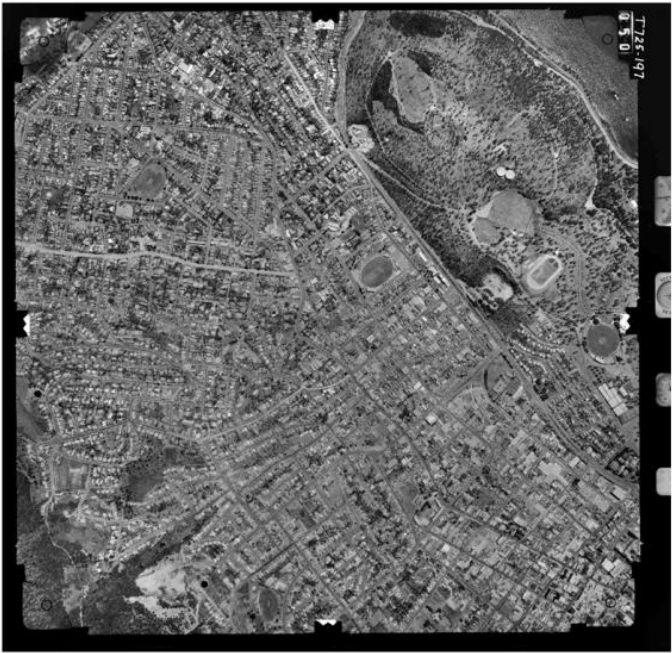
1989 – Source DPIPWE



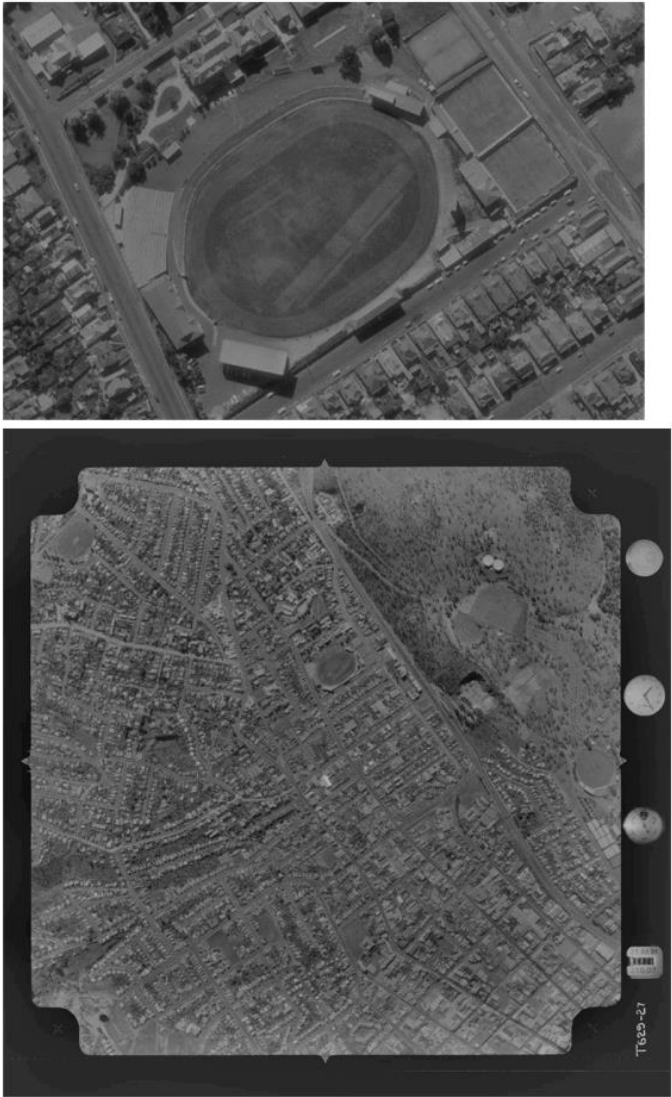
Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019



Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019
1977 – Source DPIPWE



Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019
1973 – Source DPIPWE



Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019
1969 – Source DPIPWE




Appendix 2 Site Photographs

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019
1957 – Source DPIPWE



Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Appendix 3 Chain of Custody (COC) and Sample Receipt Notification (SRN)


Environmental

SAMPLE RECEIPT NOTIFICATION (SRN)

Work Order : EM1919127			
Client : GEO-ENVIRONMENTAL SOLUTIONS	Laboratory : Environmental Division Melbourne		
Contact : DR JOHN PAUL CUMMING	Contact : Shirley LeComu		
Address : 29 KIRKSWAY PLACE BATTERY POINT TASMANIA, AUSTRALIA 7004	Address : 4 Westall Rd Springvale VIC Australia 3171		
E-mail : jcumming@geosolutions.net.au	E-mail : shirley.lecomu@alsglobal.com		
Telephone : +61 03 6223 1839	Telephone : +613549 9630		
Facsimile : +61 03 6223 4539	Facsimile : +61-3-8549 9626		
Project : North Hobart Oval	Page : 1 of 3		
Order number : ---	Quote number : ES2017GEOENVOL0001 (EN222)		
O-C-C number : ---	QC Level : NEPM 2013 BS & ALS QC Standard		
Site : ---			
Sampler : GM			

Dates			
Date Samples Received : 12-Nov-2019 09:45	Issue Date : 12-Nov-2019		
Client Requested Due : 19-Nov-2019	Scheduled Reporting Date : 19-Nov-2019		
Date			

Delivery Details			
Mode of Delivery : Carrier	Security Seal : Intact.		
No. of casks/boxes : 2	Temperature : 8.7°C - Ice Bricks present		
Receipt Detail :	No. of samples received / analysed : 6 / 6		

General Comments

- This report contains the following information:
 - Sample Container(s) Preservation Non-Compliances
 - Summary of Sample(s) and Requested Analysis
 - Proactive Holding Time Report
 - Requested Deliverables
- Please direct any queries related to sample condition / numbering / breakages to Client Services.
- Sample Disposal - Aqueous (3 weeks), Solid (2 months) from receipt of samples.
- Analytical work for this work order will be conducted at ALS Springvale.
- Please refer to the Proactive Holding Time Report table below which summarises breaches of recommended holding times that have occurred prior to samples/instructions being received at the laboratory. The absence of this summary table indicates that all samples have been received within the recommended holding times for the analysis requested.
- Please be aware that APVMA/NEPM recommends water and soil samples be chilled to less than or equal to 5°C for chemical analysis, and less than or equal to 10°C but unfrozen for Microbiological analysis. Where samples are received above this temperature, it should be taken into consideration when interpreting results. Refer to ALS Environmental 55 for ALS recommendations of the best practice for chilling samples after sampling and for maintaining a cool temperature during transit.

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Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Issue Date : 12-Nov-2019
 Page : 2 of 3
 Work Order : EM1919127 Amendment 0
 Client : GEO-ENVIRONMENTAL SOLUTIONS



Sample Container(s)/Preservation Non-Compliances

All comparisons are made against pretreatment/preservation AS, APHA, USEPA standards.

- No sample container / preservation non-compliance exists.

Summary of Sample(s) and Requested Analysis

Some items described below may be part of a laboratory process necessary for the execution of client requested tasks. Packages may contain additional analyses, such as the determination of moisture content and preparation tasks, that are included in the package.
 If no sampling time is provided, the sampling time will default 00:00 on the date of sampling. If no sampling date is provided, the sampling date will be assumed by the laboratory and displayed in brackets without a time component

Matrix: SOIL

Laboratory sample ID	Client sampling date / time	Client sample ID	Moisture Content	Preparation	Analysis
EM1919127-001	11-Nov-2019 00:00	BH01 0.5-0.6	✓	✓	✓
EM1919127-002	11-Nov-2019 00:00	BH01 1.5-1.6	✓	✓	✓
EM1919127-003	11-Nov-2019 00:00	BH02 0.5-0.6	✓	✓	✓
EM1919127-004	11-Nov-2019 00:00	BH02 1.5-1.6	✓	✓	✓
EM1919127-006	11-Nov-2019 00:00	Duplicate	✓	✓	✓


Matrix: WATER


Laboratory sample ID	Client sampling date / time	Client sample ID	Analysis
EM1919127-005	11-Nov-2019 00:00	Rinse Blank	✓

Proactive Holding Time Report

Sample(s) have been received within the recommended holding times for the requested analysis.

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Issue Date	: 12-Nov-2019		
Page	: 3 of 3		
Work Order	: EN1919127 Amendment 0		
Client	: GEO-ENVIRONMENTAL SOLUTIONS		
			
Requested Deliverables			
JOHN PAUL CUMMING			
- 'AU Certificate of Analysis - NATA (COA)	Email	joumning@geosolutions.net.au	
- 'AU Interpretive QC Report - DEFAULT (Anon QCI Rep) (QCI)	Email	joumning@geosolutions.net.au	
- 'AU QC Report - DEFAULT (Anon QC Rep) - NATA (QC)	Email	joumning@geosolutions.net.au	
- A4 - AU Sample Receipt Notification - Environmental HT (SRN)	Email	joumning@geosolutions.net.au	
- A4 - AU Tax Invoice (INV)	Email	joumning@geosolutions.net.au	
- Attachment - Report (SUBCO)	Email	joumning@geosolutions.net.au	
- Chain of Custody (CoC) (COC)	Email	joumning@geosolutions.net.au	
- EDI Format - ENMRG (ENMRG)	Email	joumning@geosolutions.net.au	
- EDI Format - XTab (XTAB)	Email	joumning@geosolutions.net.au	
MIRAN			
- A4 - AU Tax Invoice (INV)	Email	miran@geosolutions.net.au	
SARAH JOYCE			
- 'AU Certificate of Analysis - NATA (COA)	Email	sjoyce@geosolutions.net.au	
- 'AU Interpretive QC Report - DEFAULT (Anon QCI Rep) (QCI)	Email	sjoyce@geosolutions.net.au	
- 'AU QC Report - DEFAULT (Anon QC Rep) - NATA (QC)	Email	sjoyce@geosolutions.net.au	
- A4 - AU Sample Receipt Notification - Environmental HT (SRN)	Email	sjoyce@geosolutions.net.au	
- Attachment - Report (SUBCO)	Email	sjoyce@geosolutions.net.au	
- Chain of Custody (CoC) (COC)	Email	sjoyce@geosolutions.net.au	
- EDI Format - ENMRG (ENMRG)	Email	sjoyce@geosolutions.net.au	
- EDI Format - XTab (XTAB)	Email	sjoyce@geosolutions.net.au	

 ALS <small>Environmental Division</small>	CHAIN OF CUSTODY <small>ALB Laboratory</small> <small>Phase 2A - 9</small>	<small>UNCLASSIFIED - This document contains information that may be exempt from release under the Freedom of Information Act 1982 (FOIA) or the Privacy Act 1988 (PA). If you are a person to whom the information relates, you may wish to contact the relevant agency to request a review of the information.</small> <small>UNCLASSIFIED - This document contains information that may be exempt from release under the Freedom of Information Act 1982 (FOIA) or the Privacy Act 1988 (PA). If you are a person to whom the information relates, you may wish to contact the relevant agency to request a review of the information.</small>	<small>UNCLASSIFIED - This document contains information that may be exempt from release under the Freedom of Information Act 1982 (FOIA) or the Privacy Act 1988 (PA). If you are a person to whom the information relates, you may wish to contact the relevant agency to request a review of the information.</small> <small>UNCLASSIFIED - This document contains information that may be exempt from release under the Freedom of Information Act 1982 (FOIA) or the Privacy Act 1988 (PA). If you are a person to whom the information relates, you may wish to contact the relevant agency to request a review of the information.</small>					
CLIENT: GEOENVIRONMENTAL SOLUTIONS 25 Kirkcaldy Pl, Battery Point TAS 7204		TURNAROUND REQUIREMENTS: <input checked="" type="checkbox"/> Standard TAT (per due date) <input type="checkbox"/> Non Standard or urgent TAT (per due date) <small>Standard TAT may be longer for some tests e.g. Air Toxic Chemicals</small>						
PROJECT: North Hobart Oval		COC SEQUENCE NUMBER: (C=1)						
ORDER NUMBER:		COC: 1 2 3 4 5 6 7						
PROJECT MANAGER: JMC		UP: 1 2 3 4 5 6 7						
SAMPLER: GN		RECEIVED BY:						
COC emailed to ALST? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		DATE/TIME:						
CONTACT PM:		RECEIVED BY:						
SAMPLER MOBILE:		DATE/TIME:						
EQO FORMAT (if default):		RECEIVED BY:						
Email Reports to: jmc@geosolutions.net.au ; ajpye@geosolutions.net.au		DATE/TIME:						
Email Invoicing to: jmc@geosolutions.net.au ; nr@geosolutions.net.au ; ajpye@geosolutions.net.au		DATE/TIME:						
COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:								
ANALYSIS REQUIRED including BUT NOT LIMITED TO: (See table for test list to extract test price) <small>Please Refer to your report for test list. (Standard or Specialist Test Price list required)</small>								
Additional Information								
LAD ID	SAMPLE ID	DATE / TIME	MATRIX	TYPE & PRESERVATIVE <small>(see table below)</small>	Ref to	TOTAL CONTAINERS	TYPE, REQ. PAK. IS <small>(see table below)</small>	Comments on body container: contents, duration, or sample requiring specific GC analysis etc.
1	BH01 0.5-0.6	11.11.19	S	Jar		1	X	
2	BH01 1.5-1.6		S			1	X	
3	BH02 0.5-0.6		S			1	X	
4	BH02 1.5-1.6		S			1	X	
5	Rinse Blank		W	1 AG, 2V, 1P		4	X	
6	Duplicate		S			1	X	
TOTAL 8								

Appendix 3 Chain of Custody & Sample Receipt Notification

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

WORKORDER NO: EM

SAMPLE RECEIPT INFORMATION & BOTTLE MAP

To Be completed by Sample Log in Clerk			Packaging		Carrier Details		Work Order Creation		General SP ONLY	
WO Log in Details	DATE/TIME	INITIAL	Receipt Conditions					SP ONLY Completed		Completed
Sorting Commenced			Cooler Temp	8.7	Foam Easy		Company	TNT	Asst	TOLL
			Chilling Process	Cooler Seal	Hard Easy		Company	TasFast	Asst	Post
Protogged			Ice: In Bag / Frozen / Melted	By Hand			Client delivery			
			Ice Bricks: Frozen / Melted	Box / Bag			Courier			
Logged			Not Chilled	None	Concrate Number:	05278923				
Sample Receipt Advice Comments - To be Completed by Sorting Staff										
Time placed in fridge:			All client communication to be written on the COC							
Total Time:			6.8-10.7							
TURNAROUND APPROVED FOR:			Metals bottle received unspec'ed - appears (circle)							
24hrs 48hrs 3days 4days 5days			Filtered Unfiltered Indiscernible							
Approved By:			Split batch of EM							
Miscellaneous Bottle(s):			Due to							
Plastic Tin Glass			Login/Commit							
Specify Preservative:										
Specify Volume:										
ALS Colour:										
Non-ALS Container?			Hold batch created in LIMS / Arget by: date:							
F on lid for Red/Green bottle(s):										
Sampling date not on sample(s):										
Soil bags frozen on receipt:										
Samples located in contamination box (other to delivery):										
PO Number Requested:										
Temperature Sent:			Samples Received Without Paperwork on / / @							

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Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

ALS Environmental		QUALITY CONTROL REPORT													
Work Order	EM1919127	Page	1 of 10												
Client	GEOS-ENVIRONMENTAL SOLUTIONS	Laboratory	Environmental Division Melbourne												
Contact	DR JOHN PAUL CUMMING	Contact	Shirley LaCerna												
Address	28 KIRKWAY PLACE BATTERY POINT TASMANIA, AUSTRALIA 7004	Address	4 Westall Rd Springvale VIC Australia 3171												
Telephone	+61 03 6223 1839	Telephone	+61 038549 9930												
Project	North Hobart Oval	Date Sample Received	12-Nov-2019												
Order Number	---	Date Analysis Commenced	13-Nov-2019												
C-O-C Number	---	Issue Date	19-Nov-2019												
Comment	OM														
SW	---														
Castle Number	BN222														
No. of samples received	6														
No. of samples analysed	6														
<p>This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted. This document shall not be reproduced, except in full.</p> <p>This Quality Control Report contains the following information:</p> <ul style="list-style-type: none"> Laboratory Duplicate (DUP) Report, Relative Percentage Difference (RPD) and Acceptance Limits Washed Blank (WB) and Laboratory Control Spike (LCS) Report, Recovery and Acceptance Limits Matrix Spike (MS) Report, Recovery and Acceptance Limits <p>Signatories This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.</p> <table border="1"> <thead> <tr> <th>Signature</th> <th>Position</th> <th>Accreditation Category</th> </tr> </thead> <tbody> <tr> <td>Dian Fernando</td> <td>Senior Inorganic Chemist</td> <td>Melbourne Inorganics, Springvale, VIC</td> </tr> <tr> <td>Nancy Wang</td> <td>2IC Organic Chemist</td> <td>Melbourne Inorganics, Springvale, VIC</td> </tr> <tr> <td>Nancy Wang</td> <td>2IC Organic Chemist</td> <td>Melbourne Inorganics, Springvale, VIC</td> </tr> </tbody> </table>				Signature	Position	Accreditation Category	Dian Fernando	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC	Nancy Wang	2IC Organic Chemist	Melbourne Inorganics, Springvale, VIC	Nancy Wang	2IC Organic Chemist	Melbourne Inorganics, Springvale, VIC
Signature	Position	Accreditation Category													
Dian Fernando	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC													
Nancy Wang	2IC Organic Chemist	Melbourne Inorganics, Springvale, VIC													
Nancy Wang	2IC Organic Chemist	Melbourne Inorganics, Springvale, VIC													

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Page : 2 of 10
 Work Order : EM1919127
 Client : GEOS-ENVIRONMENTAL SOLUTIONS
 Project : North Hobart Oval



General Comments

The analytical procedures used by the Environmental Division have been developed from established internationally recognized procedures such as those published by the USEPA, APHA, AOAC and NENM. In-house developed procedures are employed in the absence of international standards or by client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported value is higher than the LOR, this may be due to primary sample extractions/dilution and/or insufficient sample for analysis. Where the LOR of a reported result differs from standard LOR, this may be due to high

Key:

Antimony = Refer to samples which are not specifically part of the work order but formed part of the QC process

CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.

LOR = Limit of Reporting

RPD = Relative Percentage Difference

MS = Matrix Spike

Laboratory Duplicate (DUP) Report

The quality control term Laboratory Duplicate refers to a randomly selected intralaboratory split. Laboratory duplicates provide information regarding method precision and sample heterogeneity. The permitted ranges for the Relative Percent Difference (RPD) of Laboratory Duplicates are specified in ALS Method QAS-41438 and are dependent on the magnitude of results in comparison to the level of reporting. Result = 10 times LOR: No Limit, Result between 10 and 20 times LOR: 0% - 10%, Result = 20 times LOR: 0% - 20%.

Laboratory Duplicate ID			Client Sample ID		Method/Element		CAS Number	LOR	Unit	Laboratory Duplicate (DUP) Report		RPD (%)	Recovery Limits (%)
EM1919127-001	EM1919127-002	EM1919127-003	EM1919127-004	EM1919127-005	EM1919127-006	Original Result				Duplicate Result			
EM1919127-001: Total Metals by ICP-AES (ECL 2764338)													
EM1919127-001	Anonymous	ES0007 Beryllium	7440-41-7	1	mg/kg	<1	<1	0.00	No Limit				
		ES0007 Cadmium	7440-43-9	1	mg/kg	<1	<1	0.00	No Limit				
		ES0007 Barium	7440-39-3	10	mg/kg	70	60	0.00	No Limit				
		ES0007 Chromium	7440-47-3	2	mg/kg	21	21	0.00	0% - 10%				
		ES0007 Cobalt	7440-48-4	2	mg/kg	6	6	0.00	No Limit				
		ES0007 Nickel	7440-02-0	2	mg/kg	10	10	0.00	No Limit				
		ES0007 Arsenic	7440-38-2	5	mg/kg	5	5	0.00	No Limit				
		ES0007 Copper	7440-05-4	5	mg/kg	15	14	0.00	No Limit				
		ES0007 Lead	7439-92-1	5	mg/kg	18	15	0.00	No Limit				
		ES0007 Manganese	7439-96-4	5	mg/kg	242	227	6.49	0% - 20%				
		ES0007 Selenium	7782-49-2	5	mg/kg	<5	<5	0.00	No Limit				
		ES0007 Vanadium	7440-03-0	5	mg/kg	29	29	0.00	No Limit				
		ES0007 Zinc	7440-49-4	5	mg/kg	44	36	19.3	No Limit				
		ES0007 Boron	7440-42-0	60	mg/kg	<60	<60	0.00	No Limit				
EM1919127-002	Anonymous	ES0007 Beryllium	7440-41-7	1	mg/kg	<1	<1	0.00	No Limit				
		ES0007 Cadmium	7440-43-9	1	mg/kg	<1	<1	0.00	No Limit				
		ES0007 Barium	7440-39-3	10	mg/kg	20	20	0.00	No Limit				
		ES0007 Chromium	7440-47-3	2	mg/kg	19	14	0.00	No Limit				
		ES0007 Cobalt	7440-48-4	2	mg/kg	14	17	0.00	No Limit				
		ES0007 Nickel	7440-02-0	2	mg/kg	19	19	0.00	No Limit				
		ES0007 Arsenic	7440-38-2	5	mg/kg	<5	<5	0.00	No Limit				
		ES0007 Copper	7440-05-4	5	mg/kg	44	43	0.00	No Limit				
		ES0007 Lead	7439-92-1	5	mg/kg	5	5	0.00	No Limit				
		ES0007 Manganese	7439-96-4	5	mg/kg	343	322	6.16	0% - 20%				
EM1919127-003	Anonymous	ES0007 Selenium	7782-49-2	5	mg/kg	<5	<5	0.00	No Limit				

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Page		3 of 10	
Work Order		ENV191027	
Client		SED-ENVIRONMENTAL SOLUTIONS	
Project		North Hobart Oval	

Lab Name

Client Sample ID

Referral Description

CAS Number

LOP

Unit

Original Result

Duplicate Result

EPD (U)

Recovery Limit (U)

EP100001: Total Metals by ICP-AES (QC Lot: 275424)

ENV19124-021

Anonymous

EP100001: Vanadium

7440-40-2

5

mg/kg

55

54

4.18

0% - 50%

EP100001: Total Metals by ICP-AES (QC Lot: 275424)

ENV19124-021

Anonymous

EP100001: Zinc

7440-49-4

5

mg/kg

54

54

5.05

0% - 50%

EP100001: Total Metals by ICP-AES (QC Lot: 275424)

ENV19124-021

Anonymous

EP100001: Barium

7440-40-2

10

mg/kg

<0.5

<0.5

0.05

No Limit

EP100002: Moisture Content (Dried @ 105-110°C) (QC Lot: 275424)

ENV19124-021

Anonymous

EP100002: Moisture Content

%

20.4

20.4

0.05

0% - 20%

EP100002: Moisture Content (Dried @ 105-110°C) (QC Lot: 275424)

ENV19124-021

Anonymous

EP100002: Moisture Content

%

18.2

18.5

1.70

0% - 20%

EP100003: Moisture Content (Dried @ 105-110°C) (QC Lot: 275424)

ENV19124-021

Anonymous

EP100003: Moisture Content

%

14.9

14.7

1.09

0% - 20%

EP100003: Moisture Content (Dried @ 105-110°C) (QC Lot: 275424)

ENV19124-021

Anonymous

EP100003: Moisture Content

%

20.3

21.4

5.95

0% - 20%

EP100004: Total Recoverable Mercury by FIMS (QC Lot: 275424)

ENV19124-021

Anonymous

EP100004: Mercury

7439-97-4

0.1

mg/kg

<0.1

<0.1

0.05

No Limit

EP100004: Total Recoverable Mercury by FIMS (QC Lot: 275424)

ENV19124-021

Anonymous

EP100004: Mercury

7439-97-4

0.1

mg/kg

<0.1

<0.1

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Naphthalene

91-20-3

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Acenaphthylene

200-96-4

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Fluorene

93-12-0

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Phenanthrene

86-73-7

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Anthracene

86-01-4

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Pyrene

129-12-7

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Fluoranthene

206-44-0

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Benz[a]anthracene

193-39-4

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Chrysene

193-39-4

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Benzo[b]fluoranthene

205-99-2

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Benzo[a]pyrene

207-08-3

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Benzo[e]pyrene

193-39-4

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Indeno[1,2,3-cd]pyrene

193-39-4

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Dibenzo[a,h]anthracene

63-79-3

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100005: Polynuclear Aromatic Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100005: Benzog[k]perylene

193-39-4

0.5

mg/kg

<0.5

<0.5

0.05

No Limit

EP100006: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100006: C1-C10 Fraction

10

mg/kg

<10

<10

0.05

No Limit

EP100006: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100006: C1-C10 Fraction

10

mg/kg

<10

<10

0.05

No Limit

EP100007: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100007: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100007: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100007: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100007: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100007: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100007: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100007: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100007: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100007: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100007: Total Polynuclear Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100007: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100008: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100008: C1-C10 Fraction

10

mg/kg

<10

<10

0.05

No Limit

EP100008: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100008: C1-C10 Fraction

10

mg/kg

<10

<10

0.05

No Limit

EP100009: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100009: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100009: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100009: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100009: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100009: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100009: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100009: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100009: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100009: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100009: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100009: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100010: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100010: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100010: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100010: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100010: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100010: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100010: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100010: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100010: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100010: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100010: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100010: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100011: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100011: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100011: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100011: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100011: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100011: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100011: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100011: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100011: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100011: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100011: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100011: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100012: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100012: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100012: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100012: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100012: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100012: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100012: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100012: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100012: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100012: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100012: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100012: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100013: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100013: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100013: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100013: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100013: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100013: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100013: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100013: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100013: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100013: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100013: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100013: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100014: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100014: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100014: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100014: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100014: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100014: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100014: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100014: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100014: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100014: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100014: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100014: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100015: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100015: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100015: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100015: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100015: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100015: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100015: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100015: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100015: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100015: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100015: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100015: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100016: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100016: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100016: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100016: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100016: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100016: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100016: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100016: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100016: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100016: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100016: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100016: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100017: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100017: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100017: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100017: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100017: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100017: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100017: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100017: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100017: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100017: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100017: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100017: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100018: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100018: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100018: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100018: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100018: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100018: C1-C10 Fraction (sum)

100

mg/kg

<100

<100

0.05

No Limit

EP100018: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100018: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100018: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Anonymous

EP100018: C1-C10 Fraction

100

mg/kg

<100

<100

0.05

No Limit

EP100018: Total Recoverable Hydrocarbons (QC Lot: 275424)

ENV19124-021

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Page: 5 of 10
Work Order: ENV191027
Client: GEO-ENVIRONMENTAL SOLUTIONS
Project: North Hobart Oval

Sub-Region: B06

Method Blank (MB) and Laboratory Control Spike (LCS) Report

The quality control term Method Blank (MB) refers to a sample free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of the QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Spike (LCS) refers to a certified reference material, or a known reference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Sub-Region: B06

Method Blank (MB) and Laboratory Control Spike (LCS) Report

The quality control term Method Blank (MB) refers to a sample free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of the QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Spike (LCS) refers to a certified reference material, or a known reference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Sub-Region: B06

Method Blank (MB) and Laboratory Control Spike (LCS) Report

The quality control term Method Blank (MB) refers to a sample free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of the QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Spike (LCS) refers to a certified reference material, or a known reference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Page: 6 of 10
Work Order: ENV191027
Client: GEO-ENVIRONMENTAL SOLUTIONS
Project: North Hobart Oval

Method Blank (MB) and Laboratory Control Spike (LCS) Report

The quality control term Method Blank (MB) refers to a sample free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of the QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Spike (LCS) refers to a certified reference material, or a known reference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Sub-Region: B06

Method Blank (MB) and Laboratory Control Spike (LCS) Report

The quality control term Method Blank (MB) refers to a sample free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of the QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Spike (LCS) refers to a certified reference material, or a known reference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Sub-Region: B06

Method Blank (MB) and Laboratory Control Spike (LCS) Report

The quality control term Method Blank (MB) refers to a sample free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of the QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Spike (LCS) refers to a certified reference material, or a known reference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Page	8 of 10		
Work Order	EN1910107		
Client	SED-ENVIRONMENTAL SOLUTIONS		
Project	NORTH HOBART OVAL		
SUB-SAMPLE: BODL			
Location sample ID	Client sample ID	Method / Comment	CAD Number
EN1910107-01	ANONYMOUS		
EPA1910107-01: Total Metals by ICP-AES (QCLat: 2764306) - continued			
EN1910107-01	ANONYMOUS	E0007: Copper	7440-50-8 80 mg/kg 123 82.0 124
		E0007: Lead	7439-92-1 80 mg/kg 82.7 76.0 124
		E0007: Manganese	7439-96-8 80 mg/kg N/A 88.0 136
		E0007: Nickel	7440-02-0 80 mg/kg 86.1 79.0 120
		E0007: Selenium	7782-49-2 80 mg/kg 86.4 71.0 120
		E0007: Vanadium	7440-48-2 80 mg/kg 79.2 76.0 120
		E0007: Zinc	7440-66-4 80 mg/kg 87.2 74.0 120
EN1910107-01	ANONYMOUS	E0007: Mercury	7439-97-4 0.5 mg/kg 111 76.0 126
EPA1910107-01: Polynuclear Aromatic Hydrocarbons (QCLat: 2764306)			
EN1910107-01	ANONYMOUS	EP0700M: Acenaphthene	83-32-6 3 mg/kg 87.4 87.0 117
		EP0700M: Phenanthrene	120-12-0 3 mg/kg 87.7 82.0 148
EPA1910107-01: Total Petroleum Hydrocarbons (QCLat: 2769066)			
EN1910107-01	ANONYMOUS	EP000: C8 - C9 Fraction	--- 28 mg/kg 79.0 42.0 131
EPA1910107-01: Total Petroleum Hydrocarbons (QCLat: 2769066)			
EN1910107-01	ANONYMOUS	EP071: C10 - C14 Fraction	--- 700 mg/kg 86.1 83.0 123
		EP071: C15 - C24 Fraction	--- 3040 mg/kg 86.1 79.0 124
		EP071: C25 - C34 Fraction	--- 1400 mg/kg 82.7 84.0 118
EPA1910107-01: Total Recoverable Hydrocarbons - NELM 2013 Fractions (QCLat: 2769066)			
EN1910107-01	ANONYMOUS	EP000: C8 - C10 Fraction	CH_C10 30 mg/kg 78.1 39.0 129
EPA1910107-01: Total Recoverable Hydrocarbons - NELM 2013 Fractions (QCLat: 2769066)			
EN1910107-01	ANONYMOUS	EP071: C10 - C14 Fraction	--- 1000 mg/kg 87.0 88.0 123
		EP071: C15 - C24 Fraction	--- 3010 mg/kg 84.2 87.0 121
		EP071: C25 - C34 Fraction	--- 260 mg/kg 86.0 44.0 126
EPA1910107-01: Total Petroleum Hydrocarbons (QCLat: 2769066)			
EN1910107-01	ANONYMOUS	EP000: Benzene	71-43-2 2 mg/kg 79.0 80.0 136
		EP000: Toluene	108-88-2 2 mg/kg 84.0 80.0 136
SUB-SAMPLE: WATER			
Location sample ID	Client sample ID	Method / Comment	CAD Number
EN1910107-01	ANONYMOUS		
EPA1910107-01: Total Petroleum Hydrocarbons (QCLat: 2086230) - continued			
EN1910107-01	ANONYMOUS	EP071: C8 - C14 Fraction	--- 7000 µg/L 72.0 80.0 142
EPA1910107-01: Total Recoverable Hydrocarbons (QCLat: 2086230)			
EN1910107-01	ANONYMOUS	EP000: C8 - C10 Fraction	CH_C10 330 µg/L 74.4 44.0 122
EPA1910107-01: Total Recoverable Hydrocarbons - NELM 2013 Fractions (QCLat: 2086230)			
EN1910107-01	ANONYMOUS	EP071: C10 - C14 Fraction	--- 8900 µg/L 71.7 80.0 129
		EP071: C15 - C24 Fraction	--- 20700 µg/L 72.8 80.0 130
		EP071: C25 - C34 Fraction	--- 1910 µg/L 78.1 81.0 130
EPA1910107-01: Total Petroleum Hydrocarbons (QCLat: 2086230)			
EN1910107-01	ANONYMOUS	EP000: Benzene	71-43-2 20 µg/L 88.7 88.0 130
		EP000: Toluene	108-88-2 20 µg/L 86.0 72.0 132

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Work Order	EN1910107		
Client	SED-ENVIRONMENTAL SOLUTIONS		
Project	NORTH HOBART OVAL		
SUB-SAMPLE: WATER			
Location sample ID	Client sample ID	Method / Comment	CAD Number
EN1910107-01	ANONYMOUS		
EPA1910107-01: Total Petroleum Hydrocarbons (QCLat: 2086230) - continued			
EN1910107-01	ANONYMOUS	EP071: C8 - C14 Fraction	--- 7000 µg/L 72.0 80.0 142
EPA1910107-01: Total Recoverable Hydrocarbons (QCLat: 2086230)			
EN1910107-01	ANONYMOUS	EP000: C8 - C10 Fraction	CH_C10 330 µg/L 74.4 44.0 122
EPA1910107-01: Total Recoverable Hydrocarbons - NELM 2013 Fractions (QCLat: 2086230)			
EN1910107-01	ANONYMOUS	EP071: C10 - C14 Fraction	--- 8900 µg/L 71.7 80.0 129
		EP071: C15 - C24 Fraction	--- 20700 µg/L 72.8 80.0 130
		EP071: C25 - C34 Fraction	--- 1910 µg/L 78.1 81.0 130
EPA1910107-01: Total Petroleum Hydrocarbons (QCLat: 2086230)			
EN1910107-01	ANONYMOUS	EP000: Benzene	71-43-2 20 µg/L 88.7 88.0 130
		EP000: Toluene	108-88-2 20 µg/L 86.0 72.0 132



QA/QC Compliance Assessment to assist with Quality Review

This report is automatically generated by the ALS LIMS through interpretation of the ALS Quality Control Report and several Quality Assurance parameters measured by ALS. This automated reporting highlights any non-conformances, facilitates faster and more accurate data validation and is designed to assist internal expert and external Auditor review. Many components of this report contribute to the overall DQO assessment and reporting for guideline compliance.

Brief method summaries and references are also provided to assist in traceability.

Outliers : Quality Control Samples

This report highlights outliers flagged in the Quality Control (QC) Report

- NO Method Blank value outliers occur.
- NO Duplicate outliers occur.
- NO Laboratory Control outliers occur.
- Matrix Spike outliers exist - please see following pages for full details.
- For all regular sample matrices, NO surrogate recovery outliers occur.

Outliers : Analysis Holding Time Compliance

- NO Analysis Holding Time Outliers exist.

Outliers : Frequency of Quality Control Samples

- Quality Control Sample Frequency Outliers exist - please see following pages for full details.

RIGHT SOLUTIONS | RIGHT PARTNER

Page : 2 of 6
Work Order : EM1919127
Client : GEO-ENVIRONMENTAL SOLUTIONS
Project : North Hobart Oval



Outliers / Quality Control Samples

Duplicates, Method Blanks, Laboratory Control Samples and Matrix Spikes

Compound Group Name	Laboratory Sample ID	Client Sample ID	Analyte	CAS Number	Date	Units	Comment
Metals: Spikes (MS) Recoveries							
60005ED03 (T: Total Voles by ICP-AES)	Ex1919124-G41	Anonymous	Manganese	7439-96-5	Not Determined	---	MS recovery not determined, background level greater than or

Outliers : Frequency of Quality Control Samples


Table 1: Quality Control Data						
Sample ID	Sample Name	Count		Rate (%)		Quality Control Specification
		Observed	Expected	Actual	Expected	
Sample A	Control Sample Type 1	10	10	10.0	10.0	Control Sample Type 1
	Control Sample Type 2	15	15	15.0	15.0	Control Sample Type 2
	Control Sample Type 3	20	20	20.0	20.0	Control Sample Type 3
Sample B	Control Sample Type 1	12	12	12.0	12.0	Control Sample Type 1
	Control Sample Type 2	18	18	18.0	18.0	Control Sample Type 2
	Control Sample Type 3	25	25	25.0	25.0	Control Sample Type 3
Sample C	Control Sample Type 1	11	11	11.0	11.0	Control Sample Type 1
	Control Sample Type 2	16	16	16.0	16.0	Control Sample Type 2
	Control Sample Type 3	22	22	22.0	22.0	Control Sample Type 3

Analysis Holding Time Compliance

Analysis Timing / Data Availability: The timing of the analysis and the availability of the data are dependent on the timing of the data collection. The timing of the analysis is dependent on the timing of the data collection. The timing of the data collection is dependent on the timing of the data collection. The timing of the data collection is dependent on the timing of the data collection.

<p>Notes: Results marked in red in the reported chart is a false positive (i.e. viral Chorus and Elysium are not key analyses of misclassification).</p>									
Analysis	Sample Size	Extraction / Preparation	Extraction	Preparation	Extraction	Preparation	Extraction	Preparation	Extraction
			Date extracted	Date for extraction	Extraction	Date analysed	Date for analysis	Extraction	Preparation
<p>Chorus</p> <p>Chorus: misclassification (2018) (N=16,109)</p> <p>Ref. Data: JPR - Unimpaired (2.04462)</p> <p>BM12 1.0 P-0.1</p> <p>BM12 0.0 P-0.4</p> <p>Extraction</p> <p>Preparation</p> <p>Chorus (2018): total values by RPR A&B</p> <p>Ref. Data: JPR - Unimpaired (2.04462)</p> <p>BM12 1.0 P-0.1</p> <p>BM12 0.0 P-0.4</p> <p>Extraction</p> <p>Preparation</p>	11-Nov-2018	---	---	---	16-Nov-2018	28-Nov-2018			✓
<p>Chorus (2020)</p> <p>Ref. Data: JPR - Unimpaired (2.04462)</p> <p>BM12 1.0 P-0.1</p> <p>BM12 0.0 P-0.4</p> <p>Extraction</p> <p>Preparation</p>	11-Nov-2018	16-Nov-2018	29-May-2020		16-Nov-2018	29-May-2020			✓

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Page: 3 of 6		Date User: 03/11/2017		Client: GEO-ENVIRONMENTAL SOLUTIONS		Project: North Island Drive							
Summary ROL													
Name		Sample Date	Extraction / Preparation		Evaluation								
Client/Order (User Details Only)		Date extracted	Due for extraction	Extraction	Date analysed	Due for analysis	Evaluation						
Element17: Total Petroleum Hydrocarbons - P1818													
3rd Class jar, (Unpreserved (P1818))		11-Nov-2019	16-Nov-2019	29-Oct-2019	✓	16-Nov-2019	29-Oct-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													
Element18: Petroleum Aromatics Hydrocarbons													
3rd Class jar, (Unpreserved (P1818))		11-Nov-2019	16-Nov-2019	23-Nov-2019	✓	16-Nov-2019	23-Oct-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													
Element17: Total Petroleum Hydrocarbons													
3rd Class jar, (Unpreserved (P1818))		11-Nov-2019	16-Nov-2019	23-Nov-2019	✓	16-Nov-2019	23-Oct-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													
3rd Class jar, (Unpreserved (P1817))		11-Nov-2019	16-Nov-2019	23-Nov-2019	✓	16-Nov-2019	23-Oct-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													
Element17: Total Petroleum Hydrocarbons - N1870 3015 Features													
3rd Class jar, (Unpreserved (P1818))		11-Nov-2019	16-Nov-2019	23-Nov-2019	✓	16-Nov-2019	23-Nov-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													
3rd Class jar, (Unpreserved (P1817))		11-Nov-2019	16-Nov-2019	23-Nov-2019	✓	16-Nov-2019	23-Oct-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													
Element 3015A													
3rd Class jar, (Unpreserved (P1818))		11-Nov-2019	16-Nov-2019	23-Nov-2019	✓	16-Nov-2019	23-Nov-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													
Summary ROL													
Name		Sample Date	Extraction / Preparation		Evaluation								
Client/Order (User Details Only)		Date extracted	Due for extraction	Extraction	Date analysed	Due for analysis	Evaluation						
Element17: Total Petroleum Hydrocarbons - P1818													
3rd Class jar, (Unpreserved (P1818))		11-Nov-2019	16-Nov-2019	16-Nov-2019	✓	16-Nov-2019	23-Oct-2019	✓					
BHQ1 1.0-1.6, BHQ2 1.0-1.6, Duplicate													

Page	4 of 5							
Work Order	SRIF-9127							
Client	S&B ENVIRONMENTAL SOLUTIONS							
Project	North Hobart Area							
								
Customer: WUSTEN								
Sample Name	Sample Date		Collection / Preparation		Evaluation - <= Holding time stretch ->		within holding time	
	Date entered	Date by technician	Lab date	Date analysed	Date by analyst	Analyst		
Parameters: Total Petroleum Hydrocarbons (TPH)								
Ambient Surface Soils - Uncontaminated (SP1C2)								
River Bank	11-Nov-2019	13-Nov-2019	13-Nov-2019	✓	14-Nov-2019	23-Dec-2019	✓	
Ambient VOC (VOC - Surface Aids) (EP880)								
River Bank	11-Nov-2019	13-Nov-2019	23-Nov-2019	✓	14-Nov-2019	28-Feb-2019	✓	
Parameters: Total Petroleum Hydrocarbons (TPH) Data Problems								
Ambient Surface Soils - Uncontaminated (SP1C2)								
River Bank	11-Nov-2019	13-Nov-2019	13-Nov-2019	✓	14-Nov-2019	23-Dec-2019	✓	
Ambient VOC (VOC - Surface Aids) (EP880)								
River Bank	11-Nov-2019	13-Nov-2019	23-Nov-2019	✓	14-Nov-2019	28-Nov-2019	✓	
Parameter: Arsenic								
Ambient VOC (VOC - Surface Aids) (EP880)								
River Bank	11-Nov-2019	13-Nov-2019	23-Nov-2019	✓	14-Nov-2019	28-Nov-2019	✓	

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Page 5 of 5
 Work Order BS1919127
 Client SECO-ENVIRONMENTAL SOLUTIONS
 Project North Hobart Oval




Quality Control Parameter Frequency Compliance

The following report summarizes the frequency of laboratory QC sample analysis within the analytical data in which the submitted samples were processed. Actual use should be greater than or equal to the expected use. A listing of breaches is provided in the Summary of Outliers.

Water: BOD							
Sample Name Type	Method	Depth		Evaluation		Rate (%)	Quality Control Specification
		QC	Residual	Actual	Expected		
Expected Results (BOD)							
Structure Control	BP001	4	40	10.00	10.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001 (BOD)	2	10	11.11	10.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Nitrogen by P&A-B	BP001	2	20	10.00	10.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Nitrogen by P&A-B	BP001	2	20	10.00	10.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Dissolved Phosphorus	BP001	2	10	11.11	10.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	2	20	10.00	10.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Nitrogen by P&A-B	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Nitrogen by P&A-B	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Nitrogen by P&A-B	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Nitrogen by P&A-B	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Nitrogen by P&A-B	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Dissolved Phosphorus	BP001	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Total Volatile BTEX	BP001	1	20	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
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Expected Results (BOD)							
Structure Control	BP001 (BOD)	1	10	6.00	6.00	✓	NSPMU 2013 B3 & ALS QC Standard
Plant/Process (BOD)	BP001	1	20	6.00	6.00	✓	NS

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Page	7 of 8	
Work Order	881819127	
Client	SEA-ENVIRONMENTAL SOLUTIONS	
Project	North Hobart Oval	




Brief Method Summaries

The analytical procedures used by the Environmental Division have been developed from established internationally recognised procedures such as those published by the US EPA, APHA, AS and NEPM. In-house developed procedures are employed in the absence of documented standards or by client request. The following report provides brief descriptions of the analytical procedures employed for results reported in the Certificate of Analysis. Sources from which ALS methods have been developed are provided within the Method Descriptions.

Parameter/Method	Method	Matrix	Method Description
Moisture Content	8408	SOL	In house. A gravimetric procedure based on weight loss over a 12 hour drying period at 105-110 degrees C. This method is compliant with NEPM (2013) Schedule B(3) Section 6.1 and Table 1 (14 day drying time).
Total Metals by ICP-AES	8308T	SOL	In house. Referenced to APHA 3102, USEPA SW 846 - 6010. Metals are determined following an appropriate acid digestion of the soil. The ICP-AES technique omits samples in a plasma, emitting a characteristic emission based on metals present. Intensities of selected wavelengths are compared against those of matrix matched standards. This method is compliant with NEPM (2013) Schedule B(3).
Total Mercury by FMO	8308T	SOL	In house. Referenced to AS 3502, APHA 3112 mg - 8 Fluorimetry (SQC2), Cold Vapour generation (AAS). FMO-AAS is an automated flameless atomic absorption technique. Mercury in soils are determined following an appropriate acid digestion. Toxic mercury is reduced online to atomic mercury vapour by SnCl ₂ which is then purged into a heated quartz cell. Quantification is by comparing absorbance against a calibration curve. This method is compliant with NEPM (2013) Schedule B(3).
TriH - Semivolatile Fraction	8P071	SOL	In house. Referenced to USEPA SW 846 - 8215A. Sample extracts are analysed by Capillary GC/MS and quantified against alkane standards over the range C10 - C40. Compliant with NEPM amended 2013.
Pack/Precursor (SW)	8P071/8M	SOL	In house. Referenced to USEPA SW 846 - 8270D. Extracts are analysed by Capillary GC/MS in Selective Ion Mode (SIM) and quantification is by comparison against an established 6 point calibration curve. This method is compliant with NEPM (2013) Schedule B(3) (Method 802 and 807).
TriH Volatiles/BTEX	8P080	SOL	In house. Referenced to USEPA SW 846 - 8260B. Extracts are analysed by Purge and Trap, Capillary GC/MS. Quantification is by comparison against an established 6 point calibration curve. Compliant with NEPM amended 2013.
TriH - Semivolatile Fraction	8P071	WATER	In house. Referenced to USEPA SW 846 - 8215A. The sample extract is analysed by Capillary GC/MS and quantification is by comparison against an established 6 point calibration curve of n-alkane standards. This method is compliant with the GC requirements of NEPM (2013) Schedule B(3).
Pack/Precursor (GC/MS - SW)	8P071/8M	WATER	In house. Referenced to USEPA SW 846 - 8270D. Sample extracts are analysed by Capillary GC/MS in SIM Mode and quantification is by comparison against an established 6 point calibration curve. This method is compliant with NEPM (2013) Schedule B(3).
TriH Volatiles/BTEX	8P080	WATER	In house. Referenced to USEPA SW 846 - 8260B. Water samples are directly purged prior to analysis by Capillary GC/MS and quantification is by comparison against an established 6 point calibration curve determined by GC/MS analysis. Alternatively, a sample is equilibrated in a headspace vial and a portion of the headspace determined by GC/MS analysis. This method is compliant with the GC requirements of NEPM (2013) Schedule B(3).

Parameter/Method	Method	Matrix	Method Description
Hot Block Digest for metals in soils, sediments and sludges	8403	SOL	In house. Referenced to USEPA 305.2. Hot Block Acid Digestion. 1.0g of sample is heated with Nitro and hydrochloric acids, then cooled. Peroxide is added and samples heated and cooled again before being filtered and bulked to volume for analysis. Digest is appropriate for determination of selected metals in soils, sediments, and soils. This method is compliant with NEPM (2013) Schedule B(3) (Method 252).
Mechanistic Extraction of Soils for Purge and Trap	OR016	SOL	In house. Referenced to USEPA SW 846 - 8260A. 5g of soil is shaken with surrogate and 10mL methanol prior to analysis by Purge and Trap - GC/MS.

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Work Order	881819127	
Client	SEA-ENVIRONMENTAL SOLUTIONS	
Project	North Hobart Oval	



Parameter/Method	Method	Matrix	Method Description
Turnover Extraction of Solids	OR017	SOL	In house. Mechanical agitation (tumbler). 10g of sample, Na2SO4 and surrogate are extracted with 30mL, 1:1 DCM/Acetone by end over end tumbling. The solvent is decanted, removed and concentrated (in V2) to the desired volume for analysis.
Separatory Funnel Extraction of Liquids	OR016	WATER	In house. Referenced to USEPA SW 846 - 8410B. 100 mL to 1L of sample is transferred to a separatory funnel and serially extracted three times using DCM for each extract. The resultant extracts are combined, dehydrated and concentrated for analysis. This method is compliant with NEPM (2013) Schedule B(3). ALS default excludes sediment which may be present in the container.
Volatiles Water Preparation	OR016-W	WATER	A 5 mL aliquot of 5 mL of a diluted sample is added to a 40 mL VOC vial for sparging.

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

Appendix 5 Certificate of Analysis

		CERTIFICATE OF ANALYSIS	
Work order	EM1919127	Page	1 of 8
Client	GEO-ENVIRONMENTAL SOLUTIONS	Laboratory	Environmental Division Melbourne
Contact	DR JOHN PAUL CUMMINGS	Contact	Shirley LeComu
Address	20 KIRROGWAY PLACE BATTERY POINT TASMANIA, AUSTRALIA 7504	Address	4 Westall Rd Springvale VIC Australia 3171
Telephone	+61 81 6223 1839	Telephone	+6135945 9530
Project	North Hobart Oval	Date Samples Received	12-Nov-2019 09:45
Order number	---	Date Analysis Commenced	13-Nov-2019
C-O-C number	---	Issue Date	19-Nov-2019 12:24
Sample	OM		
Site	---		
Quota number	EN222		
No. of samples received	6		
No. of samples analysed	6		

This report supersedes any previous reports with this reference. Results apply to the sample(s) as submitted. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories
 This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signature	Position	Accreditation Category
Diana Fernando	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Nancy Wang	2IC Organic Chemist	Melbourne Inorganics, Springvale, VIC
Nancy Wang	2IC Organic Chemist	Melbourne Organics, Springvale, VIC

RIGHT SOLUTIONS | RIGHT PARTNER

Page	2 of 8	
Work Order	EM1919127	
Client	GEO-ENVIRONMENTAL SOLUTIONS	
Project	North Hobart Oval	

General Comments
 The analytical procedures used by the Environmental Division have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, ACS and NENP. In-house developed procedures are employed in the absence of documented standards or by client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a moisture less than 10% result is higher than the LOR, this may be due to primary sample extrinsic moisture and/or insufficient sample for analysis.

Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

When sampling time information is not provided by the client, sampling dates are shown without a time component. In these instances, the time component has been assumed by the laboratory for processing purposes.

Where a result is required to meet compliance limits the associated uncertainty must be considered. Refer to the ALS Contact for details.

Key:
 CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
 LOR = Limit of Reporting
 * = This result is computed from individual analytical detections at or above the level of reporting
 a = ALS is not NATA accredited for these tests
 -- = Indicates an estimated value

• Benzopyrene Toxicity Equivalent Quotient (TEQ) per the NENP (2015) is the sum total of the concentration of the eight carcinogenic PAHs multiplied by their Toxicity Equivalence Factor (TEF) relative to Benzo[a]pyrene. TEF values are provided in brackets as follows: Benzo[a]anthracene (0.1), Chrysene (0.01), Benzo[b]fluoranthene (0.1), Benzo[k]fluoranthene (0.1), Indeno[1,2,3-cd]pyrene (0.1), Dibenz[a,h]anthracene (0.1), Benzo[e]pyrene (0.01). Less than LOR results for TEQ Zero are treated as zero.
 • Benzo[a]pyrene Toxicity Equivalent Quotient (TEQ) per the NENP (2015) is the sum total of the concentration of the eight carcinogenic PAHs multiplied by their Toxicity Equivalence Factor (TEF) relative to Benzo[a]pyrene. TEF values are provided in brackets as follows: Benzo[a]anthracene (0.1), Chrysene (0.01), Benzo[b]fluoranthene (0.1), Benzo[k]fluoranthene (0.1), Indeno[1,2,3-cd]pyrene (0.1), Dibenz[a,h]anthracene (0.1), Benzo[e]pyrene (0.01). Less than LOR results for TEQ Zero are treated as zero, for TEQ < LOR are treated as half the reported LOR, and for TEQ LOR are treated as being equal to the reported LOR. Note: TEQ < LOR and TEQ LOR will calculate as 0.5mg/kg and 1.0mg/kg respectively for samples with non-detects for all of the eight TEQ PAHs.

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

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Work Order : BWH19127
 Client : GEO-ENVIRONMENTAL SOLUTIONS
 Project : North coast oval

Analytical Results


Substrate: BDL Matrix: BDL		Client sample ID:		BWH1 0.5-6 11-Nov-2019 00:00	BWH1 1.5-6 11-Nov-2019 00:00	BWH2 0.5-6 11-Nov-2019 00:00	BWH2 1.5-6 11-Nov-2019 00:00	Duplicate BWH219127-404 11-Nov-2019 00:00
Compound	CAS Number	LQF	URF	Actual	Actual	Actual	Actual	Actual
EPIC/OMG: Polycyclic Aromatic Hydrocarbons - Continuum								
Benzo[a]pyrene	191-54-2	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
5-benzofluoranthene	502-63-7	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
7-benzofluoranthene	502-63-7	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
1-benzoperylene	191-54-2	0.0 mg/kg	0.4	0.4	0.4	0.4	0.4	0.4
1-benzoperylene	191-54-2	0.0 mg/kg	1.2	1.2	1.2	1.2	1.2	1.2
EPIC/OMG: Total Polycyclic Hydrocarbons								
C6 - C16 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C16 - C18 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C18 - C20 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C20 - C26 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C26 - C30 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
EPIC/OMG: Total Dissolvable Hydrocarbons - NEPA D13 Fractions								
C6 - C16 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C16 - C18 Fraction minus BTEX	C6-C10-BTEX	10 mg/kg	<10	<10	<10	<10	<10	<10
C18 - C20 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C20 - C26 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C26 - C30 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C30 - C36 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C36 - C40 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C40 - C46 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C46 - C50 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C50 - C56 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C56 - C60 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C60 - C66 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C66 - C70 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C70 - C76 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C76 - C80 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C80 - C86 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C86 - C90 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C90 - C96 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
C96 - C100 Fraction	<10	0.0 mg/kg	<10	<10	<10	<10	<10	<10
EPIC/OMG: BTEX								
Benzene	71-43-2	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Toluene	108-88-3	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Ethylbenzene	100-104-5	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
ortho- & para-xylene	105-85-5 / 106-42-3	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
meta-xylene	120-61-3	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Sum of BTEX	<0.1	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Total Hydrocarbons	<0.1	0.0 mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Naphthalene	81-21-3	1.0 mg/kg	<1	<1	<1	<1	<1	<1
EPIC/OMG: PAH Summaries								
Anthracene+PHE	81-42-8	0.0 %	119	119	119	119	119	119
Anthracene+PHE	1719-04-6	0.0 %	112	29.8	185	115	116	116
4-ethylanth-PHE	1718-14-0	0.0 %	391	181	27.4	192	194	194

Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019

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Environmental Site Assessment: North Hobart Oval, 1-5 Ryde Street, North Hobart, November 2019


Page : 7 of 8
 Work Order : EHS191027
 Client : GEO-ENVIRONMENTAL SOLUTIONS
 Project : North Hobart Oval



Analytical Results

Substrate: WATER (soil/water)	Client sample ID	Result Blank	---	---	---	---
Compound	CAS Number	LOQ	Unit	11-Nov-2019 00:00	---	---
				EW191027-005	---	---
				Result	---	---
17000-010-000 - Confirmed						
Benzene	71-43-2	1	µg/L	<1	---	---
Toluene	105-99-2	2	µg/L	<2	---	---
Ethylbenzene	105-84-4	2	µg/L	<2	---	---
m,p- & para-Xylene	105-85-3	2	µg/L	<2	---	---
ortho-Xylene	95-47-6	2	µg/L	<2	---	---
* Total Xylenes	---	2	µg/L	<2	---	---
* Sum of BTXs	---	1	µg/L	<1	---	---
Naphthalene	91-07-3	5	µg/L	<5	---	---
17000-010-000 - PMs Surrogates						
2-Fluorobiphenyl	321-40-4	1.0	%	82.3	---	---
Anthracene-d10	1719-26-6	1.0	%	83.7	---	---
4-Fluorophenyl	1719-51-0	1.0	%	82.4	---	---
17000-010-000 - PMs Surrogates						
1,2-Dichlorobenzene-D4	17000-01-0	2	%	102	---	---
Toluene-D8	2057-08-5	2	%	102	---	---
4-Bromofluorobenzene	400-09-4	2	%	100	---	---

Page : 8 of 8
 Work Order : EHS191027
 Client : GEO-ENVIRONMENTAL SOLUTIONS
 Project : North Hobart Oval



Surrogate Control Limits

Substrate: SOIL	CAS Number	Recovery Limits (%)	Low	High
17000-010-000 - PMs Surrogates				
2-Fluorobiphenyl	321-40-4	61	126	
Anthracene-d10	1719-26-6	62	130	
4-Fluorophenyl	1719-51-0	67	133	
17000-010-000 - PMs Surrogates				
1,2-Dichlorobenzene-D4	17000-01-0	51	125	
Toluene-D8	2057-08-5	55	125	
4-Bromofluorobenzene	400-09-4	55	124	
Substrate: WATER				
17000-010-000 - PMs Surrogates				
2-Fluorobiphenyl	321-40-4	36	114	
Anthracene-d10	1719-26-6	51	119	
4-Fluorophenyl	1719-51-0	49	127	
17000-010-000 - PMs Surrogates				
1,2-Dichlorobenzene-D4	17000-01-0	33	109	
Toluene-D8	2057-08-5	35	109	
4-Bromofluorobenzene	400-09-4	31	109	

Planning: #200862

Property

1-5 HYDE STREET NORTH HOBART TAS 7000

People

Applicant
*
PHILIP LIGHTON ARCHITECTS PTY LTD
01 6223 2333
hobart@philiplighton.com.au

Owner
*
Hobart City Council
Kylie Williams
16 Elizabeth Street
HOBART TAS 7000
0407872212
williamsk@hobartcity.com.au

Entered By
PHILIP LIGHTON ARCHITECTS PTY LTD
01 6223 2333
hobart@philiplighton.com.au

Use

Other

Details

Have you obtained pre application advice?
☐ Yes

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)?

1

Sport and Recreation

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

1

New GFI and associated works

1

Estimated cost of development

1

\$7000.00

Existing floor area (m2)

1

Proposed floor area (m2)

1

150.75

Site area (m2)

1

Carparking on Site

1

N/A

Total parking spaces

1

Existing parking spaces

1

Other (no selection chosen)

1

Other Details

Does the application include signage?

1

No

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

1

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

1

No

Documents

Required Documents

1

Title (Folio text and Plan and Schedule of Easements)

2

Title documents Folio and Plan CT1199-1.pdf

3

Plan (proposed, existing)

4

PLA Drawings DA00-DA11 inclusive.pdf

5

GIA or Crown consent

6

DMS-20-16 - 1-5 RYDE STREET NORTH HOBART TAS 7000 - Notice of Land Owner Consent to Lodge a Planning Application (including documentation).pdf

7

Covering Letter

8

PLA to HCC-29JAN20.pdf

9

environmental site assessment

10

GES Environmental Site Assessment.pdf

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 119922	FOLIO 1
EDITION 1	DATE OF ISSUE 01-Sep-1995

SEARCH DATE : 08-Nov-2019
SEARCH TIME : 10.14 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 119922
Derivation : Whole of Lot 36692 Gtd. to The Lord Mayor,
Alderman & Citizens of the City of Hobart
Prior CT 3499/56

SCHEDULE 1

HOBART CITY COUNCIL

SCHEDULE 2

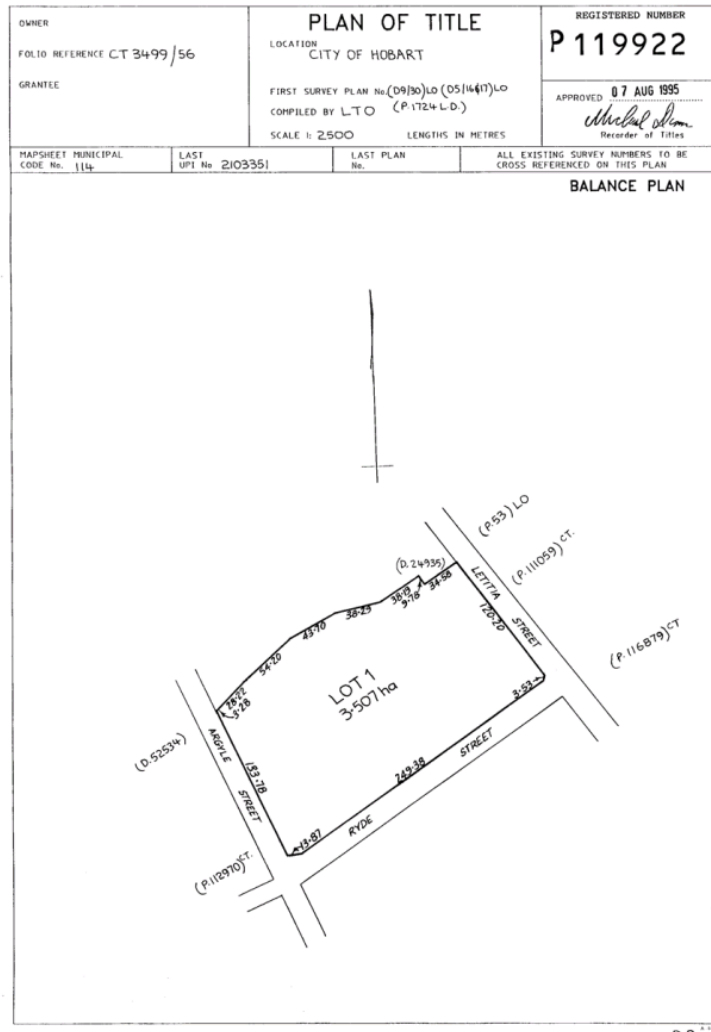
Reservations and conditions in the Crown Grant if any
The said land iwithin described was granted unto and to the use
of the Grantee in fee simple to be held on condition
to use, subject to the provision of the Hobart
Corporation Act 1963 for the recreation, amusement,
health and enjoyment of the inhabitantsof the City of
Hobart and other persons resident in or coming into
the said City.

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN
RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980



8. REPORTS

8.1 Delegated Decisions Report (Planning) File Ref: F20/92530

Memorandum of the Director City Planning of 26 August 2020 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Delegated Decisions Report (Planning)

Attached is the delegated planning decisions report for the period 10 August 2020 to 21 August 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: 26 August 2020
File Reference: F20/92530

Attachment A: Delegated Decisions Report (Planning) ↓

24 August 2020

Delegated Decisions Report (Planning)

34 applications found.

Planning Description	Address	Works Value	Approved	Withdrawn / Cancelled	All
			Decision	Authority	
PLN-19-179 Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing	26 LOWER JORDAN HILL ROAD WEST HOBART TAS 7000	\$ 3,000,000	Approved	Delegated	
PLN-19-64 Subdivision (One Additional Lot)	21 CARR STREET NORTH HOBART TAS 7000	\$ 0	Withdrawn	Applicant	
PLN-20-213 Partial Demolition, Alterations and Extension	2 RIALANNAH ROAD MOUNT NELSON TAS 7007	\$ 45,500	Approved	Delegated	
PLN-20-265 Partial Demolition, Alterations and Extension	19 PEDDER STREET NEW TOWN TAS 7008	\$ 390,000	Approved	Delegated	
PLN-20-286 Partial Demolition, Alterations and Studio	4/94A WENTWORTH STREET SOUTH HOBART TAS 7004	\$ 40,000	Approved	Delegated	
PLN-20-309 Dwelling	6 BLUESTONE RISE LENA VALLEY TAS 7008	\$ 347,790	Approved	Delegated	
PLN-20-333 Dwelling	10 MCDEVITT AVENUE DYNMYRNE TAS 7005	\$ 700,000	Approved	Delegated	
PLN-20-342 Garage	3 ATHLEEN AVENUE LENA VALLEY TAS 7008	\$ 10,000	Approved	Delegated	
PLN-20-352 Alterations and Change of Use to Multiple Dwelling	3/68-70 FORSTER STREET NEW TOWN TAS 7008	\$ 0	Withdrawn	Applicant	
PLN-20-373 Dwelling	13 BLUESTONE RISE LENA VALLEY TAS 7008	\$ 500,000	Approved	Delegated	
PLN-20-376 Dwelling, Vegetation Clearance, and Outbuilding (Garage)	1 BURSARIA COURT TOLMANS HILL TAS 7007	\$ 600,000	Approved	Delegated	
PLN-20-378 Partial Demolition, Alterations and Extension	24 QUAYLE STREET SANDY BAY TAS 7005	\$ 30,000	Approved	Delegated	
PLN-20-379 Partial Demolition, Alterations, Carport and Front Fencing	19 PAVIOUR STREET NEW TOWN TAS 7008	\$ 30,000	Approved	Delegated	
PLN-20-382 Dwelling	5 TABART STREET NEW TOWN TAS 7008	\$ 318,000	Approved	Delegated	
PLN-20-385 Partial Demolition, Alterations and Extension	132 AUGUSTA ROAD LENA VALLEY TAS 7008	\$ 50,000	Approved	Delegated	
PLN-20-390 Partial Demolition, Alterations, Extension and Garage	15 FORSTER STREET NEW TOWN TAS 7008	\$ 300,000	Approved	Delegated	
PLN-20-395 Partial Demolition, Alterations and Extension	141 KING STREET SANDY BAY TAS 7005	\$ 145,000	Approved	Delegated	
PLN-20-396 Partial Demolition, Alterations and Extension	4 CROMWELL STREET BATTERY POINT TAS 7004	\$ 200,000	Approved	Delegated	
PLN-20-398 Partial Demolition and Alterations	12 HILLBOROUGH ROAD SOUTH HOBART TAS 7004	\$ 60,000	Approved	Delegated	
PLN-20-402 Dwelling	3 BEAUMONT ROAD LENA VALLEY TAS 7008	\$ 398,000	Approved	Delegated	
PLN-20-412 Demolition and Two Multiple Dwellings	19 LOUDEN STREET SOUTH HOBART TAS 7004	\$ 385,000	Approved	Delegated	
PLN-20-420 Alterations (Solar Panels)	114 BATHURST STREET HOBART TAS 7000	\$ 50,000	Approved	Delegated	
PLN-20-422 Alterations	26 ADELAIDE STREET SOUTH HOBART TAS 7004	\$ 20,000	Approved	Delegated	
PLN-20-428 Demolition and Garage	38 MARIEVILLE ESPLANADE SANDY BAY TAS 7005	\$ 100,000	Approved	Delegated	
PLN-20-431 Partial Demolition, Alterations and Extension	2 CHURCHILL AVENUE SANDY BAY TAS 7005	\$ 180,000	Approved	Delegated	

CITY OF HOBART

Planning Description	Address	Works Value	Decision	Authority
PLN-20-433 Alterations and Signage	1/117 COLLINS STREET HOBART TAS 7000	\$ 16,000	Approved	Delegated
PLN-20-436 Partial Demolition, Alterations and Extension	31 AOTEA ROAD SANDY BAY TAS 7005	\$ 50,000	Approved	Delegated
PLN-20-444 Partial Demolition, Alterations and Extension	12 SEYMOUR STREET NEW TOWN TAS 7008	\$ 180,000	Withdrawn	Applicant
PLN-20-452 Alterations (Solar Panels)	191 NEW TOWN ROAD NEW TOWN TAS 7008	\$ 84,680	Approved	Delegated
PLN-20-468 Partial Demolition, Alterations and Extension	58 ANGLESEA STREET SOUTH HOBART TAS 7004	\$ 150,000	Approved	Delegated
PLN-20-503 Partial Demolition, Alterations and Extension	4 MURCHISON STREET LENA VALLEY TAS 7008	\$ 160,000	Not Required	Delegated
PLN-20-505 Partial Demolition and Alterations	50 OLINDA GROVE MOUNT NELSON TAS 7007	\$ 250,000	Approved	Delegated
PLN-20-517 Partial Demolition, Alterations, Change of Use to Food Services and Visitor Accommodation, and Signage	173 ELIZABETH STREET HOBART TAS 7000	\$ 35,000	Withdrawn	Applicant
PLN-20-74 Partial Demolition, Alterations and Extension	12 SPRINGVALE AVENUE NEW TOWN TAS 7008	\$ 300,000	Approved	Delegated

8.2 City Planning - Advertising Report
File Ref: F20/92720

Memorandum of the Director City Planning of 26 August 2020 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list for the period 10 August 2020 to 21 August 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: 26 August 2020
File Reference: F20/92720

Attachment A: City Planning - Advertising Report ↓ 

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-20-145	607 - 627 NELSON ROAD	MOUNT NELSON	Alterations (Decks and Pavilion)	\$250,000.00	06/09/2020	ayersh	Director	11/08/2020	25/08/2020
PLN-20-415	648 SANDY BAY ROAD	SANDY BAY	Partial Demolition, Alterations and Extension	\$750,000.00	12/09/2020	baconr	Director	14/08/2020	28/08/2020
PLN-20-507	132 CASCADE ROAD	SOUTH HOBART	Front Fencing	\$2,000.00	22/09/2020	baconr	Director	18/08/2020	01/09/2020
PLN-20-489	11 RED KNIGHTS ROAD	SANDY BAY	Partial Demolition, Alterations and Extension	\$150,000.00	24/09/2020	baconr	Director	19/08/2020	02/09/2020
PLN-20-440	25 ANGLESEA STREET	SOUTH HOBART	Partial Demolition and Change of Use to Multiple Dwelling (One Existing, One New)	\$150,000.00	27/09/2020	baconr	Director	21/08/2020	04/09/2020
PLN-20-65	15 OAKLEY STREET	NEW TOWN	Front Fencing	\$2,000.00	29/08/2020	langd	Director	10/08/2020	24/08/2020
PLN-20-486	32 SMITH STREET	NORTH HOBART	Partial Demolition, Alterations and Extension	\$175,000.00	15/09/2020	langd	Director	11/08/2020	25/08/2020
PLN-20-317	73 VIEW STREET	SANDY BAY	Partial Demolition, Alterations, Extension, Outbuilding and Front Fencing	\$50,000.00	04/09/2020	langd	Director	12/08/2020	26/08/2020
PLN-19-900	9 KOORYONG GLEN	SOUTH HOBART	Subdivision (One Additional Lot)	\$20,000.00	08/09/2020	langd	Director	14/08/2020	21/08/2020
PLN-20-471	24 THELMA DRIVE	WEST HOBART	Alterations, Extension and Swimming Pool	\$140,000.00	22/09/2020	langd	Director	14/08/2020	28/08/2020
PLN-20-518	99 BATHURST STREET	HOBART	Signage	\$2,000.00	24/09/2020	langd	Director	20/08/2020	03/09/2020
PLN-20-365	54 CASCADE ROAD	SOUTH HOBART	Ancillary Dwelling and Carparking	\$45,000.00	05/10/2020	maxwellv	Director	10/08/2020	24/08/2020

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-20-480	2 / 24 FEHRE COURT	SANDY BAY	Partial Demolition, Alterations and Extension	\$48,000.00	15/09/2020	mcclenahanm	Director	12/08/2020	26/08/2020
PLN-20-323	284 - 284 A ARGYLE STREET	NORTH HOBART	Partial Demolition, Alterations, Signage and Change of Use to Resource Processing, Food Services and General Retail and Hire	\$2,000,000.00	02/09/2020	mcclenahanm	Director	13/08/2020	27/08/2020
PLN-20-347	43 BROWNE STREET	WEST HOBART	Alterations	\$100,000.00	01/10/2020	mcclenahanm	Director	13/08/2020	27/08/2020
PLN-20-199	40 C NICHOLAS DRIVE	SANDY BAY	Dwelling	\$1,000,000.00	11/09/2020	mcclenahanm	Director	17/08/2020	31/08/2020
PLN-20-512	132 - 140 ELIZABETH STREET	HOBART	Extension to Operating Hours	\$0.00	23/09/2020	mcclenahanm	Director	17/08/2020	31/08/2020
PLN-20-474	212 - 218 MACQUARIE STREET	HOBART	Partial Demolition and Alterations	\$15,000.00	10/09/2020	mcclenahanm	Director	18/08/2020	01/09/2020
PLN-20-449	98 - 110 ARGYLE STREET	HOBART	Partial Demolition, Alteration, Extension, Change of Use to General Retail and Hire, and Signage	\$200,000.00	10/09/2020	mcclenahanm	Director	21/08/2020	04/09/2020
PLN-20-447	109 - 113 LIVERPOOL STREET	HOBART	Signage	\$0.00	07/09/2020	nolanm	Director	17/08/2020	31/08/2020
PLN-20-478	4 LASSWADE AVENUE	SANDY BAY	Carport	\$4,000.00	11/09/2020	nolanm	Director	20/08/2020	03/09/2020
PLN-20-319	102 MARLYN ROAD	SOUTH HOBART	Partial Demolition, Alterations and Extension	\$150,000.00	11/09/2020	obrienm	Director	14/08/2020	28/08/2020

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-20-457	8 DOWDING CRESCENT	NEW TOWN	Two Multiple Dwellings	\$478,000.00	08/09/2020	obrienm	Director	18/08/2020	01/09/2020
PLN-20-350	321 CHURCHILL AVENUE	SANDY BAY	Partial Demolition, Alterations and Additions	\$150,000.00	24/09/2020	obrienm	Council	21/08/2020	04/09/2020
PLN-20-482	35 - 43 BRISBANE STREET	HOBART	Alterations and Signage	\$0.00	14/09/2020	sherriffc	Director	11/08/2020	25/08/2020
PLN-20-470	178 - 180 CAMPBELL STREET	NORTH HOBART	Signage	\$0.00	15/09/2020	sherriffc	Director	13/08/2020	27/08/2020
PLN-20-197	23 COMMERCIAL ROAD	NORTH HOBART	Partial Demolition, Alterations, Extension, New Building for Educational and Occasional Care (Gymnasium), Signage and Associated Works (Re-Advertised)	\$9,400,000.00	11/09/2020	sherriffc	Council	18/08/2020	01/09/2020
PLN-19-319	63 DAVEY STREET	HOBART	Demolition, New Building for 30 Multiple Dwellings and 21 Student Accommodation Units including Carparking, and Associated Infrastructure and Access Works	\$9,800,000.00	07/09/2020	sherriffc	Council	21/08/2020	04/09/2020
PLN-20-450	4 GOURLAY STREET	WEST HOBART	Partial Demolition, Alterations and Extension	\$300,000.00	07/09/2020	wilsone	Director	13/08/2020	27/08/2020

9. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

The General Manager reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

9.1 55 Mount Stuart Road - Development Status
File Ref: F20/30683; 13-1-10

Memorandum of the Director City Planning of 25 August 2020.

Delegation: Committee

That the information be received and noted.



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

55 MOUNT STUART ROAD - DEVELOPMENT STATUS

Meeting: City Planning Committee

Meeting date: 2 March 2020

Raised by: Alderman Briscoe

Question:

Can the Director provide an update on the current status of the development at 55 Mount Stuart Road?

Response:

The development of the property for four multiple dwellings was granted a building permit on 16 April 2020 and a start of works approval was issued on 23 April 2020. The building works are underway.

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: 25 August 2020
File Reference: F20/30683; 13-1-10

10. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

11. CLOSED PORTION OF THE MEETING

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Planning appeal mediation

The following items were discussed: -

- | | |
|----------------|--|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Council Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of pecuniary and conflicts of interest |
| Item No. 4 | Planning Authority Items – Consideration of Items with Deputations |
| Item No. 5 | City Acting as Planning Authority |
| Item No. 5.1 | Applications under the Hobart Interim Planning Scheme 2015 |
| Item No. 5.1.1 | PLN-20-186 - 14 Stoke Street, New Town - Multiple Dwellings (One Existing, One New) - Appeal - Mediation
LG(MP)R 15(4)(a) |
| Item No. 6 | Questions Without Notice |