



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 19 April 2021

at 5:00 pm

Council Chamber, Town Hall

SUPPLEMENTARY ITEMS

ORDER OF BUSINESS

COMMITTEE ACTING AS PLANNING AUTHORITY 3

APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

- 12 125 Bathurst Street, Hobart - Partial Demolition, Alterations and New
Building for Visitor Accommodation, Hotel Industry and Food
Services 4
- 13 19 Ridgeway Road, Ridgeway - Partial Demolition, Alterations,
Extension, Carport and Front Fencing..... 377

The Acting General Manager reports:

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

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

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

COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

**12 125 BATHURST STREET, HOBART - PARTIAL DEMOLITION,
ALTERATIONS AND NEW BUILDING FOR VISITOR ACCOMMODATION,
HOTEL INDUSTRY AND FOOD SERVICES
PLN-20-532 - FILE REF: F21/32758**

Address: 125 Bathurst Street, Hobart

Proposal: Partial Demolition, Alterations and New Building for
Visitor Accommodation, Hotel Industry and Food
Services

Expiry Date: 27 April 2021

Extension of Time: Not applicable

Author: Tristan Widdowson

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for partial demolition, alterations and new building for visitor accommodation, hotel industry and food services, at 125 Bathurst Street, 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-20-532 - 125 BATHURST STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/01267-HCC dated 23/12/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

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 as a Condition Endorsement 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.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

PLN s2

Public artwork must be implemented on site prior to first use of the building. Prior to the issue of any approval under the *Building Act 2016* (excluding for demolition, excavation and works up to the ground floor slab), details of the public artwork must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Director City Planning. The details must include, but are not limited to, the following:

- **Plans and other associated and relevant documentation demonstrating what the artwork will be, and where it will be located, which are substantially in accordance with the Final Planning Documents. Demonstrating that the artwork has a minimum value of 1% of the construction cost (equivalent to**

\$170,000 based the value provided in the 'Estimated cost of development' section of the planning application form).

- **Identifying the procurement process, and specifying the artist/artists selected.**
- **Setting out how the project will be managed, including details of installation oversight.**
- **All work required by this condition must be in accordance with the approved details.**

Advice:

For further advice in relation to the acceptable provision of public art you are encouraged to contact Council's Public Art team on 6238 2494.

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

To provide civic amenity

PLN s3

A landscape plan must be prepared for the soft and hard landscaping of the forecourt, rooftop terraces and parapet perimeter planting, by a suitably qualified landscape designer.

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.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

In the interest of the amenity of the spaces, streetscape and townscape values of the surrounding area.

PLN s4

Prior to the issue of any approval under the *Building Act 2016* (excluding for demolition, excavation and works up to the ground floor slab), details must be submitted and approved as a Condition Endorsement demonstrating that internal noise levels will be in accordance with relevant Australian Standards for acoustics control (*AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*).

Reason for condition

To ensure that buildings for visitor accommodation uses provide reasonable levels of amenity.

ENG 12

A construction waste management plan must be implemented throughout construction.

A construction waste management plan must be submitted and approved as a Condition Endorsement, prior to the issue of any approvals under the *Building Act 2016*. 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:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

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 sw1

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

All stormwater which can drain via gravity must do so.

Reason for condition

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

ENG sw4

The new stormwater connection must be constructed, and any existing redundant connections be abandoned and sealed. The connection works must be done by Council at the owner's expense prior to the issue of any completion.

Detailed engineering drawings must be submitted and approved, prior to commencement of work or issue of any consent under the *Building Act 2016* (whichever occurs first), excluding for demolition, excavation and works up to the ground floor slab. The detailed engineering drawings must include:

1. the location of the proposed connections and all existing connections (including any shared connections);
2. the location of any existing third-party or shared private pipes passing through the Lot, and any works affecting them.
3. the size and design of the connection such that it is appropriate to safely service the development;
4. long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure. Connections must be free-flowing gravity.

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

Advice:

A single connection for the property is generally required under the Urban Drainage Act 2013 - an exception may be made for any existing connection servicing the third-party or shared stormwater passing through the site.

Once approved the applicant will need to submit an [application for a new stormwater connection](#) with Council's City Amenity Division. Should the applicant wish to have their contractor install the connection, an [Application to Construct Public Infrastructure](#) is required.

The stormwater service connection may be required to have been approved prior to any plumbing permits being issued for private plumbing works.

Reason for condition

To ensure the site is drained adequately.

ENG sw7

Stormwater pre- treatment for stormwater discharges from the development must be installed prior to commencement of use.

A stormwater management report and design must be submitted and approved as a Condition Endorsement, prior to commencement of work or issue of any consent under the *Building Act 2016* (whichever occurs first), excluding for demolition, excavation and works up to the ground floor slab. The stormwater management report and design must:

1. be prepared by a suitably qualified engineer;
2. include detailed design of the proposed treatment train, including estimations of contaminant removal compared to the State Stormwater Strategy targets. Treatment from the carparking must target hydrocarbons and fine sediments;
3. include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

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

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

ENG 13

An ongoing waste management plan for all commercial and domestic waste and recycling must be implemented post construction.

A waste management plan must be submitted and approved, prior to the issue of any approvals under the *Building Act 2016*, excluding for demolition, excavation and works up to the ground floor slab. The waste management plan must include provisions for commercial waste services for the handling, storage, transport and disposal of domestic and commercial waste and recycle bins from the development.

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

Reason for condition

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

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 superintendent, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.**

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

Reason for condition

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

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS 2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) design must be submitted and approved as a Condition Endorsement, prior to the issuing of any approval under the *Building Act 2016*, excluding for demolition, excavation and works up to the ground floor slab.

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

- 1. Be prepared and certified by a suitably qualified engineer;**
- 2. Be generally in accordance with the Australian Standard AS/NZS 2890.1:2004;**
- 3. Include a speed hump and conflict avoidance camera system as recommended in the Midson Traffic Pty Ltd traffic impact assessment endorsed by this permit;**
- 4. Include signs each side of the driveway entry/exit (adjacent to, and 2m above the pedestrian path in Bathurst Street) with the text 'caution - vehicles exiting' clearly displayed;**
- 5. Where the design deviates from AS/NZS 2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use; and**
- 6. Show dimensions, levels, gradients and transitions, and other details as Council deem necessary to satisfy the above requirement.**

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

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

Prior to the commencement of use, documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council. The certification must include, but not be limited to:

- 1. Confirmation that all recommendations in the Midson Traffic Pty Ltd traffic impact assessment endorsed by this permit, have been satisfactorily implemented;**
- 2. Confirmation that the car turn-table, car lift, and 7x triple car stackers have been satisfactorily constructed and are fully operational.**

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 commencement of use.

Reason for condition

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

ENG 5

The number of car parking spaces approved on the site, for use is twenty- one (21).

All parking spaces must be fully operational prior to the commencement of use.

Reason for condition

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

ENG 5b

The manoeuvring and parking of vehicles in the proposed parking area must be undertaken exclusively by the Hotel's valet service for the duration of the use.

Reason for condition

In the interests of user safety.

ENG 6

All vehicles exiting the development must do so via a left turn only. Prior to the commencement of use a sign clearly stating 'left turn only' must be erected adjacent to the access (on the private side).

Reason for condition

To ensure that access to the site enables safe, easy and efficient use.

ENG 8

The use of the car parking spaces is restricted to User Class 2 (hotel parking) in accordance with Australian Standards AS/NZS 2890.1 2004 Table 1.1.

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.**

Any damage must be immediately reported to Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to the issue of any approvals under the *Building Act 2016*.

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 r3

Prior to the commencement of use, the proposed driveway crossover and footpath for the full width of the lot frontage, within the Bathurst Street highway reservation must be designed and constructed in general accordance with:

- Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing**
- Footpath - Urban Roads Footpaths TSD-R11-v2**

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the *Building Act 2016*, excluding for demolition, excavation and works up to the ground floor slab. The design drawings 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 (i.e. light poles, pits, awnings) at or near the proposed driveway crossover;**
- 3. Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings;**
- 4. Show swept path templates in accordance with AS/NZS 2890.1 2004 (B85 or B99 depending on use, design template);**
- 5. If the design deviates from the requirements of the TSD then the drawings must 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;**
- 6. Show that vehicular sight lines are met as per AS/NZS 2890.1 2004;**
- 7. Show replacement of the footpath for the full width of the lot frontage;**
- 8. Show the existing redundant driveway crossover as being removed and reinstated in accordance with TSD-R15-v1; and**
- 9. Be prepared and certified by a suitable qualified person, to satisfy the above requirements.**

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

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

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

Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this 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

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

ENV 2

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

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

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

Advice:

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

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

Reason for condition

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

HER 9

All construction documentation must contain protocols and recommendations for all contractors working in close proximity to the stone wall along the boundary of 126 Murray Street to be familiar with the heritage values of the heritage listed site and for the need to protect the wall at all costs whilst undertaking the proposed works to upgrade infrastructure. Prior to the commencement of works (including demolition and excavation), all workers and managers must be briefed on the importance of the cultural heritage values of the site as part of a site induction. This must be undertaken by a suitably qualified heritage practitioner. Documents containing protocols for the protection of the wall must be submitted and approved as a Condition Endorsement, prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first).

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition -

To ensure that there is no loss or damage to the heritage values or fabric of the neighbouring site.

HER 6

All onsite excavation and disturbance within the area identified as being of moderate archaeological potential within Fig.23 of the Statement of Archaeological Potential produced by Austral Tasmania, dated 30 July 2018 must be monitored by a suitably qualified archaeologist. Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. **All excavation and/or disturbance must stop immediately; and**
2. **A qualified archaeologist must provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and**
3. **All and any recommendations made by the archaeologist engaged in accordance with (2) above must be complied with in full; and**
4. **All features and/or deposits discovered must be reported to the Council with 3 days of the discovery; and**
5. **A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with paragraph (2) above must be provided to Council within 10 days of receipt of the advice, assessment and recommendations.**

Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.

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.

ENVHE 1

Recommendations in the 'Limited Sampling Assessment' report dated 17 December 2020 prepared by GHD must be implemented.

Reason for condition

To ensure that the risk to future occupants of the building remain low and acceptable.

ENVHE 2

A contamination Environmental Site Assessment report prepared by a suitably qualified and experienced person in accordance with the procedures and practices detailed in the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM) as amended 2013 must be submitted to council following demolition of structures and prior to commencement of work in order to confirm the findings of the 'Limited Sampling Assessment' dated 17 December prepared by GHD.

Demolition works must be undertaken in accordance with a Construction Environmental Management Plan including detailed soil and water management plan, testing and offsite disposal plan, in order to avoid risks to human health and the environment.

Reason for condition

To determine the level of site contamination, and to identify any recommended remediation/management practices/safeguards which need to be followed/put in place during any excavations/ground disturbance on, or for use of the site, to provide for a safe living environment.

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

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#). Detailed instructions can be found [here](#).

A fee of 2% of the value of the works for new public assets (stormwater infrastructure, roads and related assets) will apply for the condition endorsement application.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).

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.

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.

BUILDING OVER AN EASEMENT

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

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

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 DRAINS

Council records suggest third-party or shared private pipes pass along the Right of Way. The design of works (including altered levels in the RoW) must provide protection for any third-party or shared private pipes passing through the Lot. You may need separate consent from Council's Building and Compliance unit under section 73 of the *Building Act 2016*.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

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 City Mobility Unit on 6238 2804.

REDUNDANT CROSSOVERS

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

ACCESS

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

CROSS OVER CONSTRUCTION

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

STORMWATER / ROADS / ACCESS

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

RIGHT OF WAY

The private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times.

You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right during and after construction.

WORK PLACE HEALTH AND SAFETY

Appropriate occupational health and safety measures must be employed during the works to minimise direct human exposure to potentially-contaminated soil, water, dust and vapours. Click [here](#) for more information.

PROTECTING THE ENVIRONMENT

In accordance with the *Environmental Management and Pollution Control Act 1994*, local government has an obligation to "use its best endeavours to prevent or control acts or omissions which cause or are capable of causing pollution." Click [here](#) for more information.

LEVEL 1 ACTIVITIES

The activity conducted at the property is an environmentally relevant activity and a Level 1 Activity as defined under s.3 of the *Environmental Management and Pollution Control Act 1994*. For further information on what your responsibilities are, click [here](#).

NOISE REGULATIONS

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

WASTE DISPOSAL

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

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

FEES AND CHARGES

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

DIAL BEFORE YOU DIG

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

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| Attachment A: | PLN-20-532 - 125 BATHURST STREET HOBART TAS 7000 - Planning Committee or Delegated Report ↓  |
| Attachment B: | PLN-20-532 - 125 BATHURST STREET HOBART TAS 7000 - CPC Agenda Documents ↓  |
| Attachment C: | PLN-20-532 - 125 BATHURST STREET HOBART TAS 7000 - Planning Referral Officer Cultural Heritage Report ↓  |
| Attachment D: | PLN-20-532 - 125 BATHURST STREET HOBART TAS 7000 - UDAP Minutes ↓  |

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	26 April 2021
Expiry Date:	27 April 2021
Application No:	PLN-20-532
Address:	125 BATHURST STREET , HOBART
Applicant:	Alex Nielsen (Circa Morris Nunn Architects) 27 Hunter Street
Proposal:	Partial Demolition, Alterations and New Building for Visitor Accommodation Hotel Industry and Food Services
Representations:	Seven (six objecting to, and one in support of, the proposal)
Performance criteria:	Central Business Zone Development Standard, Potentially Contaminated Land Code, Road and Railway Assets Code, Parking and Access Code, and Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for Planning approval is sought for Partial Demolition, Alterations and New Building for Visitor Accommodation, Hotel Industry and Food Services, at 125 Bathurst Street, Hobart.

1.2 More specifically the proposal is for:

The proposal is to retain and alter the façade of the existing building on the site at 125 Bathurst Street, and construct a 10 storey, 68 room hotel with cafe, restaurant and bars. The ground floor will have an open accessible forecourt featuring public artwork which will adjoin the entrance foyer containing a café and bar. There is an additional public restaurant and bar on the fifth floor with adjoining terrace and a rooftop garden bar, all operating no later 12:00am. An additional guest garden terrace is to be provided as well as a meeting room and lounge facilities. There will be 21 car parking spaces provided on site which will utilise a vehicle stacker accessed via the existing laneway through the use a valet parking service. There will also be the provision of bicycle parking for the public and guests. The use of the relevant floors is set out below.

- Basement level: car parking. Accessed via an existing driveway on the north eastern side of the site, adjacent to 126 Murray Street.
- Ground level: commercial tenancies and hotel lobby.
- Level 1: communal space and 10 hotel rooms.
- Level 2: roof garden and 10 hotel rooms.
- Level 3 and 4: 12 hotel rooms.
- Level 5: Public bar and roof garden/terrace.
- Level 6 to 8: Eight hotel rooms.
- Level 9: Rooftop garden and bar.

The maximum height of the building is 34.8m to the top of the bar/plant building, and 30.5m to the roof of the 9th floor.

The design will retain the existing Art Deco façade of the building with two main stepped and staggered box forms extending above with perimeter garden balconies. The predominant material is white perforated metal articulated screening and vertical steel fins with glazing behind. There is considerable use of planting and vegetation throughout the external areas of the building.

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

- 1.3.1 Central Business Zone Development Standards - Height and Waste Storage and Collection
- 1.3.2 Potentially Contaminated Land Code - Use and Development Standards
- 1.3.3 Road and Railway Access Code - Existing Road Accessed and Junctions
- 1.3.4 Parking and Access Code - Number of Carparking Spaces, Design of Vehicular Access, Vehicular Passing Areas

1.3.5 Historic Heritage Code - Places of Archaeological Potential

- 1.4 Seven representations, six objecting to, and one in support of, the proposal were received within the statutory advertising period between 9 March and 23 March 2021.
- 1.5 The proposal was referred to the Urban Design Advisory Panel at its 11 March 2021 meeting. The Panel are broadly supportive of the proposal.
- 1.6 The proposal is recommended for approval subject to conditions.
- 1.7 The final decision is delegated to the Council, because it is a Major Development Application and it received more than five objections.

2. Site Detail

- 2.1 The 630m² site contains an existing Art Deco style building with a two storey façade that extends approximately 10 metres into the site. It contains offices and has a central driveway leading through the building to the rear warehouse space which covers the remainder of the site.

The site is located within the Central Business Fringe Area as shown on Figure 22.2 - Central Business Zone Height Areas of the Central Business Zone under the *Hobart Interim Planning Scheme 2015*.

To the south, the site adjoins 127 Bathurst Street, which contains a two storey office building and a relatively large amount of car parking. To the north is 126 Murray Street, separated from the subject site by a driveway and containing a heritage listed property to the rear with a later addition fronting the street. Also to the north is 130 Murray Street, which has approval for a five storey mixed use residential and commercial building. The rear of the site adjoins the larger property of 144 – 160 Murray Street, which contains a substantial retail warehouse-style building.

Opposite the site are 'Construction House' at 116 Bathurst Street and 'Highfield House' at 114 Bathurst Street. The site is also in close proximity to the recently constructed residential project 'The Commons' on the corner of Watchorn Street and Bathurst Street and the recently approved residential development at 90 Melville Street.

2.2



Figure 1: GIS Map Image 1:2000

2.3



Figure 2: GIS Map Image 1:1000

2.4



Figure 3: Subject site

2.5



Figure 4: Site as viewed from the intersection of Bathurst Street and Watchorn Street

2.6



Figure 5: Site as viewed from the intersection of Bathurst Street and Murray Street

2.7



Figure 6: Looking towards the site from the intersection of Murray Street and Brisbane Street

2.8



Figure 7: Looking down towards the site from upper Bathurst Street

2.9



Figure 8: Looking towards the site from the intersection of Barrack Street and Brisbane Street

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition, Alterations and New Building for Visitor Accommodation, Hotel Industry and Food Services, at 125 Bathurst Street, Hobart.

3.2 More specifically the proposal is for:

The proposal is to retain and alter the façade of the existing building on the site at 125 Bathurst Street, and construct a 10 storey, 68 room hotel with cafe, restaurant and bars. The ground floor will have an open accessible forecourt featuring public artwork which will adjoin the entrance foyer containing a café and bar. There is an additional public restaurant and bar on the fifth floor with adjoining terrace and a rooftop garden bar, all operating no later 12:00am. An additional guest garden terrace is to be provided as well as a meeting room and lounge facilities. There will be 21 car parking spaces provided on site which will utilise a vehicle stacker accessed via the existing laneway through the use a valet parking service. There will also be the provision of bicycle parking for the public and guests. The use of the relevant floors is set out below.

- Basement level: car parking. Accessed via an existing driveway on the north eastern side of the site, adjacent to 126 Murray Street.
- Ground level: commercial tenancies and hotel lobby.
- Level 1: communal space and 10 hotel rooms.
- Level 2: roof garden and 10 hotel rooms.
- Level 3 and 4: 12 hotel rooms.
- Level 5: Public bar and roof garden/terrace.
- Level 6 to 8: Eight hotel rooms.
- Level 9: Rooftop garden and bar.

The maximum height of the building is 34.8m to the top of the bar/plant building, and 30.5m to the roof of the 9th floor.

The design will retain the existing Art Deco façade of the building with two main stepped and staggered box forms extending above with perimeter garden balconies. The predominant material is white perforated metal articulated screening and vertical steel fins with glazing behind. There is considerable use of planting and vegetation throughout the external areas of the building.

3.3



Figure 9: Montage of proposed development

4. Background

- 4.1 A previous proposal for General Retail and Hire, Food Services and 33 Multiple Dwellings was approved under PLN-18-530. The building was 30m to the top of the roof from the ground floor level, with the lift overrun extending an additional 2.4m.

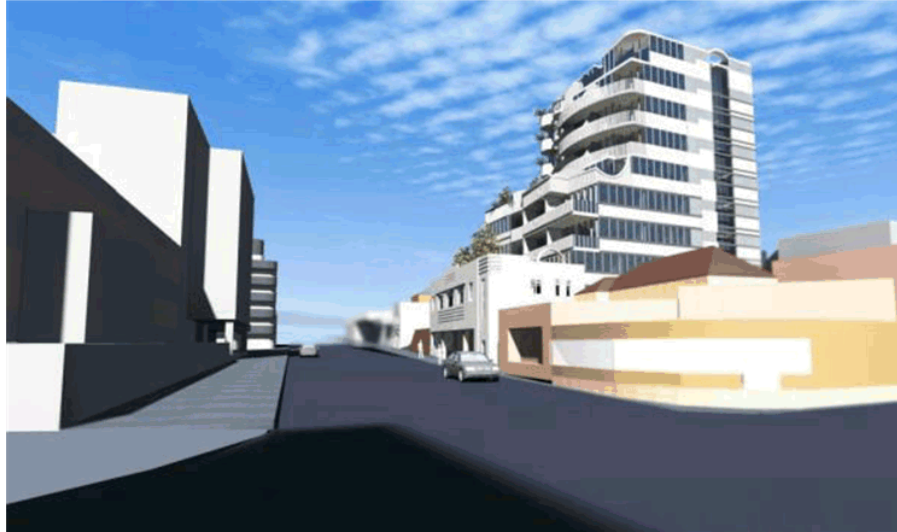


Figure 10: Montage of proposal

- 4.2 The proposal was referred to the Urban Design Advisory Panel for pre-application advice on the 10 June 2020. The advice given by the panel was taken on board and applied to the current proposal. The proposal was also referred to the Panel as part of the current planning application, at its meeting on the 11 March 2021. The minutes for both meetings are included in full as attachment to this report.

5. Concerns raised by representors

- 5.1 Seven (7) representations, six (6) raising concern in respect of the proposal and one (1) in support were received within the statutory advertising period between 9 March and 23 March 2021.
- 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.

The hotel will be significantly higher than adjacent buildings, towering over Construction House and the Commons Apartments.
It exceeds the recommended maximum height for this zone.
The rooftop bar area on the 9th floor will also directly overlook the Commons rooftop community areas and apartments facing Bathurst Street, reducing privacy for residents and increasing the potential for late night noise.

Early adopters who have taken a risk moving into the city will be affected by unsympathetic development.
Other developments have been approved for 90 Melville Street and 130 Murray Streets and will effect amenity due to density, traffic and noise.
The design of the upper levels should be more sympathetic to the Art Deco façade.
With all the modern materials including wood, concrete, metal, flora etc. the developers could come up with a more innovative design.
The current development application looks a lot more stylish and is better set back from the boundaries than the previous application for apartments at this site. The presentation to the street and the facilities for bike riders look good.
There should be future proofing of inner city hotels so they can be easily converted to be used for long-term rental to ease the growing need for housing when there is a tourism downturn as experienced in the recent pandemic.
Noise from additional waste collections and big trucks. Council should start making requirements for service vehicles to be smaller and electric.
The consultant estimates an average of 63 vehicle movements in or out of the driveway per day, 9 per hour in the peak periods. Hopefully this is an over estimate.
Support for the application principally on the strength of its design. A considered and quite beautiful response to the site, including the retention of the garage podium and highly activated street interface. It is also vastly more appealing than the previously approved scheme.
In respect of the proposals discretions relating to building envelope the staggered form, roof terraces, inclusion of multiple venues, greening and public art addresses potential impacts and provides clear public benefit. Effort should be made by Council to ensure all these public benefits are delivered in the final scheme, if approved and built.
The proposal will not appear prominent in the context of existing and approved development in the surrounding area. The Commons and Construction House are both comparable in the existing streetscape with future approved apartment schemes providing a quite uniform height in the area.
Concern at whether there will be windows or openings on the shared boundary, the elevations give the impression of windows.

This development will significantly and negatively affect many values in the local areas including, creating a much taller building than all the surrounding buildings and reducing the views and create additional traffic of residents and guests as well as trucks for rubbish and deliveries for the hotel, additional pressure on nearby parking which is already tightly restricted and almost always full.

Not against a smaller, lower hotel or apartment development that is within the CBD Fringe Area.

Pleased to see provision of 5 on ground bike parking rails, accessible bike storage for staff. Consideration should be given to further implementation of e-bikeshare, e-bike charging and wider spacing for convenient access for people with heavier bikes.

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 Central Business Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The proposed use for Food Services, Hotel Industry and Visitor Accommodation are all permitted uses in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D - 22 Central Business Zone
 - 6.4.2 E2.0 Potentially Contaminated Land Code
 - 6.4.3 E5.0 Road and Railway Access Code
 - 6.4.4 E6.0 Parking and Access Code
 - 6.4.5 E7.0 Stormwater Management 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 Central Business Zone Development Standards:

Building Height - Part D 22.4.1 P3; P5
Waste Storage and Collection - Part D 22.4.10 P1

- 6.5.2 Potentially Contaminated Land Code:

Use and Development Standards - Part E 2.5 P1 and 2.6.2 P1

- 6.5.3 Road and Railway Access Code

Existing road accesses and junctions - Part E5.5.1 P3

- 6.5.4 Parking and Access Code

Number of Car Parking Spaces - Part E6.6.1 & 6.6.5 P1
Design of Vehicular Accesses Part E6.7.2 P1
Vehicular Passing Areas Along an Access - Part E6.7.3 P1

- 6.5.5 Historic Heritage Code

Places of Archaeological Potential - Part E13.10 P1

- 6.6 Each performance criterion is assessed below.

- 6.7 Building Height - Part D 22.4.1 P3

- 6.7.1 The acceptable solution at clause 22.4.1 A3(a) allows a maximum height of 11.5m.

- 6.7.2 The proposed building extends to a maximum height of 30.5m to the top of the roof from the existing excavated ground floor level, with the rooftop and plant extending an additional 4.3m.

- 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 proposed development is outside the Amenity Building Envelope

referred to in the performance criteria and shown in Figure 22.3 of the planning scheme.

The performance criterion at clause 22.4.1 P3.1 and P3.2, provides as follows:

P3.1

The siting, bulk and design of development must respect the transition between the core area of the Central Business Zone and adjacent zones and must make a positive contribution to the streetscape and townscape.

and

P3.2

Development outside the Amenity Building Envelope (Figure 22.3) must provide significant benefits in terms of civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to:

- (a) the height, bulk and design of existing and proposed buildings;*
- (b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to Kunanyi/ Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;*
- (c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath;*
- (d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing;*
- (e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and*
- (f) the degree of consistency with the Desired Future Character Statements in clause 22.1.3.*

6.7.5



Figure 11: The subject site is bordered in blue. The blue denotes the Central Business Zone, the purple denotes the Commercial Zone, while the maroon denotes the Inner Residential Zone, and the yellow the Utilities Zone.

6.7.6

The proposed building has minor encroachments outside the Amenity Building Envelope as shown below. As noted in the footnotes to Figure 22.3 of the planning scheme, the Amenity Building Envelope has been developed with regard to heritage, streetscape and sense of scale, wind tunneling effects and solar penetration. It's height and envelope angle maintain sufficient solar penetration to the opposite side of the street and help to control air and wind turbulence. It also ensures that the building will not have unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor. Therefore as the building is outside the envelope albeit only the very top corners of the building, it triggers considerations of these aspects in addition to whether the siting, bulk and design of development respects the transition between the core area of the Central Business Zone and adjacent zones, and makes a positive contribution to the streetscape and townscape.

6.7.7



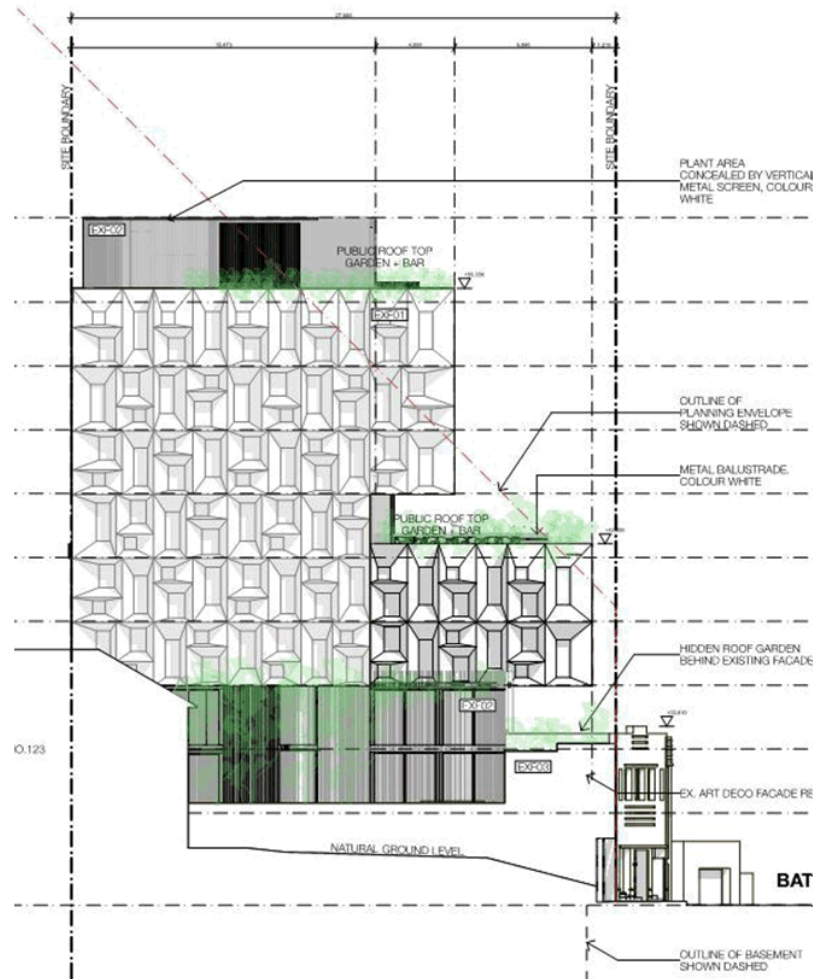


Figure 12: Amenity Building Envelope.

6.7.8 Transition:-

The site is located on the edge of the Central Business Fringe Height Area directly opposite the Core Height Areas on the other side of Bathurst Street and Murray Street. The Fringe Height Area is to provide transition to the Core Height Area of the Central Business Zone from adjacent zones.

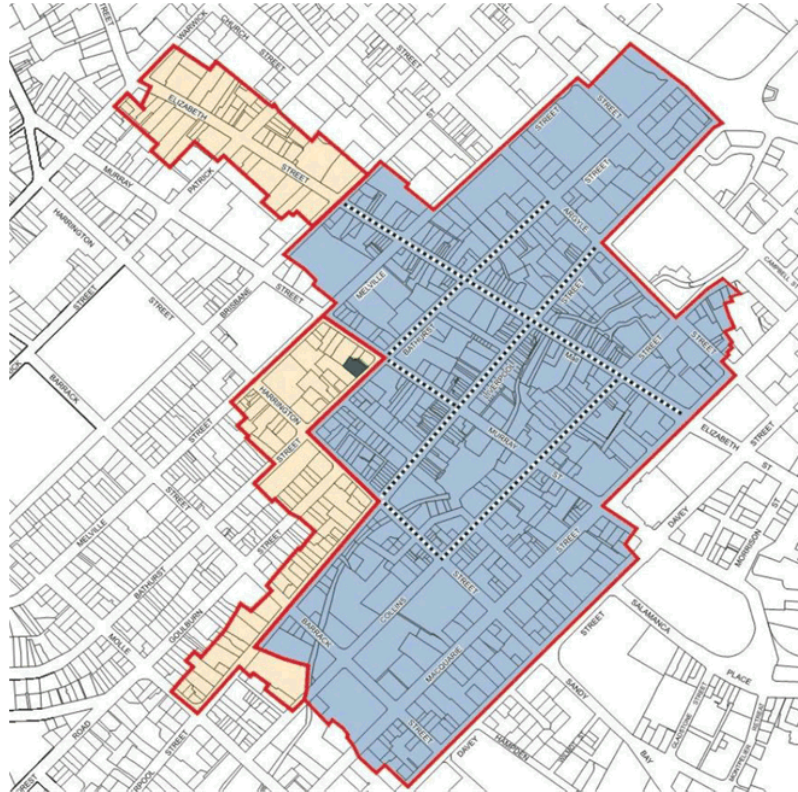


Figure 13: The subject site is highlighted in green. The blue denotes the Central Business Core Height Area, and the yellow denotes the Central Business Fringe Height Area. The dotted lines are solar penetration priority streets.

The subject site is setback a minimum of 75m from the northwestern edge of the Fringe Height Area (bordered by Melville Street), and 175m from the southwestern edge of the Fringe Height Area beyond Harrington Street. The site is significantly set back from the beginning of this transitioning height zone as well as zones adjacent to the Central Business Zone, and is located at the very edge of the transition point up to the Core Height Area.

The adjacent Core Height Area of the Central Business Zone has a permitted height of 30m (if setback 15m from a frontage) with potential for higher development (subject to meeting the performance criteria). The 30.5m main building height (34.8m to the roof of bar/plant) the proposed building will be directly comparable to the permitted building height of the Central Business Zone Core Height Area and would be lower than the potential height achievable within it (subject to meeting performance criteria). It is estimated that the Amenity Building Envelope on this

particular small site would allow for a height of up to approximately 40m or higher. However, the proposal does not extend to this height, which helps the building to respect the transition to, and the permitted height of, the adjoining Core Height Area.

A major consideration of whether the proposed height of the building presents as a transition to the Core Height Area of the Central Business Zone beyond is its relative height to the larger scale buildings of the Central Business Zone. Due to the section of the Fringe Height Area that the site is located in, the development's proposed visible presence within the broader townscape is of most relevance when viewed from Inner Residential zone areas to the west and the Commercial Zone to the north. The site's location within the block bordered by the Harrington Street, Melville Street, Murray Street and Bathurst Street is at a higher elevation than much of the Core Height Area of the Central Business Zone. This difference in elevation amplifies the relative height of the proposed development in the context of the broader townscape. Therefore assessing acceptability of the higher elements of the proposed development and whether it presents a transition, is based not only on its maximum height above ground level but its relative height in relation to the those buildings existing in the Core Height Area of the Central Business Zone. Although there are obviously a number of buildings of significant scale and height within the Core Height Area of the Central Business Zone it is appropriate to focus on the general established scale rather than anomalies.

The following montages visualise the proposal in the broader townscape in respect of the Inner residential areas to the west and Commercial Zone to the north:

6.7.9



Figure 14: Montage view of development from upper Murray Street

6.7.10



Figure 15: Montage view of development from upper Melville Street

- 6.7.11 The examples provided above of the Melville Street student accommodation and the hotel element of the Myer building, which are substantial in height relative to their location, also clearly present as more significant relative to the proposed development despite the site's elevation. That is, those buildings are still clearly read as higher in the townscape than the proposed development, notwithstanding the proposed development is located on a site which is topographically higher than the sites on which those developments are located.

- 6.7.12 The proposed upper levels of the building is significantly stepped in from the street front as well being setback from the side boundary, which means that the footprint of the higher element of the building which extends beyond the permitted height only equates to approximately 43% of the site area. This has the effect of limiting the scale and bulk of the upper element within the townscape. The stepping of the building pushes the height to the rear of the site and presents a transitional response in the streetscape. It is noted that for the first 6-8m from the street frontage, the proposed building is two storeys in height, which is substantially lower than the 20m permitted height at the street frontage under the Core Height Area (which is on the other side of Bathurst Street), and at 8m, is just over half the permitted building height (15m) of the Fringe Height Area.
- 6.7.13 Positive Contribution and Civic Amenity:-
The performance criteria under P3.1 and P3.2 both require that the siting, height, bulk and design of the development make a positive contribution to the streetscape and townscape as well as provide significant benefits in terms of civic amenities.
- 6.7.14 In terms of the building's contribution to the townscape, there has been significant consideration of the external architecture of the building in respect of its visibility from all angles in the broader context of the city. Above the level of the existing façade the building is broken into two main cube forms separated by recessed glazed seam with vertical fins. These inset sections feature on northern and eastern elevations of the building but importantly the rear western elevation. This stepping of the form is combined with the side boundary setbacks of the upper level to allow for greater solar access to the rooftop gardens spaces, street and hotel rooms, it also effectively reduces the bulk of building within the townscape. In addition to the form of the building the use of the angular articulated perforated screens over the glazing is featured on all elevations providing an ethereal quality and lantern like feature in the evening generated by the internal lighting. There is also perimeter planting of the parapet edges of each section of the building forms which has been informed by a landscaping consultant. The combination of these aspects equate to a building that significantly contributes to the townscape.
- 6.7.15 In terms of streetscape, the existing Art Deco building fronting the site is not noted as being of particular significance however the decision to retain it generates a defining feature of the proposed development. The retention of the full façade of the building including the return of the side walls, and the setting back of the new building above retains the building's complete form within the streetscape. This creates a street level scale

below the permitted height of 15m on the frontage and maintains the rhythm of the scale of the existing buildings on the subject side of the street. The stepping back of both sections of the new upper elements of the building from the frontage significantly minimises the presence of the building's height when viewed from within the streetscape. The contribution to streetscape through the retention of the façade is further enriched through the inclusion of a publicly accessible forecourt including seating, gardens and lighting. The forecourt will be activated by the café bar behind and will be enhanced by the proposed inclusion of public art in the space.

The proposal also complies with all the design standards and facade passive surveillance elements of the Development Standards for the zone. Additionally the proximity of the terrace on the roof of the Art Deco building to the street creates a direct connection as well as increased passive surveillance.

- 6.7.16 The performance criteria requires that development outside the Amenity Building Envelope must provide significant benefits in terms of civic amenities. Although the proposal only presents a small portion of the development outside the building envelope the owner has committed to providing a public art element to the development. There is to be a contribution of 1% of the construction cost of the proposal to commission public art. The art will be located in the 24 hour publicly accessible forecourt which also includes seating, planters, pocket gardens and lighting. The public art is to be developed with consideration of 2020 Hobart City Council Public Art Strategy. A condition is recommended to be included on the planning permit in respect of the public art contribution component of the development.

6.7.17 View Lines and View Cones

The performance criteria requires a need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/ Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor. The proposal is within View Cone B1 of Figure 22.6 which extends from Hunter Street up to kunanyi (Mount Wellington) however through the use of Council's K2vi modelling software it was possible to determine that the development at the proposed height will not obscure the view due to the existing AMP, Myer and State Library buildings.

6.7.18 Overshadowing of Public Footpaths and Adverse Wind Impacts

There is no public open space in close proximity of the site that would be affected by the shadow cast by the building therefore consideration is limited to overshadowing of public footpaths. The consideration of both overshadowing wind impacts in respect of pedestrian amenity is driven by encroachments outside the amenity envelope. Buildings with high elements of their form in close proximity to the street frontage have the potential to generate greater levels of overshadowing and adverse wind conditions. The design of the building clearly includes significant staggering and stepping back of the building form from the frontage with only small corner aspects of the building outside the amenity envelope.

The submitted shadow diagrams demonstrate that the proposal will have very limited impact on the adjacent footpath throughout the majority of the year. However during periods such as the Winter Solstice where the sun is at a lower angle it is inevitable that a building adjoining a south facing frontage will cast a significant shadow. It is even evident from the shadow diagrams that the smaller two storey buildings still cast shadows that extend to the adjacent footpath.

The shadow diagrams demonstrate that there is no overshadowing impact by 9am however as the shadow moves around at 12pm the adjacent footpath is partially affected before being in full shadow by 3pm, in combination with the impacts of the existing buildings. There are three key factors that minimise the impact of the proposed development and extent of the time the shadow is cast at any one point on the adjacent footpath. Firstly the site itself is relatively narrow which effectively reduces the possible building footprint, however this has been further reduced as a result of the intent of the designers to further setback the upper elements of the building from the side boundaries. This additional setback allows for greater sunlight permeation past the building as the footprint is reduced as the building steps up in height. Lastly the stepping back of the building from the frontage allows greater levels of sunlight past the building from the east and west.

In terms of wind impacts, the buildings significant departure from an unarticulated, high, street fronting façade significantly mitigates adverse wind impacts. The existing two storey street level facade is largely unchanged with a rooftop garden terrace above providing separation before the extending two floors only, before reaching another rooftop terrace. Then extending a further final three storeys which are further setback again. Although the proposed design outcome is viewed as an acceptable response to mitigate adverse wind impacts it also noted that the subject section of Bathurst Street contains multiple heritage listed

properties which will limit the continuous extent of higher buildings in close proximity to the Bathurst Street frontage.

Although the proposal has minor encroachment outside the amenity envelope it effectively achieves the intent of the envelope and goes beyond, through the stepping and staggering of the design. These measures are considered to result in the proposal minimising impacts on pedestrian amenity in respect of wind and overshadowing.

6.7.19 Desired Future Character Statements

Townscape and Streetscape Character -

22.1.3.1 Objectives:

(a) That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement.

(b) That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8).

(c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9).

(d) That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.

Clause 22.4 Development Standards for Buildings and Works

22.1.3.2 Building Siting, Bulk and Design

The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be

consistent with the objectives in clause 22.1.3.1, having regard to:

(a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;

(b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;

(c) the building proportion and detail reflecting and reinforcing the streetscape pattern;

(d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;

(e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;

(f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and

(g) the provision of permeability in support of the open space network.

- 6.7.20 The proposed development is consistent with objectives of the Desired Future Character Statement through respecting the urban amphitheatre and amphitheatre to the Cove. Although the site is not specifically heritage listed the decision to maintain the facade of the building recognises the existing built forms ability to bring economic, social and cultural value to the City.

The key aspects of buildings siting, bulk and design as discussed under the above assessment, contributes to a layered visual effect and is far removed from contributing to a contiguous wall of towers within the city. The setting back from the side boundaries, even though not a requirement under the scheme, allows for visual separation whilst also allowing greater permeability for improved solar access. The retention of the existing façade and setback of the building above reinforces the streetscape pattern. And, as mentioned previously, the height of the building does not appear individually prominent in respect of the urban amphitheatre. The public accessible forecourt with seating and shared areas and proposed public art installation provides interior activity beyond the facade which is

in addition to the three hospitality spaces within the development.

- 6.7.21 The Urban Design Advisory Panel is also accepting of the proposal's design and scale and reported the following:

"The pre-application was previously presented to the Panel on the 10 June 2020 and it was noted that the Panel's advice was considered in the application, especially the continuing involvement of a landscape architect and the early consideration of public art procurement.

The Panel again supports the overall massing and height of the building, recognising part of the building does extend beyond the Amenity Building Envelope. The Panel were of the opinion the disassociated bulk is a very positive aspect of the proposal.

The Panel recognised the work that had been undertaken on the texture and palette of the materials being utilised, arising from the previous Panel's comments. The façade is largely glazed with a perforated metal skin overlaid, to give articulation and provide each room different 'focussed' views.

The Panel felt that the building was compatible with the streetscape and in particular the incorporation of the art deco building in the building's podium.

The Panel were also supportive of the relationship to the adjacent Heritage Place, recognising the heritage wall to the shared right of way as the most significant aspect to be considered adjacent the proposed development."

"The proposal incorporates input from a public art company from Melbourne, who is understood will assist in the development of public art for the street level foyer and upper floor landscaped terraces of the building, to meet its discretionary requirements. The design and detail are still not finalised, but the Panel welcomed the approach and information presented as part of the Development Application and welcomed the proponent's support to achieving potentially an excellent public art outcome. The proposed art is appropriate to the overall development and in the Panel's opinion fulfills the intent of the Scheme as applied to the building's relatively minor incursion of the Amenity Building Envelope."

"Overall, the Panel were pleased with the design of the building and its

valuable contribution to the City."

The Panel's minutes are provided in full at Attachment D

6.7.22 The proposal complies with the performance criterion.

6.8 Heritage - Building Height Part D 22.4.1 P5 & Places of Archaeological Potential - Part E13.10 P1

6.8.1 The Acceptable Solution for clause Part D 22.4.1 A5 relates to height and setbacks relative to a adjoining heritage listed property.

6.8.2 The proposed building steps up in height within 15m of the frontage and is therefore more than one storey higher than the adjoining heritage building.

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 22.4.1 P5 and Part E13.10 P1 provides as follows:

P5

Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

(a) not unreasonably dominate existing buildings of cultural heritage significance; and

(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;

and

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'.

6.8.5 The Council's Cultural Heritage Officer has provided the following assessment of the proposal:

The proposal relates to 125 Bathurst Street, a gabled commercial/light industrial unit constructed with a brick built two storey front element fronting a facade in the between the wars modern style with elements of simplified art/deco motifs. Used as a Car Windscreen Replacer, the building forms part of a small but notable group of two storey detached buildings including the former Ambulance Station at No.129 Bathurst Street which either sit directly onto or just back from the roadside, creating a regular pattern of similar scaled properties.

The site is not Heritage Listed but does share common boundary with a single storey Heritage Listed property at No.126 Murray Street which is set back and up from the street with a late 20th century retail unit built onto the highway edge. The site is also located within the zone of Historical Archaeological Potential. A Statement of Archaeological Potential, Impact Assessment and Method Statement prepared by Austral Tasmania has been submitted as part of the proposal

Permission is sought for the demolition of the rear warehouse element of the building, the retention of the brick built front element, the remodelling of the interior, and the erection of a podium style development consisting of a 2 storey base, a 3 storey element set back from the front boundary, the top two storeys of which would be cantilevered over the recessed third storey creating space for a roof terrace, a further 4 storeys set back again from the lower floors and with again the upper three storeys cantilevered

over the 6th storey to create room for a roof terrace and a top floor roof garden with service enclosure.

Adjacency Considerations Relating to Height

The site of the proposed development stands within the Central Business Zone and as such is subject to the Development Standards relating to height. Under 22.4.12, building height must not, among other requirements, unreasonably impact on historic heritage character.

It is noted that the proposal fails to comply with the acceptable standard A5 in that the proposal would clearly exceed the height of the façade of the neighbouring Heritage Listed Building by more than 1 storey or 4m. As such, the proposal is therefore required to satisfy Performance Criteria P5 which states that development must not unreasonably dominate existing buildings of cultural heritage significance; and not have a materially adverse impact on the historic cultural heritage significance of the heritage place.

It is noted that the Macquarie Dictionary description of the word 'dominate' includes 'to tower above; overshadow; to occupy a commanding position'. With regard to the above, it is considered that the ability for development to 'unreasonably dominate' can be set by a number of factors, including the relative height difference between the two buildings; relative positions within the street or townscape to each other; the strength or robust nature of the two architectural styles to either compliment or take a submissive role relative to each other; or the wider context in which the Heritage Building is viewed. However, given the definitions as set out above, it is clear that the proposed development would clearly 'tower above' and 'occupy a commanding position' to the single storey Heritage building. As such, the issue is not whether the proposal would dominate over the adjacent site (which it clearly would), but rather if it would 'unreasonably' do so.

It is noted that the Heritage Building in question has a number of distinct street and townscape features that mark it out for special consideration. The building appears to have been built in a series of stages with elements clearly visible on the Sprent's 1840's Survey of the City. The building, which according to the survey was constructed of weatherboard, occupied an elevated position within the street, and was set back from both the Murray and Bathurst street frontages. Later plans from the turn of the century clearly show a set of significant steps leading from the corner of the junction of the street up to the property, which at that point had been

extended at either end. Whilst the use of the building is not certain, it seems likely that it contained some commercial element and may have partially operated as a boarding house. Importantly however, over its history, the building appears to have been partially re-made in brick and was subject to substantial expansion in first half of the 20th Century through the provision of new two storey element in the modernist style added to the Murray Street frontage in a form very similar to the two storey element of the application site, and then over two separate periods of development, two single storey elements used as a retail unit onto the Bathurst Street frontage. As such, effectively, by the mid-1960's, the original Heritage Building had been almost entirely enveloped by later buildings so that only small elements of it are still visible from the public realm, primarily glimpsed up the access lane that runs along the boundary between No.125 Bathurst and the Heritage Building. Whilst the roof form is still clearly visible from parts of Murray Street, it is considered that the original parts of the building have largely been submerged by later development.

Whilst the importance of the building in terms of original fabric, contribution to the understanding of the development of the city and its ability to demonstrate the various chapters of its commercial development through the various architectural structures that have been built around it are still of cultural significance, its contributory role from a street and townscape perspective has clearly been largely eroded. Given the above, the context in which the building is viewed is clearly of reduced significance and thus the relative ability of the proposed development to 'unreasonably' dominate over the Heritage Building given the limited role of context is similarly reduced.

In view of the above, it is therefore considered that in this instance, whilst the proposed development would clearly have a dominating impact upon the Heritage Listed Building, it would not do so to an unreasonable degree, in compliance with the performance criteria of the scheme. As such, it is considered that the proposal would not detract from those characteristics of the place which contribute to its historic cultural heritage significance. However, concern is raised as to the proximity of the original Cottages stone supporting base which would sit immediately onto the lane way intended to act as the principal servicing and car parking route for both this site and the recently approved residential development at 130 Murray Street. It is considered that it would be particularly susceptible to damage during the construction process. As such reasonable to place a condition to protect the stone wall of 126 Murray Street during the construction stage

Archaeology

This site is also located within a place of historical archaeological potential. A Statement of Archaeological Potential, Impact Assessment and Method Statement prepared by Austral Tasmania have been submitted as part of the application. The report is considered to be thorough in its assessment and sound in its methodology.

It is reported that much like the neighbouring Heritage Site, the original development of the site occurred relatively early in the history of the city in the form of a small weatherboard cottage. It was also located on an elevated piece of land above the roadside. However, over the course of the next 120 years, this was replaced by a larger residential property with associated stables and out buildings, which again was replaced by the current building which stands on the site. Importantly, during the construction of the current building, significant excavation and flattening out of the site occurred, essentially removing any potential remnants or artifacts that may have been retained on the site. However, the small access lane which runs between the later warehouse and the adjoining Heritage Listed building appears to have largely remained undisturbed by the later works and whilst there would appear to be no evidence of any structures standing on this land, its use as an access lane is long standing. As such, there may be elements of early surface treatment below the current surface, such as cobbles, as well as both early drainage guttering and fragments of detritus discarded over the years.

The report goes on to make a number of recommendations based on a watching brief during works relating to the access lane. The recommendations are considered reasonable and should form a condition should approval be granted.

Conclusion

It is therefore considered that subject to conditions relating to the implementation of the Statement of Archaeological Potential produced by Austral Tasmania, dated 30 July 2018 in full and an additional condition seeking the protection of the stone wall of 126 Murray Street during the construction stage, the proposal would comply with the Heritage Provisions of the Scheme.

- 6.8.6 The site does not front a Solar Penetration Priority Street, as identified in Figure 22.2.

6.8.7 The proposal complies with the performance criterion.

6.9 Waste Storage and Collection - Part D 22.4.10 P3

6.9.1 The proposal does not meet the Acceptable Solution for Waste Storage and Collection under clause Part D 22.4.10 P3; therefore assessment against the performance criterion is relied on.

6.9.2 The performance criterion at clause Part D 22.4.10 P3 provides as follows:

P3

A waste collection plan demonstrates the arrangements for collecting waste do not compromise the safety, amenity and convenience of surrounding occupants, vehicular traffic, cyclists, pedestrians and other road and footpath users, having regard to:

(a) the number of bins;

(b) the method of collection;

(c) the time of day of collection;

(d) the frequency of collection;

(e) access for vehicles to bin storage areas, including consideration of gradient, site lines, manoeuvring, direction of vehicle movement and pedestrian access;

(f) distance from vehicle stopping point to bins if not collected on site;

(g) the traffic volume, geometry and gradient of the street; and

the volume of pedestrians using the street and whether it is a pedestrian priority street (Figure E6.7.12).

6.9.3 The Council's Senior Development Engineer has provided the following assessment:

Rubbish collection will not occur on site, it is proposed to undertake private collection from the loading zone adjacent to the access. Bins will be stored in a temporary on-site holding area prior to collection; the

holding area is within close proximity to the collection point.

A detailed waste management plan has been completed by Leigh Design, the Council's SDE is satisfied with the WMP.

6.9.4 The proposal complies with the performance criterion.

6.10 Potentially Contaminated Land Code Part E2.5 P1 and 2.6.2 P1

6.10.1 The site is listed as potentially contaminated land. The acceptable solution requires the Director of the Environmental Protection Authority to certify that the land is acceptable for the intended use, or to approve a plan to manage contamination and associated risks to ensure that the land is suitable for the intended use. No such Director's certification or approval has been provided. There is also no acceptable solution for excavation of a potentially contaminated site.

6.10.2 The proposal must therefore be assessed against the applicable performance criteria, which at clause Part E 2.5 P1 and 2.6.2 P1 provide as follows:

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.

and

P1

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.

6.10.3 A preliminary Environmental Site Assessment and Contamination Management Plan was submitted for the site and the Council's Environmental Health Officer is satisfied that the proposal meets the relevant performance criteria subject to a condition requiring further site assessment, a contamination management plan and statement of suitability.

6.10.4 The proposal complies with the performance criterion.

6.11 Road and Railway Access Code - Existing road accesses and junctions - Part E5.5.1 P3

6.11.1 The proposal does not meet the Acceptable Solution for Existing road accesses and junctions under clause Part E5.5.1 P3; therefore assessment against the performance criterion is relied on.

6.11.2 The performance criterion at clause Part E5.5.1 P3 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 Senior Development Engineer has provided the following assessment:

- **5.5.1 Increase in vehicle movements** - The increase in vehicle movements will be more than 40 vpd and 20%. This can be supported when viewed against the relevant performance criteria as follows:

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 TIA estimates 63 vpd for the 21 spaces, with a peak flow of approximately 7 vph. Bathurst Street is dual lane in the North-Easterly direction, and single lane South-Westerly direction. The access is 20m from the Murray Street junction traffic lights, and flow to and from the site will be dictated by vehicle platoons through the intersection. The dual lanes, or single lane both have ample capacity to accommodate 7 vph, however the right hand turn required across dual lanes to travel South-West will be problematic and a condition should be included for left hand exit only CONDITION FOR LEFT HAND EXIT

(b) the nature of the traffic generated by the use;

Traffic will exclusively be comprised of cars driven by a valet driver familiar with the intersection. Therefore, the nature of traffic will not negatively impact the road network.

(c) the nature and efficiency of the access or the junction;

The access is narrow (single lane only). Although not ideal due to the potential for vehicles wanting to enter and exit at the same time, it is considered acceptable for the small number of vehicle movements required with minimal impact on traffic flow in Bathurst Street.

(d) the nature and category of the road;

Bathurst Street is a major collector road that has a straight alignment and is relatively flat in the vicinity of the access. It is well suited for the type of access proposed.

(e) the speed limit and traffic flow of the road;

Traffic flows are in platoons from the adjacent traffic lights at the junction with Murray Street. This provides good opportunity for vehicles leaving the site to enter the road carriageway with minimal disruption to the flow of traffic. The speed limit in this area is 40km/hr, the low speed also being conducive to ease of ingress and egress.

(f) any alternative access to a road;

None

(g) the need for the use;

There is a shortage of visitor accommodation in the Hobart CBD and given the importance of tourism to the economy, the need for the use is considered to be high.

(h) any traffic impact assessment;

A traffic impact assessment has been completed by Midson Traffic Pty Ltd which determined that the access was sufficient for the proposed use.

(i) any written advice received from the road authority.

The application was referred to the road authority - no written advice was provided.

6.11.4 The proposal complies with the performance criterion.

6.12 Parking and Access Code - Number of Car Parking Spaces - Central Business Zone - Part E6.6.5 P1

6.12.1 The proposal does not meet the Acceptable Solution for Number parking spaces under clause Part E6.6.5 P1; therefore assessment against the performance criterion is relied on.

6.12.2 The performance criterion at clause Part E6.6.5 P1 provides as follows:

P1

Car parking provision:

(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or

(b) must not compromise any of the following:

(i) pedestrian safety, amenity or convenience;

(ii) the enjoyment of 'al fresco' dining or other outdoor activity;

(iii) air quality and environmental health;

(iv) traffic safety.

6.12.3 The Council's Senior Development Engineer has provided the following assessment:

- **E6.6.1 & E6.6.5 Number parking spaces** - The application includes provision of 21 spaces, the AS requires 1 space per 200m² gross floor area which equates to 2400m²/ 200 = 12 spaces. Accordingly there is a surplus of 9 spaces. This can be supported when assessed against the performance provisions below:

To ensure that pedestrian activity generated by retailing, entertainment and multi -storey office uses in the central business district is not compromised through the provision of on-site car parking.

Car parking provision:

(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or
N/A

(b) must not compromise any of the following:

(i) pedestrian safety, amenity or convenience:

- The access is very narrow (2.6m at the minimum point adjacent to the footpath), this will ensure very slow vehicle speeds when approaching the footpath.
- A speed hump is proposed adjacent to the footpath, this will ensure slow vehicle speeds. CONDITION FOR RECOMMENDATIONS OF TIA
- Signs warning of vehicle access can be installed on the walls adjacent to the footpath (on the private side) CONDITION FOR VEHICLE WARNING SIGNS
- The access is existing and its presence is familiar to users of the footpath; the access is consistent with others in the general vicinity.
- It is considered that although the development will increase the number of vehicles using the access, the traffic calming and warning measures proposed will actually be an improvement on the existing situation; accordingly pedestrian safety, amenity or convenience will not be compromised.

(ii) the enjoyment of 'al fresco' dining or other outdoor activity:

- There is no al-fresco dining in the vicinity of the access and parking area

(iii) air quality and environmental health:

- This will not be exacerbated by the additional parking spaces - the cars using them will otherwise be parked on the street.

(iv) traffic safety.

- Vehicular sight distances are good.
- It is proposed to install camera systems to avoid vehicular conflict. CONDITION FOR CAMERA SYSTEMS
- The valet driver will be familiar with the access and adjacent roads.
- Condition to be included to ensure left hand exit only. CONDITION FOR LEFT TURN ONLY ON EXIT
- Taking the above factors and measures into account it is considered that vehicular safety will not be unreasonably compromised.

6.12.4 The proposal complies with the performance criterion.

6.13 Parking and Access Code - Design of Vehicular Accesses Part E6.7.2 P1

6.13.1 The proposal does not meet the Acceptable Solution for Design of Vehicular Accesses under clause Part E6.7.2 P1; therefore assessment against the performance criterion is relied on.

6.13.2 The performance criterion at clause Part E6.7.2 P1 provides as follows:

P1

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

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

6.13.3 The Council's Senior Development Engineer has provided the following assessment:

- **E6.7.2 Access design** - The existing access does not meet the minimum requirements for width (2.6m, Australian Standard required 3m), or pedestrian sight distance. Assessing against the performance criteria:

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;

Vehicular sight distances meet the Australian Standard.

The narrow width will not affect vehicular safety, and will ensure slow entry and exit speeds which will improve safety for cyclists and pedestrians.

A speed hump is proposed adjacent to the footpath, this will ensure slow vehicle speeds.

Signs warning of vehicle access can be installed on the walls adjacent to

the footpath (on the private side)

The access is existing and its presence is familiar to users of the footpath; the access is consistent with others in the general vicinity.

It is proposed to install camera systems to avoid vehicular conflict, this will mitigate any queuing in the road.

On the basis of the above, it is considered that conflicts between users will be satisfactorily avoided.

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

It is proposed to install camera systems to avoid vehicular conflict, this will mitigate any queuing in the road.

A passing area is proposed within 10m of the access which will assist in avoiding vehicular conflict.

The valet driver will be familiar with the narrow access and potential for vehicular conflict.

Condition to be included to ensure left hand exit only.

Based on the above, there will be minimal impact to the flow of traffic on Bathurst Street.

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

Traffic will exclusively be comprised of cars driven by a valet driver familiar with the intersection.

The volume of traffic will low (only 21 spaces)

The access is suitable for the use.

(d) ease of accessibility and recognition for users.

Swept paths have been provided demonstrating B99 vehicle compliance.

The valet driver will be familiar with the width and use of the access.

The access is consistent in design with others in the vicinity.

6.13.3 The proposal complies with the performance criterion.

6.14 Parking and Access Code - Vehicular Passing Areas Along an Access - Part E6.7.3 P1

6.14.1 The proposal does not meet the Acceptable Solution for Design of Vehicular Accesses under clause Part E6.7.3 P1; therefore assessment against the performance criterion is relied on.

6.14.2 The performance criterion at clause Part E6.7.3 P1 provides as follows:

P1

Vehicular passing areas must be provided in sufficient number,

dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;
- (d) ease of accessibility and recognition for users.

6.14.3 The Council's Senior Development Engineer has provided the following assessment:

- **E6.7.3 Passing areas** - No passing area is available at the kerb. Can be supported under performance noting the following:

A passing area is located within 10m of the access.

A camera system is proposed to assist in avoiding vehicular conflict.

The valet driver will be familiar with the access, potential for vehicular conflict, and location of passing area etc.

6.14.4 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition, Alterations and New Building for Visitor Accommodation, Hotel Industry and Food Services, at 125 Bathurst Street, Hobart.

- 7.2 The application was advertised and seven representations, six raising concern in respect of the proposal and one in support were received. The representations raised concerns including concerns at the height of the proposed building relative to surrounding buildings, overlooking of the Commons Apartment rooftop community areas from the proposed rooftop bar. The impact on amenity of existing residences who have embraced inner city living from unsympathetic development, density, traffic and noise. Also specifically the projected number of vehicle movements of the shared driveway and noise from waste collection.

There was support for the proposed height due the staggering of the form, public benefit and context of the building relative to the existing and proposed development. Also high regard for the design including the retention of façade however there was some concern that the upper elements and material choice was not sympathetic to the Art Deco façade.

The approach and bike riding provisions were commended however it was suggested consideration could be given to improved facilities for e-bikes.

The buildings height is considered supportable in respect of the proposals assessment against the relevant performance criteria. In terms of overlooking the variation of the height of buildings combined with topography in city is likely to generate potential overlooking. However this is no different to a residential area on sloping sites with privacy only protected when within 3m of the boundary, the Commons Apartment building and the subject site are separated by approximately 70m. The city needs to provide a variety of use and development with a density key to its effective function and vibrancy. The proposal is considered to contribute to the city and area both in form and function, rather than negatively impact on amenity both in form and function. There was reference in the representations to ensuring hotels can be retrofitted for residential use however this does create a significant number of different design and engineering considerations. The hotels approach is specific with the choice of smaller rooms offset by multiple other useable spaces within building and also has facilitated the design outcome.

A query was raised in respect of the glazing on a shared boundary although unclear of the specific concern it is confirmed to be inoperable windows with fixed glazing.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to meet the performance criteria in respect of the proposal's discretions under Development Standards Height and Design, Waste Storage and Collection, Potentially Contaminated Land Code, Road and Railway Access code, Parking and Access Code, and Historic Heritage Code subject to conditions.

The key consideration of the proposal against the Scheme in the of seeking

additional height over the permitted standard is whether the siting, bulk and design of development respects the transition between the core area of the Central Business Zone and adjacent zones and whether it makes a positive contribution to the streetscape and townscape. Further to this assessment, as the proposal has minor encroachment outside the Amenity Envelope there is a requirement for the development in addition to providing a positive contribution to the streetscape and townscape, the development must provide significant benefits in terms of civic amenities. Also consider impacts on view lines to kunanyi/ Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor, minimising overshadowing and adverse wind impacts on pedestrians and consistency with Desired Future Character Statements for the zone.

The building is sited at the very edge of the transition point to the Core Height Area of the Central Business Zone and is compatible with the permitted height of this adjacent area. It presents a reduced scale in terms of the footprint of the upper element of the building, with a transitioned response in relation to the height of the building from the streetscape, which is substantially lower than the permitted height at the street frontage in the directly adjacent Core Height Area.

The developments proposed visible presence within the broader townscape is greatly amplified by the site's elevation relative to sections of the Core Height area of the Central Business Zone. Therefore in assessing acceptability of the higher elements of the proposed development and whether it presents a transition, was based not only on its maximum height above ground level but its relative height to the those buildings existing in the Core Height Areas of the Central Business Zone. It was of the view that the relative height of the very upper elements of the proposed building is however at its limits of presenting as a transition to the Core Height Area due to the site's elevation. Although ultimately there is still a clear pattern of development and buildings that are of a greater relative height. Through the combination of these factors, it is considered that the proposal respects the transition from the adjacent zones to the Core Height Area of the city.

The proposal was assessed as positively contributing due to the significant consideration of the external architecture of the building in respect of its visibility from all angles in the broader context of the city, including the unique stepped and staggered form as well as material choice. Also the developments inclusion of considered achievable landscaping solutions, multiple roof top terraces and hospitality spaces, forecourt and streetscape response that is enhanced by the retention of the Art Deco façade. The proposal provides benefit in terms of civic amenities through inclusion of public art within the publicly accessible forecourt area of the development. It was also assessed as not resulting in unreasonable pedestrian impacts in respect of wind and overshadowing as wells as being considerably consistent with Statement of Desired Future Character for the Central

Business Zone.

It is recommended conditions be included on the permit relating to materials and finishes, landscaping details and the public art component.

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

The Panel supported the height and massing of the building acknowledging that the building extends outside the Amenity Envelope. They respected the work undertaken on the materials and facade with the disassociated bulk a very positive aspects of the proposal. With acknowledgement of the engagement of landscape architect in the early stages of the development ensuring the viability of the spaces. The input of the public art company from Melbourne and information presented regarding the public art was welcomed and was considered appropriate particularly considering the minor nature of the encroachment outside the envelope.

There was some concern of the technical performance of the right of way and emergency exit and would like to see that developed further as well the proposed garbage bin enclosure potentially detracting from the forecourt space.

7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Environmental Health Officer, Council's Roads, Traffic, Surveying and Waste units as well as as City Place Making. The officers have raised no objection to the proposal, subject to conditions.

7.5 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Partial Demolition, Alterations and New Building for Visitor Accommodation, Hotel Industry and Food Services, at 125 Bathurst Street, 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 City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for Partial Demolition, Alterations and New Building for Visitor Accommodation, Hotel Industry and Food Services, at 125 Bathurst Street, 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-20-532 - 125 BATHURST STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/01267-HCC dated 23/12/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

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 as a Condition Endorsement 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.

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

PLN s2

Public artwork must be implemented on site prior to first use of the building.

Prior to the issue of any approval under the *Building Act 2016* (excluding for demolition, excavation and works up to the ground floor slab), details of the public artwork must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Director City Planning. The details must include, but are not limited to, the following:

- Plans and other associated and relevant documentation demonstrating what the artwork will be, and where it will be located, which are substantially in accordance with the Final Planning Documents.
- Demonstrating that the artwork has a minimum value of 1% of the construction cost (equivalent to \$170,000 based the value provided in the 'Estimated cost of development' section of the planning application form).
- Identifying the procurement process, and specifying the artist/artists selected.
- Setting out how the project will be managed, including details of installation oversight.

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

Advice: For further advice in relation to the acceptable provision of public art you are encouraged to contact Council's Public Art team on 6238 2494.

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

To provide civic amenity

PLN s3

A landscape plan must be prepared for the soft and hard landscaping of the forecourt, rooftop terraces and parapet perimeter planting, by a suitably qualified landscape designer.

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.

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

In the interest of the amenity of the spaces, streetscape and townscape values of the surrounding area.

PLN s4

Prior to the issue of any approval under the *Building Act 2016* (excluding for demolition, excavation and works up to the ground floor slab), details must be submitted and approved as a Condition Endorsement demonstrating that internal noise levels will be in accordance with relevant Australian Standards for acoustics control (*AS3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and *AS2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*).

Reason for condition

To ensure that buildings for visitor accommodation uses provide reasonable levels of amenity.

ENG 12

A construction waste management plan must be implemented throughout construction.

A construction waste management plan must be submitted and approved as a Condition Endorsement, prior to the issue of any approvals under the *Building Act 2016*. 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: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

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 sw1

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

All stormwater which can drain via gravity must do so.

Reason for condition

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

ENG sw4

The new stormwater connection must be constructed, and any existing redundant connections be abandoned and sealed. The connection works must be done by Council at the owner's expense prior to the issue of any completion.

Detailed engineering drawings must be submitted and approved, prior to commencement of work or issue of any consent under the Building Act (whichever occurs first), excluding for demolition, excavation and works up to the ground floor slab. The detailed engineering drawings must include:

1. the location of the proposed connections and all existing connections (including any shared connections);
2. the location of any existing third-party or shared private pipes passing through the Lot, and any works affecting them.
3. the size and design of the connection such that it is appropriate to safely service the development;
4. long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure. Connections must be free-flowing gravity.

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

Advice:

A single connection for the property is generally required under the Urban Drainage Act 2013 - an exception may be made for any existing connection servicing the third-party or shared stormwater passing through the site.

Once approved the applicant will need to submit an [application for a new stormwater connection](#) with Council's City Amenity Division. Should the applicant wish to have their contractor install the connection, an [Application to Construct Public Infrastructure](#) is required.

The stormwater service connection may be required to have been approved prior to any plumbing permits being issued for private plumbing works.

Reason for condition

To ensure the site is drained adequately.

ENG sw7

Stormwater pre- treatment for stormwater discharges from the development must be installed prior to commencement of use.

A stormwater management report and design must be submitted and approved as a Condition Endorsement, prior to commencement of work or issue of any consent under the Building Act (whichever occurs first), excluding for demolition, excavation and works up to the ground floor slab. The stormwater management report and design must:

- 1. be prepared by a suitably qualified engineer;**
- 2. include detailed design of the proposed treatment train, including estimations of contaminant removal compared to the State Stormwater Strategy targets. Treatment from the carparking must target hydrocarbons and fine sediments;**
- 3. include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.**

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

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

ENG 13

An ongoing waste management plan for all commercial and domestic waste and recycling must be implemented post construction.

A waste management plan must be submitted and approved, prior to the issue of any approvals under the *Building Act 2016*, excluding for demolition, excavation and works up to the ground floor slab. The waste management plan must include provisions for commercial waste services for the handling,

storage, transport and disposal of domestic and commercial waste and recycle bins from the development.

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

Reason for condition

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

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.

Reason for condition

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

ENG 3a

The access driveway, circulation roadways, ramps and parking module

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

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) design must be submitted and approved as a Condition Endorsement, prior to the issuing of any approval under the *Building Act 2016*, excluding for demolition, excavation and works up to the ground floor slab.

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

1. Be prepared and certified by a suitably qualified engineer,
2. Be generally in accordance with the Australian Standard AS/NZS2890.1:2004,
3. Include a speed hump and conflict avoidance camera system as recommended in the Midson Traffic Pty Ltd traffic impact assessment endorsed by this permit,
4. Include signs each side of the driveway entry/exit (adjacent to, and 2m above the pedestrian path in Bathurst Street) with the text 'caution - vehicles exiting' clearly displayed,
5. Where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and
6. Show dimensions, levels, gradients & transitions, and other details as Council deem necessary to satisfy the above requirement.

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

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

Prior to the commencement of use, documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council. The certification must include, but not be limited to:

- 1. Confirmation that all recommendations in the Midson Traffic Pty Ltd traffic impact assessment endorsed by this permit, have been satisfactorily implemented;**
- 2. Confirmation that the car turn-table, car lift, and 7x triple car stackers have been satisfactorily constructed and are fully operational.**

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 commencement of use.

Reason for condition

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

ENG 5

The number of car parking spaces approved on the site, for use is twenty-one (21).

All parking spaces must be fully operational prior to the commencement of use.

Reason for condition

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

ENG 5b

The manoeuvring and parking of vehicles in the proposed parking area must be undertaken exclusively by the Hotel's valet service for the duration of the use.

Reason for condition

In the interests of user safety.

ENG 6

All vehicles exiting the development must do so via a left turn only. Prior to the commencement of use a sign clearly stating 'left turn only' must be erected adjacent to the access (on the private side).

Reason for condition

To ensure that access to the site enables safe, easy and efficient use.

ENG 8

The use of the car parking spaces is restricted to User Class 2 (hotel parking) in accordance with Australian Standards AS/NZS2890.1 2004 Table 1.1.

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.

Any damage must be immediately reported to Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to the issue of any approvals under the *Building Act 2016*.

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 r3

Prior to the commencement of use, the proposed driveway crossover and footpath for the full width of the lot frontage, within the Bathurst Street highway reservation must be designed and constructed in general accordance with:

- Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing
- Footpath - Urban Roads Footpaths TSD-R11-v2

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the *Building Act 2016*, excluding for demolition, excavation and works up to the ground floor slab. The design

drawings 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 (i.e. light poles, pits, awnings) at or near the proposed driveway crossover;**
3. **Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings;**
4. **Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template);**
5. **If the design deviates from the requirements of the TSD then the drawings must 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;**
6. **Show that vehicular sight lines are met as per AS/NZS 2890.1 2004;**
7. **Show replacement of the footpath for the full width of the lot frontage;**
8. **Show the existing redundant driveway crossover as being removed and reinstated in accordance with TSD-R15-v1; and**
9. **Be prepared and certified by a suitable qualified person, to satisfy the above requirements.**

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

Advice:

- *This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.*
- *The applicant is required submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any building approval under the Building Act 2016.*
- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*

Reason for condition

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

ENV 2

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

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

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

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

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

Reason for Condition

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

HER 9

All construction documentation must contain protocols and recommendations for all contractors working in close proximity to the stone wall along the boundary of 126 Murray Street to be familiar with the heritage values of the heritage listed site and for the need to protect the wall at all costs whilst undertaking the proposed works to upgrade infrastructure. Prior to the commencement of works (including demolition and excavation), all workers and managers must be briefed on the importance of the cultural heritage values of the site as part of a site induction. This must be undertaken by a

suitably qualified heritage practitioner. Documents containing protocols for the protection of the wall must be submitted and approved as a Condition Endorsement, prior to the issuing of any approval under the Building Act 2016 or commencement of works (which ever occurs first).

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition -

To ensure that there is no loss or damage to the heritage values or fabric of the neighbouring site.

HER 6

All onsite excavation and disturbance within the area identified as being of moderate archaeological potential within Fig.23 of the Statement of Archaeological Potential produced by Austral Tasmania, dated 30 July 2018 must be monitored by a suitably qualified archaeologist. Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. All excavation and/or disturbance must stop immediately; and
2. A qualified archaeologist must provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and
3. All and any recommendations made by the archaeologist engaged in accordance with (2) above must be complied with in full; and
4. All features and/or deposits discovered must be reported to the Council with 3 days of the discovery; and
5. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with paragraph (2) above must be provided to Council within 10 days of receipt of the advice, assessment and recommendations.

Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.

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.

ENVHE 1

Recommendations in the 'Limited Sampling Assessment' report dated 17 December 2020 prepared by GHD must be implemented.

Reason for condition

To ensure that the risk to future occupants of the building remain low and acceptable.

ENVHE 2

A contamination Environmental Site Assessment report prepared by a suitably qualified and experienced person in accordance with the procedures and practices detailed in the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM) as amended 2013 must be submitted to council following demolition of structures and prior to commencement of work in order to confirm the findings of the 'Limited Sampling Assessment' dated 17 December prepared by GHD.

Demolition works must be undertaken in accordance with a Construction Environmental Management Plan including detailed soil and water management plan, testing and offsite disposal plan, in order to avoid risks to human health and the environment.

Reason for condition

To determine the level of site contamination, and to identify any recommended remediation/management practices/safeguards which need to be followed/put in place during any excavations/ground disturbance on, or for use of the site, to provide for a safe living environment.

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

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#). Detailed instructions can be found [here](#).

A fee of 2% of the value of the works for new public assets (stormwater infrastructure, roads and related assets) will apply for the condition endorsement application.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).

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.

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.

BUILDING OVER AN EASEMENT

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

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

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

STRUCTURES CLOSE TO DRAINS

Council records suggest third-party or shared private pipes pass along the Right of Way. The design of works (including altered levels in the RoW) must provide protection for any third-party or shared private pipes passing through the Lot. You may need separate consent from Council's Building and Compliance unit under section 73 of the *Building Act 2016*.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

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.

REDUNDANT CROSSOVERS

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

ACCESS

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

CROSS OVER CONSTRUCTION

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

STORM WATER / ROADS / ACCESS

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

RIGHT OF WAY

The private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times.

You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right during and after construction.

WORK PLACE HEALTH AND SAFETY

Appropriate occupational health and safety measures must be employed during the works to minimise direct human exposure to potentially-contaminated soil, water, dust and vapours. Click [here](#) for more information.

PROTECTING THE ENVIRONMENT

In accordance with the *Environmental Management and Pollution Control Act 1994*, local government has an obligation to "use its best endeavours to prevent or control acts or omissions which cause or are capable of causing pollution." Click [here](#) for more information.

LEVEL 1 ACTIVITIES

The activity conducted at the property is an environmentally relevant activity and a Level 1 Activity as defined under s.3 of the *Environmental Management and Pollution Control Act 1994*. For further information on what your responsibilities are, click [here](#).

NOISE REGULATIONS

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

WASTE DISPOSAL

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

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

FEES AND CHARGES

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

DIAL BEFORE YOU DIG

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



(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: 15 April 2021

Attachment(s):

Attachment B - CPC Agenda Documents (use for committee reports)

Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - UDAP Minutes

125 BATHURST MIXED-USE DEVELOPMENT

DRAWING LIST			PROGRAM OVERVIEW
DRAWING No.	DESCRIPTION	REV	
A00	COVER	05	BASEMENT WITH 21 CAR PARKS GROUND FLOOR FOYER + CAFE + PUBLIC SPACE 6th HOTEL ROOMS FIFTH FLOOR PUBLIC BAR/RESTAURANT + ROOF TERRACE TOP FLOOR PUBLIC ROOF BAR + GARDEN
A01	SITE	01	
A02	DEMOLITION	01	
B01	BASEMENT	04	
B02	GROUND FLOOR	08	
B03	FIRST FLOOR	01	
B04	SECOND FLOOR	01	
B05	THIRD + FOURTH	01	
B06	FIFTH FLOOR	01	
B07	SIXTH - EIGHTH FLOOR	02	
B08	TOP FLOOR PLAN	01	
B09	SUN DIAGRAMS JUNE	01	
B10	SUN DIAGRAM SEP	01	
B10	SUN DIAGRAMS DEC	01	
B11	WASTE MANAGEMENT PLAN	04	
C01	NORTH ELEVATION	02	
C02	SOUTH ELEVATION	02	
C03	EAST ELEVATION	02	
C04	WEST ELEVATION	02	
C05	SECTION	04	
C06	SECTION	04	



1 LOCATION PLAN



revisions

Development Application
not for construction

original drawing size

1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200

125 Bathurst Street

SITE AREA: 629.7
SITE REF C,T 249758/1

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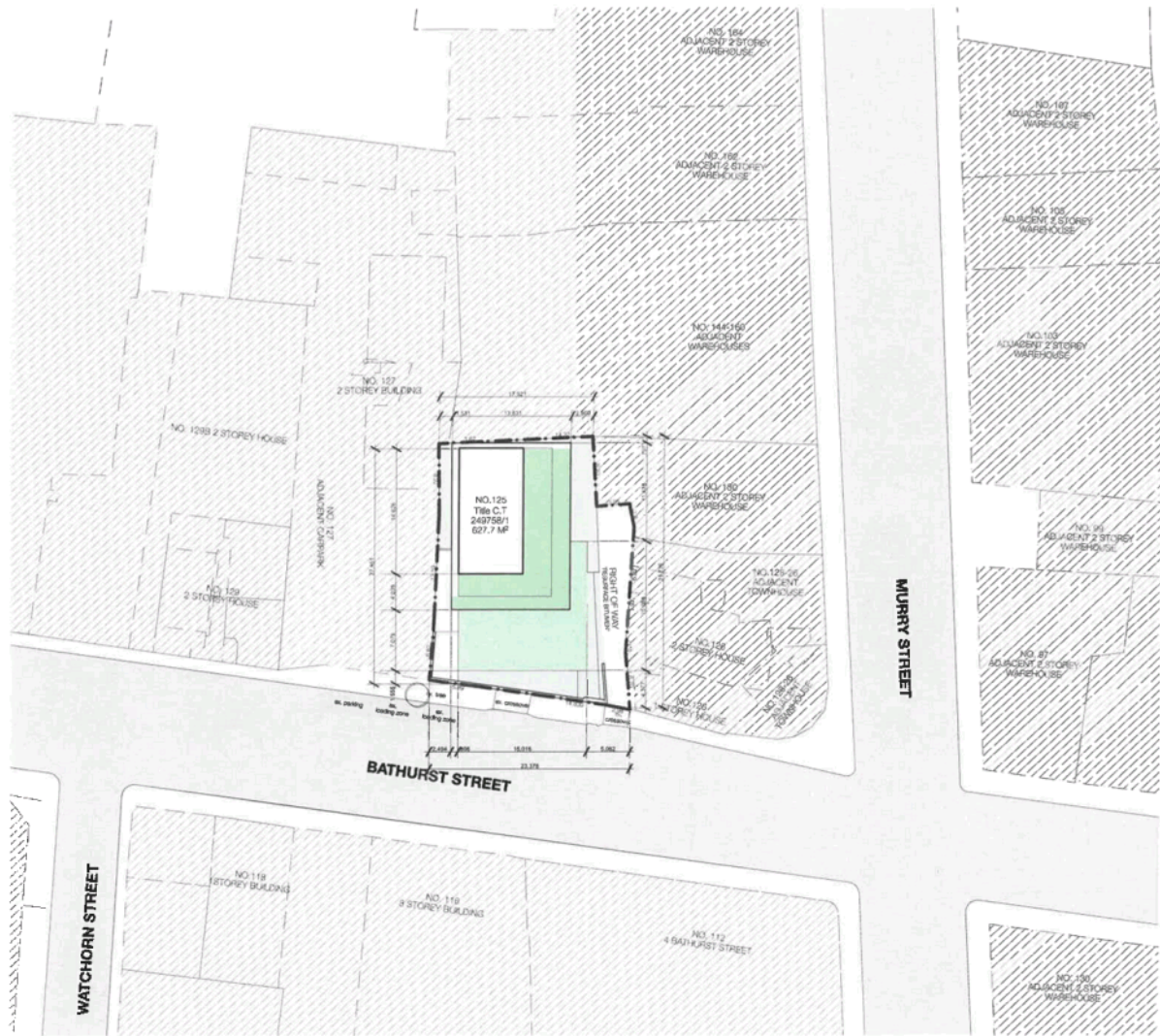
COVER
Preliminary

DEVELOPMENT APPLICATION

Issue date 4/3/21

Drawing of Revision

1815-A00 05



10. SITE
1:500

revisions

Development Application
not for construction

original drawing size

1	0.1	100	1:10
2	0.2	500	1:50
3	0.5	1000	1:100
4	1.0	2000	1:200

125 Bathurst Street



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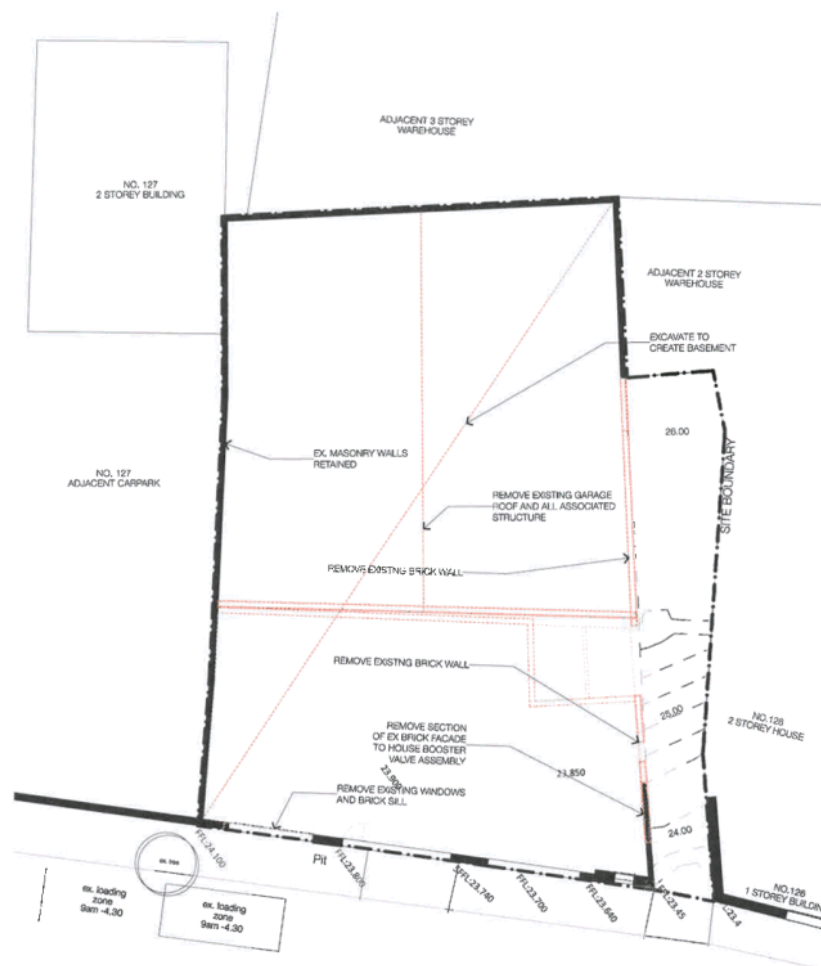
SITE

Preliminary

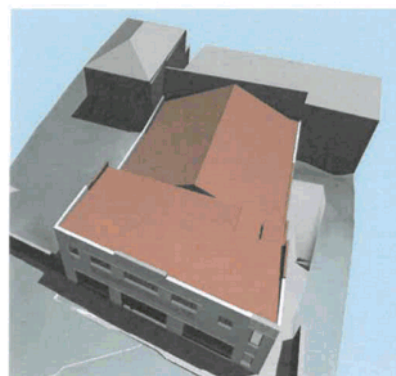
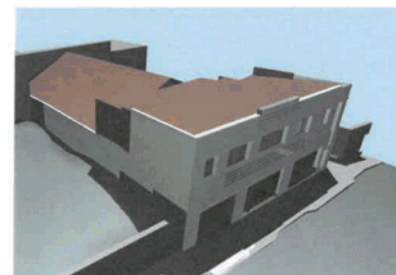
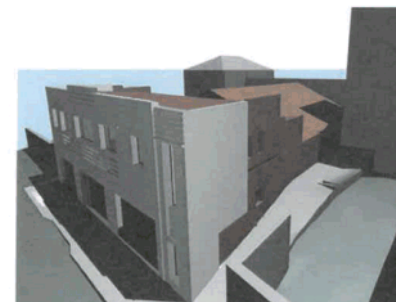
DEVELOPMENT APPLICATION

Issue Date Work in Progress Revision

1815-A01 01



1 DEMOLITION PLAN



2 DEMOLITION PERSPECTIVE

revisions

Development Application
not for construction

original drawing size

1	0.5	100	1:10
2	1	200	1:50
3	2	100	1:100
4	5	500	1:200

125 Bathurst Street



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DEMOLITION

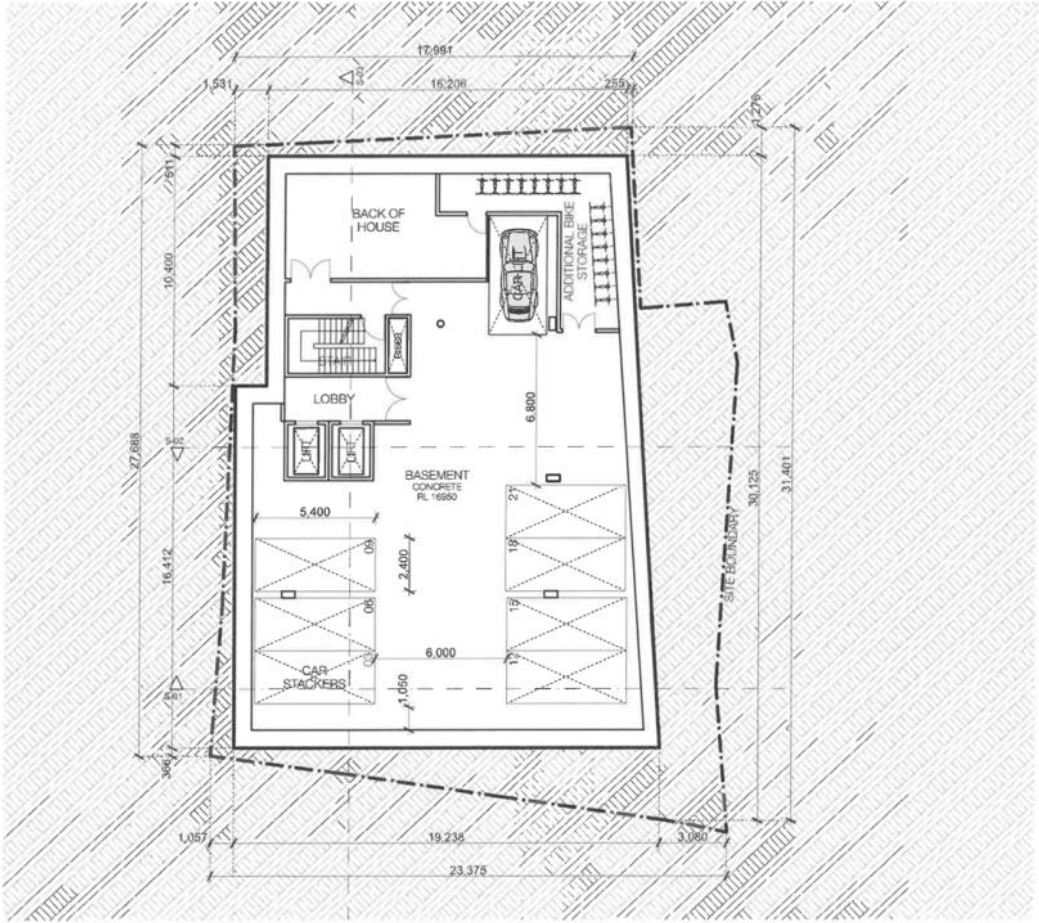
Preliminary

status **DEVELOPMENT APPLICATION**

issue date

drawing n° Revision

1815-A02 01



revisions

Development Application
not for construction

original drawing size

[illegible]

125 Bathurst Street



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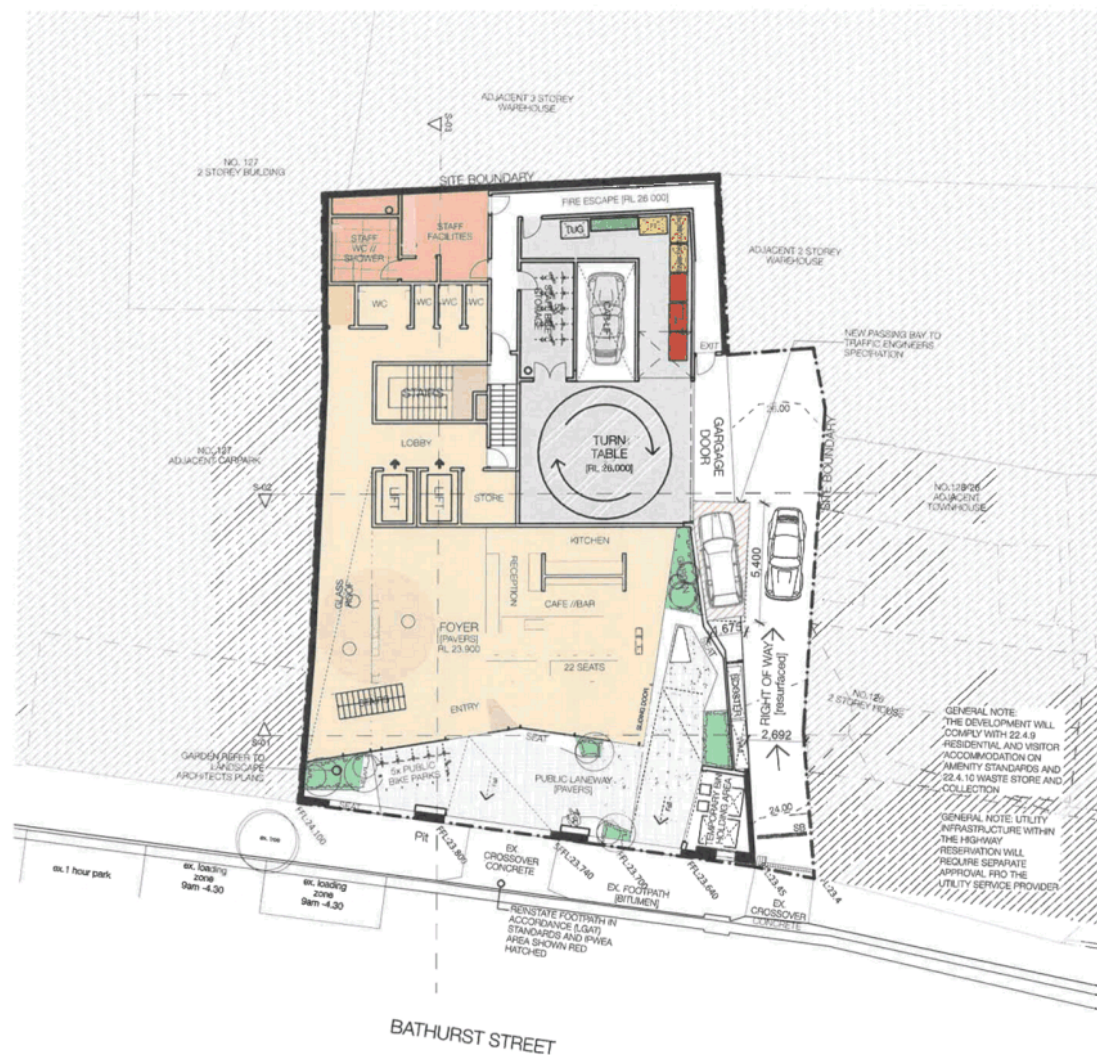
GROUND FLOOR

status **DEVELOPMENT APPLICATION**

issue date

drawing n° Revision

1815-B02 06



Development Application
not for construction

1:10	1:50	1:100	1:200
10	5	2.5	500

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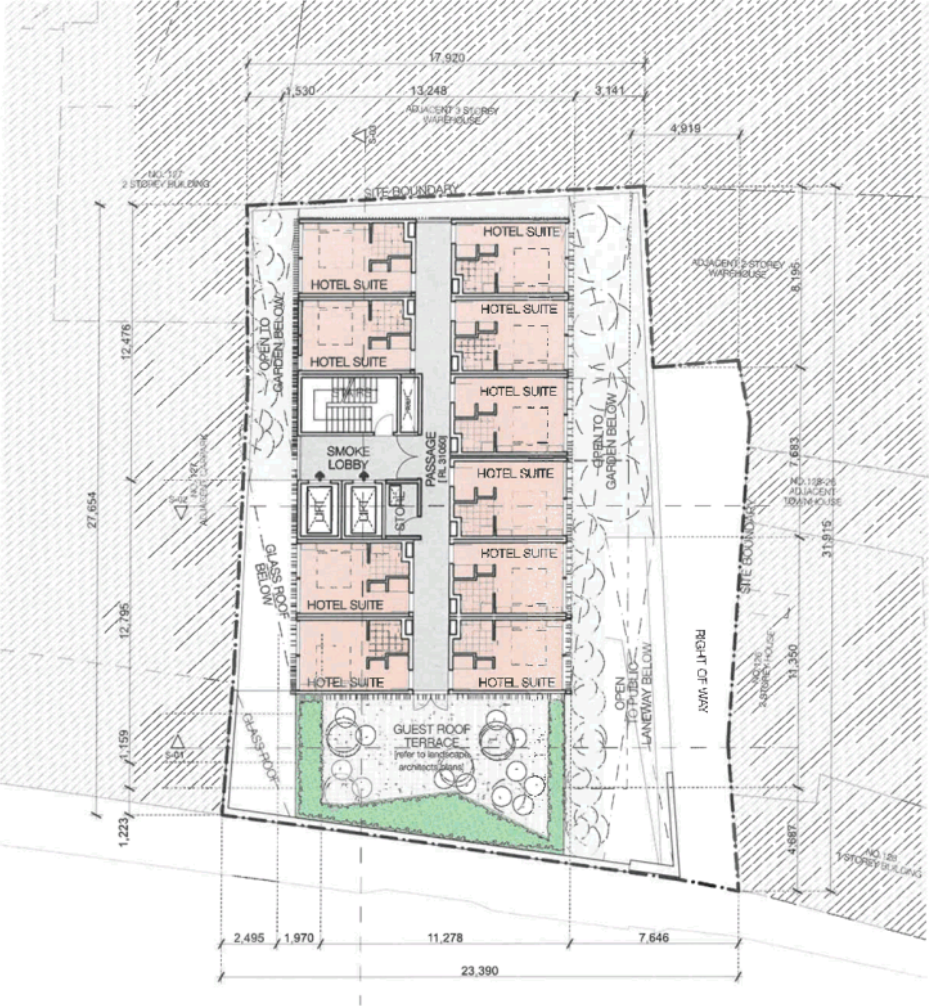
Plans

status **DEVELOPMENT APPLICATION**

issue date

drawing n° _____ Revision _____

1815-B03 01



1

SECOND FLOOR
1:200

revisions

Development Application
not for construction

original drawing size

1:10	1:50	1:100	1:200
10.0	5.0	2.5	1.25
10.0	5.0	2.5	1.25
10.0	5.0	2.5	1.25
10.0	5.0	2.5	1.25

125 Bathurst Street



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SECOND FLOOR

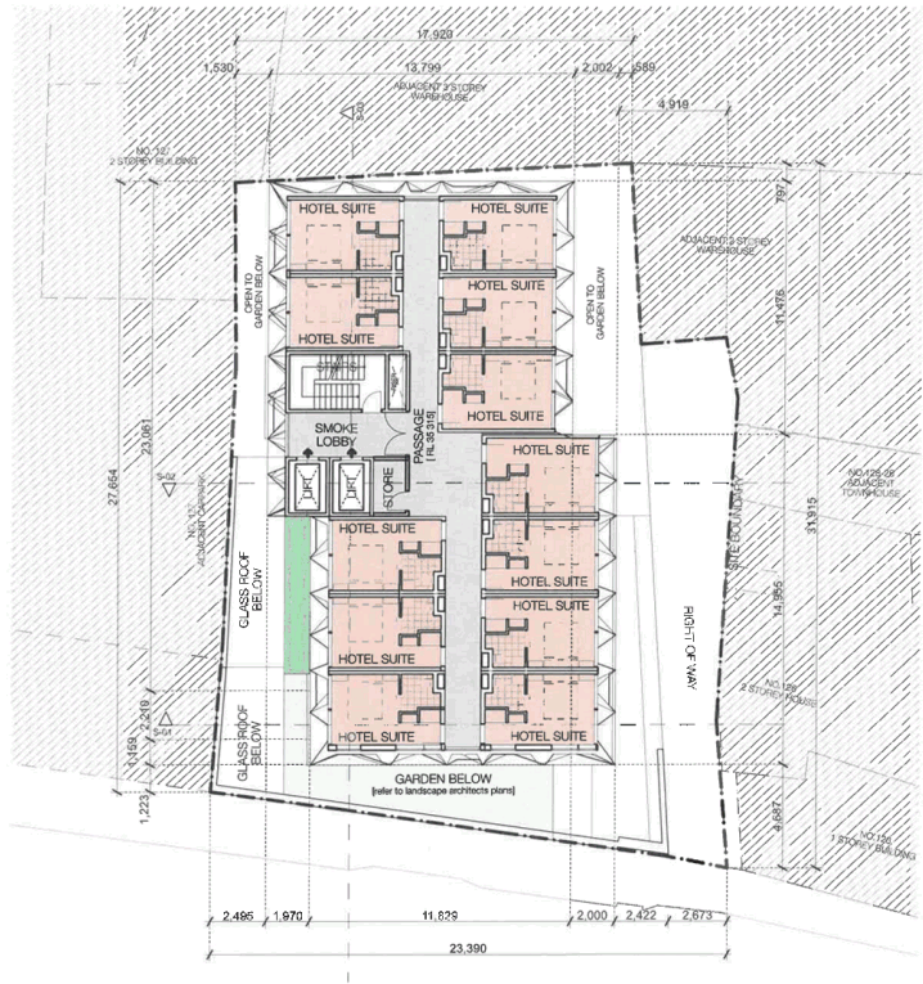
Plans

status **DEVELOPMENT APPLICATION**

issue date **Work in Progress**

drawing n° **Revision**

1815-B04 01



1 THIRD AND FOURTH FLOORS
1:200

revisions

Development Application
not for construction

original drawing size

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	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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125 Bathurst Street



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THIRD + FOURTH

Plans

DEVELOPMENT APPLICATION

Issue date Work in Progress

Drawing of Revision

1815-B05 01



original drawing size

1	0.5	100
2	1	200
5	2.5	500
10	5	1000

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FIFTH FLOOR

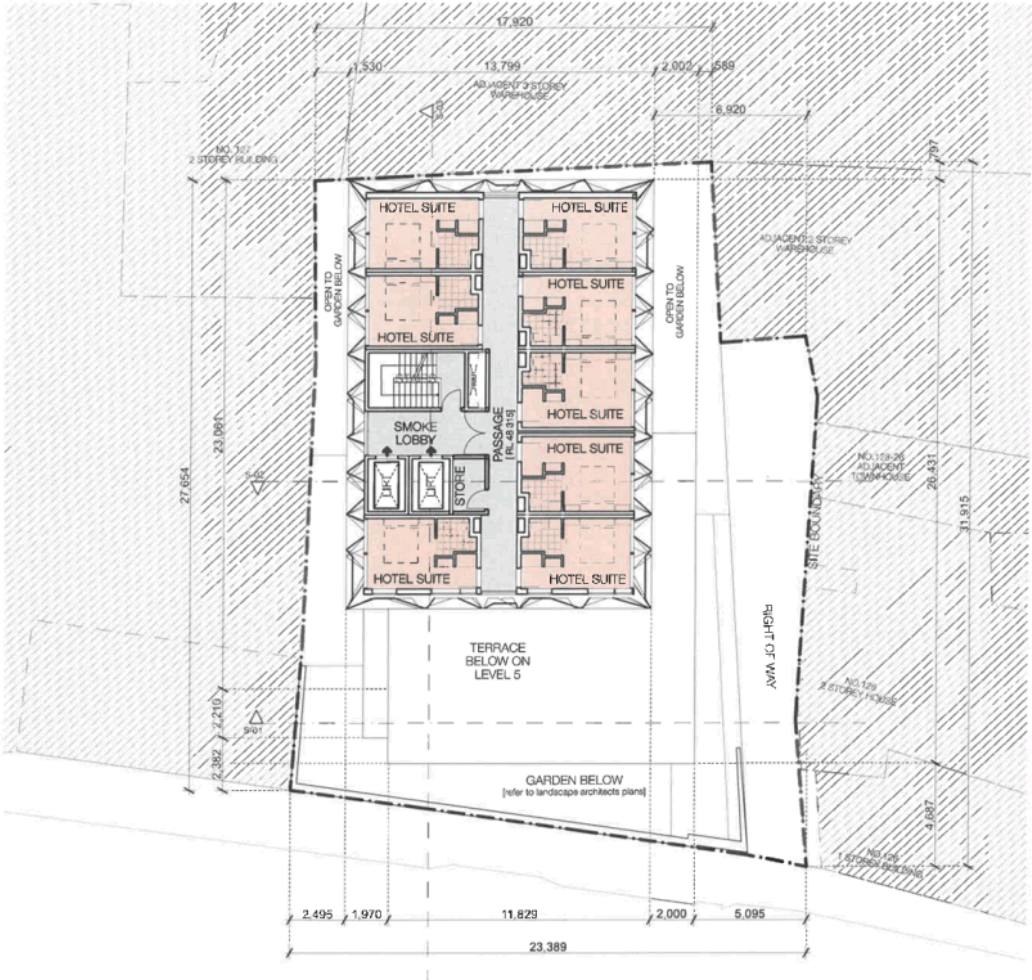
Plans

status DEVELOPMENT APPLICATION

Issue date

drawing n° Revision

1815-B06 01



1 SIXTH TO EIGHTH FLOOR
1:200

revisions

Development Application
not for construction

original drawing size

10	5	2.5	1.25	0.625	1:10
10	5	2.5	1.25	0.625	1:50
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SIXTH - EIGHTH FLOOR

Plans

status DEVELOPMENT APPLICATION

issue date 4/3/21

drawing n° 1815-B07

Revision 02



1 TOP FLOOR PLAN
1:200

revisions

Development Application
not for construction

original drawing size

1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
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1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
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TOP FLOOR PLAN

Plans

status **DEVELOPMENT APPLICATION**

issue date

Work in Progress

drawing n°

1815-B08

01



revisions

Development Application
not for construction

original drawing size

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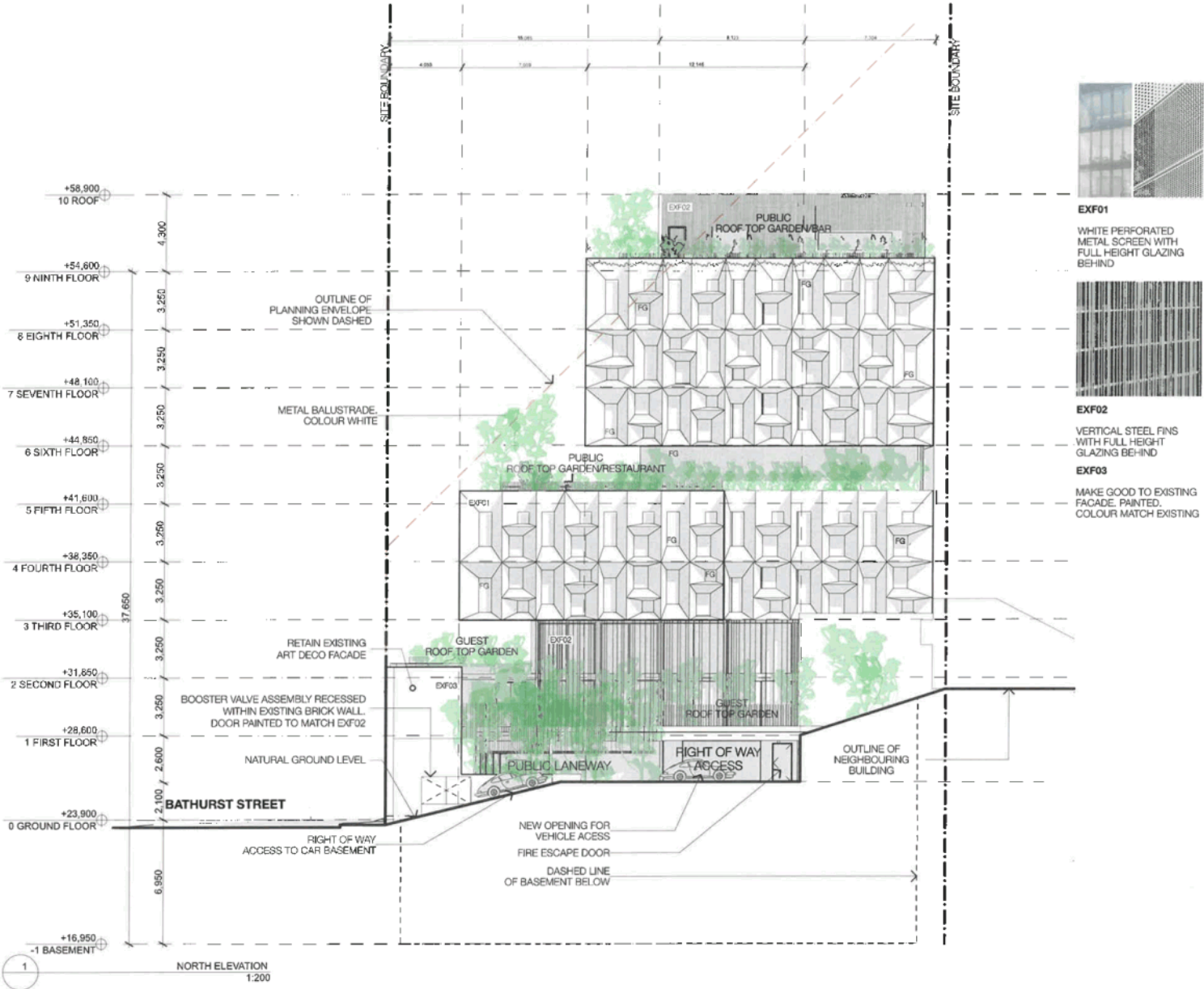
WASTE MANAGEMENT PLAN
Plans

status **DEVELOPMENT APPLICATION**

issue date **18.02.2021**

drawing of Revision

1815-B11 **03**



revisions

Development Application
not for construction

original drawing size

1:10	1:50	1:100	1:200
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NORTH ELEVATION

Elevations and Sections

DEVELOPMENT APPLICATION

status
issue date
drawing of
4/3/21
Revision

1815-C01
02



EXF01

WHITE PERFORATED
METAL SCREEN WITH
FULL HEIGHT GLAZING
BEHIND



EXF02

VERTICAL STEEL FIN IN
FRONT OF FIXED GLASS

EXF03

MAKE GOOD TO EXISTING
FACADE. PAINTED.
COLOUR MATCH EXISTING

revisions

Development Application
not for construction

original drawing size

[illegible]

125 Bathurst Street

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SOUTH ELEVATION

Elevations and Sections

status **DEVELOPMENT APPLICATION**

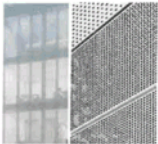
issue date

drawing n° _____ Revision _____

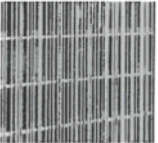
1815-C02 02

revisions

Development Application
not for construction



EXF01
WHITE PERFORATED
METAL SCREEN WITH
FULL HEIGHT GLAZING
BEHIND

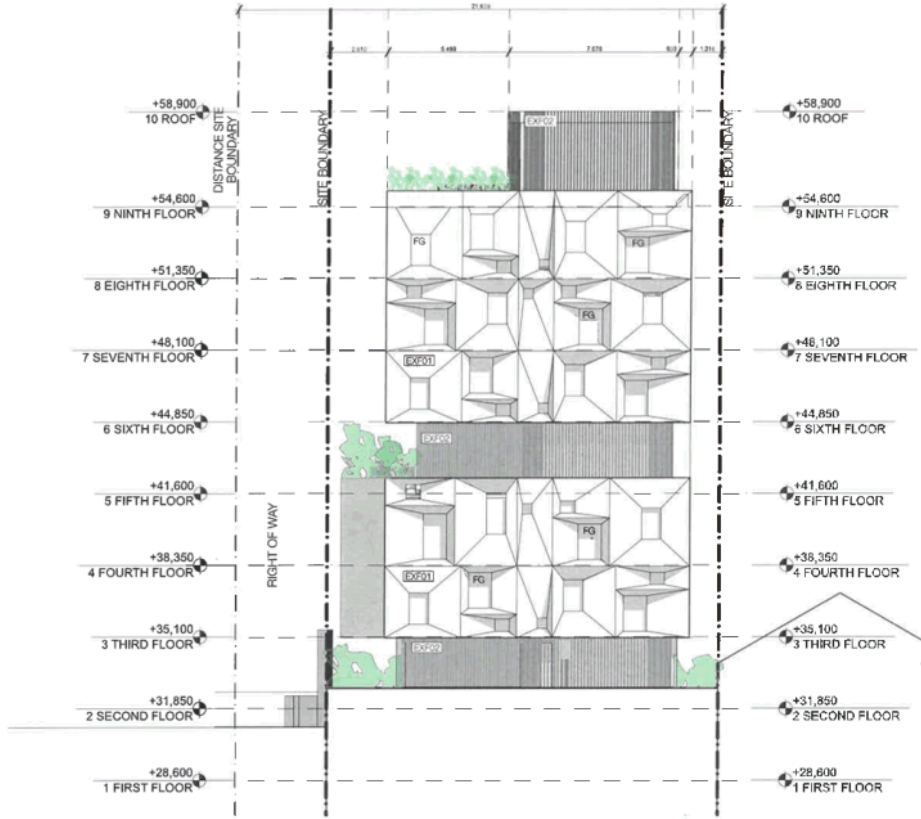


EXF02
VERTICAL STEEL FIN
WITH FULL HEIGHT
GLAZING BEHIND

EXF03
MAKE GOOD TO EXISTING
FACADE, PAINTED,
COLOUR MATCH EXISTING

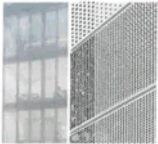
original drawing size

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1

WEST ELEVATION
1:200



EXF01
WHITE PERFORATED
METAL SCREEN WITH
FULL HEIGHT GLAZING
BEHIND



EXF02
VERTICAL STEEL FIN
WITH FULL HEIGHT
GLAZING BEHIND

EXF03
MAKE GOOD TO EXISTING
FACADE. PAINTED.
COLOUR MATCH EXISTING

revisions

Development Application
not for construction

only for drawing size

1	0.5	100	1	10	1:10
2	1	200	2	20	1:50
3	2	400	3	40	1:100
4	4	800	4	80	1:200

125 Bathurst Street

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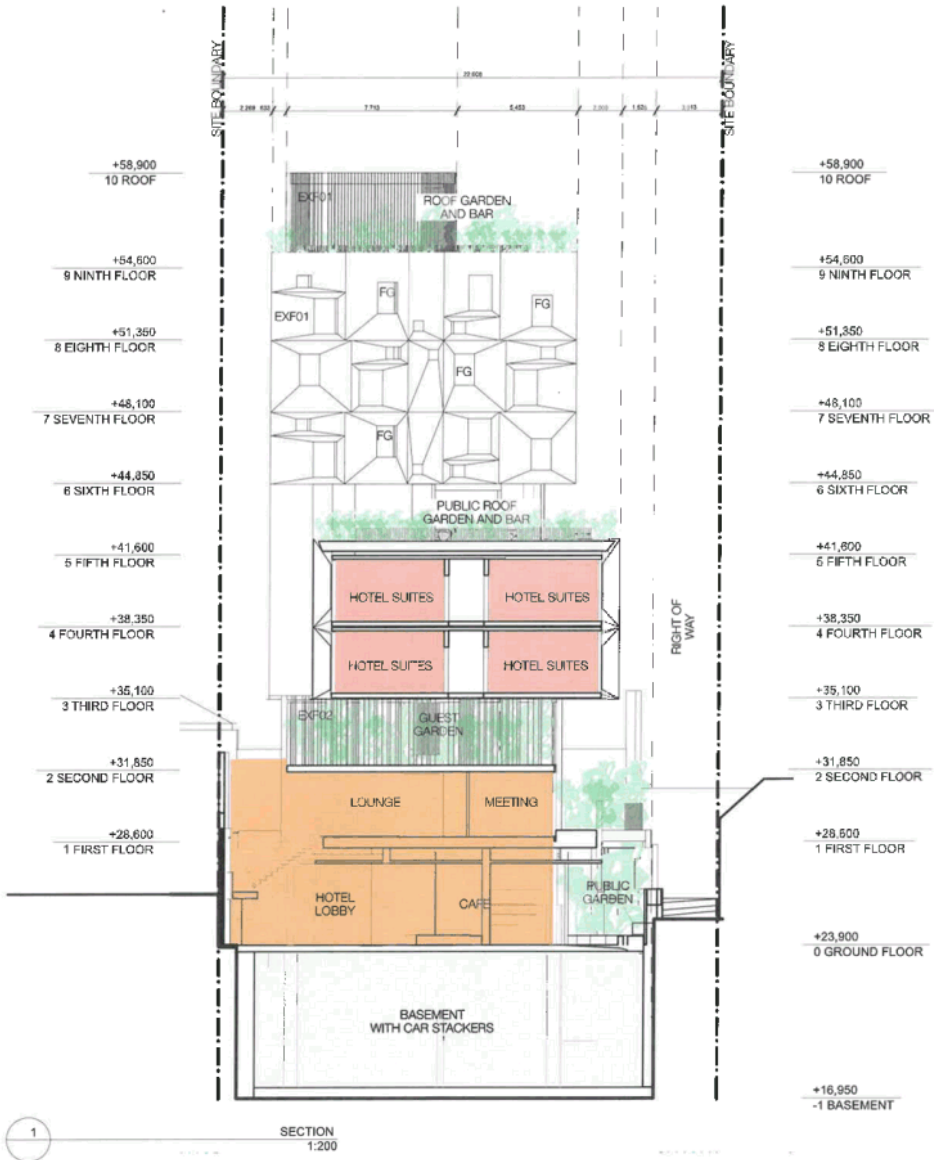
WEST ELEVATION
Elevations and Sections

status DEVELOPMENT APPLICATION

issue date 4/3/21

drawing n° revision

1815-C04 02



revisions

Development Application
not for construction

original drawing date

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SECTION

Elevations and Sections

status: DEVELOPMENT APPLICATION

issue date: 4/3/21

drawing n°: Revision

1815-C05

04



revisions

Development Application
not for construction

original drawing size

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SECTION

Elevations and Sections

status DEVELOPMENT APPLICATION

issue date 4/3/21

drawing n° Revision

1815-C06

04





1 SHADOW PLAN 21 JUN 9am



2 SHADOW PLAN 21 JUN 12 NOON



3 SHADOW PLAN 21 JUNE 3PM

revisions

Development Application
not for construction

original drawing size

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125 Bathurst Street

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SUN DIAGRAMS JUNE

Plans

DEVELOPMENT APPLICATION

issue date

Work in Progress

drawing n°

1815-B09

01



3 SHADOW PLAN 21 SEP 3pm

Development Application
not for construction

original drawing also

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125 Bathurst Street

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SUN DIAGRAM SEP

Plans

status **DEVELOPMENT APPLICATION**

issue date

Work in Progress

drawing n°

1815-B10 01

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original drawing size

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SUN DIAGRAMS DEC

Plans

status **DEVELOPMENT APPLICATION**

issue date

drawing of Revision

1815-B10 01



1

SHADOW PLAN 21 DEC 9am



2

SHADOW PLAN 21 DEC NOON



23

SHADOW PLAN 21 DEC 3pm



revisions

Development Application
not for construction

original drawing size

125 Bathurst Street

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WASTE MANAGEMENT PLAN

Plans

status DEVELOPMENT APPLICATION

issue date 18.02.2021

drawing n° Revision

1815-B11 03

125 BATHURST STREET HOTEL

ARCHITECTURAL STATEMENT



c.*a*

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125 BATHURST STREET HOTEL

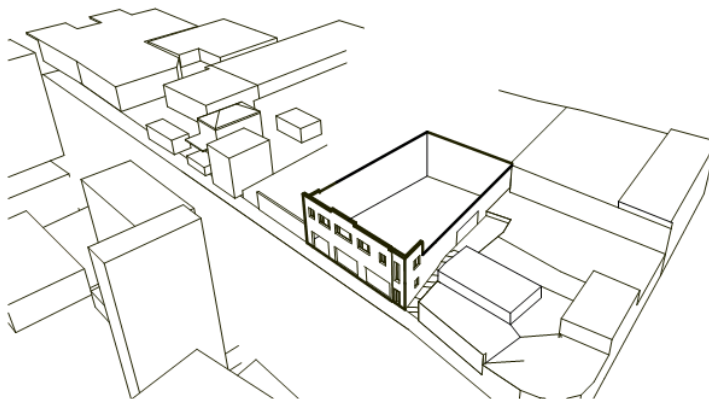
INTRODUCTION

The proposal at 125 Bathurst Street is a mixed use development that stitches and weaves an affordable yet luxurious hotel experience with premium eateries and a civic forecourt into an existing Art Deco warehouse. Located on the fringe of Hobart CBD, the 10 storey, 68 room hotel emphasises the collective experience, and the spaces while small, will be of a high quality and highly finished. With compact rooms it encourages the use of the various social spaces, cafe, bar and roof gardens. The development preferences quality over quantity. The contemporary design of this proposed hotel will create a lively and desirable place to stay, work, congregate and collaborate; contributing to the vibrance of this edge of the urban centre.

The massing of the building has been designed to sit comfortably within its surrounding context. It has been broken down into a series of 'stepped and staggered' elements, which both respond to the planning scheme required setbacks and improve both the guest and public amenity. The service core is located on the south of the building creating an opportunity to capture northern light.

The general design approach can be broken down into 7 key strategies which are:

1. CELEBRATING EXISTING URBAN FABRIC



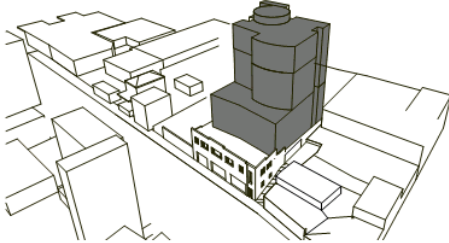
Fundamental to our urban design and street scape approach is the retention and celebration of the existing Art Deco facade. This facade will become the public podium to the proposed tower above. The tower will be set back and 'float' above the original facade allowing for a clear and legible reading of both old and new.

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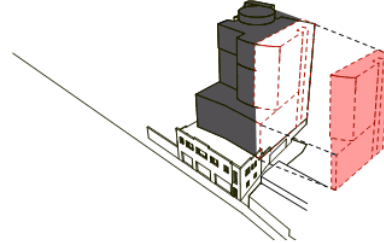


125 BATHURST STREET HOTEL

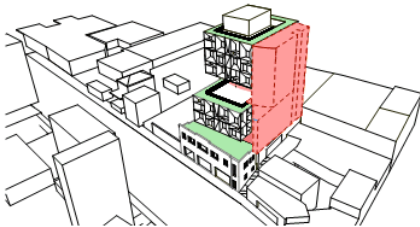
2. INCREASE SIDE SETBACKS + SOLAR ACCESS



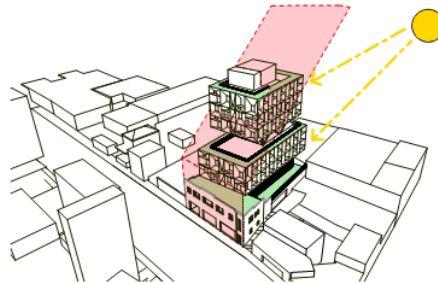
Previously Approved DA (Feb 2019)



Reduced Massing Shown Red



Approved DA (Feb 2019) vs. Proposed



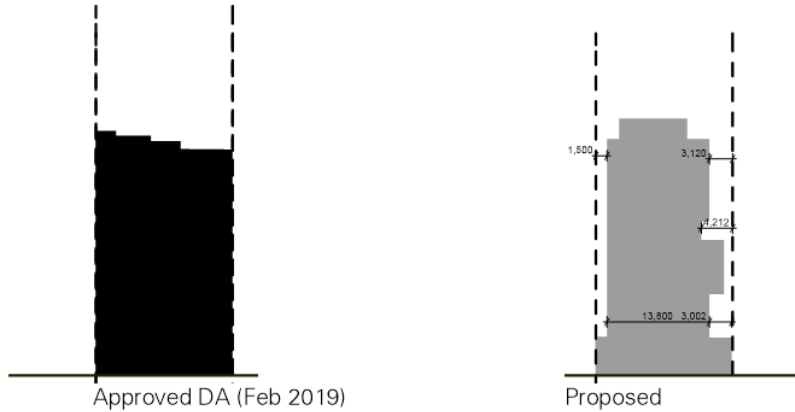
Solar access

The redesign focused on increasing the opportunity for day light and solar gain. The proposed massing became narrower than the previously approved DA, as indicated in the diagrams above. The increased setbacks have also allowed for opportunities to create roof gardens/terraces which both reduces the bulk of the building and provides green spaces and city views for the hotel guests and public to enjoy.



125 BATHURST STREET HOTEL

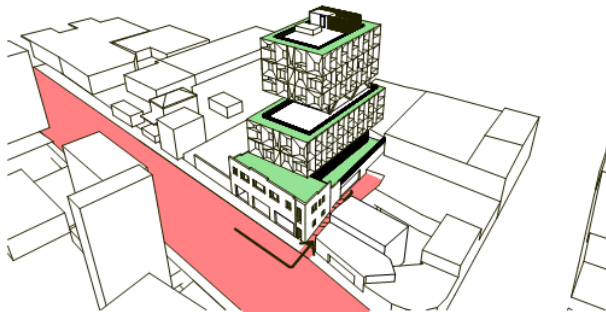
3. STAGGERED MASSING



The proposed massing is conceived as a series of stepped elements. These shifts create visual interest within the tower while also reducing the visual bulk of the building - this is shown within the comparison diagram above. Setback from the side boundaries is increased and more varied improving amenity.

The shifts provide an opportunity for planted roof terraces which are not only a benefit to both the streetscape and direct neighbours but also the occupants of the building; see design strategy 6 for more information.

4. VALET PARKING



The proposed vehicle entry point for the hotel valet parking service takes full advantage of an existing driveway on the right of the site. This will provide access to a proposed basement which carpark, equipped with car stacker to house 21 cars.

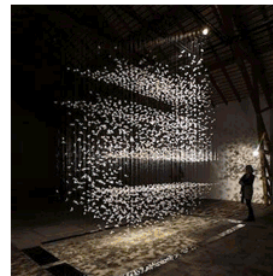
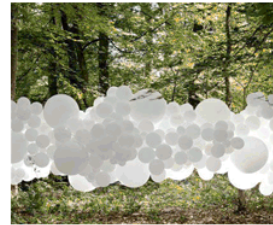
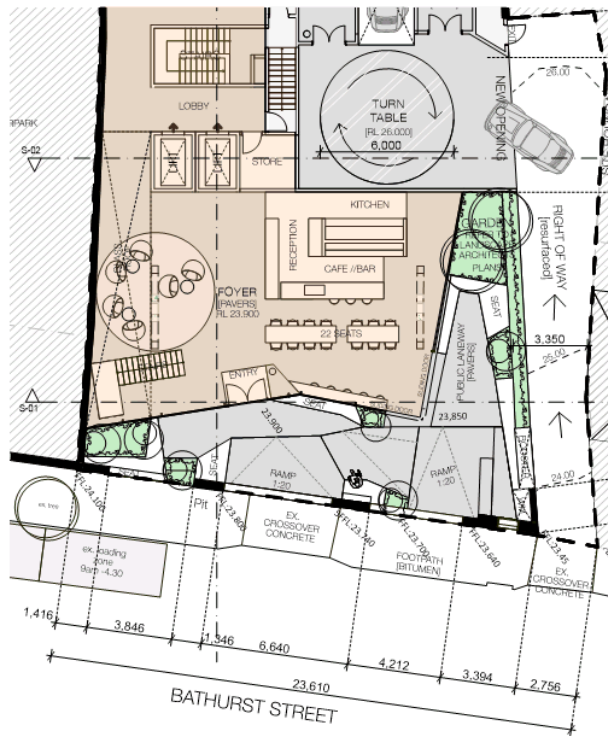
The existing Right of Way is narrow and will not be suitable for large commercial vehicles (such as linen and garbage trucks). Therefore collections and drop-offs will occur within the existing loading zones on Bathurst Street. Removing vehicle movement from the existing building, will improve the usability and safety of the proposed public pedestrian forecourt/laneway, cafe/bar and hotel reception.

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125 BATHURST STREET HOTEL

5. PUBLIC BENEFIT + ACTIVE STREET EDGE + PUBLIC ART



As the proposed development sits slightly outside the building envelope, a significant section of the ground floor will be for public use. The design of this new public laneway will incorporate seating, planters, lighting and a significant public art component. These elements will create a vibrant north facing public space along Bathurst Street which will be a significant benefit to the wider community.

The proposed development will also commission public artwork works through this ground floor forecourt area, providing visual interest and creating a platform for cultural engagement, drawings on strategies outlined in the 2020 Hobart City Council Public Art Strategy. Rather than stand alone pieces the commissioned works will be incorporated into the fabric of the place through surfaces, lighting and furniture design. The developer is committing 1% of the developments construction costs to these public art commission.

A fundamental ethos of this development is to encourage local connections. It is envisioned that the greater public will relax, drink and dine throughout the development.

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125 BATHURST STREET HOTEL



Bathurst Street Elevation + Public Laneway



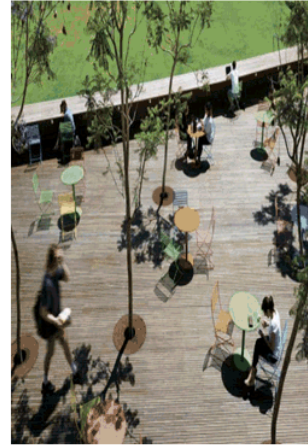
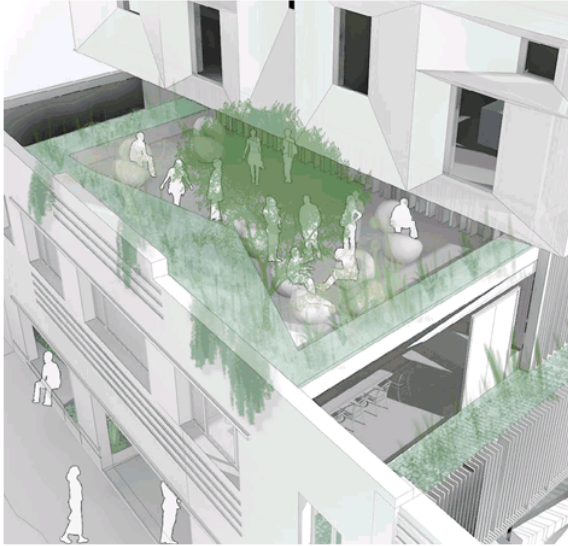
Public Forecourt

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125 BATHURST STREET HOTEL

6. URBAN GREENING + BAR + PUBLIC ROOF GARDENS



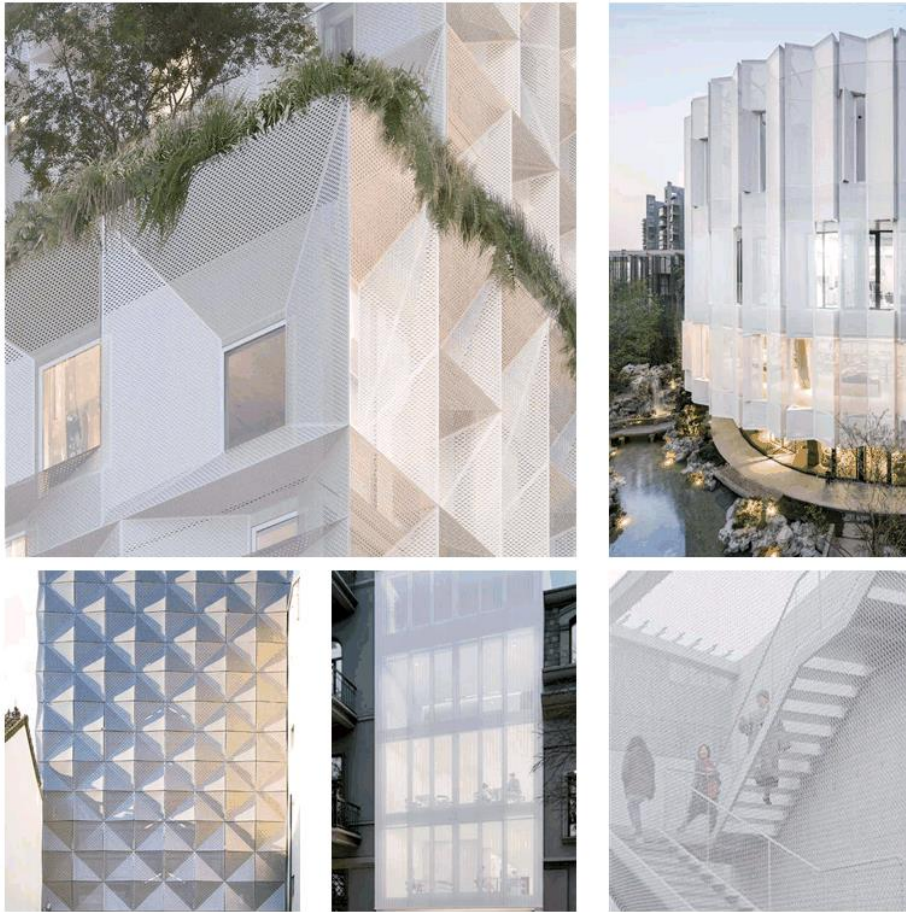
Urban greening is a pivotal design strategy for this proposal. The integration of roof gardens and terraces on the ground, first, second, fifth and tenth floor provide a significant benefit for both the public and the hotel guests to relax and socialize within. These heavily landscaped roof gardens will also dramatically 'soften' the visual impact of the proposed building. Additionally these spaces will be the location for small but dramatic public art commissions, giving each external space a contemporary personality.

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125 BATHURST STREET HOTEL

7. ARTICULATED FACADE // PERFORATED METAL



The proposed wrapped facade treatment employs white perforated metal and a series of deep recessed chamfered windows. These translucent chamfered windows will soften and blur the boundaries of the building edges, reducing its visual bulk. The chamfered windows will punctuate the facade, creating visual interest. The play of light and shadow within the window boxes will create a beautiful ephemeral quality to it, changing as day turns to night as shown in the images above.

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125 BATHURST STREET HOTEL

3D VIEWS COMPARISON



APPROVED DA (Feb 2019)



PROPOSED

circa *morris-nunn architects*



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circa *morris-nunn architects*

C^a

125 BATHURST STREET HOTEL



MURRAY - MELVILLE PROPOSED



MURRAY - BRISBANE

circa *morris-nunn architects*

C^a

125 BATHURST STREET HOTEL



BARRACK MELVILLE PROPOSED



MURRAY HARRINGTON

circa *morris-nunn architects*

C^a

125 BATHURST STREET HOTEL



NORTHERN BATHURST STREET VIEW



SOUTHERN BATHURST STREET VIEW

circa *morris-nunn architects*



125 BATHURST STREET HOTEL

SUMMARY



125 Bathurst Street will become the 'place to stay' for the younger professional traveler. The proposed development will be architectural exemplar of urban infill development. It will appeal to independent, environmentally aware, tech savvy and time poor clientele, looking for a bespoke experience. This 'affordable luxury' hotel is contemporary - confident, clean and integrated within the greater Hobart community. The proposal strives to provide both great experiences for the hotel guests and boarder Hobart community. 125 Bathurst will be a great place to relax and base oneself while exploring all the fantastic experiences Hobart has to offer.

circa *morris-nunn architects*

ART STRATEGY FOR PUBLIC ART

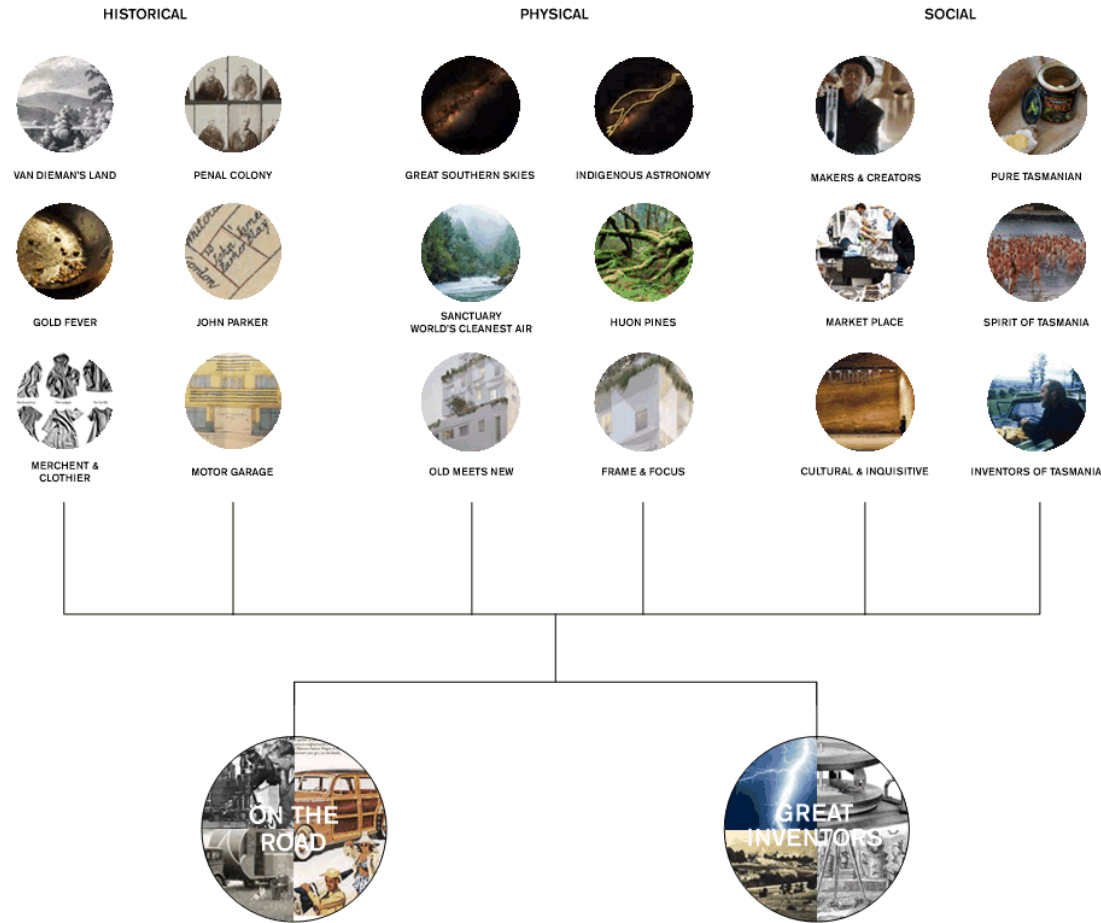
The proposed hotel at 125 Bathurst St will be brought to life through a contextually relevant narrative which elevates the site specific story through art in a unique and compelling way, bringing a greater level of enrichment to the site through an enhanced visitor experience, while also providing public benefit and adding value to the surrounding context.

The process to create a contextually relevant narrative involves a deep-dive into site-specific research to identify key social, historical and physical insights to drive the thematic positioning.

125 Bathurst St has a unique story of entrepreneurship and industry, with two layers of colonial history after it was originally inhabited the traditional custodians of the land.

The distinct story of the motor garage, established by Mrs Annie Pierce in 1937, is particularly compelling as the Art Deco facade will be retained in the proposed hotel development.

The site specific research is synthesised to identify thematic which unite the key strands, providing contextual insights and stories which will drive the artist brief.



THEMATICS

We have provided two example thematic in this proposal which would be further developed with the overall hotel brand and guest experience strategy, which will bring the hotel to life through authentic narratives which enhance the sense

of place and elevate the site specific story for guests and the public.

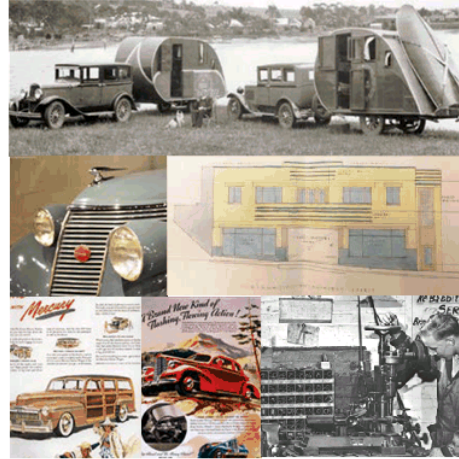
The final selection of art would be embedded in the narrative of the hotel.

We have identified a selection of potential artists who work in relevant fields to highlight the proposed quality of the artist commission.

THEME 1: ON THE ROAD



- Site was a motor garage constructed for Mrs Annie Pierce in 1937
- The Royal Automobile Club of Tasmania began in 1923 in Hobart for motoring enthusiasts
- Today, approximately one quarter of Tasmania's population are members of the RACT
- The ultimate road trip...The ultimate destination
- Art deco detailing of existing facade is reminiscent of vehicular design elements of the 1930s
- The mechanic's garage and tools
- Mechanical engineering/kinetic movement



POTENTIAL ARTISTS

CLAIRE HEALY
SEAN CORDEIRO
NSW



Working as a collaborative duo since 2003, Claire Healy and Sean Cordeiro's practice reflects a preoccupation with the dynamics of global mobility, fallout of consumer society, and contemporary notion of home.

Combining a playful sense of humour and an engagement with art historical precedents, their work is characterised by the deconstruction and reinvention of prefabricated structures and the assemblage of accumulated objects into extraordinary sculptures and installations.



RON ARAD
ISRAEL/UK



Ron Arad studied at the Jerusalem Academy of Art, 1971 to 1973. Later, he studied at the Architecture Association, London, graduating in 1979.

In 1981 he opened the office One Off Ltd. In London together with Caroline Thorman and began to handcraft unconventional furnishings made mostly out of welded steel sheeting with distinctive sculptural forms.

The works in the new series, called "Pressed Flowers," were flattened sideways by a shipyard press in the Netherlands, "so they remain like a cartoon version of the car," says Arad. "I'm not destroying the vehicles—I'm immortalizing them."



THEME 2: THE GREAT INVENTORS



Notable Tasmanian inventors and inventions helped have improve lives around the world. Some of these inventions include:

- **Dynasphere lightning terminal**
System to ensure conductible equipment wont be electrified
- **The automatic record changer**
Intented by Tasmanian engineer, Eric Waterworth
- **Permaculture**
Developed by Tasmanian Dr Bill Mollison in the 1970s, permaculture is a sustainable land use design
- **First daguerreotype photo of Australia was from Hobart**
by GB Goodman in 1844 in Hobart. He is considered Australia's first professional photographer

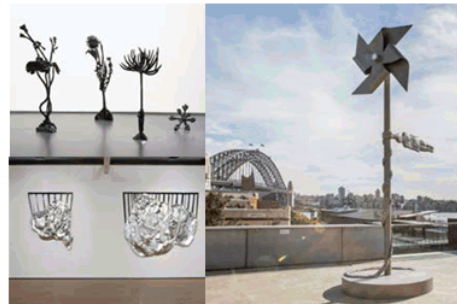


POTENTIAL ARTISTS

CAROLINE ROTHWELL
NSW



The daughter of an industrial chemist, Caroline Rothwell poses questions regarding humankind's control of nature. With a practice that spans over two decades, Rothwell enables us to think about the colonising imperative of recent centuries and our compulsion to master natural forces. With sculptures that border on the surreal and the anthropomorphic, She pushes us to consider our own response to such issues.



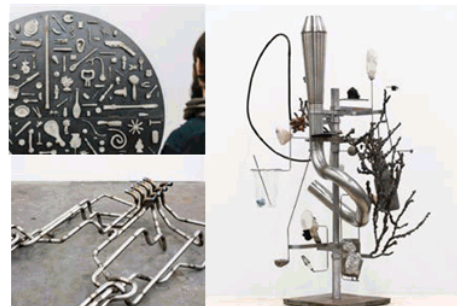
NICK VAN WOERT
USA



Nicholas van Woert's works draw on the tools and rituals developed throughout Western Civilization.

They simultaneously criticize and surrender to the built environment and our tendency towards territorial and material expansion. Van Woert believes in the semantics of material. Common materials are imbued with meaning through our daily relationship to them outside of the context of Art.

His practice is rooted in the artist's interest in architecture, ancient history, and nature.



PAUL CARTER
VIC



Paul Carter is an internationally acclaimed academic and artist. He is Professor of Design/Urbanism at the School of Architecture and Design.

His research interests include: the poetics of place-making, public space design and the application of creative research to community renewal, strategic planning and policy formation.



LOCATION

The most appropriate location for the art commission will become clear once the thematic positioning, site narrative and preferred art expression have been finalised.

We have identified the ground floor public lobby as a key artwork location, and have suggested possible art expressions which

will bring the most benefit to the public and to the city, enabling the art to be enjoyed by all.

The proposed initial art locations are subject to council consultation and town planning approval of location/size as well as confirmation of the art budget.

*This is a preliminary investigation for town planning and is subject to further development as the hotel narrative and brand strategy is developed.

SUGGESTED LOCATION: GROUND FLOOR



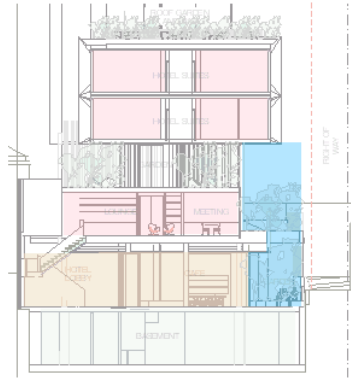
Sculpture



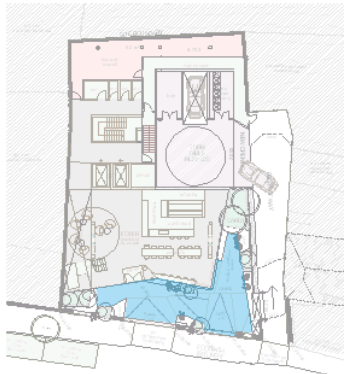
Feature ceiling



Integrated onto ground plane



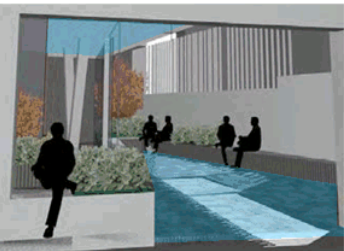
Section



GF Plan



Street View



Ground plane/Ceiling opportunities

Bathurst Street

Landscape Concept



TREES

BOTANIC NAME	COMMON NAME	SIZE (h x w)
 <i>Allocastrum verticillata</i>	Drooping Sheoak	5 x 5m
 <i>Banksia integrifolia</i>	Banksia	5 x 3m
 <i>Banksia serrata</i>	Old Man Banksia	5 x 5m
 <i>Eucalyptus pulverulenta</i> 'Baby Blue'	Florist Silver Dollar	3 x 3m
 <i>Ginkgo biloba</i>	Maidenhair Tree	12 x 5m
 <i>Lagerstroemia indicta</i>	Crepe Myrtle	5 x 6m








PLANTING STRATEGY

For the tree species in planters, members of the proteaceae family have been chosen for their ability to cope in pots/ planters due to their fibrous roots. It is envisaged that a Tasmanian plant palette will be dominant in the planting scheme. These plants will be used in sculptural ways to showcase their beauty.

SHRUBS, GRASSES & FERNS

BOTANIC NAME	COMMON NAME	SIZE (h x w)
 <i>Atriplex cinerea</i>	Coast Saltbush	1 x 2m
 <i>Blechnum nudum</i>	Fishbone Waterfern	1 x 1m
 <i>Casuarina glauca</i> 'Cousin It'	Cousin It	0.3 x 1.5m
 <i>Chamaerops humilis</i>	European Fan Palm	2 x 1.5m
 <i>Chrysocephalum apiculatum</i>	Yellow Buttons	.6m x 1m
 <i>Dianella revoluta</i>	Flax Lily	0.6 x 0.6m
 <i>Dichelachne crinita</i>	Longhair Plume Grass	0.5 x 0.5m
 <i>Dicksonia antarctica</i>	Marn Fern	1.5 x 2m
 <i>Festuca glauca</i>	Blue Fescue	0.3 x 0.3m
 <i>Grevillea australis</i>	Southern Grevillea	0.3 x 1m
 <i>Juniperus sabina</i> 'Calgary Carpet'	Calgary Carpet Juniper	0.3 x 3m
 <i>Juniperus squamata</i> 'Blue Star'	Flaky Juniper	0.6 X 1m
 <i>Microcachrys tetragona</i>	Creeping Strawberry Pine	0.3 x 1m
 <i>Microlaena stipoides</i>	Weeping Grass	0.3 x 0.3
 <i>Miscanthus sinensis</i>	Silver Grass	1.2 x 0.7m
 <i>Philodendron bipennifolium</i>	Philodendron	0.6 x 1m
<i>Platycerium superbum</i>	Staghorn Fern	1 x 2m
<i>Poa labillardieri</i>	Common Tussock Grass	0.6 x 0.6m
<i>Poa rodwayi</i>	Velvet Tussock Grass	0.4 x 0.4m
<i>Poa sieberana</i>	Grey Tussock Grass	0.5 x 0.5m
<i>Polystichum proliferum</i>	Mother Shield Fern	1 x 1.2m
<i>Rhipsalis campos-portoana</i>	Rhipsalis	0.3 x 0.7m
<i>Themeda triandra</i>	Kangaroo Grass	0.4 x 0.4m

GROUNDCOVERS & CLIMBERS

BOTANIC NAME	COMMON NAME	SIZE (h x w)
 <i>Carpobrotus rossii</i>	Coastal Pigface	0.2 x 2m
 <i>Clematis</i> 'Montana Broughtam Star'	Clematis	Climber
 <i>Dichondra repens</i>	Kidney Weed	0.2 x 1.5m
 <i>Disphyma crassifolium</i>	Round Leafed Pigface	0.2 x 2m
 <i>Hardenbergia violacea</i>	Purple Coral Pea	Climber
 <i>Myoporum parvifolium</i>	Creeping Boobialla	0.3 x 1.5m
 <i>Scleranthus biflorus</i>	Canberra Grass	0.3 x 1m





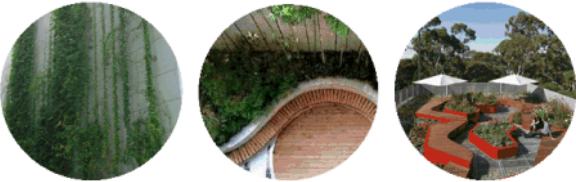
FIRST FLOOR
SCALE 1:200



PRECEDENT IMAGES



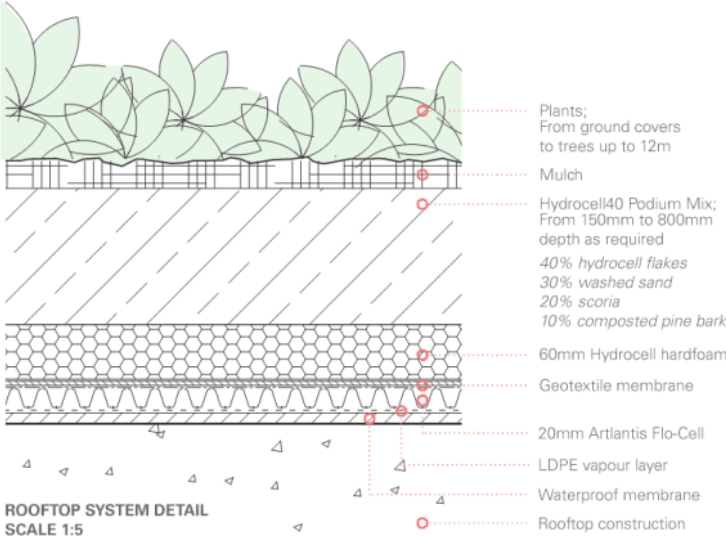
SECOND FLOOR
SCALE 1:100



PRECEDENT IMAGES



PRECEDENT IMAGES





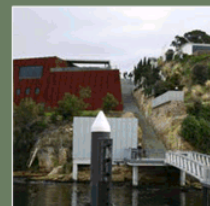


Fytogreen

Roof Gardens

GENERAL SPECIFICATIONS
UPDATED 06.2018

.... we are committed to providing sustainable living roofs
for healthy, ecologically responsible buildings.



www.fytogreen.com.au

Extensive Roof Gardens

PROFILE DEPTH: 140mm - 200mm

From the new residential home to greening a garage roof or home extension – all the way to an extensive roof on a large commercial building – extensive roof gardens are the latest in the sustainability tool kit for acoustic and temperature insulation, water management and aesthetic beauty.

Extensive and semi-extensive roof gardens have a thin growing medium <200mm deep, planted with predominantly native vegetation.

Fytogreen designs roof gardens specifically to suit the site conditions, inclusive of weight and set down limitations. All Fytogreens roof gardens are irrigated and designed for low maintenance.

PLEASE NOTE: We do not supply the waterproof membranes, however we will direct you to the most suitable membrane systems.



PRIVATE RESIDENCE - BALACLAVA, VIC (34m2)



NEW BENDIGO HOSPITAL, VIC (5,353m2)



CORSO LIBRARY, QLD (255m2)



PRIVATE RESIDENCE - LANGWARRIN, VIC (12m2)



VIC DESALINATION PLANT, WONTHAGGI (27,000M2)



AMENITIES BLOCK, NORTH BONDI, NSW (90m2)

1. Extensive Roof Garden (140-200mm Profile)

Typical Specification

1.1 LDPE layer at a minimum of 200 micron.

This layer is 200-300µ thick with a gsm of approximately 200gm. The function is a protection layer to the membrane at the initial installation stage, as well as a long term root protection layer for the membrane.

1.2 Drainage Cell: 20mm Atlantis Flo Cell 20

The drainage cell is HDPE with a crush strength of 200kPa and is fungus resistant. The thickness is 20mm with a weight of 1500gsm. Flo cell will hold 1.8lt/m² of water in the cup's for re-absorption by roots when required.

1.3 Geofabric: Bidim A14-A24

Bidim "A" is a non-woven, needle punched, continuous filament, polyester textile made in Australia from recycled polymer. The geofabric layer is 2mm thick and has a wet weight of 360gsm.

1.4 Hydrocell 40 Extensive Media

Hydrocell 40 Extensive Media is a proprietary engineered combination of scoria in two size grades (other mineral material is used where scoria is not economically available), composted pine bark and hydrocell flakes. The thickness is specific to the weight allowance for the project, but as a quick check guide 11kg/m²/10mm of depth as a saturated weight allowance.

The function is to provide a very lightweight, non hydrophobic low organic content media that is stable over time, has excellent capillary properties for sub surface irrigation, good shear strength due to particle shape for sloped surfaces and is suitable for a wide range of plant species.

1.5 Stone Mulch Layer: 20mm scoria, recycled concrete or basalt.

14-20mm material is used as a stone mulch in a range of locally available materials.

Functions are to reduce the opportunity for blow-in weed species to readily establish as well as provide a stable ballast layer protecting the substrate layer during plant establishment from excessive wind.

1.6 Sub Surface Drip Irrigation

Netafim R Techline AS with emitter spacing of 150mm and a flow rate of 1lt / emitter / hr. buried 30-40mm in the media profile at 400mm row spacing will ensure a uniform moisture application.



1.7 Plants

A wide range of plant species can be selected subject to the site and climatic conditions at a range of densities to fit the client expectations. (Contact Fytogreen for a detailed design)

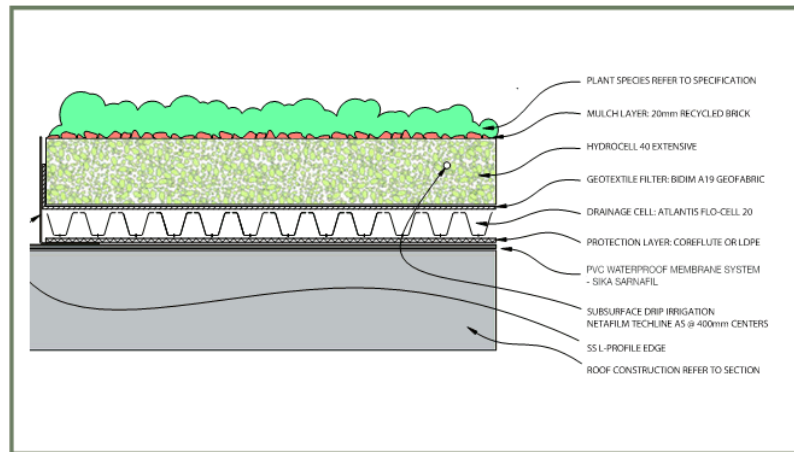
1.8 Optional Item: L-Profile Edge

1.2mm Stainless Steel edge profile to retain the garden from the box gutter.

The standard height is 150mm, with vertical slits for fast water penetration, folded along the top edge for improved rigidity. L-Profile is made to order, so height options available.

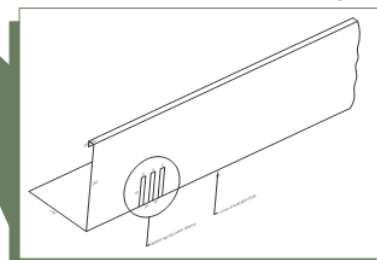
The L-Profile has holes in the base, so it can flashed welded or sika-flexed into position on the underlying membrane, ensuring no penetrations through the membrane.

The parapet edge should ideally be a minimum of 20mm higher than the garden.

**1.9 Saturated Weight Allowance Guide (see following page)**

- Extensive Weight Guide
140mm to 200mm

NB: Water proofing and independent certification of the water proof membrane is "work by others"



PHONE FYTOGREEN FOR MORE DETAILS 1300 182 341



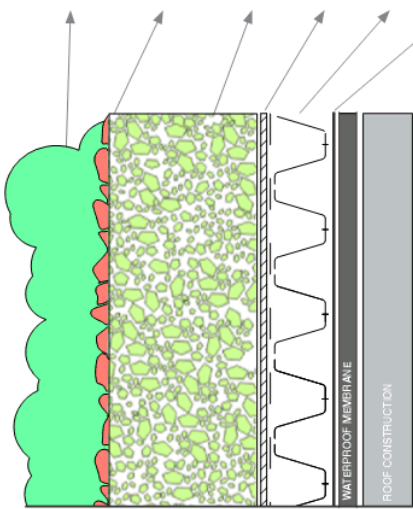
Fytogreen Australia Pty. Ltd. | 3 Webbs Lane, Somerville, VIC 3912 | www.fytogreen.com.au
ph. 1300 182 341 | fax. +61 3 5978 0744 | E. info@fytoogreen.com.au | ABN. 20 099 581 736

Saturated Weight Guide - Extensive Roof Garden - 140mm to 250mm

(09.18)

Fytogreen Australia's lightweight extensive roof garden system works to the following depth options and saturated weight guidelines.

Saturated Bulk Density Is 980kg/m3



Hydrocell40 Extensive Roof Garden Mix (HY40)

- Used with in VIC
(Saturated Bulk Density 980kg/m3)
- 40% Hydrocell Flakes
 - 35% 10-14mm Scoria
 - 15% Composted Organic Matter
 - 10% <7mm Scoria by Volume.

- Hydrocell40 Podium Mix**
Used with in NSW and QLD
(Saturated Bulk Density 980kg/m3)
- 40% Hydrocell Flakes
 - 35% Clinker Ash
 - 15% Composted Organic Matter
 - 10% Sand

PLEASE NOTE: Soil mix layer includes 20% for particle integration.
The parapet should be 20mm higher than the finished garden level.



SINCE 1985, THIS SYSTEM COVERS 3.2 MILLION M2 OF ROOF GARDENS IN EUROPE & IN AUSTRALIA SINCE 2002, OVER 550,000M2 OF ROOF GARDENS

GREENING THE BUILT ENVIRONMENT

Disclaimer: This information is supplied in good faith and trials are recommended by the user to test the suitability of the procedure in their climatic region. No liability will be accepted by Fytogreen Australia or its representatives as to the final performance based on this information.

PLANTS	Allow 25kg / m2 <i>Plant Species refer to Specifications</i>				
LAYER 5 Stone Mulch	20mm Scoria or Recycled Stone Mulch <i>NB: Outside Melbourne, recycled concrete or clinker ash are used to replace scoria, the weight is similar.</i>				
LAYER 4 Soil Mix	100mm depth 98kg psm	110mm depth 108kg psm	120mm depth 117kg psm	130mm depth 127kg psm	160mm depth 157kg psm
LAYER 3 Geo-textile Membrane	Various types such as Bidim A14 Thickness 2mm - Weight Negligible				
LAYER 2 Drainage Layer	Allow 20mm for Atlantis Flo-Cell 20				
LAYER 1 Vapour Layer	LDPE plastic is laid as extra protection above the waterproof roof Thickness 0.02mm - Weight Negligible				
Total Depth	140mm	150mm	160mm	170mm	200mm
Total Saturated Weight	139kg/m2	149kg/m2	158kg/m2	168kg/m2	198kg/m2
Total Water at Field Capacity:	38 litres/m2	41 litres/m2	44 litres/m2	48 litres/m2	58 litres/m2
					74 litres/m2

Disclaimer: This information is supplied in good faith and trials are recommended by the user to test the suitability of the procedure in their climatic region. No liability will be accepted by Fytogreen Australia or its representatives as to the final performance based on this information.

Intensive Roof Gardens, Podium and Planter Boxes

PROFILE DEPTH: 200mm -1500mm +

Intensive roof gardens are typically heavier than extensive gardens, with a garden profile depth of 200-1500mm+ supporting substantial vegetation, shrubs and trees – a landscaped space for people to use for recreation, gardens or a natural habitat.

Fytogreen are proud to have supplied over 550,000m² of roof gardens and roof garden media components throughout Australia. We assist landscape architects, garden designers and supplies components to landscape contractors for intensive roof gardens.

PLEASE NOTE: We do not supply the waterproof membranes, however we will direct you to the most suitable membrane systems.



2. Fytogreen Intensive Roof Garden, Podium and Planter Box (200mm Plus Profile)

Typical Specification

2.1 LDPE layer at a minimum of 200 micron.

This layer is 200-300µ thick with a gsm of approximately 200gm. The function is a protection layer to the membrane at the initial installation stage, as well as a long term root protection layer for the membrane.

2.2 Coreflute protection board

Minimum 2.5 mm for vertical planter wall membrane protection.

2.3 Drainage Cell: Atlantis Flocell 20 drainage cell

The drainage cell is HDPE with a crush strength of 200kPa and is fungus resistant. The thickness is 20mm with a weight of 1500gsm. Flo cell 20 will hold 1.8lt/m² of water in the cusp's for re-absorption by roots when required. Flow rate of 200lt/min at a 1% gradient.

2.4 Geofabric: Bidim A14-A24

Bidim "A" is a non-woven, needle punched, continuous filament, polyester textile made in Australia from recycled polymer. The geofabric layer is 2mm thick and has a wet weight of 360gsm.

2.5 Hydrocell RG30 – Water Reservoir Layer

Hydrocell is a proprietary urea aldehyde resin based hardfoam that is either manufactured directly onto the roof or delivered in a pre-manufactured sheet composition, as either a 60mm or 100mm layer.

The dry weight is 4kg/m², which is complemented by it's ability to absorb water into the open cell structure to reach a field capacity weight of up to 55kg/m².

The functions of the layer are numerous:

- Water reservoir of up to 51lt/m² at field capacity per 100mm
- Fines filter, protecting the geofabric layer from blockage of media fines.
- Excellent growing media in it's own right, with a balanced air water ratio at field capacity.
- Non-hydrophobic, so can be easily re-wet if the situation arises.
- Excellent capillary properties enabling water to be moved upwards through the profile.

The Hydrocell RG30 layer is made up of interconnected small to medium cells or pore spaces, enabling the usable media volume to be approximately 99%.



2.6 Hydrocell 40 Lightweight Planter Media

Hydrocell 40 Lightweight Planter Media is a proprietary engineered combination of medium washed sand and scoria (other mineral material is used where scoria is not economically available), composted pine bark and hydrocell flakes. The thickness is specific to the weight allowance for the project, but as a guide 12kg/m²/10mm of depth as a saturated weight allowance.

The function is to provide a lightweight, non hydrophobic low organic content media that is stable over time, has excellent capillary properties for sub surface irrigation, good shear strength due to particle shape for sloped surfaces, high hydraulic conductivity and is suitable for a wide range of plant species.

2.7 Stone Mulch Layer: 20-40mm scoria, recycled concrete, bluestone or basalt.

20-40mm material is used as a stone mulch in a range of locally available materials.

Functions are to reduce the opportunity for blow in weed species to readily establish as well as provide a stable ballast layer protecting the substrate layer during plant establishment from excessive wind.

2.8 Plants

A wide range of plant species can be selected subject to the site and climatic conditions at a range of densities to fit the client expectations.

Controlled release fertiliser is selected to suit the plant species planted.

2.9 Sub-surface irrigation

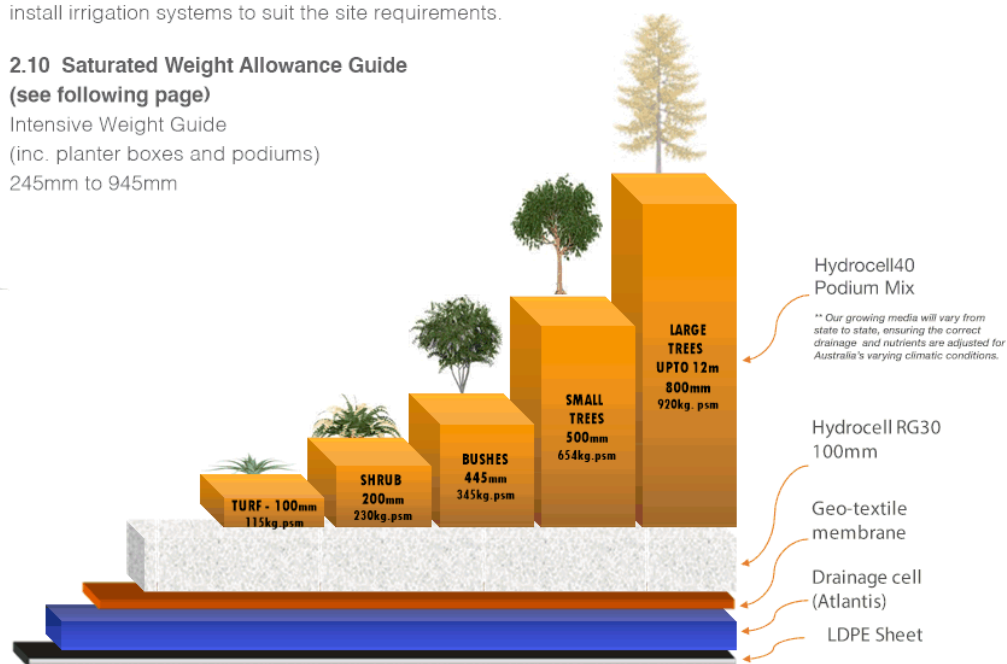
Fytogreen in conjunction with Netafim Australia design and install irrigation systems to suit the site requirements.

2.10 Saturated Weight Allowance Guide (see following page)

Intensive Weight Guide

(inc. planter boxes and podiums)

245mm to 945mm

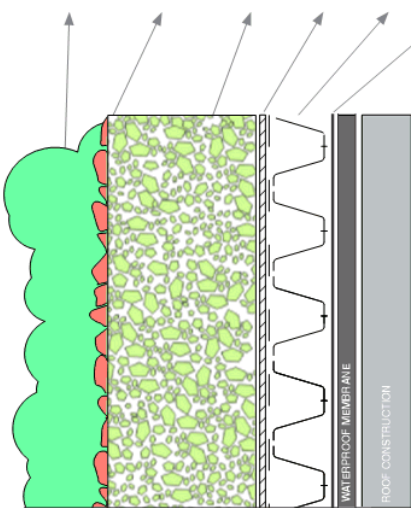


Saturated Weight Guide- Intensive Podiums & Planter Boxes - 245mm to 945mm

(09.18)

Fytogreen Australia's lightweight roof garden system works to the following depth and saturated weight guidelines.

Saturated Bulk Density is 1150kg/m3



Hydrocell/40 Podium Mix
Used with in VIC and SA
(Saturated Bulk Density 1150kg/m3)

- 40% Hydrocell Flakes
- 30% Washed Sand
- 20% Scoria
- 10% Composted Pine Bark by volume

Hydrocell/40 Podium Mix
Used with in NSW and QLD
(Saturated Bulk Density 980kg/m3)

- 40% Hydrocell Flakes
- 35% Clinker Ash
- 15% Composted Organic Matter
- 10% Sand

PLEASE NOTE: Soil mix layer includes 20% for particle integration.
The parapet should be 20mm higher than the finished garden level.

PLANTS	Turf	Shrubs	Bushes	Small Trees Small trees with flat root system	Trees Large trees up to 12 metres
LAYER 5 Soil Mix	100mm depth 115kg psm	200mm depth 230kg psm	300mm depth 345kg psm	500mm depth 570kg psm	800mm depth 920kg psm
LAYER 4 Hydrocell Hardfoam	RG-30 Sheet, 60mm or 100mm thick. Saturated Weight Allowance of 55kg/m2 (51kg Water & 4kg Hardfoam) / 100mm layers				
LAYER 3 Geo-textile Membrane	Various types such as Bidim A14G. Thickness 2mm - Weight Negligible				
LAYER 2 Drainage Layer	Allow 20mm for Atlantis Flo-Cell				
LAYER 1 Vapour Layer	LDPE plastic is laid as extra protection above the waterproof roof. Thickness 0.02mm - Weight Negligible				

Total Depth	245mm	345mm	445mm	645mm	945mm
Total Weight	170kg/psm	285kg/psm	400kg/psm	625kg/psm	975kg/psm
Estimated Water	84 litres	117 litres	150 litres	216 litres	315 litres

Disclaimer: This information is supplied in good faith and trials are recommended by the user to test the suitability of the procedure in their climatic region. No liability will be accepted by Fytogreen Australia or its representatives as to the final performance based on this information.



GREENING THE BUILT ENVIRONMENT
SINCE 1985, THIS SYSTEM COVERS 3.2 MILLION M2 OF ROOF GARDENS IN EUROPE & IN AUSTRALIA SINCE 2002, OVER 550,000M2 OF ROOF GARDENS

Sloping Roof Gardens

SUPPORTING SLOPES FROM 15° TO 45°

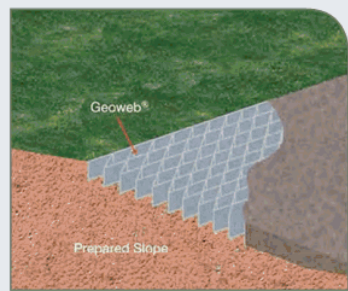
Fytogreen support the use of 'The Geoweb® Cellular Confinement System's for any roof garden with a slope above 15 degrees.

This unique design provides resistance to sliding for thin soil profiles on steep slopes, which ultimately allows for the construction of a previously unfeasible, living green roof up to a 45° slope. The design is ratified by Geofabrics Australia.

THE GROUNDS OF
ALEXANDRIA,
NSW (30°)



WONTHAGGI DESANINATION PLANT, VIC (20°)



The Geoweb® system is the most advanced soil stabilization technology available on the market today. Initially developed by the US army to allow trafficking of heavy vehicles over very soft ground.

The Geoweb® system consists of a flexible, high-strength network of interconnected cells that confine and stabilize soil. Geoweb® is widely used around Australia as a support platform in unsealed roads, on slopes and in low velocity channels.

A variety of infill materials can be used depending on the problem, including topsoil with selected vegetation, sand and gravel, larger rock and stone and concrete.

The system is made from high quality polyethylene in collapsed, lightweight panels that are easily and safely handled on-site. Geoweb® has a solid reputation for quality and innovation and is manufactured to the highest international standard with ISO9001:2008 accreditation.

Geofabrics supports the Geoweb® system with design and support and installation tools.



Roof Garden Media

HY40 LIGHTWEIGHT PLANTER MEDIA MIX

Hydrocell 40 Lightweight Planter Media is a proprietary engineered combination of medium washed sand and scoria (other mineral material is used where scoria is not economically available), composted pine bark and hydrocell flakes. The thickness is specific to the weight allowance for the project, but as a guide 12kg/m²/10mm of depth as a saturated weight allowance.

The function is to provide a lightweight, non hydrophobic low organic content media that is stable over time, has excellent capillary properties for sub surface irrigation, good shear strength due to particle shape for sloped surfaces, high hydraulic conductivity and is suitable for a wide range of plant species.

Fytogreen's Hydrocell growing medium is tested in a variety of climatic and planting conditions, assisting in conserving water and providing a most efficient water-saving systems available.

hydrocell 40
padding mix by fytogreen



Water Reservoir Layer

HYDROCELL RG-30

Hydrocell is a proprietary urea aldehyde resin based hardfoam that is delivered in a pre-manufactured sheet composition.

The dry weight is 4kg/m²/100mm, which is complemented by its ability to absorb water into the open cell structure to reach a field capacity weight of up to 55kg/m²/100mm. The Hydrocell RG30 layer is made up of interconnected small to medium cells or pore spaces, enabling the usable media volume to be approximately 99%.

Available in 30mm, 60mm or 100mm depths.



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FYTOARBOUR

SUSTAINABLE LIVING BEAMS



Greening the Built Environment
VERTICAL GARDENS . GREEN FACADES . ROOF GARDENS



Key Benefits of the FytoArbour

An ultra lightweight suspended garden with endless options. Fytogreen's "living beam" brings an amazing WOW FACTOR, and is ideal for greening open spaces both internally or externally.

The FytoArbour module system is a self-contained hydroponic garden that can be suspended or mounted above the ground. It has a dedicated automated irrigation and fertigation system.

The outstanding advantage of the system is not having plants growing up from the base of the structure as with traditional arbours and pergolas which normally takes up valuable floor space just where you need it.

The standard modules are 1100mm long and can be placed end to end indefinitely to suit the application.

- Bespoke length and sizes are also available.

The "living beam" generates an amazing WOW FACTOR & is ideal for arbours & pergolas.

An ultra lightweight suspended garden with endless possibilities.



EXAMPLE IMAGE



Lightweight - Fully Saturated weight
25kg LM (130mm x 200mm module)



Large Species Range



Cost effective Greening without
compromising on space



Over 20 cascading species available
to suit your desired aesthetic



Suitable for flowering species

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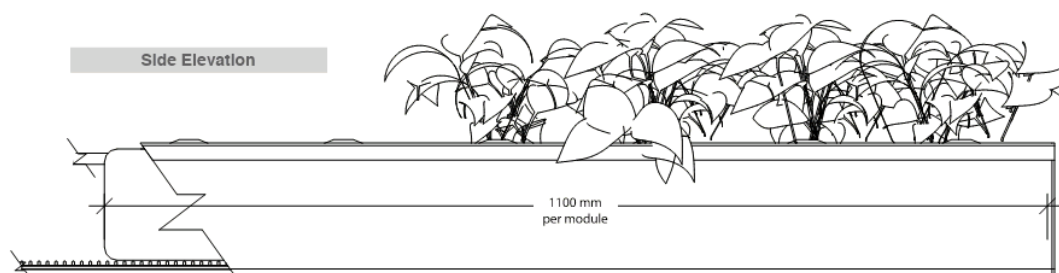
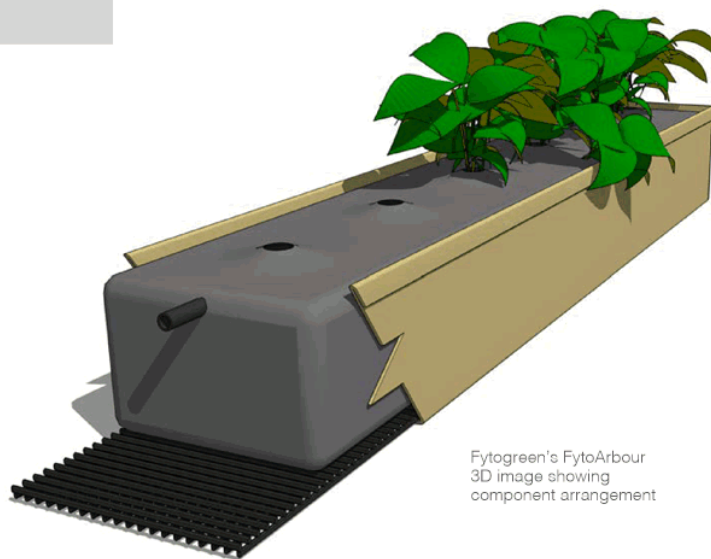
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FytoArbour

TYPICAL DRAWINGS

- Full saturated weight 25kg - 84kg per lineal metre.
- The containing trough will need drainage, typically a 40mm puddle flange.
- A typical 20mm poly supply line is required to join with the 13mm Techline irrigation pipe.
- A double GPO is required near the irrigation controller.



The following pages show Fytogreen's Typical FytoArbour Specifications.

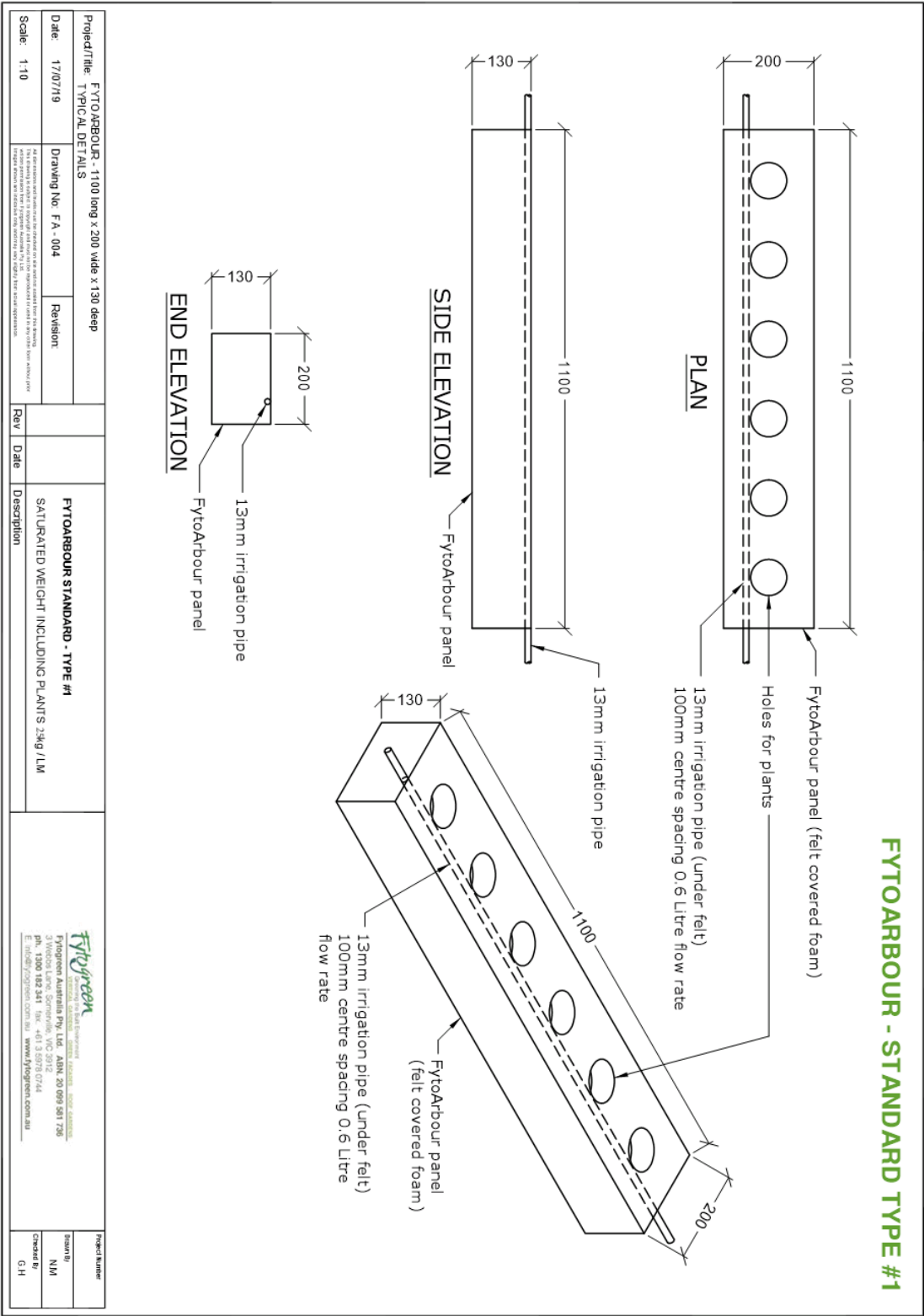
PLEASE NOTE that Fytogreen can adjust all products to meet specific bespoke requirements.

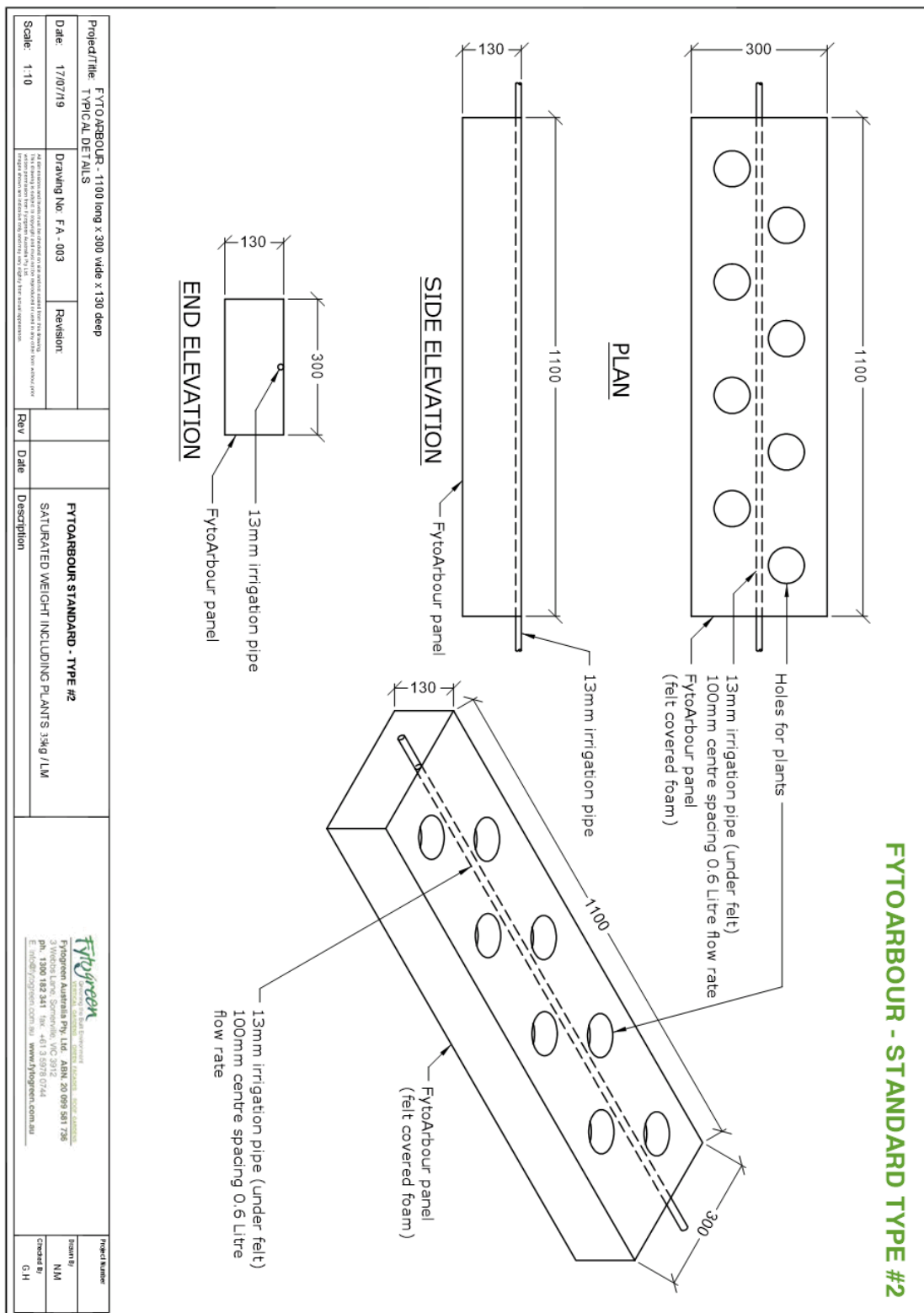
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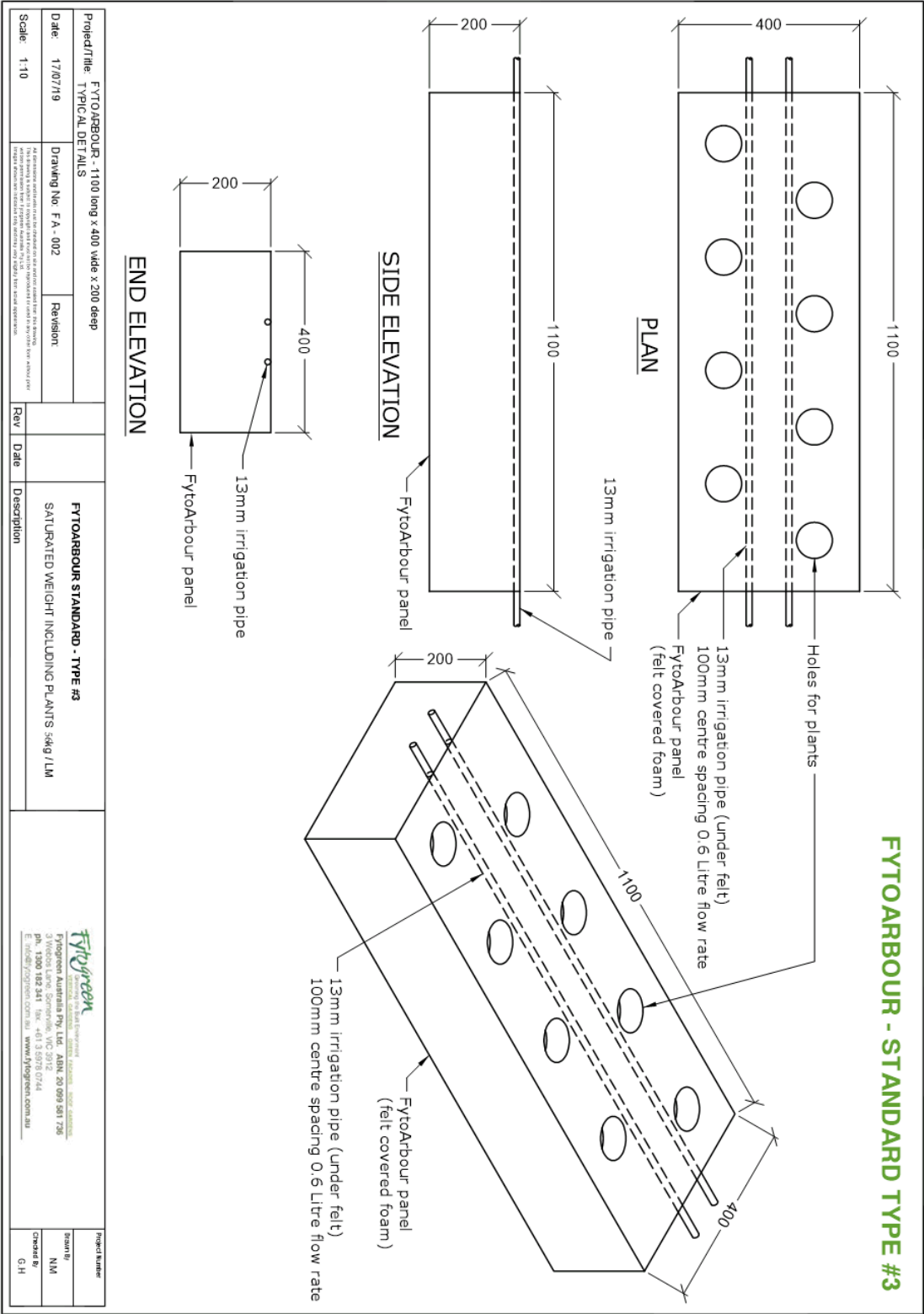


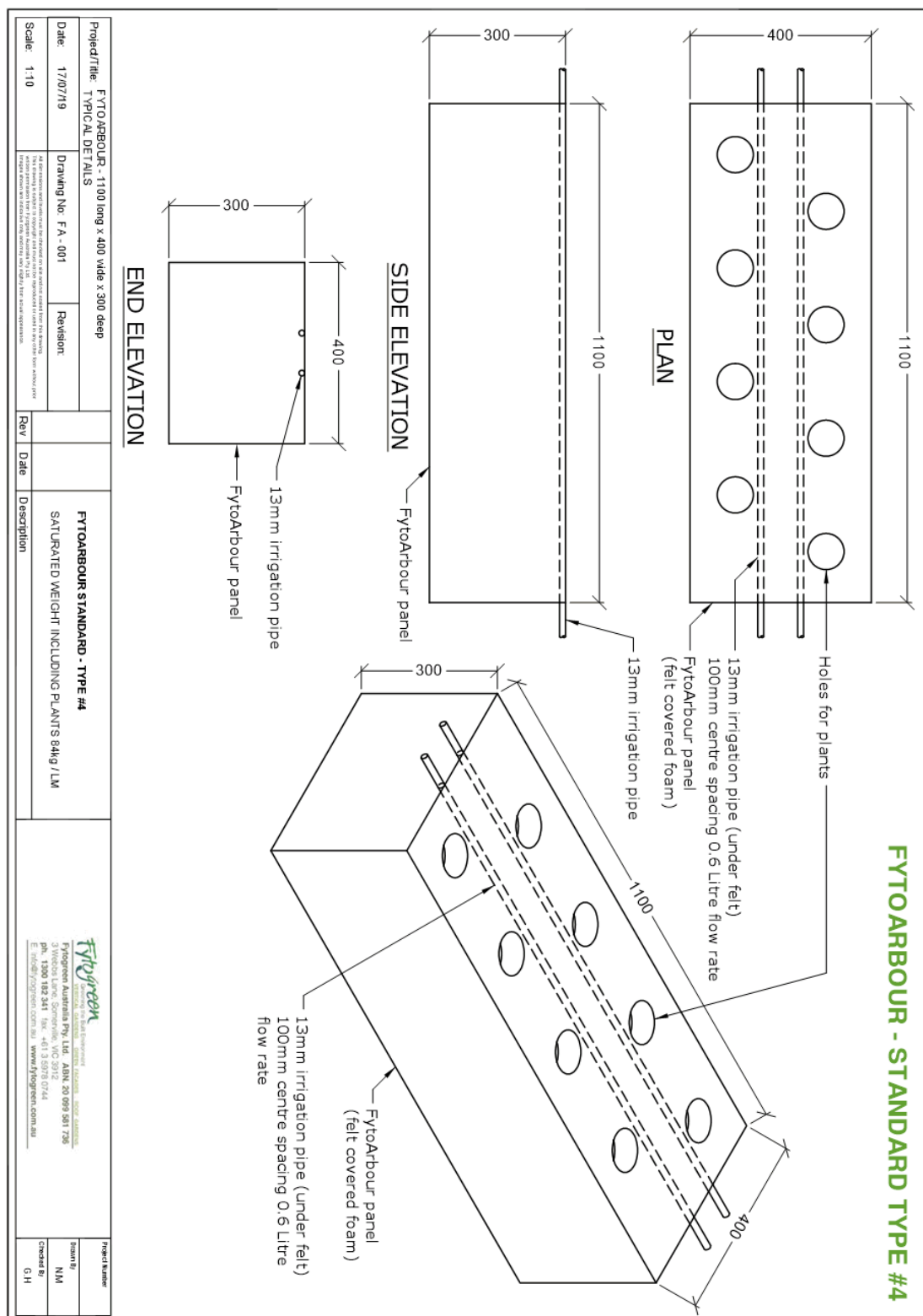
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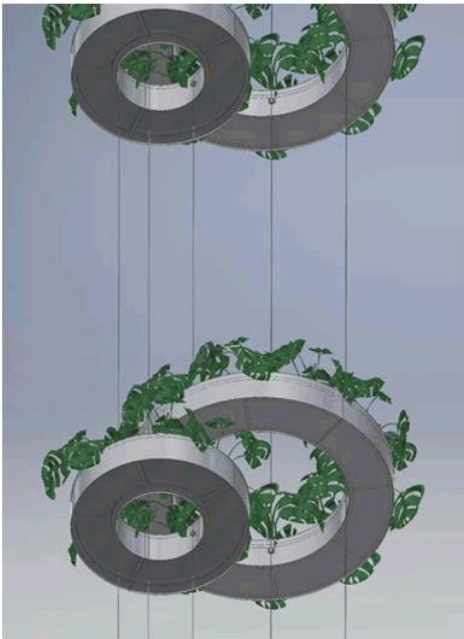








Bespoke
FYTOARBOUR



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FytoArbour Cascading Species

Fytogreen pride itself in provide Bespoke greening solutions, specifically talor made to site conditions.

The following are a selection of cascading species Fytogreen has available for our arbour sysytem.

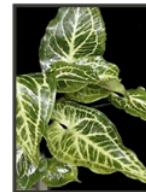
Please be aware that this is a guide only and all species would be combinded with site specific non-cascading species, as companion planting is key to producing sustainable greening solutions.



Ceropegia
woodii



Peperomia
scandens



Syngonium
batik



Begonia
fragrant
beauty



Syngonium
podophyllum
green



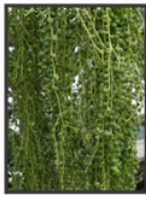
Columnea
microphylla

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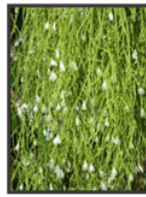


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*Senecio
rowleyanus*



*Rhipsalis
compos
portoana*



*Rhipsalis
baccifera*



*Aeschynanthus
speciosus*



*Rhipsalis
pentaptera*



*Rhipsalis toros
f. heteroclada.*



*Philo
hederaceum*



*Rhipsalis
goebelliana.*



*Rhipsalis
paradoxa*



*Philo
bipennifolium*



*Rhipsalis
pacheco-leori.*



*Epiphyllum
anguliger*



*Monstera
adansonii*



*Epiphyllum
pumilum*



*Epipremum
aureum*

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Who are Fytogreen?

TALENTED EXPERIENCED PEOPLE COMMITTED TO CLIENT SERVICE

The team at Fytogreen assist Australian and international developers, architects and landscape architects seeking to create beautiful, environmentally sustainable gardens integrated into built structures.

Fytogreen is Australia's leading specialist in sustainable vertical gardens, environmental extensive roof gardens, light-weight intensive roof gardens, planter boxes and green facades. Fytogreen are also the largest supplier to the roof garden industry in Australia with our unique roof garden system products.

Our History... A TRACK RECORD OF SUCCESS

Fytogreen Australia Pty Ltd was founded in February 2002, when the company became the established licensee in Australia, following on from 23 years of development by Fytogreen originators in Europe.

Over the past 17 years, Fytogreen has become the industry leader & innovator in horticultural technologies. We are a research focused, design & construct supplier of vertical gardens, roof gardens and green facades & all of Fytogreen's design and project management team has extensive experience in the industry.

Fytogreen have completed more than 240 successful vertical garden projects, encompassing over 6,600m² of living walls within Australia and international locations.

Fytogreen have also supplied proprietary roof garden media components to approximately 600,000m² of roof gardens and 60,000m² of design and construct extensive roof gardens throughout Australia. Fytogreen has worked with the majority of Tier 1 and Tier 2 construction builders, either directly or indirectly in the capacity of a sub-contractor.

Our established knowledge library created over many years of collaboration with horticultural experts allows Fytogreen a rapid interchange of experience, problem solving, commercial and technical know-how, which has greatly enhanced our effectiveness and ability to service our clients' needs.

Fytogreen is Australia's leading supplier of vertical gardens and green roofs, delivering Australia's tallest indoor green wall at Tower Four, Collins Square in Melbourne's CBD (pictured above), as well as the largest green roof in the Southern Hemisphere at the Victorian Desalination Project. We have also installed & maintained Australia's 2nd and 3rd largest green wall at 1 Bligh Street, Sydney and 720 Bourke Street, Melbourne.

CLICK HERE TO READ THE FYTOGREEN CAPABILITY BROCHURE

All contents of this document are supplied from extensive years of experience designing and constructing gardens on built structures here in Australia. All technical aspects of this documentation are considered intellectual property of Fytogreen. Therefore disclosure of this information requires written permission from Fytogreen.



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Key Differentiators Between Fytogreen and its Competitors

Fytogreen prides itself with a **research focus to horticulture**, which started in 2002 with trials to improve soils for roof gardens and trials to develop growing systems for vertical gardens. This research program continues today with the ongoing development of the ecologically sustainable gardens on built structures.

From this research program we have now developed numerous new products and processes to meet relevant challenges. **Ecological sustainability** - Our aim with every garden we design, install and maintain is to ensure all the plants used thrive in the growing conditions for their natural life spans.

Fytogreen has a team approach with all its projects. Our key personnel are all from a range of different backgrounds (all tertiary qualified), which makes the research approach goal orientated. All our research programmes are commercially sensitive with the intellectual property protected within Fytogreen. *(All components and processes that are unique to Fytogreen, are considered our intellectual property.)*



A key component to Fytogreen's successful greenwalls is our **unique solid substrate** that is used in all our vertical gardens. Our tested and proven foam combination provides an extremely stable, "honey-comb" lattice that allows Fytogreen to use a wide diversity of plant types, due to the secure root anchoring and improved 'on wall' water holding capacity. It also adds a water buffer to adverse climate events.

Assistance with design development - Architects, landscape architects, developers, government and commercial builders approach Fytogreen as a consultant to assist with design development. Often this involves research and product development to reduce delivery costs and exceed client expectation.

Australian Wide office Location - Fytogreen has offices in Sydney, Brisbane and Melbourne, as well as an agent in Perth & New Zealand allowing us to efficiently provide ecological sustainable gardens on buildings all over Australia & NZ.

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PLANNING REPORT

FOR Circa Morris-Nunn Architects OBO Mr Mao Ding

**125 Bathurst Street
Hotel Development**

August 2020

**Johnstone McGee & Gandy Pty Ltd**

ABN 76 473 834 852 ACN 009 547 139

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Appendix A - Certificate of Title

Appendix B - Wind Speed and Direction Roses

1 Introduction

Circa Morris-Nunn Architects on behalf of the property owner, Mr Mao Ding, have engaged JMG Engineers and Planners to prepare a development application for a mixed-use hotel development at 125 Bathurst Street, Hobart. Located on the fringe of the Hobart CBD, the 10 storey, 68 room hotel comprises a series of compact rooms and associated social spaces, cafes, bars, and roof gardens. The proposal is of a contemporary design and massed to sit appropriately within the surrounding context, separated into a series of 'stepped and staggered' elements which contribute to amenity of both guests and the general public.

The site is currently occupied by an existing two-storey art deco building of which the façade will be retained to become a public podium for the proposed tower above. The proposal has been developed with consideration of preliminary inputs from Hobart City Council's Urban Design Advisory Panel (UDAP), who support the overall massing of the building including incorporation of the existing building's art deco façade into a new podium as well as the setback of the upper levels from adjoining property boundaries. The panel also considers the proposal to be generally in accord with the purpose of the relevant zone and presenting a suitable transition within the fringe area of the Central Business Zone.

The proposed development that is the subject of this application has been refined in response to feedback from UDAP, including the nature of the fifth floor and roof level terraces and further work in relation to the publicly accessible entry space on the ground floor which meets Bathurst Street, including its form and extent. Further details of the surrounding context, applicable planning policies, and the nature of the use and development is provided below with a subsequent assessment against the *Hobart Interim Planning Scheme 2015* ('the Scheme').

2 Site Location & Context

2.1.1 Location

The proposed hotel development is located at 125 Bathurst Street, Hobart (CT 249758/1) with a frontage of 23.5 meters and a site area of 655m² (see Figure 1 below). The Certificate of Title can be found in Appendix A.

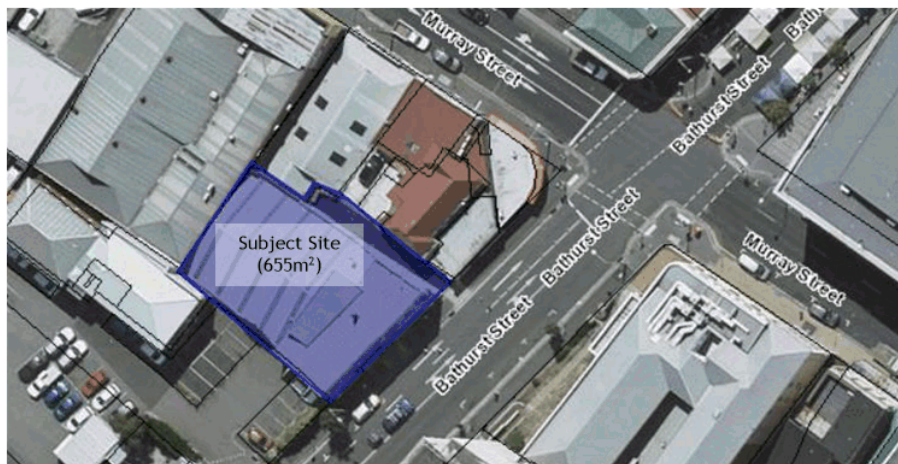


Figure 1 - Subject Site (source: List Map).

2.1.2 Heritage

The Subject Site is currently occupied by an existing two-storey, art deco building. The south western boundary of the site is adjoined by car parking; the rear (north western) boundary by a 3-storey warehouse; and the north eastern boundary by a 2-storey warehouse, an adjacent townhouse, a 2 storey house and a 1 storey building. The art deco building itself is not heritage listed although the subject site is in close proximity to a number of heritage registered buildings. Across the road, on the south eastern side of Bathurst Street, is Highfield House and the Former Department of Education and Teachers' Federation Building. On the same side of the road, 20 to 40 meters south of the subject site are two houses and the 'Bohemia' building. North and north east of the site is the State Library building, two Commercial Buildings, as well as the Mercury Building. All these heritage items are shown below in Figure 2.



Figure 2 - Heritage Buildings surrounding the Subject Site (source: List Map).

2.1.3 Surrounding Context

The site is within walking distance of a range of services and supporting infrastructure. It is 215 meters south west of Metro bus routes to and from the northern suburbs on Elizabeth Street and under 200 meters north west of bus routes to and from the inner-city suburbs on Liverpool Street. Furthermore, it is an estimated 130 meters walking distance south east of Hobart Central Car Park and within 200 to 400 meters walking distance to a range of amenities, including galleries, libraries, shopping centres, cafes, and restaurants.

2.1.4 Zoning and Overlays

The Subject Site of the proposed development is located within the Central Business zone and directly adjoins the Utilities zone on the south eastern boundary as shown below in Figure 3.



Figure 3 - Subject Site Zoning and surrounds (source: List Map).

The Subject Site of the proposed development is also located within the Central Business Fringe Area overlay of the relevant Planning Scheme as shown below in Figure 4.

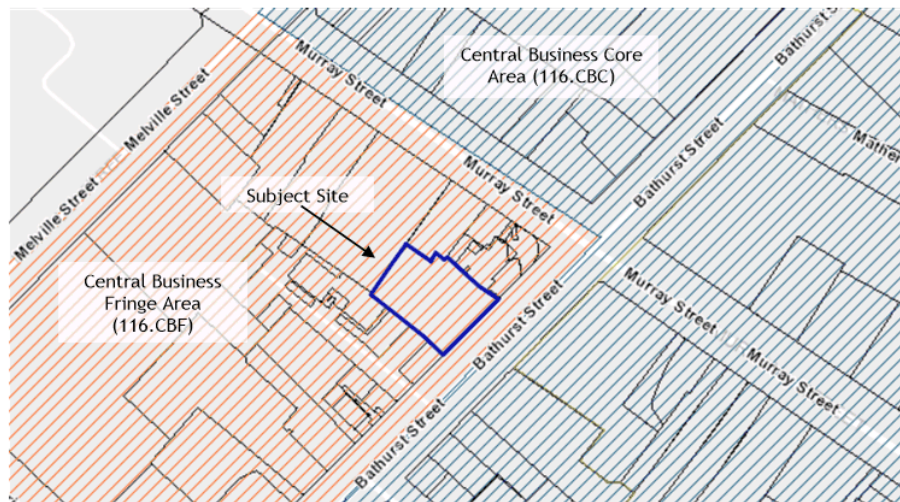


Figure 4 - Subject Site Planning Scheme Overlays (source: List Map).

Other than that listed above, there are no other overlays relevant to the Subject Site.

3 Proposed Use & Development

The proposed development comprises two parts: a demolition component (to remove existing aspects of the existing art deco structure) and the development of a 10 storey, 68 room hotel.

For the demolition component, the existing aspects of the art deco structure to be removed are the garage roof and all associated parts of that structure; the existing brick wall; the brick façade to house the booster valve assembly; and the removal of existing windows and the brick sill. However, the façade of the building will be retained to promote a scale and character of the building consistent with the surrounding streetscape.

The hotel component, which is 10 storeys with 68 hotel rooms, is 36.9 meters high. It will be clad in white perforated metal with vertical metal shading fins in front of glass, with the plant area at the top of the building concealed by a white, vertical metal screen. With the exception of the art deco façade, which is on the site's boundary with Bathurst Street, the remaining storeys of the building increase in setback by between 1.2 and 8.2 meters from that boundary as the building increases in height. Generous landscaping at both ground level and above will contribute to urban greening, with a public entrance and threshold space at ground level contributing to the urban amenity of the adjoining streetscape. The hotel's total floor area is 3358m² and it contains a range of uses and spaces for customers and the public to use. These uses are summarised below in Table 1.

Table 1 - Summary of Hotel Floors, including uses.

Floor and Area	Description
Basement 481.3m ²	Car parking for 21 spaces (accessed via an existing driveway on the north eastern side of the site, adjacent to 126 Murray Street).
Ground Floor 564.6m ²	Commercial tenancies comprising a foyer, café & bar, & public realm area (including a garden); Of the total area, 120m ² is for a public laneway, garden, and seating area).
First Floor 509m ²	A communal space comprising a foyer, café & bar, & public realm area, as well as 10 studio hotel suites; Of the total area, 156m ² is for garden area, a void for the stairway circulation and a glass roof.
Second Floor 346m ²	Roof garden and 10 studio hotel suites; of the total area, 30m ² is landscaped garden area surrounding the roof garden.
Third & Fourth Floor Each 383m ²	12 studio hotel suites respectively; of the total area, 8.2m ² is for garden area.
Fifth Floor 375m ²	A kitchen, bar, and roof garden/terrace; of the total area, 78.2m ² is for garden area.
Sixth to eighth floor Each 270m ²	8 studio hotel suites on each floor.
Ninth floor/roof 268.5m ²	A public roof garden and bar; of the total area, 70.2m ² is for garden area.

Supporting documents to this report consist of Architectural Plans, an Architectural Statement, Wind Speed and Direction Roses, a Traffic Impact Assessment, and Civil Drawings. These can be found in Appendices B to F.

4 Planning Assessment

4.1 Hobart Interim Planning Scheme 2015

4.1.1 Central Business Zone

The proposed development is located within the Central Business Zone and has therefore been assessed against the relevant zone objectives.

4.1.1.1 Zone Purpose

22.1.1 Zone Purpose Statements

22.1.1.1 - To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.

22.1.1.2 - To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.

22.1.1.3 - To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high-quality urban spaces and urban design.

22.1.1.4 - To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.

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

22.1.1.6 - To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians.

22.1.1.7 - To encourage a network of arcades and through-site links characterised by bright shop windows, displays and activities and maintain and enhance Elizabeth Street Mall and links to it as the major pedestrian hub of the CBD.

22.1.1.8 - To respect the unique character of the Hobart CBD and maintain the streetscape and townscape contribution of places of historic cultural heritage significance.

22.1.1.9 - To provide a safe, comfortable and enjoyable environment for workers, residents, and visitors through the provision of high-quality spaces and urban design.

The proposal furthers the above zone purpose statements as follows:

- The proposed development is for a hotel that contributes to the surrounding area including landscaped open space areas and cafes (Clause 22.1.1.1), providing a contemporary and affordable hotel offering within the Central Business District (Clause 22.1.1.2);
- The ground floor landscaped outdoor seating area of the proposal contributes to the surrounding public realm and urban amenity of the area (Clause 22.1.1.3);
- The proposal provides visitor accommodation above ground floor level within the activity centre (Clause 22.1.1.4);
- The proposal is within walking distance of key public transport corridors, car parks, shopping centres and other amenities (Clause 22.1.1.5);
- The ground floor plane provides landscaped open space, as well as a café and bar, which contributes interest and activity to pedestrians and a safe, comfortable and enjoyable environment for those in the vicinity (Clauses 22.1.1.6 and 22.1.1.9);
- As the proposed development is not in proximity to Elizabeth Street Mall, Clause 22.1.1.7 is not applicable; and

- The proposal retains the façade of the existing art deco building to ensure the relationship of the hotel fits appropriately with the scale and character of the urban design and public realm of the surrounding area (Clause 22.1.1.9).

22.1.2 Local Area Objectives

There are no Local Area Objectives for the zone.

22.1.3 Desired Future Character Statements

Townscape and Streetscape Character - 22.1.3.1 Objectives

- (a) *That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement;*
- (b) *That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheater, including the amphitheater to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8);*
- (c) *That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheater to the Cove (see Figures 22.7, 22.8 and 22.9).*
- (d) *That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.*

The proposed hotel development furthers the Objectives for townscape and streetscape character as follows:

- The proposed development is compact in form, as small rooms encourage the use of the various social spaces, café, bar and roof gardens;
- The proposed development reinforces the layered landform rise back from the waterfront, as it sits on a ridge above the Cove and will be of a height which reinforces the topography. Furthermore, it is not in proximity to the Domain, Battery Point headlands, or Barracks Hill, and therefore is considered to be of an appropriate scale;
- The scale of the proposed development is considered to present a suitable transition within the fringe area of the Central Business Zone as it allows for an adequate transition between the generally lower building heights found to the west, within the fringe area, and the higher building heights found to the east within the CBD;
- The proposed development is in proximity to a number of heritage listed properties and by retaining the façade of the existing art deco building at the ground floor level, as well as providing appropriate setbacks and perforations of the contemporary design component, the development will sensitively respond to the surrounding area.

Building Siting, Bulk and Design - 22.1.3.2 Objectives

The siting, bulk, and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:

- (a) *the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;*
- (b) *maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;*
- (c) *the building proportion and detail reflecting and reinforcing the streetscape pattern;*

- (d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;*
- (e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;*
- (f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and*
- (g) the provision of permeability in support of the open space network.*

As outlined above, the proposal is largely consistent with the Objectives in Clause 22.1.3.1 for Townscape and Streetscape Character, as well as having regard to objectives of Clause 22.1.3.2 as follows:

- the setbacks, staggering and landscaping elements of the proposed development delineates the hotel from other building forms and provides a layered visual effect that differentiates the identity of the building from that of surrounding buildings of a similar scale, furthering (a);
- The refined massing, stepped elements, and setbacks from Bathurst Street allow for increased sunlight to Bathurst Street furthering (b);
- Retention of the art-deco building façade at ground level allows the development to maintain consistency with the current streetscape pattern, furthering (c);
- The height of the proposed development is greater than that of most buildings in the surrounding area, however, as outlined above, measures have been taken to reduce the bulk as much as possible and to reduce its prominence through setbacks from the street, responding to (d);
- As outlined above, the art-deco building façade at ground level will be retained which enables a building edge and height consistent with that of adjoining properties. Furthermore, the height of the façade is approximately 8.4 meters, retaining an appropriate building height to street ratio that will allow for reasonable solar penetration. The proposal is therefore considered to further (e);
- Although there is no weather protection as such directly over the footpath, the ground floor area contains a public laneway and seating area as a threshold between Bathurst Street and the foyer, café, and bar area. These areas contribute to pedestrian amenity and encourage interaction between pedestrian activity on the street and the uses within the hotel development, furthering (f);
- The relationship between Bathurst Street and the interior space at ground level will be enhanced through a new glazed door within the existing garage opening of the art-deco façade. Furthermore, the opening up of that space within the art deco building will improve its visual connection to the street, in turn achieving permeability and furthering (g).

4.1.1.2 Use Standards

The majority of use standards for the Central Business Zone are not relevant to this application, specifically:

- Zone sub-clauses related to hours of operation (22.3.1), external lighting (22.3.3), and commercial vehicle movements (22.3.4) do not apply as the site is not within 50 meters of a residential zone;
- Zone sub-clauses related to Adult Entertainment Venues (22.3.5), Takeaway Food Premises (22.3.6), and Manufacturing and Processing Uses (22.3.8) do not apply as such uses are not proposed within this development.

The remaining use standards for noise and hotel industries are assessed below.

22.3.2 Noise**A1**

Noise emissions measured at the boundary of a residential zone must not exceed the following:

- (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;
- (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;
- (c) 65dB(A) (LAm_{ax}) at any time.

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.

Noise levels are to be averaged over a 15-minute time interval.

P1

The nature of the proposed use is considered to comply with the Acceptable Solution given it is predominantly for hotel accommodation with other uses only being subservient (namely, commercial tenancies on the ground floor consisting of a café, bar & public realm area as well as several roof gardens and bars). The nature of such development is not considered likely to generate significant noise and given the nearest residential zone is over 150m to the west of the site, its likely impact on the residential zone would be minimal.

22.3.7 Hotel Industries**A1**

Hours of operation must be within 7.00am to 12.00am.

P1

Hours of operation for the proposed café/bar within the development will be between 7.00am and 12.00am, therefore satisfying the Acceptable Solution (A1).

4.1.1.3 Development Standards for Buildings and Works**22.4.1 Building Height****A1**

Building height within the Central Business Core Area in Figure 22.2 must be no more than:

- (d) 15m if on, or within 15m of, a south-west or south-east facing frontage;
- (e) 20m if on, or within 15m of, a north-west or north-east facing frontage;
- (f) 30m if set back more than 15m from a frontage; unless an extension to an existing building that:
 - (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;
 - (ii) is necessary to provide facilities required by other legislation or regulation.

P1

As the Subject Site is not within the Central Business Core Area, the above Clause A1 is not applicable.

A2 <i>Building height within 10m of a residential zone must be no more than 8.5m.</i>	P2 ***
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As the Subject Site is not within 10m of a residential zone, the above Clause A2 is not applicable.

A3 <i>Building height within the Central Business Fringe Area in Figure 22.2 must be no more than:</i> <i>(a) 11.5m and a maximum of 3 storeys;</i> <i>(b) 15m and a maximum of 4 storeys, if the development provides at least 50% of the floor space above ground floor level for residential use;</i> <i>unless an extension to an existing building that:</i> <i>(i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;</i> <i>(ii) is necessary to provide facilities required by other legislation or regulation.</i>	P3.1 <i>The siting, bulk and design of development must respect the transition between the core area of the Central Business Zone and adjacent zones and must make a positive contribution to the streetscape and townscape.</i> P3.2 <i>Development outside the Amenity Building Envelope (Figure 22.3) must provide significant benefits in terms of civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to:</i> <i>(a) the height, bulk and design of existing and proposed buildings;</i> <i>(b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/ Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;</i> <i>(c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath;</i> <i>(d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing;</i> <i>(e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and</i> <i>(f) the degree of consistency with the Desired Future Character Statements in Clause 22.1.3.</i>
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As the proposed hotel development is 36.9m high and 10 storeys, it does not meet the Acceptable Solution (A3). It has therefore been considered against the associated Performance Criteria (P3.1 and P3.2) as follows:

P3.1

The massing of the building has been designed to sit comfortably within its surrounding context, being separated into a series of 'stepped and staggered' elements, whilst retaining the existing Art Deco Façade at street level. This façade acts as a 'public podium' for the proposed hotel tower above, with a publicly accessible, landscaped entry area with seating providing a positive contribution to the surrounding area at street level. Furthermore, the 'stepped and staggered' design combined with landscaping, perforations, and a contemporary façade design allow for a positive contribution to the surrounding townscape. On this basis, it is considered consistent with Performance Criteria P3.1.

P3.2

The proposed development has been considered against the Amenity Building Envelope. Whilst some parts of the building comply with this envelope, the requirements of the Amenity Building Envelope are not met overall. As shown on the attached elevation plans, parts of the upper storeys of the building (namely, the seventh to tenth floor) would extend beyond the envelope.

The design process for the hotel development has been iterative and undertaken with advice from Hobart City Council's Urban Design Advisory Panel to meet the associated Performance Criteria (P3.2). The development has been designed to provide significant public benefit to the surrounding locality. In addition to the public spaces to be provided upon the site, the proponent has engaged Studio Ongarato, which is a leading brand/marketing agency, to develop a Public Art Strategy for the development. This strategy would ensure that public art is provided throughout the public spaces proposed within the development, and that it assists in drawing the public into these spaces. It is envisaged that the strategy would be developed in consultation with Hobart City Council's place-makers, to ensure that the public art provided on the site complements other public art provided within the city.

The proposal is considered to make a positive contribution to the surrounding streetscape and townscape as follows:

- The proposed development has been designed sensitively to respond to the surrounding area through a series of stepped elements and setbacks from the side boundaries, reducing the visual bulk of the building. Furthermore, planted roof terraces benefit the streetscape and direct neighbours, furthering (a);
- The subject site is within View Cone B1 of Figure 22.6 ('View Lines and View Cones') however due to its setbacks, massing, and being on the same axis from Point B1 as the Tasmanian State Library (approximately 48 meters north east of the Subject Site, of a similar height), its visual impact is not considered unreasonable satisfying (b);
- The higher parts of the proposed development would be setback from the site frontage with Bathurst Street and stepped in such a way so as to reduce overshadowing of adjacent public spaces. The adjacent public spaces that would be potentially affected by overshadowing from the development are limited to the footpaths either side of Bathurst Street close to the site. The application is supported by sun diagrams. These diagrams demonstrate that at the winter solstice (21 June), the footpaths adjacent to the site would not be overshadowed at 9am, would be partially overshadowed by the proposed development at 12 midday, and mostly overshadowed at 3pm. However, the sun diagrams suggest that the footpath on the same side of the street would already be overshadowed at midday and that the footpath on both sides of the street would already be overshadowed at 3pm. Therefore, the proposal is not considered to have an unreasonable overshadowing impact upon adjacent public spaces, particularly given that the shadow diagrams show that overshadowing impacts at other times of the year would be limited.
- Due to the orientation of Bathurst Street, predominant wind directions that pedestrians are exposed to adjacent to the site will be north easterly and south westerly. Neither of these directions are the most dominant wind speeds and directions for the area as identified by the Bureau of Meteorology 'wind speed and direction roses' for the Hobart area (see Appendix

B). The dominant wind speed and direction at 9am in the morning is north westerly at 45% intensity and at 3pm in the afternoon, south westerly at 20% intensity. The only area within the proposed development where pedestrians are potentially exposed to these dominant wind speeds are the right of way (on the building's north eastern boundary) and the entry to the ground floor public realm area. However, as the right of way accesses the car park few pedestrians are anticipated to use it and the enclosed nature of the public realm area is considered adequate protection from any adverse wind conditions. On this basis, the proposal is considered consistent with (e);

- As outlined above under Objectives for 'Townscape and Streetscape Character' (Clause 22.1.3.1) and 'Building Siting, Bulk and Design' (Clause 22.1.3.2), the proposed development is largely consistent with the Desired Future Character Statements in Clause 22.1.3, furthering (f).

On the basis of the above, the proposed development is considered to meet the Performance Criteria (P3.1, P3.2) for Clause 22.4.1.

<p>A4</p> <p><i>Building height of development on the same title as a place listed in the Historic Heritage Code, where the specific extent of the heritage place is specified in Table E13.1, and directly behind that place must:</i></p> <p>(a) not exceed 2 storeys or 7.5m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back between 5m and 10m from the place (refer figures 22.4 i and 22.4 ii); and</p> <p>(b) not exceed 4 storeys or 15m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back more than 10m from the place (refer figures 22.4 i and 22.4 ii);</p> <p>or</p> <p>(c) comply with the building height in clauses 22.4.1 A1 and A2; whichever is the lesser.</p>	<p>P4</p> <p>***</p>
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As the proposed development is not on the same title as a place listed in the Historic Heritage Code nor directly behind such a place, sub-clause A4/P4 is not considered applicable to this application.

<p>A5</p> <p><i>Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:</i></p> <p>(a) not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and</p> <p>(b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);</p>	<p>P5</p> <p><i>Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:</i></p> <p>(a) not unreasonably dominate existing buildings of cultural heritage significance; and</p> <p>(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;</p> <p>(c) for city blocks with frontage to a Solar Penetration Priority Street in Figure</p>
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or (c) comply with the building height in Clauses 22.4.1 A1 and A2; whichever is the lesser.	22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.
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The site is adjacent to the single storey heritage listed building at 126 Murray Street. The proposal therefore does not comply with A5, as the building height of the proposed development within 15m of the site frontage would be 1 storey and 4m higher than the facade building height of a heritage building on the same street frontage. The proposal therefore requires justification against the performance criterion P5. The proposal is considered to comply with sub-clause (a) of P5 as the retention of the existing Art-Deco façade on the site would ensure that the existing relationship between the building on the site and adjacent buildings is largely retained. The proposal is considered to comply with P5(b) as the height of the proposed building is not considered to have any materially adverse impact on the historic cultural heritage significance of the adjacent heritage place. The site is not upon a section of Bathurst Street that is recognised as a Solar Penetration Priority Street, so sub-clause (c) of P5 is not relevant.

22.4.2 Setback

A1 Building setback from frontage must be parallel to the frontage and must be no more than: 0m	P1 ***
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The setback from frontage of the proposed development from the streetscape of Bathurst Street will remain the same due to retention of the façade of the existing building at 0m. It therefore satisfies the Acceptable Solution (A1).

A2 Building setback from a residential zone must be no less than: (a) 6 m; (b) half the height of the wall, whichever is the greater.	P2 ***
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As the Subject Site is approximately 195 meters from the nearest residential zone, the above Acceptable Solution (A2) is not applicable.

22.4.3 Design

A1 Building design must comply with all of the following: (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; (b) for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;	P1 ***
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|---|--|
| <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) not include security shutters over windows or doors with a frontage to a street or public place.</p> | |
|---|--|

The proposed development is considered to satisfy the Acceptable Solution (A1) due to the following:

- the main pedestrian entrance to the building is directly off Bathurst Street and through the central point of the existing building facade, making it clearly visible from the road therefore satisfying (a);
- the existing facade has an estimated area of 112.5m² and of this approximately 49m² is for window or door openings, which is 43.5% of the total facade area satisfying (b);
- the length of the facade is approximately 24 meters with the expanse of blank wall being 4.9 meters which is 20.4%, satisfying (c);
- the plant area at the top of the building is concealed behind a white metal screen, satisfying (d);
- the roof top infrastructure, including lift structures, is enclosed by a top roof element satisfying (e); and
- there are no security shutters over windows or doors with a frontage to Bathurst Street, satisfying (f).

A2

Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.

P2

No Performance Criteria.

As no walls of the proposed development face a residential zone, the above Acceptable Solution (A2) is not applicable.

A3

The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

- (a) including building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design elements, or the outward expression of floor levels; and
- (b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.

P3

The site is adjacent to the heritage place at 126 Murray Street. The proposal is considered to comply with A3(a) as the existing Art-Deco facade of the building on the site would be retained. This facade includes the required building articulation such as evident horizontal and vertical lines, fenestration alignment, and the outward expression of floor levels. The parts of the

proposed building that would be within 15m of the frontage would also include the required articulation. Sub-clause A3(b) is not relevant as there are no awnings proposed.

A4 <i>For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) provide windows with clear glazing and door openings at ground floor level in the front façade and façades facing other public space boundaries no less than 80% of the surface area;</i>	P4 ***
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As the proposed development is not within the Active Frontage Overlay, the above Acceptable Solution (A4) is not applicable.

A5 <i>For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) awnings must be provided over public footpaths.</i>	P5 ***
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As the proposed development is not within the Active Frontage Overlay, the above Acceptable Solution (A5) is not applicable.

22.4.4 Passive Surveillance

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> <i>(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade;</i> <i>(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade 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;</i> <i>(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;</i> <i>(e) provide external lighting to illuminate car parking areas and pathways;</i> <i>(f) provide well-lit public access at the ground floor level from any external car park.</i>	P1 ***
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The proposed development is considered to satisfy the Acceptable Solution (A1) due to the following:

- the main pedestrian entrance to the building is directly off Bathurst Street and through the central point of the existing building façade, making it clearly visible from the road therefore satisfying (a);
- the existing façade has an estimated area of 112.5m² and of this approximately 49m² is for window or door openings, which is 43.5% of the total façade area satisfying (b);
- the length of the façade is approximately 24 meters with the expanse of blank wall being 4.9 meters which is 20.4%, satisfying (c);

- enclosed areas of the building site consist of the public laneway and seating area between the café and foyer area and Bathurst Street as well as a portion of the garden terrace on level 5. However, due to visual connections with the surrounding area and adequate dimensions to allow for cleaning and maintenance, they are not vulnerable to entrapment risks, satisfying (d);
- external lighting will be provided along the right of way on the north east boundary of the proposed development, illuminating access to the parking area along the side laneway, satisfying (e);
- there is no external car park connected to the proposed development therefore sub-clause (f) is not considered applicable.

22.4.6 Outdoor Storage Areas**A1**

Outdoor storage areas for non-residential uses must comply with all of the following:

- (a) be located behind the building line;*
- (b) all goods and materials stored must be screened from public view;*
- (c) not encroach upon car parking areas, driveways or landscaped areas.*

P1

There are no outdoor storage areas proposed as part of the proposed development, therefore Clause 22.4.6 is not considered applicable.

22.4.7 Fencing**A1**

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) height of fences along a common boundary with land in a residential zone must be no more than 2.1m and must not contain barbed wire.*

P1

No fencing is proposed as part of the proposed development, therefore Clause 22.4.7 is not considered applicable.

22.4.8 Pedestrian Links**A1**

Existing malls, arcades and through-site links must be retained.

P1

As there are no malls, arcades, and through-site links on the Subject Site of the proposed development, the above Clause 22.4.8 is not considered applicable.

4.1.2 Potentially Contaminated Land Code (E2.0)

4.1.2.1 E2.6 Development Standards

E2.6.2 Excavation	
A1 <i>No acceptable solution.</i>	P1 <i>Excavation does not adversely impact on health and the environment, having regard to:</i> <i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i> <i>(b) a plan to manage contamination and associated risk to human health and the environment that includes:</i> <i>(i) an environmental site assessment;</i> <i>(ii) any specific remediation and protection measures required to be implemented before excavation commences; and</i> <i>(iii) a statement that the excavation does not adversely impact on human health or the environment.</i>

The proposal relies upon assessment against the above performance criterion P1 as the site is potentially contaminated and excavation is proposed. A preliminary assessment of potential contamination on the site has been provided for the previous proposal for the site. This previous proposal was approved on the basis that a full environmental site assessment would be provided once the proposed demolition of much of the existing building on the site has been carried out. As similar approach is suggested here as it does not appear possible for the required soil testing to be carried out while the parts of the building that will be demolished remain in place. The proposal is considered to comply with the above performance criterion P1 on the basis that an environmental site assessment would be provided when it is practical to do so.

4.1.3 Road and Railway Assets Code (E5.0)

As the proposed development will intensify the use of the existing access (namely, the right of way), the Road and Railway Assets Code applies and an assessment follows.

4.1.3.1 Development Standards (E5.6)

E5.6.1 Development adjacent to roads and railways
<i>Applies to development adjacent to category 1 or category 2 roads or the rail network.</i>

As the proposed development is not adjacent to a Category 1 or Category 2 road or the rail network, Clause E5.6.1 is not applicable.

E5.6.2 Road accesses and junctions	
A1 <i>No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</i>	P1 ***

As Bathurst Street, which the proposed development adjoins, has a speed limit of less than 60km/h Clause E5.6.2 is not applicable.

A2	P2 ***
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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.	
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The proposed development only has one access providing both entry and exit to Bathurst Street, which has a speed limit of less than 60km/h, therefore satisfying the Acceptable Solution (A2).

E5.6.3 New level crossings

Applies to development with access across part of a rail network.

As the proposed development is not in proximity to any part of a rail network, Clause E5.6.3 is not applicable.

E5.6.4 Sight distance at accesses, junctions and level crossings

A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	P1 ***
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In the case of the proposed development, the required SISD is 80 meters, noting that the vehicle speed (defined as the 85th percentile speed) has been assumed to be equal to the legal speed limit.

The available sight distance either side of the access exceeds this value and therefore the Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme is met. It is noted that vehicles parked in the parking lane can partly obscure sight distance, however, the parked cars also provide a clear lane downstream of the parked vehicles.

4.1.4 Parking and Access Code (E6.0)

This Code applies to all use and development.

4.1.4.1 Development Standards (E6.7)

E6.7.1 Number of Vehicular Accesses

A1 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.	P1 ***
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The proposed development will only have 1 vehicle access point on Bathurst Street therefore satisfying the Acceptable Solution (A1).

A2 In the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed.	P2 ***
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The proposed development provides no new vehicular access therefore the above Acceptable Solution (A2) is not applicable.

A3 <i>In Particular Purpose Zone 4 - Calvary Healthcare Hospital Campus access to the site is to be provided according to the location of approved access points off Augusta Road and Honara Avenue shown on the endorsed plans associated with permit PLN-14-00428-01. The other access points noted are to be utilised for emergency access only.</i>	P3 ***
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The proposed development is not within Particular Purpose Zone 4 and therefore the above Acceptable Solution (A3) is not applicable.

E6.7.2 Design of Vehicular Accesses

A1 <i>Design of vehicle access points must comply with all of the following:</i> <i>(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;</i> <i>(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.</i>	P1 <i>Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:</i> <i>(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;</i> <i>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;</i> <i>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</i> <i>(d) ease of accessibility and recognition for users.</i>
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The traffic impact assessment has found that the existing access does not comply with the requirements of AS2890.1 in terms of access width and pedestrian sight distance. The access was therefore assessed against the requirements of the Performance Criteria P1 of Clause E6.7.2 of the Planning Scheme.

The following is relevant with respect to the development proposal:

- Conflict avoidance** - The access will be utilised by residents of 130 Murray Street (not subject to assessment in this report) and hotel guests. Access for hotel guests will be by a valet service only. This minimises vehicular conflict as the valet service will be fully aware of the movement of vehicles into and out of the access. Furthermore, conflict can be further minimised by installation of camera systems to monitor the presence of vehicles using the access to minimise conflicts and pedestrian conflicts can be minimised by the provision of traffic calming within the access in the form of a speed hump or similar device.
- Flow of traffic on adjoining roads** - The traffic flow on Bathurst Street is 6,000 vehicles per day spread over 3 lanes (two northbound and one southbound lane) and the impact on this from increased traffic generation by the proposed development is not considered to be unreasonable, as the Traffic Impact Assessment calculates traffic generation at the site's access is likely to be 63 trips per day (the peak flow is likely to be in the order of 7 vehicles per hour, comprising of a relatively even distribution of inward and outward movements).
- Traffic type and volume** - Bathurst Street is a collector road that carries city and commuter traffic. This is compatible with the traffic accessing the site. The relatively low volume of

traffic generated by the development (outlined above in point b) can be accommodated by the constrained driveway.

- d) **Ease of accessibility and recognition for users** - Access to the site is constrained. All vehicles utilising the site will be via a valet service. This will provide a high level of familiarity of use by the valet staff. It also minimises the risk of vehicle conflict within the narrow right-of-way driveway. It is also noted that the right-of-way access has been in continuous use for many years.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause E6.7.2 of the Planning Scheme. This is particularly due to the fact that the access will be used by valet staff who will be able to control the inward and outward movements of the car park to minimise potential conflicts.

E6.7.3 Vehicular Passing Areas Along an Access

A1	P1
<p><i>Vehicular passing areas must:</i></p> <p><i>(a) be provided if any of the following applies to an access:</i></p> <p><i>(i) it serves more than 5 car parking spaces;</i></p> <p><i>(ii) is more than 30 m long;</i></p> <p><i>(iii) it meets a road serving more than 6000 vehicles per day;</i></p> <p><i>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</i></p> <p><i>(c) have the first passing area constructed at the kerb;</i></p> <p><i>(d) be at intervals of no more than 30 m along the access.</i></p>	<p><i>Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:</i></p> <p><i>(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;</i></p> <p><i>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;</i></p> <p><i>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</i></p> <p><i>(d) ease of accessibility and recognition for users.</i></p>

As the vehicular access of the proposed development serves a car stacking area at basement level which accommodates a maximum of 21 cars and meets Bathurst Street, which carries more than 6000 vehicles per day, vehicular passing areas are required. However, due to site constraints of an existing building that adjoins the north eastern boundary of the vehicular access way, a vehicular passing area cannot achieve a 5.5 metre width nor be constructed at the kerb. Therefore, the proposed development cannot meet the Acceptable Solution (A1) and must therefore meet the Performance Criteria (P1).

As the Performance Criteria (P1) for Clause E6.7.3 is a direct duplication of that for P1 of Clause E6.7.2, the same rationale applies and criteria for conflict avoidance; flow of traffic on adjoining roads; traffic type and volume; and ease of accessibility and recognition for users are all assessed to be met. Based on this, the development meets the requirements of Performance Criteria P1 of Clause E6.7.2 of the Planning Scheme.

E6.7.4 On-Site Turning

A1	P1
<p><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></p> <p><i>(a) it serves no more than two dwelling units;</i></p>	<p><i>On-site turning may not be required if access is safe, efficient and convenient, having regard to all of the following:</i></p>

(b) it meets a road carrying less than 6000 vehicles per day.	<p>(a) avoidance of conflicts between users including vehicles, cyclists, dwelling occupants 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> <p>(e) suitability of the location of the access point and the traffic volumes on the road.</p>
---	--

The proposal is considered to comply with the above acceptable solution (A1), as while vehicles will not be able to turn onsite by their own means, on-site turning would still be achieved via use of a turntable. All vehicular access will be via a valet service due to the relative complexity of the parking arrangements.

E6.7.5 Layout of Parking Areas

A1	P1
<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>	<i>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.</i>

Typical car parking is provided as car stackers with the following key dimensions:

- A stacker space width of 2.4 metres;
- A stacker space length of 5.4 meters;
- An aisle width between stackers of 6.0 meters.

Although these spaces and associated access aisles and circulation have been designed to comply with the dimension requirements of User Class 1A in the Australian Standards, AS2890.1:2004 (Residential, Domestic and Employee Parking), they are not designed in accordance with Section 2 of the Australian Standards as stipulated above in the Acceptable Solution (A1). However, a Traffic Impact Assessment has been undertaken for the proposed development and has found that the car parking layout, access and circulation, and car elevator (turntable) access is safe and allows for access, egress and manoeuvring on-site. The proposed development is therefore considered to satisfy the associated Performance Criteria (P1).

E6.7.6 Surface Treatment of Parking Areas

A1	P1
<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>	

(b) drained to an approved stormwater system; unless the road from which access is provided to the property is unsealed.	
---	--

Both the parking spaces and vehicle circulation roadway of the proposed development are within 75m of a property boundary and will be paved (the vehicle circulation roadway is currently paved). Furthermore, the vehicle circulation roadway will be drained to the existing approved HCC stormwater system as shown on the Civil Drawings prepared by Aldanmark Consulting Engineers. On this basis, the proposed development is considered to meet the Acceptable Solution (A1).

E6.7.7 Lighting of Parking Areas

A1 <i>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.</i>	P1 ***
--	------------------

The right of way along the north eastern boundary of the proposed development is the parking and vehicle circulation roadway by which cars access the basement car park which contains 21 stackable car parking spaces. Lighting for this roadway will be provided 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, satisfying the Acceptable Solution (A1).

4.1.5 Stormwater Management Code (E7.0)

4.1.5.1 Development Standards (E7.7)

E7.7.1 Stormwater Drainage and Disposal

A1 <i>Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</i>	P1 <i>Stormwater from new impervious surfaces must be managed by any of the following:</i> <i>(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles;</i> <i>(b) collected for re-use on the site;</i> <i>(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.</i>
---	--

Although the proposed development will provide a significant increase in building height on the site, there will be little increase in impervious surfaces as the building footprint will replace that which is existing. Stormwater generated will largely be disposed of by gravity, however, stormwater generated from the basement cannot be disposed of by gravity. Therefore, the proposed development cannot satisfy the Acceptable Solution (A1) and the associated Performance Criteria (P1) must be addressed. The area of the proposed development where

stormwater cannot be disposed of by gravity is the basement and, in accordance with the Civil Drawings, it will be pumped to ground level and discharged via gravity to a side entry pit. On this basis, the proposed development is considered to satisfy the Performance Criteria (P1).

<p>A2</p> <p><i>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:</i></p> <p>(a) <i>the size of new impervious area is more than 600 m²;</i></p> <p>(b) <i>new car parking is provided for more than 6 cars;</i></p> <p>(c) <i>a subdivision is for more than 5 lots.</i></p>	<p>P2</p> <p><i>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.</i></p>
---	--

Although the proposed development poses little increase in impervious areas and there is no subdivision component, the above Clauses (A2 and P2) are relevant as new car parking is provided for more than 6 cars. However, as the proposed development does not incorporate Water Sensitive Urban Design, the Acceptable Solution (A2) cannot be met. Accordingly, the associated Performance Criteria have been considered.

The stormwater system for the new development will 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*, therefore satisfying the Performance Criteria (P2).

<p>A3</p> <p><i>A minor stormwater drainage system must be designed to comply with all of the following:</i></p> <p>(a) <i>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;</i></p> <p>(b) <i>stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.</i></p>	<p>P3</p> <p>***</p>
---	-----------------------------

The minor stormwater drainage system will be designed to accommodate a storm with an ARI of 20 years and any increase in stormwater runoff will be able to be accommodated within existing or upgraded public stormwater infrastructure, therefore satisfying the Acceptable Solution (A3).

<p>A4</p> <p><i>A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</i></p>	<p>P4</p> <p>***</p>
---	-----------------------------

There is no major stormwater drainage system proposed as part of the proposed development, therefore the Acceptable Solution (A4) does not apply.

4.1.6 Historic Heritage Code (E13.0)

4.1.6.1 E13.10 Development Standards for Places of Archaeological Potential

While the site is not listed as a heritage place or within a heritage precinct, it is within the area identified in Figure E13.4.1 as a place of archaeological potential.

E13.10.1 Building, Works and Demolition**A1**

Building and works do not involve excavation or ground disturbance.

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'.*

The proposal does not comply with A1 as it includes excavation and ground disturbance. The proposal is considered to comply with P1 as a Statement of Archaeological Potential has previously been provided for the site which concluded that approximately 90% of the site has nil to low archaeological potential. The remaining 10% of the site was assessed as having moderate archaeological potential, however, this area includes the driveway within the right of way on the north-eastern boundary where only limited excavation and ground disturbance would occur. The above statement also includes recommendations regarding the management of archaeology on the site.

5 Conclusion

The proposed development for a mixed-use hotel development at 125 Bathurst Street is considered to provide a contemporary offering to the surrounding area, consisting of a series of hotel suites and associated uses including bars, landscaped roof gardens, a café and public realm area at ground floor. It furthers the Zone Purpose Statements of the Central Business Zone (in which it is located) as well as the Objectives for townscape and streetscape character and building siting, bulk and design. It is largely in accordance with Use Standards and Development Standards of the Central Business Zone, albeit the following discretions:

- 22.4.1 Building Height, sub-clauses P3.1, P3.2, and P5.

The proposed development is also triggers assessment against several Codes, including the Road and Railway Assets Code (E5.0), the Parking and Access Code (E6.0), and the Stormwater Management Code (E7.0), largely satisfying all relevant sub-clauses with the exception of the following discretions:

- E6.0 Parking and Access Code - E6.7 Development Standards:
 - E6.7.2 Design of Vehicular Access (P1);
 - E6.7.3 Vehicular Passing Areas Along an Access (P1);
 - E6.7.5 Layout of Parking Areas.
- E7.0 Stormwater Management Code
 - E7.7.1 Stormwater Drainage and Disposal (P1, P2).

Matters that generated discretions against the above Clause requirements of both the Central Business Zone and relevant Codes were able to be adequately addressed and, on this basis, the proposed development is considered to further the overarching objectives of the *Hobart Interim Planning Scheme 2015*.

APPENDIX A

Certificate of Title

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 249758	FOLIO 1
EDITION 5	DATE OF ISSUE 01-Apr-2020

SEARCH DATE : 17-Jul-2020

SEARCH TIME : 10.28 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 249758

Derivation : Part of 0A-1R-14Ps Sec F f Gtd to J Lester

Prior CT 3260/60

SCHEDULE 1

M812062 TRANSFER to 125 BATHURST PTY LTD Registered
01-Apr-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SAVING AND RESERVING for James Vautin his heirs and assigns
and all others by his or their permission with or
without horses carts carriages and vehicles laden or
unladen the right of ingress egress and regress and
way and passage in through over along and upon all
that strip of land marked Right of Way on D 71195
herein called "the said strip of land"

BURDENING EASEMENT: the full and free right to the
uninterrupted access transmission and enjoyment of
light over and across the said strip of land to the
existing windows of the messuage or building erected
on the parcel of land conveyed by an Indenture of
Conveyance No. 19/9648 and known as Number 128 Murray
Street and also to the full and free right and
liberty for the spouting and eaves of the building
erected on the said parcel of land or any other
building or buildings which might at any time
hereafter be erected thereon to project over or
overhang the said strip of land for a distance of
eighteen inches and to erect and maintain on the
south western side or wall of the said buildings
erected on the said parcel of land or any other
building or buildings which might from time to time
be erected thereon and abutting on the said strip of
land such down pipes or a diameter of not more than

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

six inches as might be required for carrying away storm water from the said spouting and soil and sewerage from the said buildings and also to the free passage and running of water and soil from by and through the sewer or drains now existing or hereafter to be made in or under the said strip of land

BURDENING EASEMENT: a right carriage way (appurtenant to the land marked A B C D E F in Certificate of Title Vol 2768 Fol 23) for Annie Pierce over the said strip of land.

M485157 CAVEAT by O'BRIEN GLASS INDUSTRIES LIMITED
Registered 08-Sep-2014 at noon

E213549 MORTGAGE to Westpac Banking Corporation Registered
01-Apr-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



E.P. 412

ANNEXURE TO CERTIFICATE OF TITLE

REGISTERED NUMBER

249758

VOL.

3260

FOL.

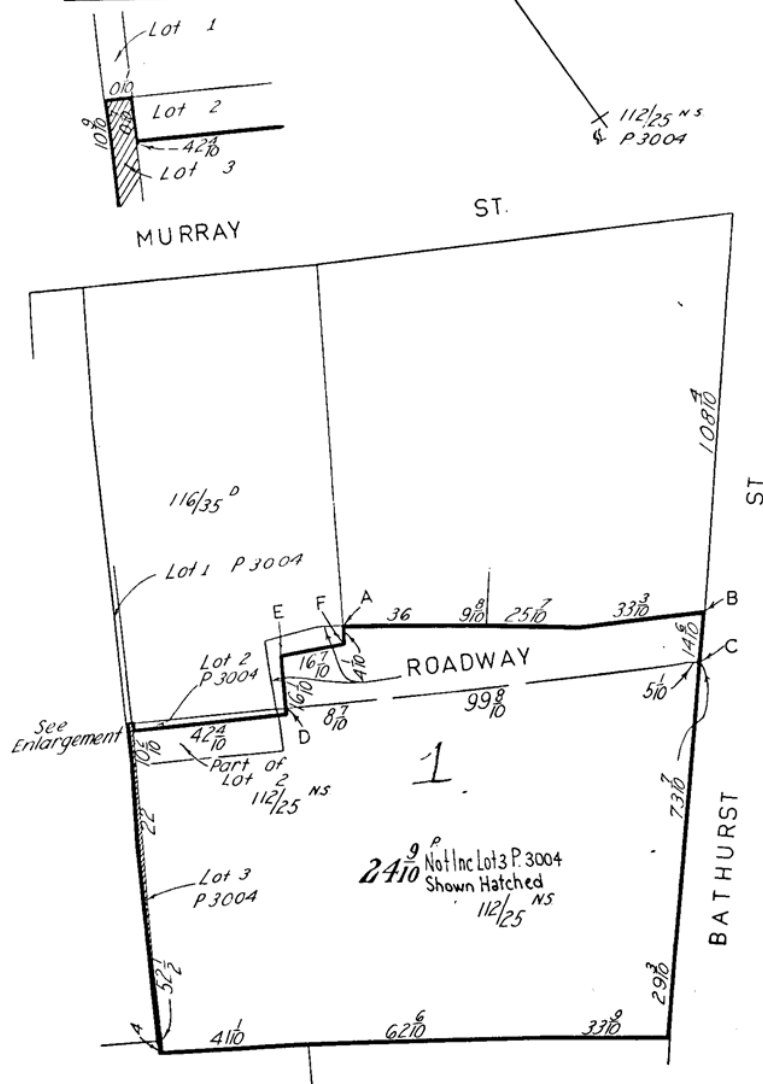
60

Recorder of Titles



Lot 1 of this plan consists of all the
land comprised in the above-mentioned
cancelled folio of the Register.

ENLARGEMENT



APPENDIX B

Wind Speed and Direction Roses

Wind speed and direction rose

Product ID code: IDCJCM0021

Location: HOBART AIRPORT

Latitude: 42.83°S

Period: 9am Annual

Download: [PDF](#) | [Wind Frequency Data](#)

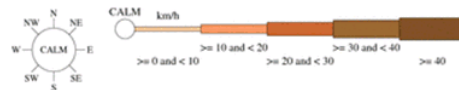
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Start year: 1958

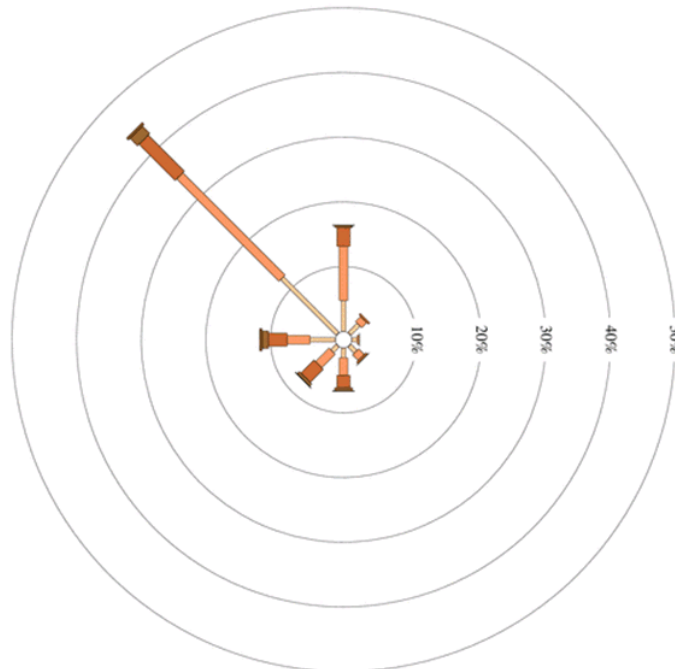
Site Number: 094008

Elevation: 4 metres (above sea level)

End year: 2016

9 am
21567 Total Observations

Calm 6%



Wind speed and direction rose

Product ID code: IDCJCM0021

Location: HOBART AIRPORT

Latitude: 42.83°S

Period: 3pm Annual

Download: [PDF](#) | [Wind Frequency Data](#)

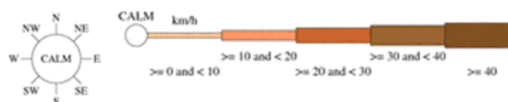
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Start year: 1958

Site Number: 094008

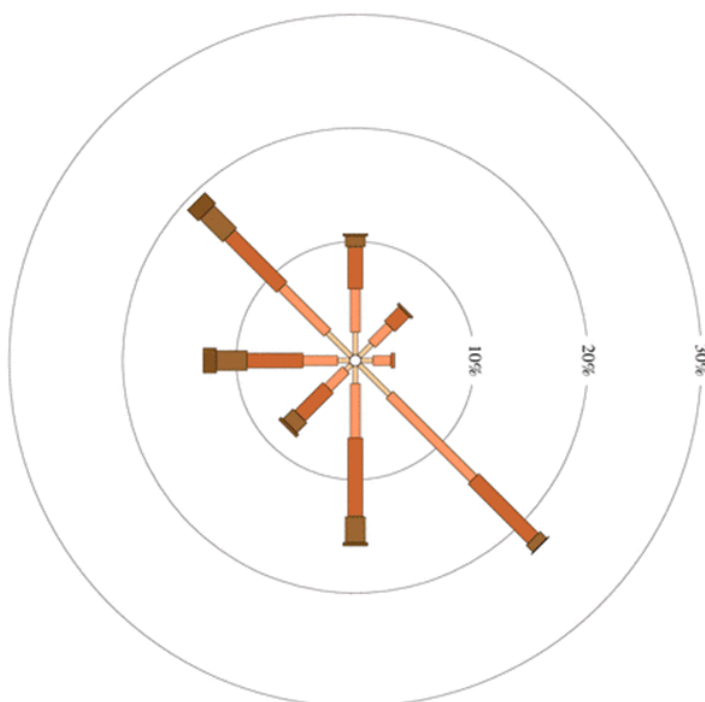
Elevation: 4 metres (above sea level)

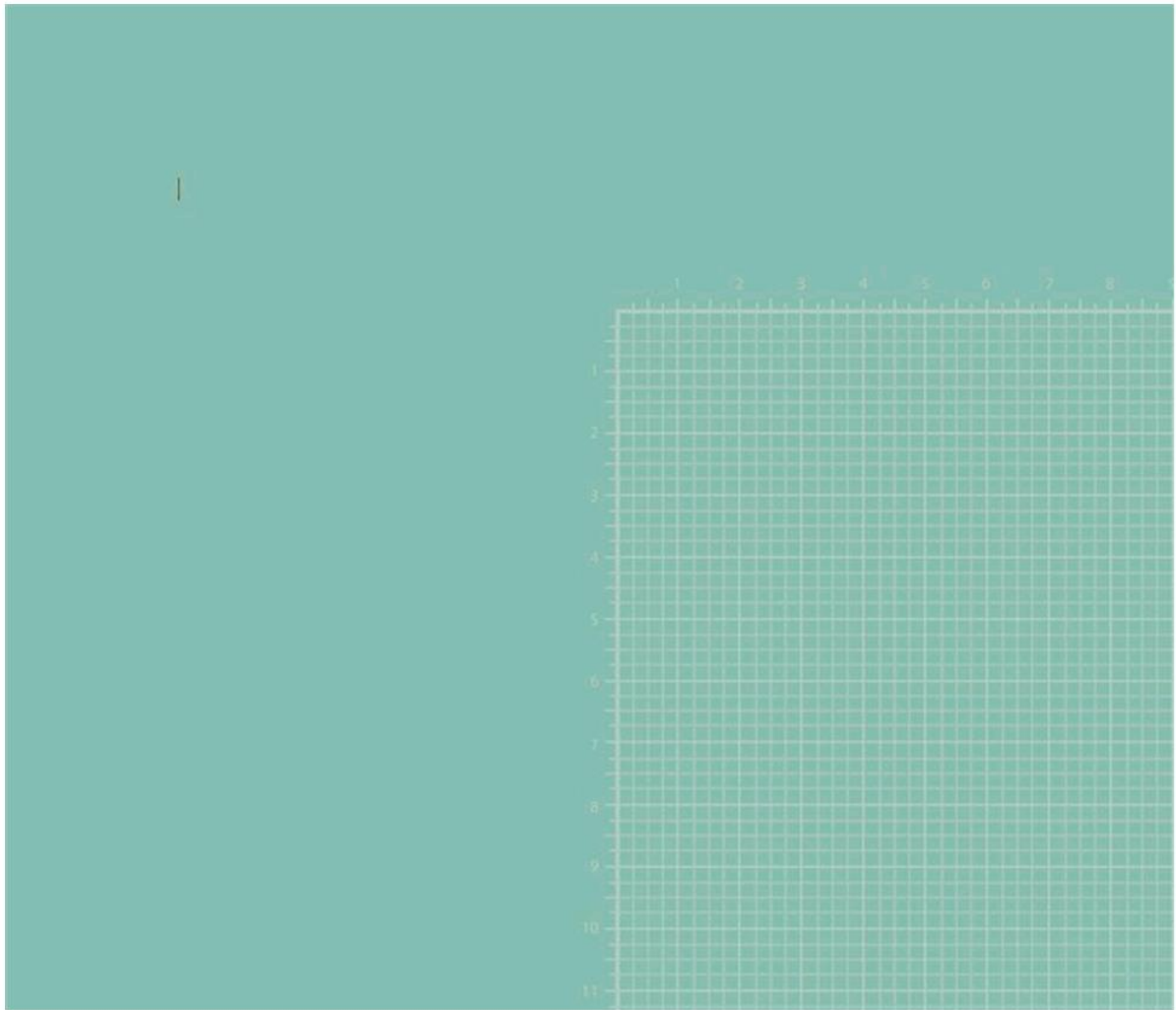
End year: 2016



3 pm
21564 Total Observations

Calm 2%



**Johnstone McGee & Gandy Pty Ltd**

ABN 76 473 834 852 ACN 009 547 139

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CIVIL DRAWINGS
BATHURST STREET APARTMENTS
125 BATHURST STREET
HOBART TAS 7000

C0.01	COVER SHEET AND INDEX	E	12/01/2021
C0.02	NOTES AND OVERALL PLAN	E	12/01/2021
C1.01	SITE LAYOUT PLAN - BASEMENT	E	12/01/2021
C1.02	SITE LAYOUT PLAN - GROUND FLOOR	E	12/01/2021
C1.03	DESIGN LEVELS AND GRADING PLAN	E	12/01/2021
C1.04	TURNPATH PLAN - SHEET ONE	E	12/01/2021
C1.05	TURNPATH PLAN - SHEET TWO	E	12/01/2021
C1.06	TURNPATH PLAN - SHEET THREE	E	12/01/2021
C1.07	TURNPATH PLAN - SHEET FOUR	E	12/01/2021
C2.01	LONG SECTION - ENTRANCE RAMP	E	12/01/2021
C2.02	CROSS SECTION - SHEET ONE	E	12/01/2021
C2.03	CROSS SECTION - SHEET TWO	E	12/01/2021
C2.04	CROSS SECTION - SHEET THREE	E	12/01/2021
C2.05	CROSS SECTION - SHEET FOUR	E	12/01/2021

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D	PRELIMINARY - TASWATER RFI RESPONSE	07/02/2020	DRAWING CHECK	MW
C	PRELIMINARY - BASEMENT FFL CHANGE	07/11/2020	DESIGNED	DE
B	PRELIMINARY - HCC RFI RESPONSE	07/11/2020	DESIGN CHECK	MW
A	PRELIMINARY	12/08/2020	DRAWING	-
REV.	DESCRIPTION	DATE	QA CHECK	

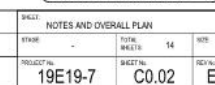


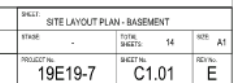
Lower Ground
100 Hargrave Street
Hobart TAS 7000
61 4153 9986
mail@aldanmark.com.au
www.aldanmark.com.au

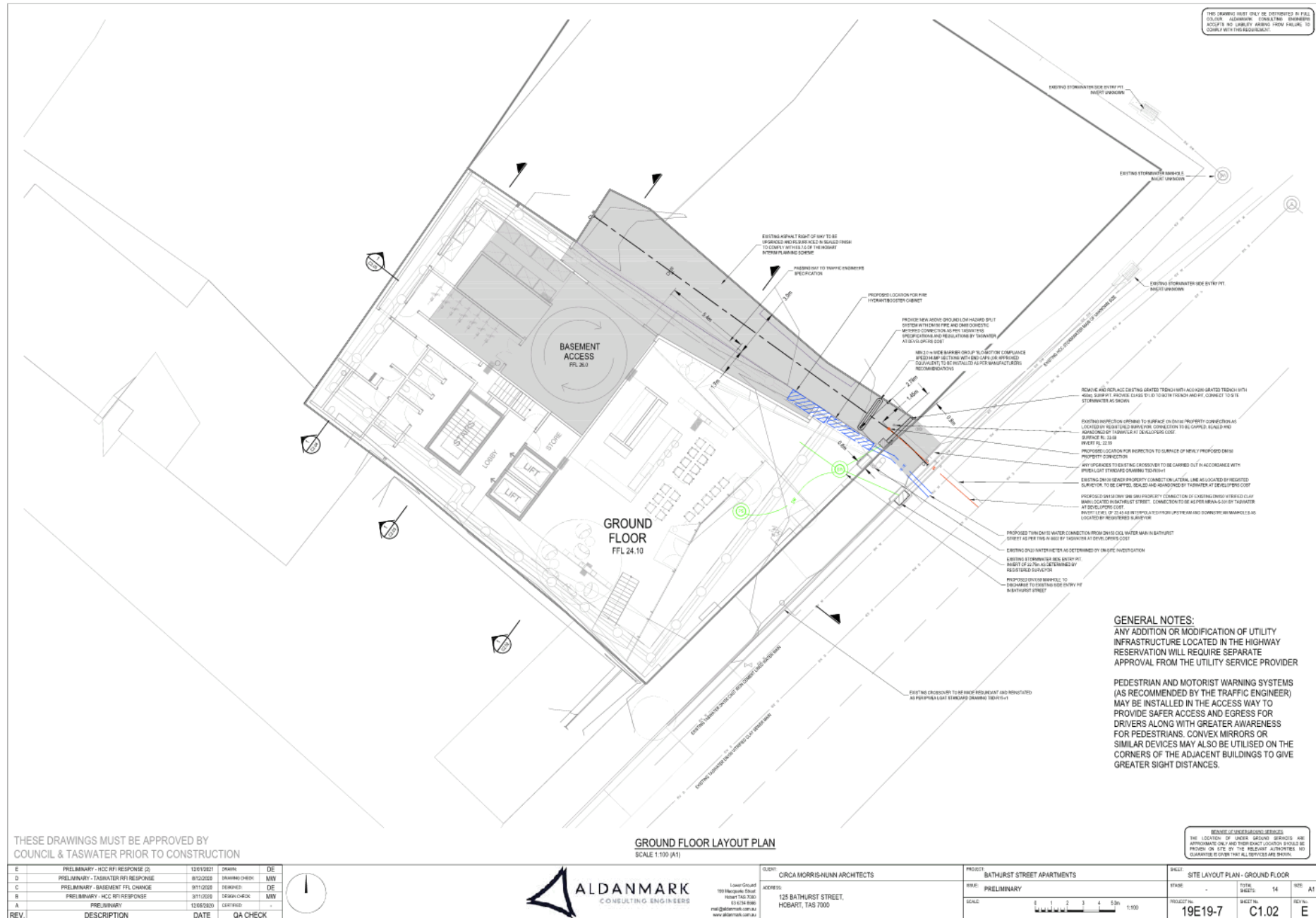
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ADDRESS: 125 BATHURST STREET,
HOBART, TAS 7000

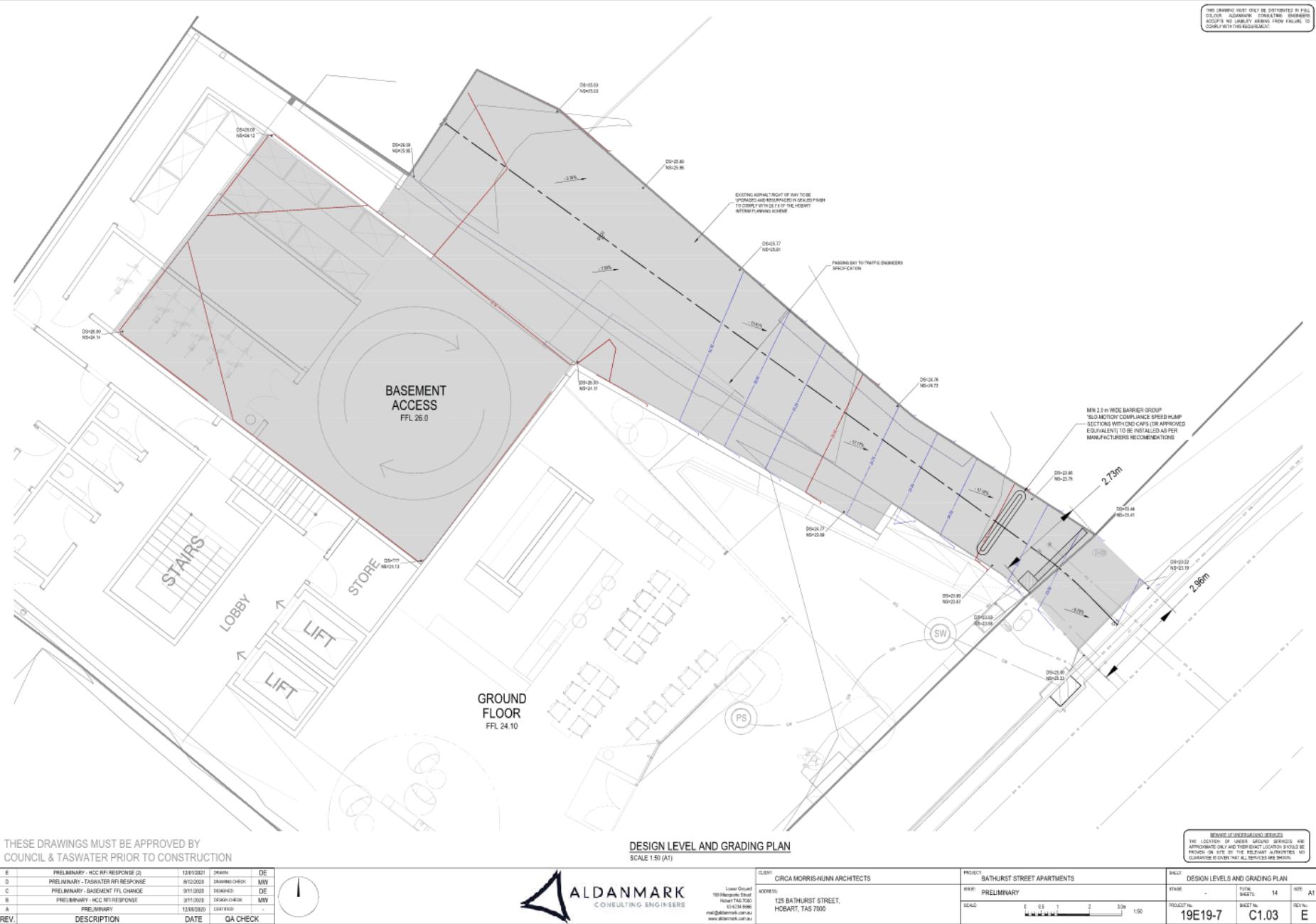
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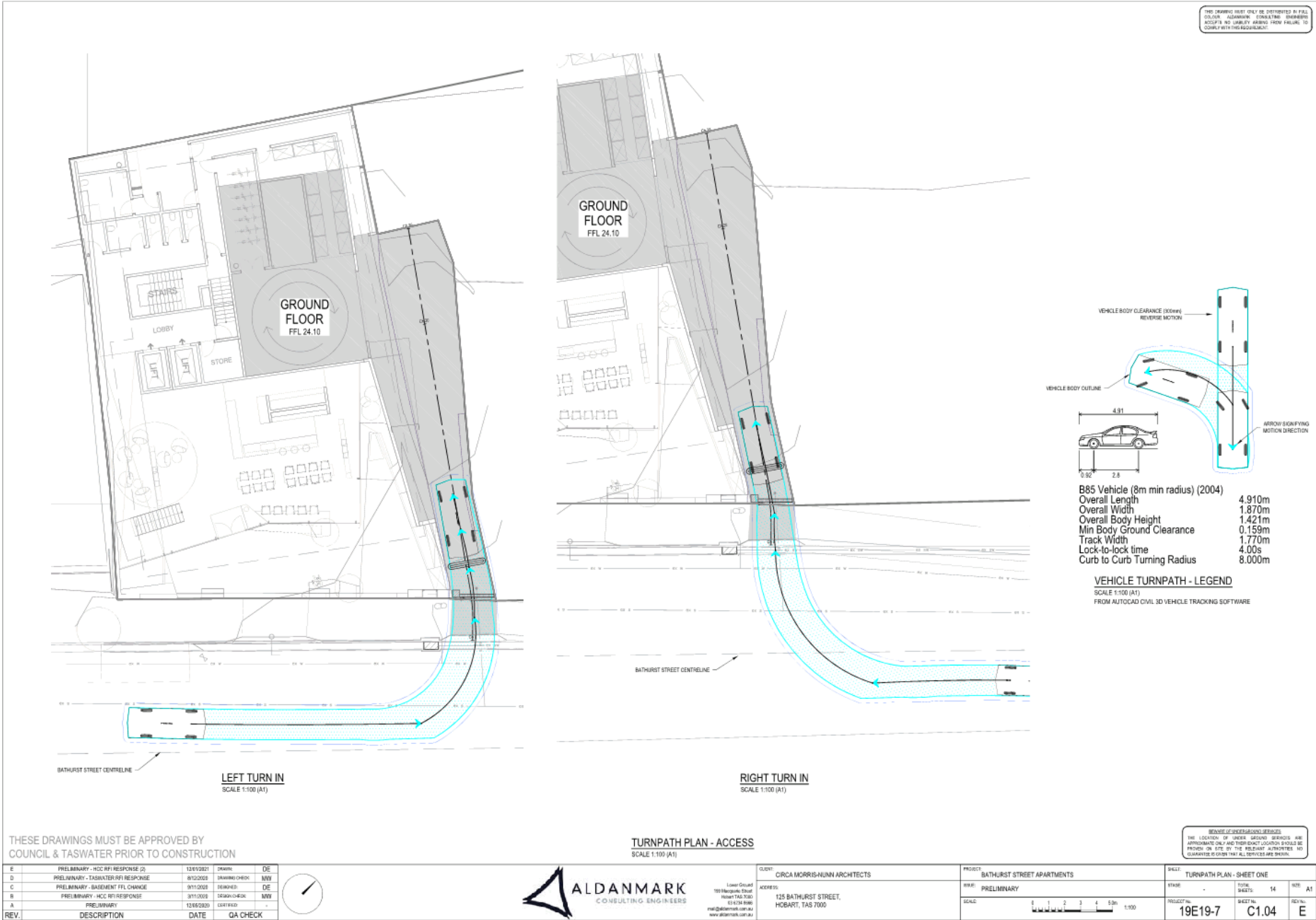
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REV No.		REV No.	E

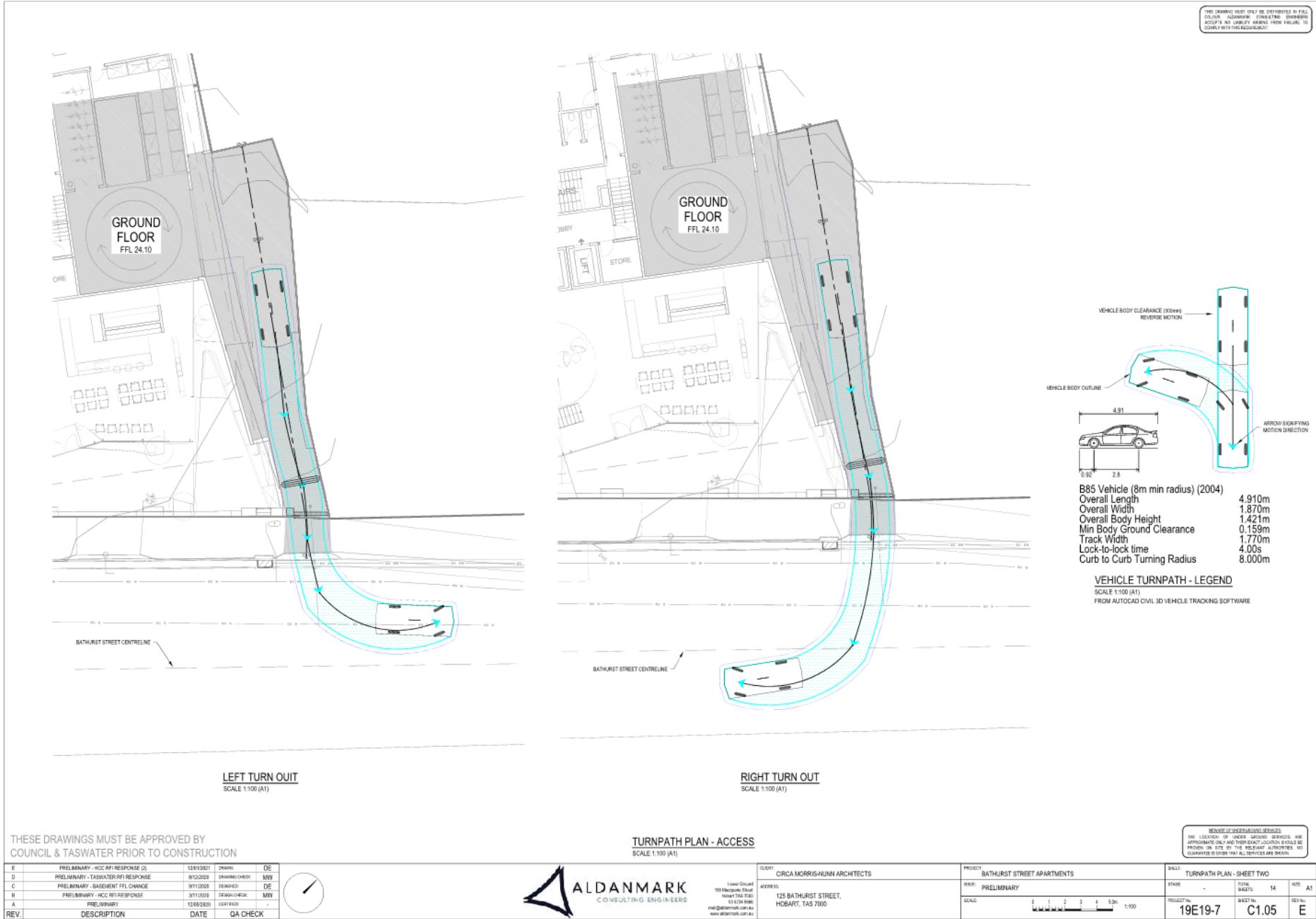


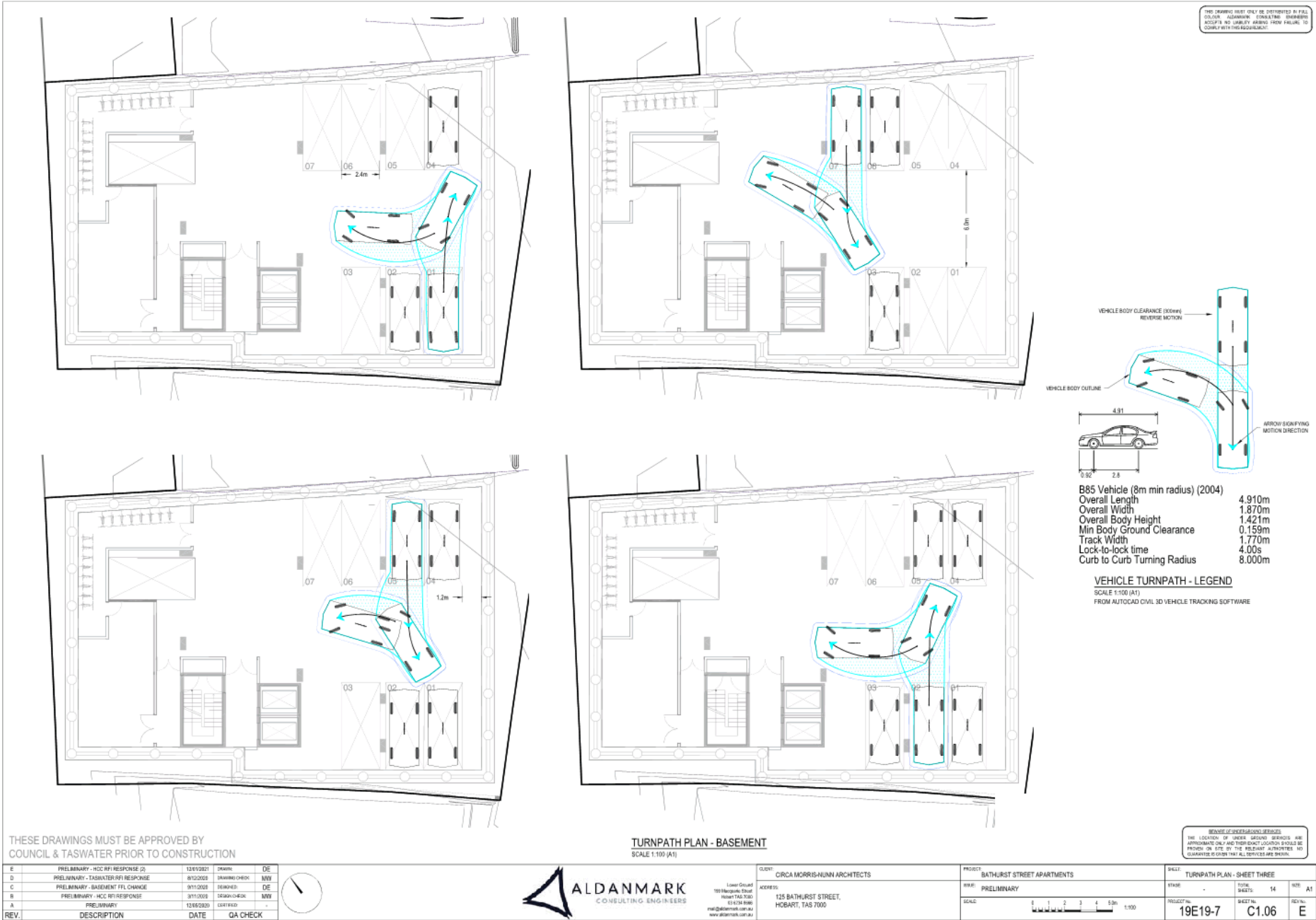


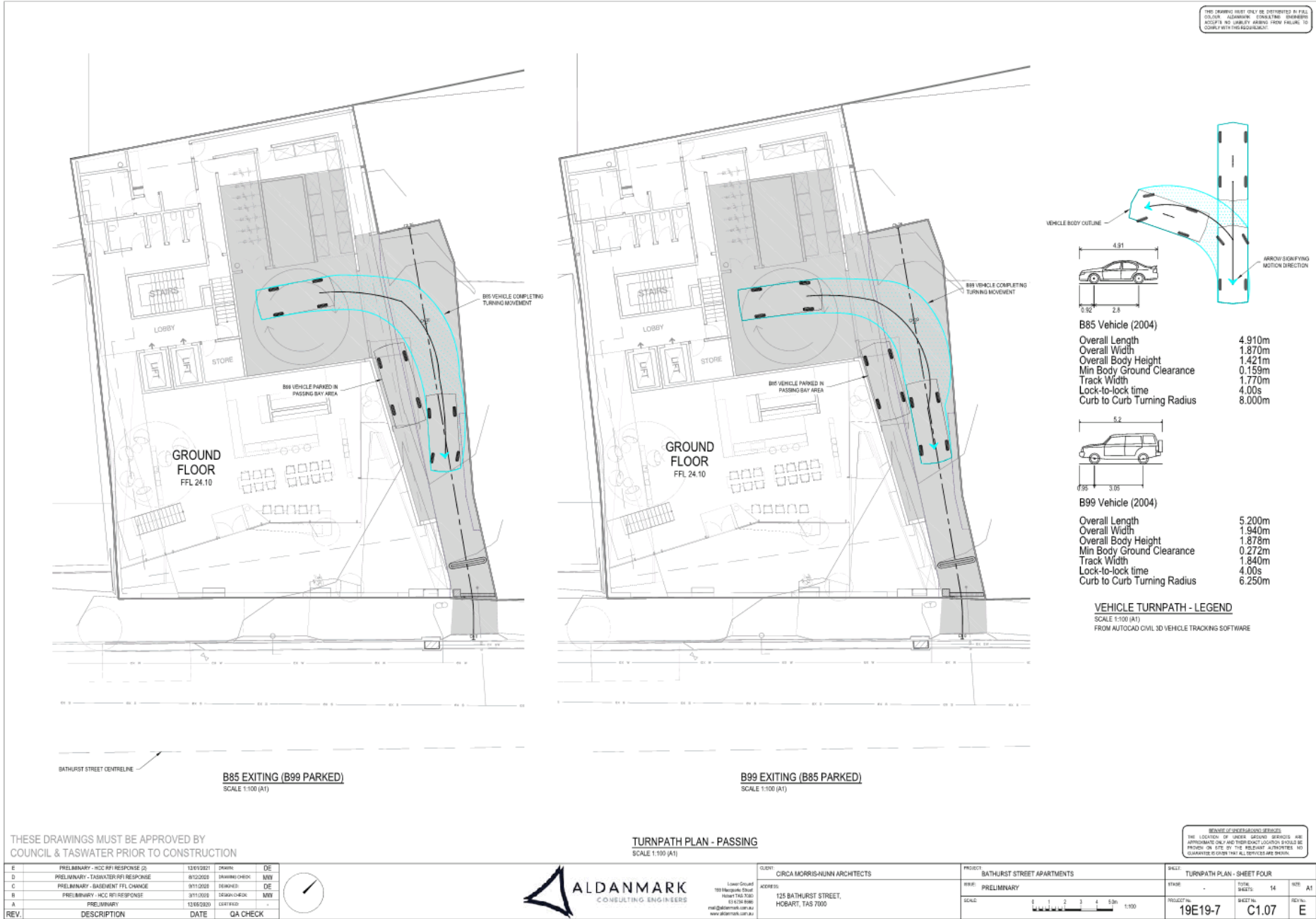


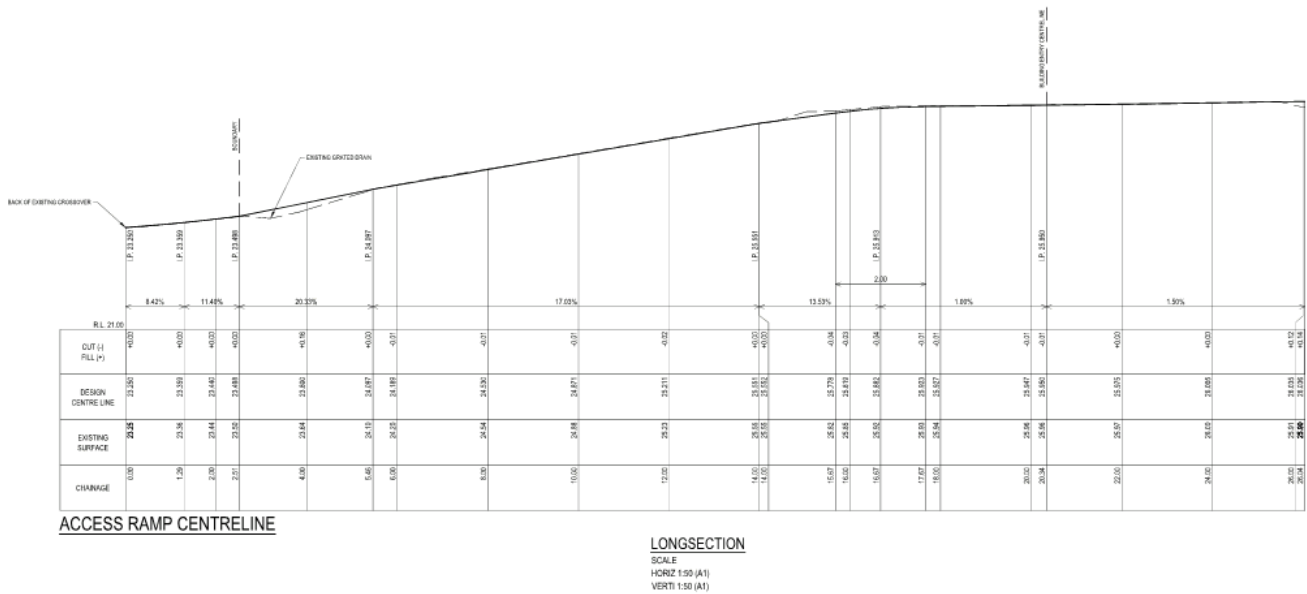












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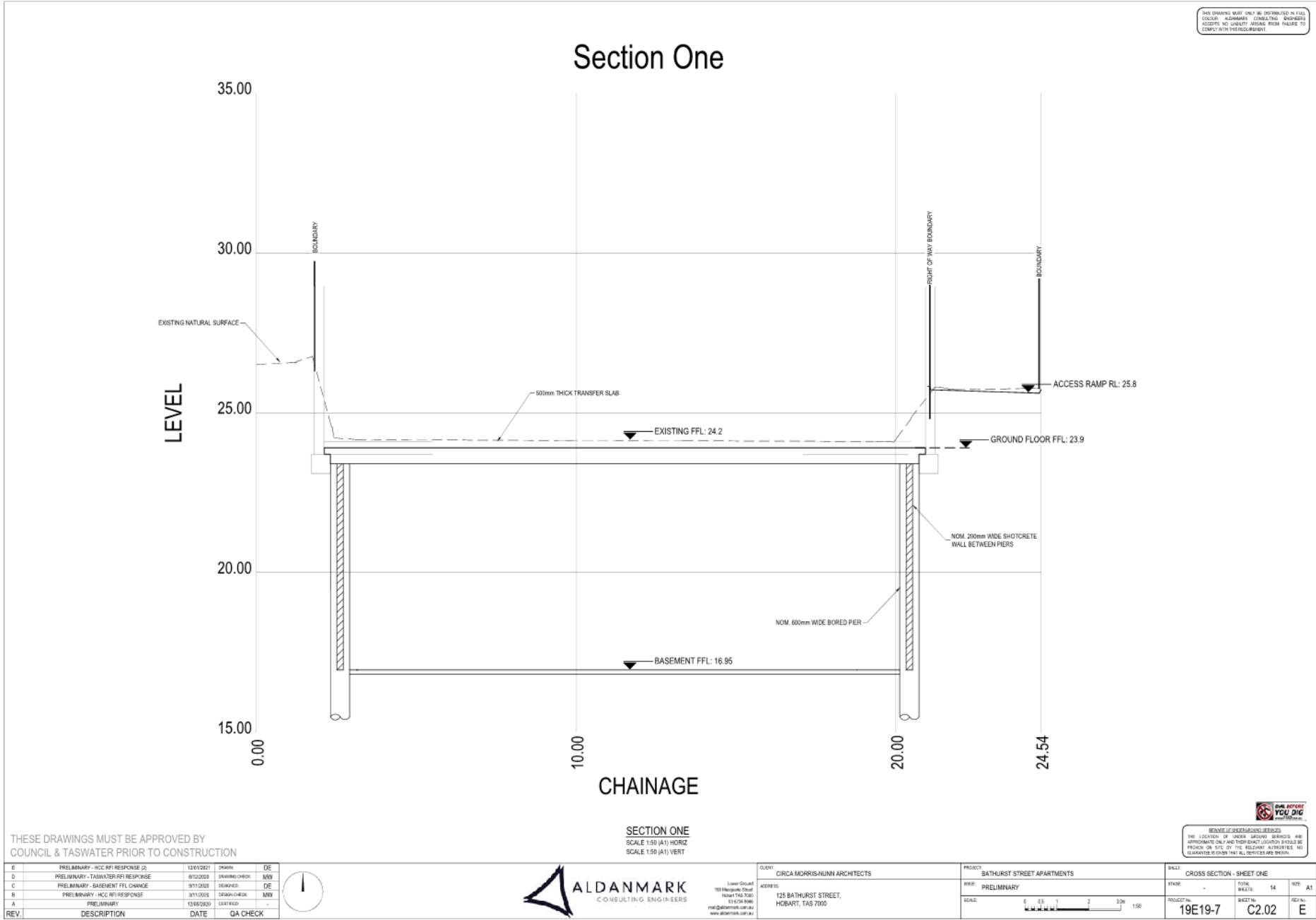
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C	PRELIMINARY - BASEMENT FFL CHANGE	07/11/2020	DE
B	PRELIMINARY - HCC RFI RESPONSE	07/11/2020	MM
A	PRELIMINARY	12/08/2020	-

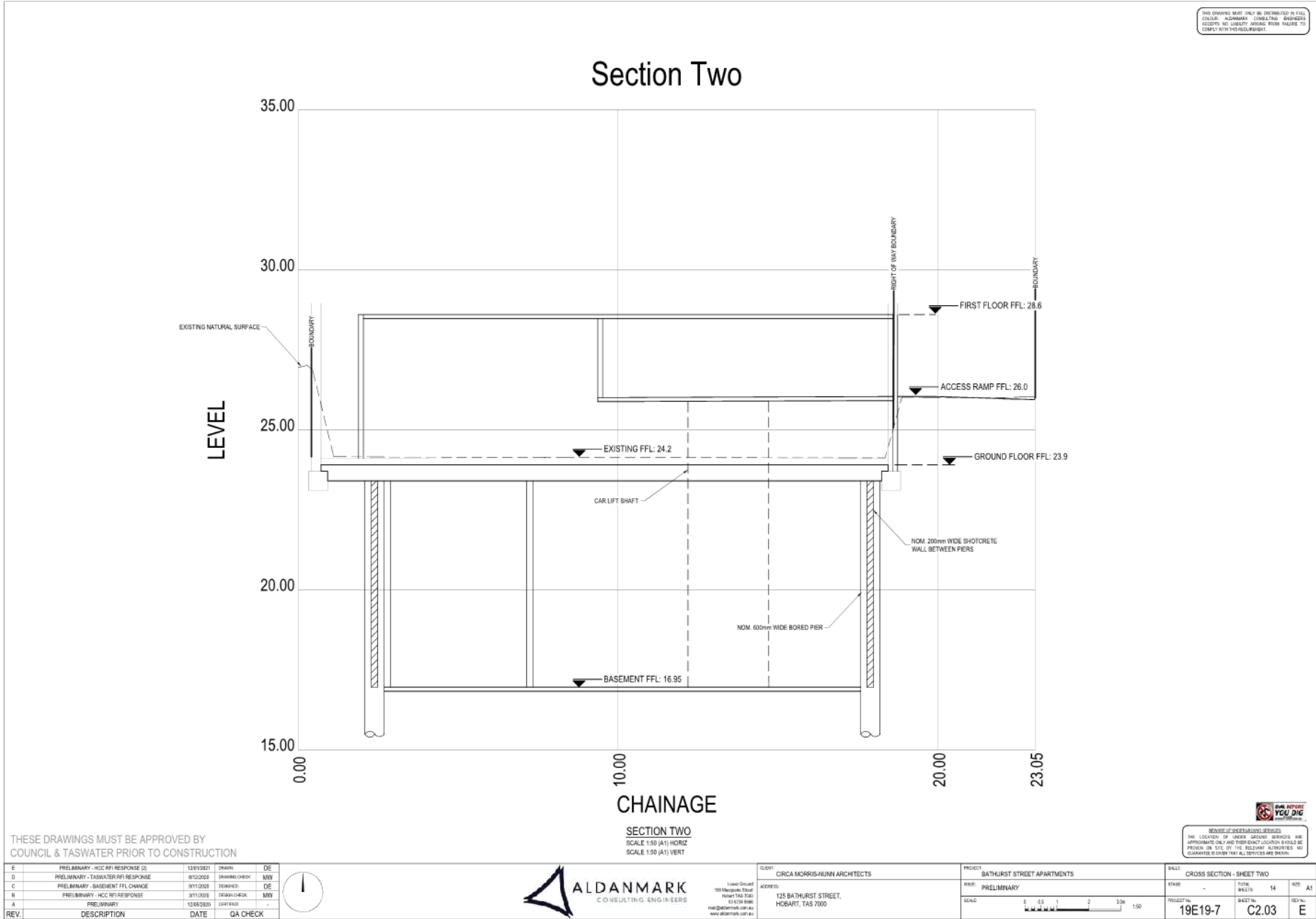


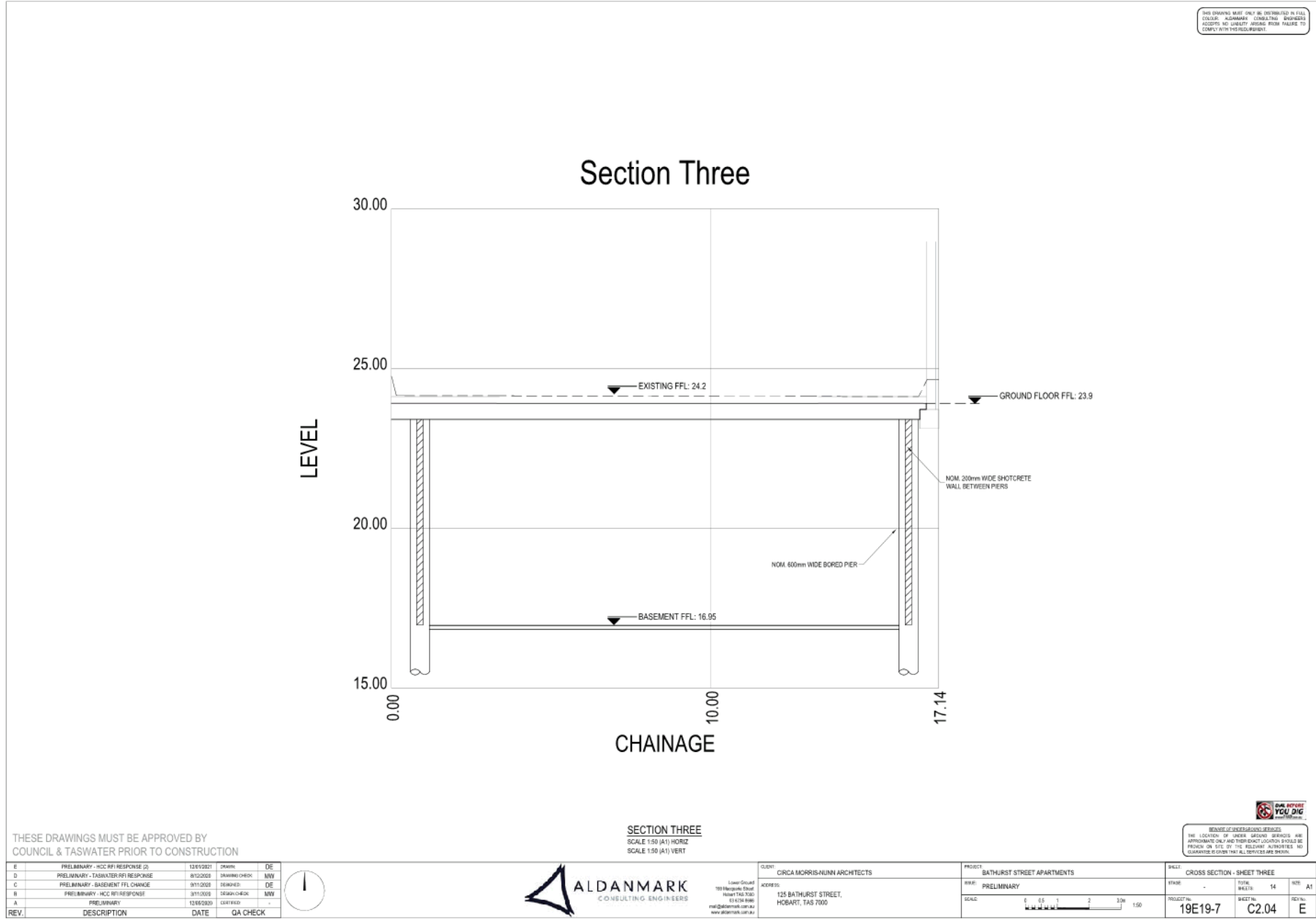
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ADDRESS: 125 BATHURST STREET,
HOBART, TAS 7000

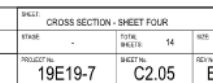
PROJECT: BATHURST STREET APARTMENTS
RMR: PRELIMINARY
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SHEET	LONG SECTION - ENTRANCE RAMP	DATE	19E19-7	REV	E
TITLE	14	DATE	C2.01	REV	A1











Circa Architects
125 Bathurst Street
Traffic Impact Assessment
July 2020





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1. Introduction

1.1 Background

Midson Traffic were engaged by Circa Architects to prepare a traffic impact assessment of a proposed residential and commercial development at 125 Bathurst Street, 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*, 2019.

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 also addresses the relevant clauses of 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:

- 24 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 125 Bathurst Street, Hobart. The subject site and surrounding road network is shown in Figure 1.



Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DPIWVE

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*, 2019
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2017
- 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 Land Zoning

The subject site is zoned 'Central Business' under the Planning Scheme. The zoning is shown in Figure 2.

Figure 2 Land Zoning

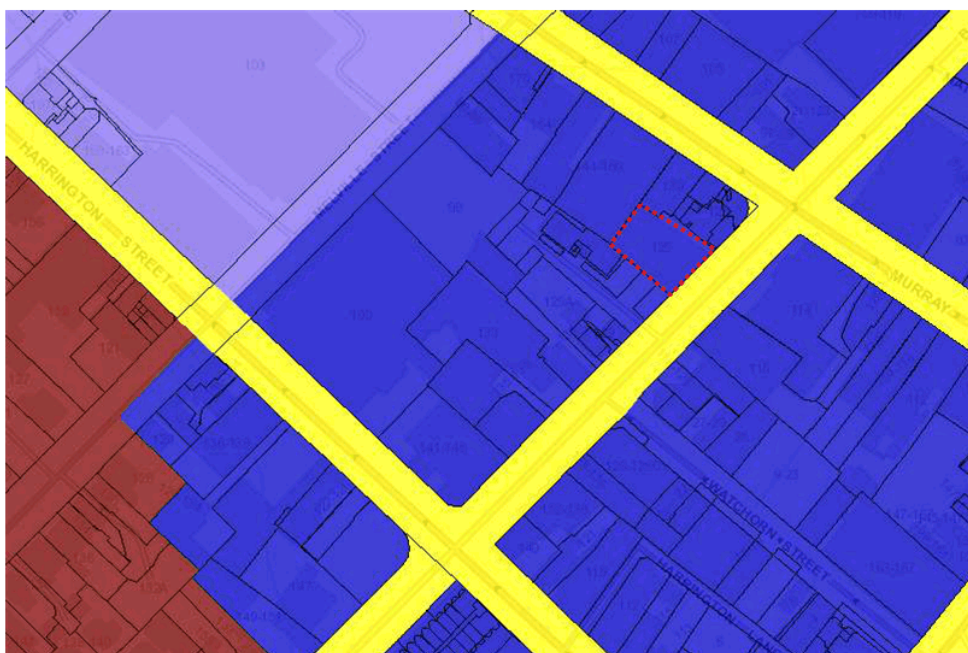


Image Source: Hobart City Council

2.2 Transport Network

For the purposes of this report, the transport network consists of Bathurst Street, Harrington Street and Murray Street only.

2.2.1 Bathurst Street

Bathurst Street connects between Cavell Street in West Hobart and the Brooker Highway. It has northbound one-way traffic flow between Murray Street and Brooker Avenue. Bathurst Street has two lanes towards the Murray Street junction, expanding to 3 lanes approaching the Elizabeth Street junction.



Bathurst Street continues as a three-lane one-way road to the Brooker Highway junction. Bathurst Street plays an important role in providing contraflow travel for Liverpool Street (in a similar role to Collins Street).

Data obtained from traffic signal data from the Department of Infrastructure Energy and Resources indicates that Bathurst Street carries approximately 6,000 vehicles per day on weekdays. Traffic volumes are significantly lower on weekends.

Bathurst Street adjacent to the site looking towards Harrington Street is shown in Figure 3.

Figure 3 Bathurst Street



2.2.2 Murray Street

Murray Street is a major collector road that connects North Hobart and West Hobart with Hobart's CBD. It is a one-way road with three lanes along the majority of its length. Most of the junctions along its length are signalised. Murray Street carries approximately 15,000 vehicles per day near the subject site.

Near the subject site, Murray Street is straight and level, with very good lane definition in the form of line marking and pavement arrows. Parking is permitted as marked on-street spaces controlled by time restrictions and parking vouchers.

The junction of Bathurst Street and Murray Street is controlled by traffic signals.



2.2.3 Harrington Street

Harrington Street is a three-lane, one-way collector road that offers a contraflow traffic for Murray Street away from the CBD. Harrington Street carries approximately 15,000 vehicles per day.

2.3 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.

Crash data was obtained from the Department of State Growth for a 5½ year period between 1st January 2015 to 30th June 2020 for Bathurst Street between Harrington Street and Murray Street.

The findings of the crash data is summarised as follows:

- A total of 34 crashes were reported during this time.
- Severity. 9 crashes involved injury (0 serious and 9 minor injury); 6 crashes involved first aid at the scene; and 19 involved property damage only.
- Time of day. The majority of crashes were reported between 7:00am and 7:00pm (28 crashes, 82%); 4 crashes were reported before 7:00am; and 2 crashes were reported after 7:00pm.
- Day of week. Weekday crashes were dominant (weekday crashes averaged 6 crashes for each day, compared to weekends with an average of 2 crashes for each day). Wednesdays and Fridays had the highest crash rate with 12 and 8 crashes respectively. Mondays and Saturdays had the lowest crash rate with zero and 1 crashes respectively. The crashes by day of week are shown in Figure 4.
- Month. July and November had the highest crash rate with 6 and 5 reported crashes respectively. The crashes by month are shown in Figure 5.
- Crash types. The most common crash type was 'cross-traffic' with 9 reported crashes. 'Far-side', 'other-pedestrian' and 'near-side' had the next highest crash rates with 5, 4 and 4 crashes respectively. The crash types are summarised in Figure 6.
- Crash locations. 17 crashes were reported at the Harrington Street intersection; 12 crashes were reported at the Murray Street intersection; 5 crashes were reported at mid-block locations. No crashes were reported adjacent to the subject site. The crash locations are shown in Figure 7.
- Vulnerable road users. 13 crashes involved a pedestrian (7 at the Harrington Street intersection; 5 at the Murray Street intersection, 1 midblock); 1 crash involved a motorcycle; no crashes involved bicyclists.

The crash rate is considered to be typical of a busy urban arterial road located in a city environment. The crash rates are concentrated at the signalised intersection with crash types that are consistent with busy signalised intersection junctions. The relatively high pedestrian crash rate is most likely due to the high



volumes of pedestrians and vehicles at the intersections rather than any specific road safety deficiency (exposure rate).

Figure 4 Crashes by Day of Week

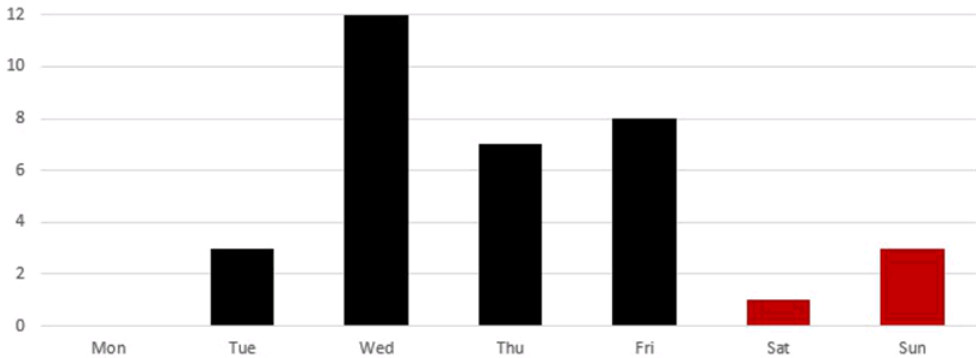


Figure 5 Crashes by Month

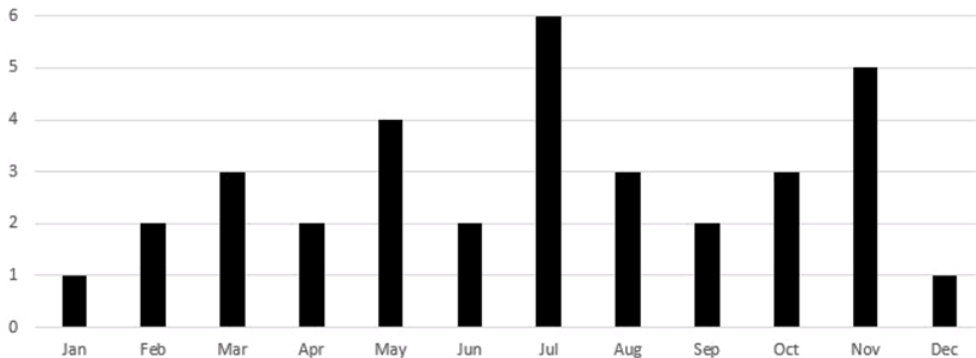




Figure 6 Crash Types

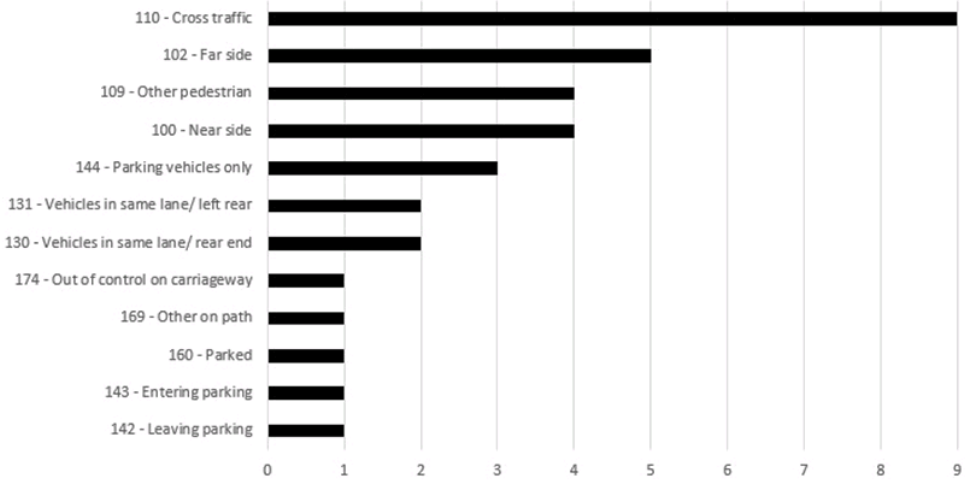
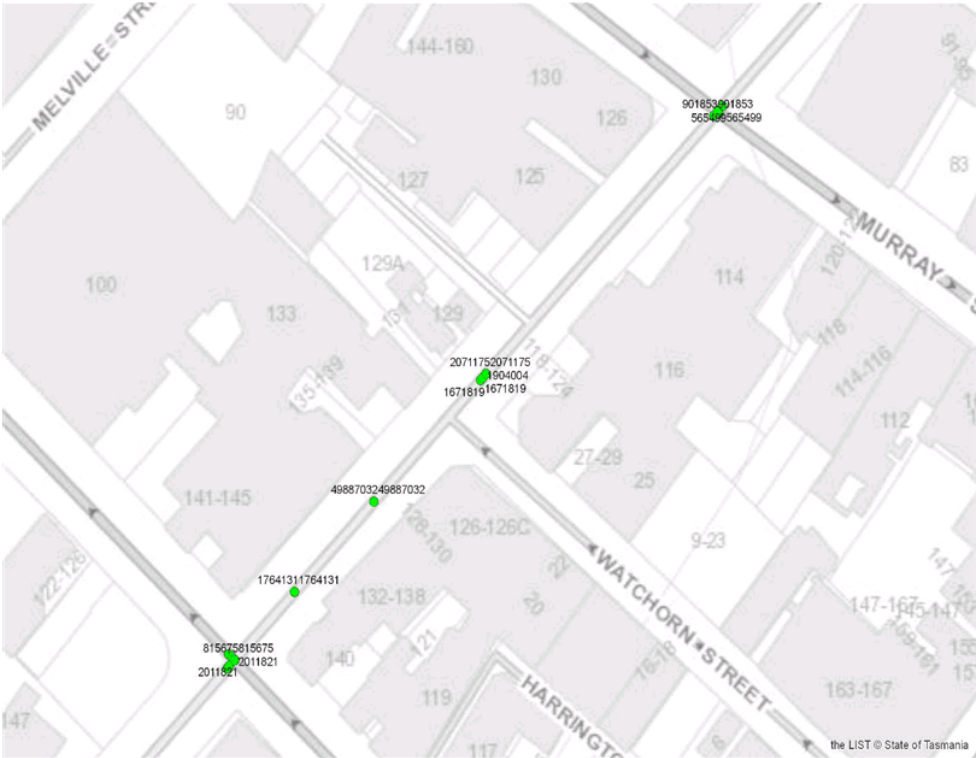




Figure 7 Crash Locations



Source: Department of State Growth



3. Proposed Development

3.1 Development Proposal

The proposed development involves the demolition of the existing commercial building and the construction of a nine-storey hotel with the following key components:

- 68 hotel rooms
- Lobby, lounge and reception (ground floor), 135m²
- 22 seat bar (ground floor)
- 12 seat café (ground floor), 118m²
- Lounge and meeting room (first floor)
- 34 seat restaurant (fifth floor)
- 30 seat garden terrace (fifth floor)
- Basement car parking for 21 spaces using 3 x triple car stackers

The proposed development is shown in Figure 8. The car parking layout is shown in Figure 11 and Figure 12.

**Figure 8 Proposed Development Plans**



4. Traffic Impacts

4.1 Traffic Generation

Traffic generation rates were predominantly sourced from the RMS Guide.

The location of the hotel is within a CBD environment and therefore there will be a reduced dependence on motor vehicles accessing the site.

A rate of 3 trips per hotel room per day has been adopted for the development. This is in line with traffic generation rates for similar hotel developments within the CBD. The peak hour generation is likely to be in the order of 0.4 trips per room. This equates to a trip generation rate of 204 vehicles per day, with a peak of 27 trips per hour.

It is noted that the actual trip generation rate at the access is likely to be lower than the above estimate. This is due to the fact that some arrivals will be by bus (airporter, tourist coach, etc). A relatively large proportion of the traffic generation will consist of pick-up and drop-off activity in Bathurst Street and the surrounding network rather than at the site's access. Based on 21 spaces with an average turnover of 3 times per space per day, the actual traffic generation at the site's access is likely to be 63 trips per day. The peak flow is likely to be in the order of 7 vehicles per hour, comprising of a relatively even distribution of inward and outward movements.

The restaurant and café components of the site are considered to be ancillary to the hotel and will not generate additional traffic. The café is likely to generate patronage external to the hotel, however this is likely to be in the form of people in the nearby area accessing the site as pedestrians.

4.2 Trip Distribution

All traffic will access the site via Bathurst Street. An existing ¼P on-street drop-off/ pick-up zone adjacent to the site in Bathurst Street is the most likely location where this will occur.

4.3 Access Arrangements

Vehicular access to the development is located at the southern side of the western end of a right-of-way from Bathurst Street. Due to the constrained nature of the site, a turntable is located immediately within the site that facilitates access to a vehicle elevator. The elevator then accesses the basement where seven car stackers are located (stackers with 3 car capacity, providing 21 parking spaces in total). All vehicular access will be via a valet service due to the relative complexity of the parking arrangements.

The parking layout is shown in Figure 11.

The right-of-way is shown in Figure 9 and is shared with 130 Murray Street which has recently lodged a development application for residential apartments. The access for 130 Murray Street is similar to the proposed development as it utilises a turntable to assist manoeuvring. An exit swept path example from 130 Murray Street is shown in Figure 10.



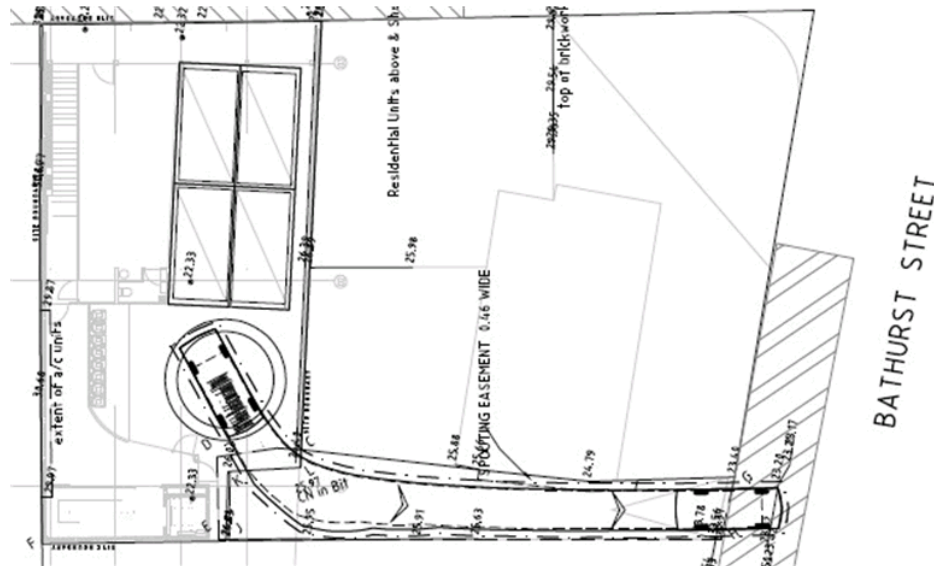
The existing right-of-way access is narrow, with a minimum width of 2.6 metres for approximately 6 metres from the footpath. The driveway width is constrained by building structures and has been in continuous operation for many years.

Figure 9 Access Lane





Figure 10 130 Murray St Swept Path Example



4.4 Number of Accesses

The development provides a single vehicular access on Bathurst Street.

The Acceptable Solution A1 of Clause E6.7.1 of the Planning Scheme states "*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 greater*".

In this case, the development does not alter the number of access points fronting onto the road network, therefore the Acceptable Solution A1 of Clause E6.7.1 is met.

4.5 Traffic Generation Impacts

The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme states "*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*".

In this case the development will generate more than 40 vehicles per day and more than 20% of the existing volume at the access. The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme is therefore not met.

The Performance Criteria P3 of Clause E5.5.1 of the Planning Scheme states:



"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".*

The following is relevant with respect to the development proposal:

- a. Increase in traffic. The total traffic generation of the development is likely to be 204 vehicles per day with a peak of 27 vehicles per hour. The traffic generation at the access will be less than this total amount however – this is due to the fact that much of the traffic generation will consist of pick-up and drop-off activity on Bathurst Street and the surrounding network. The traffic generation at the site's access with Bathurst Street will be limited by the constrained nature of the access (the requirement of a turntable, elevator and car stackers), and the small amount of parking provided on-site. Based on 21 spaces with an average turnover of 3 times per space per day, the actual traffic generation at the site's access is likely to be 63 trips per day. The peak flow is likely to be in the order of 7 vehicles per hour, comprising of a relatively even distribution of inward and outward movements.
- b. Nature of traffic generated. The traffic generation associated with the development will be directly related to the hotel use. The constrained nature of the access will require the car park to be accessed via valet service.
- c. Nature and efficiency of access. The access is very narrow and can only accommodate one-way flow. Vehicles entering the site will be required to give-way to vehicles exiting the site. Based on the combined traffic generation of the two sites that utilise the access, the peak flow is likely to be 9 vehicles per hour (consisting of 7 movements associated with the development and 2 movements associated with the residential development at 130 Murray Street). This results in an average of approximately 5 inward and 4 outward trips during the evening peak hour period (and vice versa in the morning peak period). This can be accommodated through careful management of the access by the two uses. The placement of a mirror to assist vehicles entering from Bathurst Street to view any vehicles within the access would minimise potential conflicts.



- d. Nature and category of road. Bathurst Street is a major collector road. Bathurst Street provides property access to numerous commercial sites along its length near the subject site. The traffic signals at the Harrington Street and Murray Street junctions provide gaps in the traffic flow to facilitate safe access.
- e. Speed limit and traffic flow. The speed limit is 50-km/h and the traffic flow is 6,000 vehicles per day spread over three lanes adjacent to the subject site. This traffic environment is conducive for safe and efficient property access.
- f. Alternative access. No alternative access is possible or considered necessary.
- g. Need for use. The driveway is required to provide access to the car parking associated with the development.
- h. Traffic impact assessment. This report documents the findings of a traffic impact assessment.
- i. Road authority advice. Council (as road authority) require a TIA to be prepared for the development proposal.

Based on the above assessment, the development meets the requirements of Performance Criteria P3 of Clause E5.5.1 of the Planning Scheme.

4.6 Road Junction Sight Distance

Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme states that 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 are reproduced in Table 1.

Table 1 Planning Scheme SISD Requirements

Vehicle Speed km/h	Safe Intersection Sight Distance in metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

In this case, the required SISD is 80 metres, noting that the vehicle speed (defined as the 85th percentile speed) has been assumed to be equal to the legal speed limit.

The available sight distance either side of the access exceeds this value and therefore the Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme is met. It is noted that vehicles parked in the parking



lane can partly obscure sight distance, however the parked cars also provide a clear lane downstream of the parked vehicles.

4.7 Pedestrian Impacts

The nature of the hotel is likely to result in pedestrian movements to/ from the site to areas such as Hobart CBD and North Hobart.

A relatively high standard of pedestrian infrastructure is provided on all roads connecting to the site. Existing pedestrian infrastructure in Bathurst Street and the surrounding road network near the subject site consists of footpaths on both sides, as well as pedestrian activated crossings at all traffic signals.

Pedestrians can access the site via paths linking from the footpath. Pedestrian access is not permitted via the vehicular right-of-way.

The proposed development will not have any adverse impacts on pedestrian movements in the surrounding road network.

4.8 Access Design

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: 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".*

The on-site car parking is classified as User Class 2 (*"long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors"*). The access fronts onto a Collector Road (defined in AS2890.1 as *"a non-arterial road which collects and distributes traffic in an area, as well as serving abutting properties"*).

The access is classified as a Category 2 Access (25-100 parking spaces including parking associated with 130 Murray Street, User Class 2, fronting onto a Local road, which includes collector roads). The requirements of Category 2 Accesses are summarised in



Table 2.

**Table 2 AS2890.1 Requirements**

Measure	Requirement	Compliance/ Comments
Location	In accordance with requirements in Figure 3.1 of AS2890.1 with respect to major intersections.	Complies.
Access width	6.0 to 9.0 metres	Width is typically 2.6m for approximately 6m. Does not comply
Entering sight distance	69m desirable, 45m minimum	Available sight distance exceeds this value. Complies.
Pedestrian sight splay	As per Figure 3.3 in AS2890.1	Not provided. Does not comply.
Gradient	Maximum 12.5% for first 6m	Not tested. Assumed to comply.

It can be seen that the existing access does not comply with the requirements of AS2890.1 in terms of access width and pedestrian sight distance. The access was therefore assessed against the requirements of the Performance Criteria P1 of Clause E6.7.2 of the Planning Scheme, which states:

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

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users".*

The following is relevant with respect to the development proposal:

- a. Conflict avoidance. The access will be utilised by residents of 130 Murray Street (not subject to assessment in this report) and hotel guests. Access for hotel guests will be by a valet service only. This minimises vehicular conflict as the valet service will be fully aware of the movement of vehicles into and out of the access. It is recommended that camera systems be utilised to monitor the presence of vehicles using the access to minimise conflicts. Pedestrian conflicts can be minimised by the provision of traffic calming within the access in the form of a speed hump or similar device.
- b. Flow of traffic on adjoining roads. The traffic flow on Bathurst Street is 6,000 vehicles per day spread over 3 lanes (two northbound and one southbound lane).



- c. Traffic type and volume. Bathurst Street is a collector road that carries city and commuter traffic. This is compatible with the traffic accessing the site. The traffic generation of the development is likely to be in the order of 63 vehicles per day, with a peak of 7 vehicles per hour (which is based on the small capacity and relatively complex access arrangements of the development). This relatively low volume can be accommodated by the constrained driveway.
- d. Ease of accessibility and recognition for users. Access to the site is constrained. All vehicles utilising the site will be via a valet service. This will provide a high level of familiarity of use by the valet staff. It also minimises the risk of vehicle conflict within the narrow right-of-way driveway. It is also noted that the right-of-way access has been in continuous use for many years.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause E6.7.2 of the Planning Scheme. This is particularly due to the fact that the access will be used by valet staff who will be able to control the inward and outward movements of the car park to minimise potential conflicts.

4.9 Road Safety Impacts

There are no significant detrimental road safety impacts foreseen for the proposed development. This is based on the following:

- The surrounding road network is able to adequately absorb the relatively low amount of traffic generated by the proposed development. Noting particularly that the peak hour flow increase in Bathurst Street and connecting roads is likely to be in the order of 27 vehicles per hour during peak periods (the peak flow associated with the site's access is estimated to be in the order of 7 vehicles per hour).
- The existing road safety performance of the road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development.
- Adequate sight distance is available at the proposed site access at Bathurst Street at the development's access in relation to the prevailing vehicle speeds.



5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 21 car parking spaces located within the basement. The car park contains a total of 7 car stackers that can store 3 cars each.

The car parking plans are shown in Figure 12.

Access to the car park is via a narrow lane between 125 Bathurst Street and 126 Murray Street. The existing right-of-way is shown in Figure 9.

Once within the building, a turntable is used to rotate the car to an elevator to the basement. This is due to the constrained nature of the site. The turntable arrangement is shown in Figure 11.



Figure 11 Car Parking Plan – Turntable

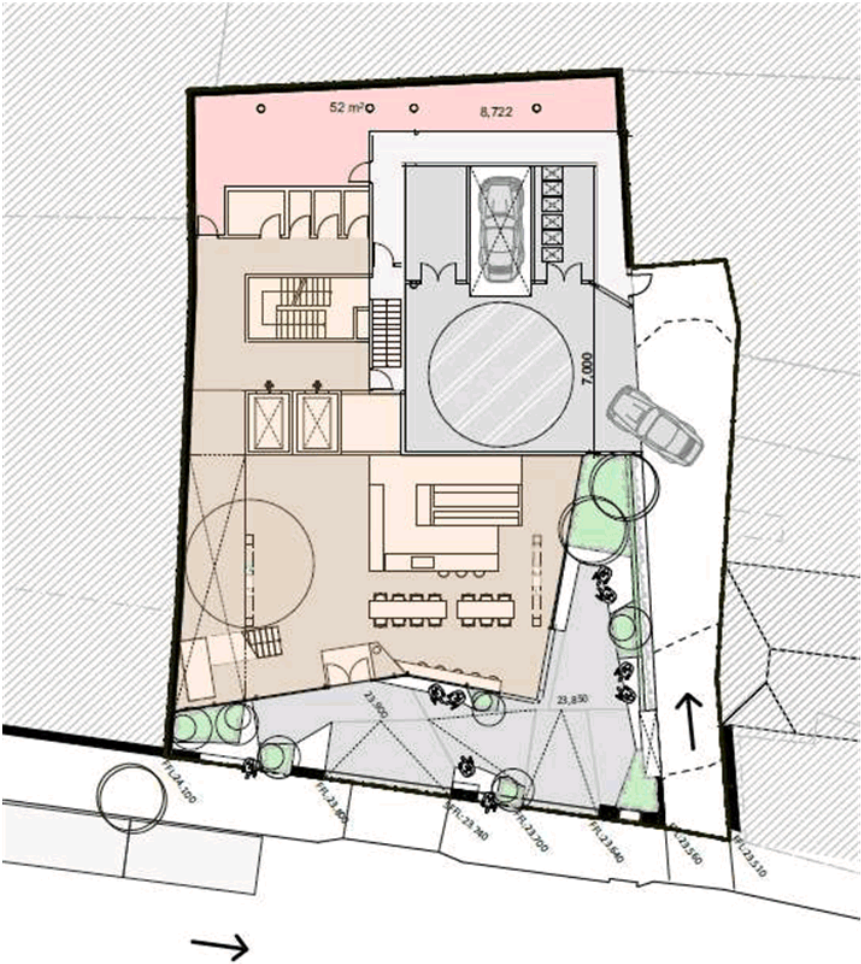
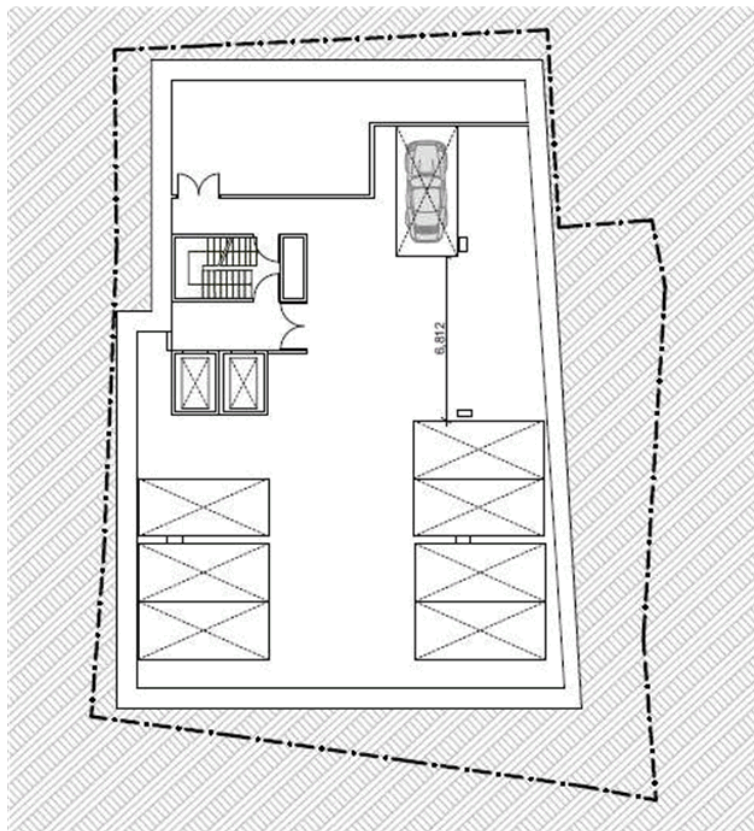




Figure 12 Car Parking Plan – Basement



5.2 Empirical Parking Assessment

The RMS Guide recommends a parking provision of 1 space per 5 bedrooms for a 5-star hotel. This equates to a total of 14 spaces. The total parking provision of the development is 21 spaces, providing a surplus of 7 spaces.

5.3 Planning Scheme Requirements

For development located in the Central Business Zone, Acceptable Solution, A1, of E6.6.5 of the Planning Scheme states:

"(a) No on-site parking is provided; or



(b) on-site parking is provided at a maximum rate of 1 space per 200m² of gross floor area for commercial uses; or

(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or

(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service."

In this case the proposed development provides the following parking provision:

- a. A total of 21 on-site car parking spaces is proposed for the development.
- b. Total GFA: 1,648 m². Total maximum spaces permitted = 1,648 / 200 = 9 spaces.
- c. Not applicable.
- d. Not applicable.

The Acceptable Solution is therefore not met. The Performance Criteria P1 of Clause E6.6.5 of the Planning Scheme states:

"Car parking provision:

(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or

(b) must not compromise any of the following:

- (i) pedestrian safety, amenity or convenience;*
- (ii) the enjoyment of 'al fresco' dining or other outdoor activity;*
- (iii) air quality and environmental health;*
- (iv) traffic safety".*

The following is relevant with respect to the development:

- a. The car parking utilises an existing access but is not public.
- b. (i) pedestrian safety is not significantly impacted as pedestrian access to the site is via a separate access directly from the footpath and the traffic generation of the existing access will only peak at approximately 7 vehicles per hour (1 vehicle every 8.6 minutes on average).
- (ii) the development does not impact the enjoyment of al-fresco dining.
- (iii) the car park is located in the basement of the development and will not have any significant impact on air quality or environmental health.
- (iv) the development does not have any significant impact on traffic safety (refer to Section 4.9).



The development therefore complies with the requirements of Performance Criteria P1 of Clause E6.6.5 of the Planning Scheme.

5.4 Car Parking Layout

Typical car parking is provided as car stackers with the following key dimensions:

- Stacker space width 2.4 metres
- Stacker space length 5.4 metres
- Aisle Width between stackers 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).

5.5 On-Street Parking

The existing 1/4P parking located adjacent to the development will provide an appropriate pick-up/ drop-off zone for hotel guests. This can be used for taxi/ uber, as well as hotel check in before the car is moved to the basement car park by valet.



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed 68 room hotel development at 125 Bathurst Street, Hobart.

The development provides a basement car park with 7 car stackers providing a total capacity of 21 car parking spaces. Access to the basement car park is via a turntable and car elevator that will be via a valet service only.

The key findings of the TIA are summarised as follows:

- The total trip generation of the development is likely to be 204 vehicles per day with a peak of 27 vehicles per hour. The traffic generation at the site's access is likely to be 63 vehicles per day with a peak of 7 vehicles per hour.
- The traffic generation at the access meets the requirements of Performance Criteria P3 of Clause E5.5.1 of the Planning Scheme.
- The existing right-of-way access is relatively narrow (2.6m at its narrowest point for approximately 6 metres). It is recommended that camera systems be utilised to monitor the presence of vehicles using the access to minimise conflicts. Pedestrian conflicts can be minimised by the provision of traffic calming within the access in the form of a speed hump or similar device. The use of the car park by valet service minimises the risk of vehicular conflict within the narrow access.
- The provision of 21 on-site car parking spaces meets the requirements of Performance Criteria P1 of Clause E6.6.5 of the Planning Scheme.

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	14 July 2020



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30 October 2020

Alex Nielsen
Circa Morris Nunn Architects
27 Hunter Street
HOBART TAS 7000

Dear Alex,

125 BATH RST ST – TRAFFIC RESPONSE TO COUNCIL REQUEST

This letter provides a response to the traffic and parking matters contained in Council's request for further information relating to the proposed development at the abovementioned address.

The matters raised by Council relating to traffic are addressed in the following sections.

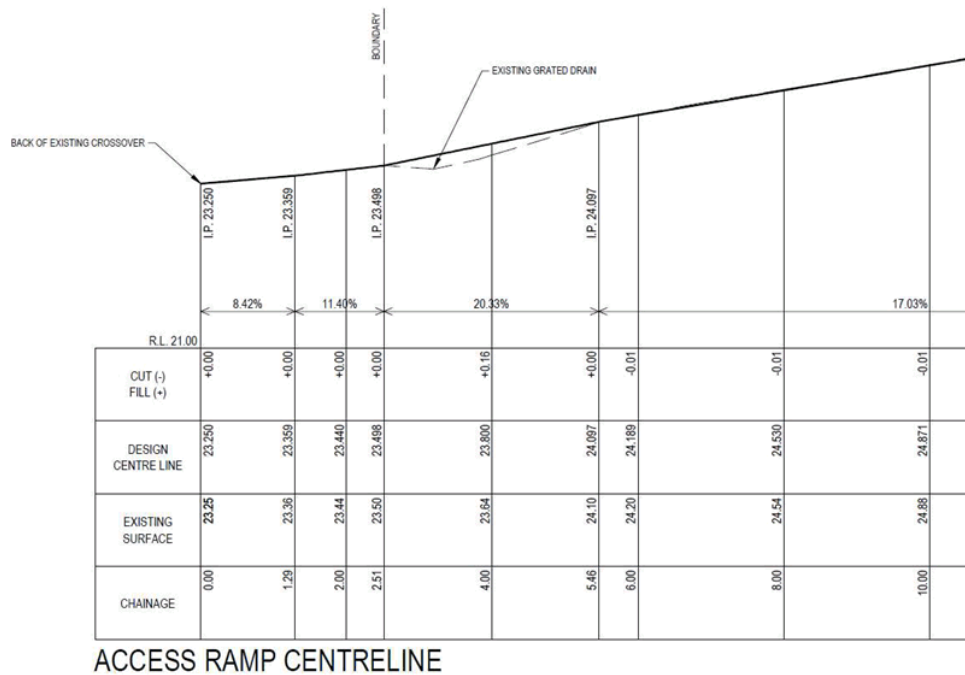
1. Ground Clearance

Council have requested the following:

"Plan view and long section along the proposed crossover, any footpath(s) and access centreline, 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".

The driveway long section is shown in Figure 1. The Australian Standards states that *"transitions of 2.0 m in length will usually be sufficient to correct bottoming or scraping at grade changes up to 18 percent"* (Section 2.5.3(e)). In this case, the transitions are all below 18% for a length of more than 2 metres along the length of the driveway. The design of the driveway therefore does not result in vehicles bottoming out or scraping along its length.

It is further noted that the driveway grades have not changed in many years. Vehicles have been utilising the driveway without issue, reinforcing that the use of the access will not result in vehicles bottoming out.

Figure 1 Driveway Access Long Section

2. Swept Paths

PA2.1 (first two dot points relate to provision of site plans that have been provided separately):

"Plan view of the proposed vehicular access showing turning swept paths for a B85 vehicle for both Left and Right hand turns entering and exiting the driveway".

The B85 swept paths for entry and exit manoeuvres at the site are shown in Figure 2 and Figure 3.

Figure 2 B85 Swept Path Entry Manoeuvres



Figure 3 B85 Swept Path Exit Manoeuvres

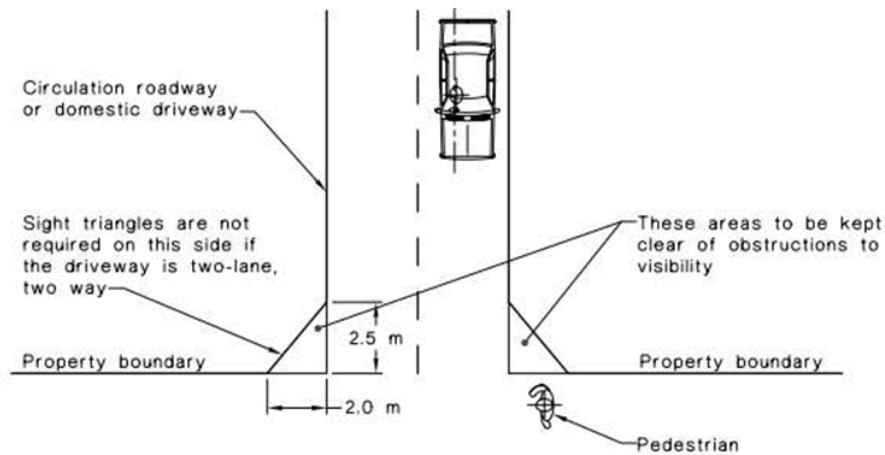
It can be seen from the B85 swept paths that the manoeuvres are tight but achievable. It is further noted that the access has been in continuous use for many years without issue.

The Australian Standards, AS2890.1 require a minimum driveway width of 3.0 metres, with additional 0.3m provision where the access is located immediately adjacent to a vertical structure. The access does not meet this minimum width requirement due to constraints associated with the building structures. The swept path assessment confirms that the access can be traversed by a B85 vehicle (noting again that the access has been in continuous use for many years without issue).

3. Pedestrian Sight Distance

Council have requested "Plan view and elevation showing pedestrian sight lines 2.0m either side of the vehicular access (i.e. driveway entrance) at the boundary to the site in accordance with AS/NZS 2890.1:2004 Section 3.2.4. Pedestrian sight lines must be entirely within the subject property".

The Australian Standards pedestrian sight distance requirements are reproduced in Figure 1. The proposed development utilises an existing access that has building structures located at the interface between the access and the footpath. It is not possible to provide the required sight distance in accordance with AS2890.1 requirements without structural modifications to both buildings, which is not deemed to be possible.

Figure 4 AS2890.1 Pedestrian Sight Distance Requirements

The requirements of AS2890.1 relates to the Acceptable Solution A1 of Clause E6.7.2 of the Planning Scheme. The inability of the access to meet the pedestrian sight distance requirements therefore requires the development to be assessed under the Performance Criteria P1 of Clause E6.7.2 of the Planning Scheme, which states:

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

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users".*

The following is relevant with respect to the development proposal:

- a. Conflict avoidance. The access will be utilised by valet staff who will be familiar with the site and the access conditions. Pedestrian conflicts can be minimised by the provision of traffic calming within the access in the form of a speed hump or similar device, noting that the existing narrow width of the access will result in very low vehicle speeds regardless.
- b. Flow of traffic on adjoining roads. The traffic flow on Bathurst Street is 6,000 vehicles per day spread over 3 lanes (two northbound and one southbound lane).
- c. Traffic type and volume. Bathurst Street is a collector road that carries city and commuter traffic. The peak traffic generation of the development is likely to be in the order of 2 vehicles per hour. This relatively low volume can be accommodated by the constrained driveway. It is noted that a separate development is proposed at 130 Murray Street that will also generate a small amount of traffic, understood to be in the order of 2 vehicles per hour during peak periods and residential in nature. The total peak volume of 9 vehicles per hour can be managed safely and efficiently.
- d. Ease of accessibility and recognition for users. Access to the site is constrained and all vehicles associated with the development will be familiar with the use of the access. The narrow width

also minimises the risk of vehicle conflict within the narrow right-of-way driveway (through very low operating speed, etc). It is also noted that the right-of-way access has been in continuous use for many years.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause E6.7.2 of the Planning Scheme. This is particularly due to the fact that the access will be used by familiar users and the traffic generation of the site is very low.

Narrow driveway accesses located between building structures are reasonably commonplace in CBD environments. There are numerous similar examples within Hobart CBD (including several accesses in Collins Street between Harrington Street and Elizabeth Street).

To overcome pedestrian sight distance deficiencies, the following measures can be adopted:

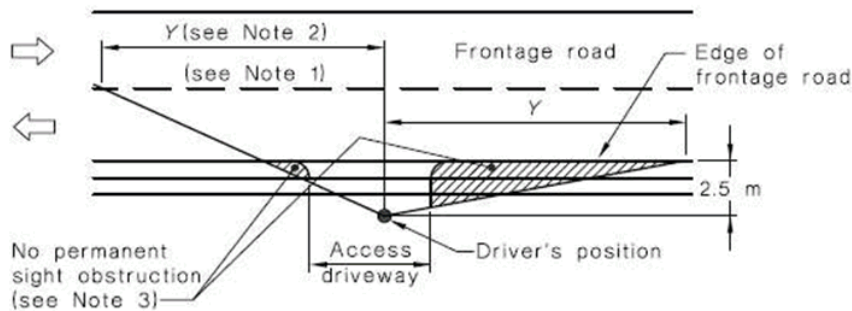
- A warning system for pedestrians and vehicles waiting to enter the driveway that detects the presence of an exiting vehicle and alerts pedestrians and motorists on the footpath adjacent to the access. This system can also provide warning of exiting vehicles for vehicles attempting to enter the site.
- A speed hump (or similar traffic calming device) located immediately within the access to ensure vehicle speeds exiting the site are very low. As noted previously, the narrow driveway width will result in very low vehicle operating speeds, thus this measure is not considered a necessity.
- Installation of convex mirrors (or similar device) on the building corners to assist motorists exiting the site of the presence of pedestrians on the footpath.

4. Vehicular Sight Distance

Council have requested:

"Plan view and elevation showing vehicular sight lines either side of the vehicular access (i.e. driveway entrance) 2.5m from the road frontage in accordance with AS/NZS 2890.1:2004 Section 3.2.4".

The requirements of Section 3.2.4 of AS2890.1 are reproduced in Figure 5.

Figure 5 AS2890.1 Vehicular Sight Distance Requirements

Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 nd and 3 rd columns
100	139	160	
110	153	190	

In this case, the footpath width is approximately 2.5 metres wide at the access junction with Bathurst Street. The sight lines can therefore be met in accordance with AS2890.1 requirements. The required AS2890.1 sight distance for a frontage road speed of 50-km/h is 45 metres. Note that due to the presence of the traffic signals and general traffic congestion, the frontage speed is typically less than 40-km/h for the majority of the time. The minimum sight distance would therefore be 35 metres. This is available at the site's access, as noted in the Traffic Impact Assessment for the development.

5. Vehicular Passing Bays

Council have requested:

"Scaled and dimensioned plan(s) demonstrating on site vehicular passing areas along the vehicular access driveway, or a design that ensures safe, efficient and convenient access."

To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.3 Acceptable Solution A1 the scaled and dimensioned design drawings must include: Plan that includes a vehicular passing area at the kerb”.

The Acceptable Solution A1 of Clause E6.7.3 of the Planning Scheme states:

“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;*
 - (ii) is more than 30 m long;*
 - (iii) it meets a road serving more than 6000 vehicles per day;*
- (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;*
- (c) have the first passing area constructed at the kerb;*
- (d) be at intervals of no more than 30 m along the access”.*

The following is relevant with respect to the development:

- The development provides access to more than 5 on-site car parking spaces.
- The access is less than 30 metres in length.
- Bathurst Street carries approximately 6,000 vehicles per day.

Based on the above, a passing bay is required under A1:E6.7.3 of the Planning Scheme. Due to the physical constraints of the access due to existing building structures, the provision of a passing bay is not possible at the access.

The access must therefore be assessed against the requirements of Performance Criteria P1 of Clause E6.7.3 of the Planning Scheme, which states:

“Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users”.*

The following is noted with respect to the access:

- a. Conflict avoidance. The access will be utilised by valet staff who will be familiar with the site and the access conditions. Traffic flow within the lane will be very low, thus minimising conflict. Conflicts can be further minimised by the provision of traffic calming within the access in the form of a speed hump or similar device, noting that the existing narrow width of the access will result in very low vehicle speeds regardless.

- b. Avoidance of unreasonable interference with traffic flow on adjoining roads. The traffic flow on Bathurst Street is 6,000 vehicles per day spread over 3 lanes (two northbound and one southbound lane). The operation of the access lane will not have any significant adverse impact on the traffic flow on Bathurst Street based on the low forecast traffic generation associated with the development proposal.
- c. Suitability for the type and volume of traffic generation. The peak traffic volume of the development, in conjunction with the traffic generated by the adjoining development at 130 Murray Street, will be approximately 9 vehicles per hour. The low volume and nature of traffic is compatible with the narrow access.
- d. Ease of accessibility and recognition for users. The access will be used by familiar users (valet staff and residents of 130 Murray Street). There will be a high degree of familiarity for users of the access.

Based on the above assessment, the access meets the requirements of Performance Criteria P1 of Clause E6.7.3 of the Planning Scheme. It is further noted that the access has been in continuous operation for many years without issue.

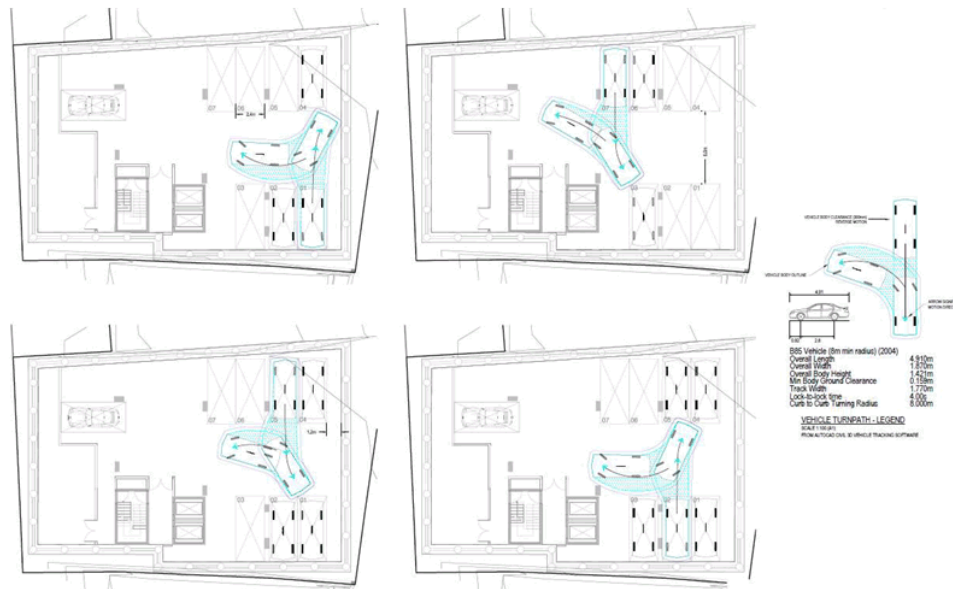
6. Car Parking Vehicle Manoeuvring

Council have requested:

"Scaled and dimension drawing(s) showing vehicular swept paths (turning paths) into and out of all of the proposed car parking space(s) for a B85 vehicle in accordance with AS/NZS 2890.1:2004, or a design that ensures safe and efficient vehicular manoeuvring.

To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.5 Acceptable Solution A1 the scaled and dimensioned design drawings must include: Standard single turn B85 swept paths (including 300mm manoeuvring clearance) into and out of all the proposed car parking space(s), ensuring swept paths do not conflict with adjacent parking spaces, structures or fixed objects".

The car parking spaces consist of car stacker mechanisms. The dimensions of the car spaces are 2.4m x 5.4m. The aisle width is 6.0m. The B85 swept path manoeuvres are shown in Figure 6. The swept path analysis clearly indicates that B85 vehicles can access the car parking spaces. Whilst the manoeuvring area is tight, it is noted that the car park will be operated by a valet service where drivers will have a high degree of familiarity with the operation of the car park.

Figure 6 Car Parking Swept Paths

7. Certification

This assessment has been conducted to satisfy Council's request to investigate the existing access at 125 Bathurst Street in accordance with the requirements of Australian Standards, AS2890.1.

To demonstrate my professional opinion with respect to Australian Standards requirements, my qualifications and experience are outlined as follows:

- 24 years professional experience in traffic engineering and transport planning.
- I have the following formal tertiary qualifications:

Master of Transport	Monash University, 2006
Master of Traffic	Monash University, 2004
Bachelor of Engineering (Civil)	University of Tasmania, 1996

- My professional affiliations are as follows:

I am a Fellow, a Chartered Professional Engineer, Engineering Executive and on the National Engineering Register (NER) with the Institute of Engineers Australia (FIEAust, CPEng, EngExec, NER).

I was President of the Tasmanian Division of Engineers Australia in 2012 and have had numerous national roles with Engineers Australia, including Deputy Chair of the National Committee for Transport (NCTE) and National Congress Representative.

I was awarded Tasmanian Professional Engineer of the Year award with Engineers Australia in 2016.

My career experience is summarised as follows:

- Director, Midson Traffic Pty Ltd, since 2008.
- University of Tasmania – Senior Adjunct Lecturer, 2005-2018.
- Monash University – Teaching Fellow, Lecturer, Postgraduate Program in Traffic and Transport, 2010-2017.
- Previous employment: GHD Pty Ltd (Manager Transportation and Senior/ Principal Traffic Engineer); Glenorchy City Council (Traffic Engineer/ Deputy Manager Roads and Recreation); Ratio Consultants (Melbourne – Traffic Engineer); Pitt and Sherry (Traffic Engineer); Hobart City Council (Traffic Engineer).

The design of the access does not comply with the width the following requirements of AS2890.1:

- The width is less than 3.0m minimum and does not provide additional 0.3m clearance to vertical structures.
- Pedestrian sight lines are restricted due to the presence of building structures hard against the access at the footpath.
- No passing bay is provided within the access at the kerb.

Due to the constraints associated with existing building structures, it is not possible to modify the access to fully overcome the issues listed above. Based on the above assessment and recommendations, I am satisfied that the driveway provides safe and environmentally sustainable access to the proposed development at 125 Bathurst Street.

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



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waste management plans for all urban developments

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Waste Management Plan



Proposed Development:

125 Bathurst Street, Hobart, Tasmania

Prepared for:

125 Bathurst Street Pty Ltd

Document Control

Report Date: 16 February 2021

Prepared By: Carlos Leigh, MIEAust

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WASTE MANAGEMENT SUMMARY

- The operator, as defined below, shall be responsible for managing the waste system and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall dispose sorted waste into shared collection bins (hotel staff shall transfer waste on behalf of the guests).
- Waste shall be collected at the Bathurst Street Loading Zone. In coordination with the collection, the operator shall present full bins at the onsite Bin Holding Area. The collection contractor shall transfer bins between the holding area and the truck.
- A private contractor shall provide waste collection services.

GLOSSARY

Operator: refers to the Hotel Management, who shall manage site operations (via cleaners, housekeepers, and contractors, if required).

User: refers to guests, hotel staff, and commercial tenants, who shall utilise the waste system.

1 SPACE AND SYSTEM FOR WASTE MANAGEMENT**1.1 Development Description and Use**

This development shall consist of a hotel with commercial tenancies (floor-areas are stated in Table 1, below).

1.2 Estimated Garbage and Recycling Generation

The following table summarises the waste estimate (m³/week):

Table 1: Waste Estimate

Waste Source	Base Qty (est.)	Garbage	Commingle Recycling
Hotel Rooms	No. of units = 68	2.38	2.38
Hotel Amenities/Staff	area (m ²) = 150	0.12	0.06
Café (w/ food) GF	area (m ²) = 60	1.26	0.84
Restaurant L5	area (m ²) = 90	4.16	1.26
Bar L5	area (m ²) = 90	0.32	0.32
Bar L10	area (m ²) = 100	0.35	0.35
TOTAL (m³/wk)		8.58	5.21

Note: Waste figures are based on Sustainability Victoria Guidelines.

1.3 Collection Services

Based on the anticipated waste volume, a private contractor shall be required to collect waste. The operator shall choose a waste collection provider, negotiate a service agreement, and pay for these services.

1.4 Location, Equipment, and System Used for Managing Waste

The waste management system is summarised as follows:

- Internal receptacles in rooms/work/amenity areas.
- Bin Store at Ground Floor (back of house).
- Bin Holding Area at Ground Floor (building's entrance).
- Collection bins (kept within the Bin Store - refer to Table 2).

The various collection waste-streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: All recyclables shall be commingled into a single type of collection bin (for paper, cardboard, glass, aluminium, steel, and plastics). If required in future, one recycling bin shall be changed into a glass bin.

Green Waste: Based on minor landscaping, minimal garden waste generation is anticipated (however, the operator shall engage a contractor, if required).

Food Organics: Users shall place selected compostable waste into organics bins.

Other Waste Streams: The disposal of hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be organised with the assistance of the operator. These items shall remain within the development until the operator arranges a private collection from the subject land.

The operator shall arrange the storage of used cooking oil and its collection by a recycler. The operator shall organise grease trap services.

The following table summarises bin quantity/capacity, collection frequency, and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collections per Week	Net Area m ²
Whole Development (shared bins)	Garbage	3	660	4	3.6
	Recycling	3	660	3	3.6
	Food Organics	4	240	3	2.0
	Hard/E-Waste	-	-	At Call	2.0
Net Waste Storage Area (excludes circulation), m²:					11.2

Notes:

- Hard waste shall be stored at the Ground Level Storeroom.
- Private bins shall be sourced by the operator (either purchased from a supplier or leased from the collection contractor). Food Organics bins are subject to service availability.
- Subject to stakeholders' preference/capability (and as built constraints), bin sizes and quantities can be changed. Also, recyclables can be either commingled or split into bins for separate recycling streams.

1.5 Planning Drawings, Waste Areas, and Management of the Waste System

The drawings illustrate sufficient space for onsite bin storage, as required by the above schedule.

Notwithstanding the above, collection days shall be staged appropriately and the operator shall stipulate procedures for effective management of the available space.

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

Capacity (litres)	Height (mm)	Width (across front, mm)	Depth (side on, mm)	Empty Weight (kg)	Average* Gross Weight (kg)
240	1060	585	730	13	45
660	1250	1240	780	43	130

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic (HDPE) bins.

Table 4: AS 4123.7-2006 Plastic Bin Colour Coding

Bin	Garbage	Recyclables	Green Waste
Lid	Red	Yellow	Lime Green
Body	Dark Green / Black	Dark Green / Black	Dark Green / Black

Note: Private bins shall be labelled to identify the waste generator and site address.

2 ACCESS FOR USERS, COLLECTORS, AND COLLECTION VEHICLES**2.1 User Access to Waste Facilities**

Users shall dispose sorted waste into shared collection bins (if required, using a suitable trolley and the lift). Hotel staff shall transfer waste on behalf of the guests.

2.2 Collection Arrangements and Access to Waste Facilities

- In coordination with the collection, the operator shall present full bins at the onsite Bin Holding Area. Given the limited size of the holding area, bin-placement shall be coordinated with the corresponding truck.
- Waste shall be collected on Bathurst Street (the truck shall prop at Loading Zone located at the site's frontage).
- Collection staff shall transfer bins between the Bin Holding Area and the truck.
- The waste collection shall be carried-out by rear-lift vehicles (nom. 7.5m long and 4m operational height).

Notes:

- The waste system is illustrated in the architectural drawings.
- Given the max. 1:5 Right of Way gradient and bin weight (potentially creating OH&S incidents during bin transfers), mechanical assistance via a suitable tug is recommended (operator to assess and specify - refer to Sections 5 and 6).
- For improved safety, bin transfers along the Right of Way shall be carried-out during off-peak traffic periods.

3 AMENITY, LOCAL ENVIRONMENT, AND FACILITY DESIGN**3.1 Noise Minimisation Initiatives**

- Collection bins shall feature rubber wheels for quiet rolling during transfers.
- Waste areas shall meet BCA and AS2107 acoustic requirements.
- Local laws shall be observed for all operations in public and private areas.
- For private services, the hours of waste collections shall be as specified in Council's local laws and/or permit conditions (also posted clearway signs shall be observed). The waste collector shall protect the acoustic amenity by minimising noise during the collection, to the satisfaction of the responsible authority.
- Also, the Environment Protection Policy (Noise) regulations shall be observed to protect the acoustic amenity of the development and surroundings.

3.2 Litter Reduction and Prevention of Stormwater Pollution

The operator shall be responsible for:

- Promoting adequate waste disposal into the bins (to avoid waste-dumping).
- Securing the waste areas (whilst affording access to users/staff/contractors).
- Preventing overfilled bins, keeping lids closed and bungs leak-free.
- Abating any site litter and taking action to prevent dumping and/or unauthorised use of waste areas.
- Requiring the collection contractor to clean-up any spillage that might occur when clearing bins.

The above will minimise the dispersion of site litter and prevent stormwater pollution (thus avoiding impact to the local amenity and environment).

3.3 Ventilation, Washing, and Vermin-Prevention Arrangements

Waste areas shall feature:

- Ventilation in accordance with Australian Standard AS1668.
- Impervious flooring (also, smooth, slip-resistant, and appropriately drained).
- A graded bin wash area, hot and cold mixing hosecocks, hose, and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the operator shall engage a contractor to conduct off-site bin washing). The bin and wash areas may overlap, as stored bins can be moved so that a bin can be washed.

The operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety, and security to users, staff, and contractors). Access doors shall feature keyless opening from within.

The design and construction of waste facilities and equipment shall conform to the Building Code of Australia, Australian Standards, and local laws.

4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer, and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into collection bins. Cardboard shall be flattened and recycling containers un-capped, drained, and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

Refer to Section 2 for waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions to Maintain & Improve the Waste System

The operator shall manage site operations (refer to the glossary in page 2).

It shall be the responsibility of the operator to maintain all waste areas and components, to the satisfaction of users, staff, and the relevant authority (users shall maintain their internal waste receptacles).

The operator shall ensure that maintenance and upgrades are carried-out on the facility and components of the waste system. When required, the operator shall engage an appropriate contractor to conduct services, replacements, or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Secure the waste areas.
- Label bins according to property address.
- The private collection contractor shall transfer bins between the building and the truck (bins shall not be left unattended outside the site boundary at any time).

4.4 Arrangements for Bins/Equipment Labelling and Ensuring Users and Staff are Aware of How to Use the Waste System Correctly

- The operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The operator shall publish/distribute "house rules" and educational material to:
 - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
 - Improve facility management results (lessen equipment damage, reduce littering, and achieve cleanliness).
 - Advise users/staff to sort and recycle waste with care to reduce contamination of recyclables.

4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Tasmanian Waste & Resource Management Strategy* outlines principles of waste reduction, sustainability and best practice in waste management and lays the foundations for longer term waste management planning. The Strategy provides a framework for the coordinated management and delivery of priority waste prevention, recycling and resource recovery initiatives and services.

From a design perspective, the development shall support state regulations by providing an adequate waste system with ability to sort waste.

The operator shall promote the observance of these regulations (where relevant and practicable) and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the operator shall consider the following:

- Observe the waste hierarchy in the *Tasmanian Waste & Resource Management Strategy* (in order of preference): a) waste avoidance, b) reduction, c) reuse, d) recycle, e) recovery of energy, f) treatment, and g) disposal.
- Peruse the EPA Tasmania website: www.epa.tas.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records, and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume, or distribution), or to address unforeseen operational issues, the operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

5 SUPPLEMENTARY INFORMATION

- The operator shall ensure that bins are not overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried-out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight, and/or distance affect the ease/safety of bin transfers, the operator shall consider the use of a suitable tug.
- The operator and waste collector shall observe all relevant OH&S legislation, regulations, and guidelines. The relevant entity shall define their tasks and:
 - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
 - Assess the Manual Handling Risk and prepare a Manual Handling Control Plan for waste and bin transfers.
 - Obtain and provide to staff/contractors equipment manuals, training, health and safety procedures, risk assessments, and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

Task (to be confirmed)	Hazard (TBC)	Control Measures (TBC)
Sorting waste and cleaning the waste system	Bodily puncture. Biological & electrical hazards	Personal protective equipment (PPE). Develop a waste-sorting procedure
Bin manual handling	Sprain, strain, crush	PPE. Maintain bin wheel-hubs. Limit bin weight. Provide mechanical assistance to transfer bins.
Bin transfers and emptying into truck	Vehicular strike, run-over	PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper
Truck access	Vehicular incident, strike, run-over	PPE. Use a trained spotter. Develop a truck-manoeuving and traffic-control procedure.

Note: The above shall be confirmed by a qualified OH&S professional who shall also prepare site-specific assessments, procedures, and controls (refer to Section 6).

6 CONTACT INFORMATION

Hobart City Council (local Council), ph 03 6238 2711

Veolia (private waste collector), ph 13 29 55

Visy (private waste collector), ph 13 84 79

Eco-Safe Technologies (odour control equipment supplier), ph 03 9706 4149

FJP Safety Advisors Pty Ltd (OH&S consultant), ph 03 9255 3660

Electrodrive Pty Ltd (tug & trailer supplier – for bin transfers), ph 1800 033 002

Sabco Commercial (supplier of cleaner's trolleys), ph 1800 066 522

Sulo MGB Australia (bin supplier), ph 1300 364 388

Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Operational use of the development (excludes demolition/construction stages).
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's occupancy rate and waste generation intensity, the user's disposition toward waste and recycling, and the operator's approach to waste management. The operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies, or to document operational/safety procedures.

17 December 2020

Ben Ikin
Senior Statutory Planner - Development Appraisal
125 Bathurst Pty Ltd
16 Elizabeth Street
Hobart TAS 7000

Our ref: 12539351-24678-6
Your ref:

Dear Ben

**125 Bathurst DA support
Limited Sampling Assessment**

This letter presents the findings of a limited sampling environmental site assessment undertaken at 125 Bathurst Street in Hobart (the Site), undertaken in response to the City of Hobart (CoH) letter 125 Bathurst Street, Hobart partial demolition and new building for visitor accommodation, hotel industry and food services, application no. PLN20532, dated 24 November 2020.

The letter stated the following with regard to potential contamination at the Site:

To enable the Council to assess the application against the relevant provisions of the Potentially Contaminated Land Code E2.6.2 of the Hobart Interim Planning Scheme 2015 please provide:

PCL1 ENVIRONMENTAL SITE ASSESSMENT - Excavation

A contamination Environmental Site Assessment report prepared by a suitably qualified and accordance with the procedures and practices detailed in the National Environment Protection Contamination Measure 1999 (NEPM) as amended 2013 must be provided. The report must address:

- *Whether any site contamination presents a risk to workers involved in redevelopment of the as a result of proposed excavation of the site.*
- *Whether any site contamination presents an environmental risk from excavation conducted • Whether any specific remediation and/or protection measures are required to ensure proposed adversely impact human health or the environment before excavation commences.*

REMEDIATION AND PROTECTION MEASURES

If the Environmental Site Assessment report concludes that remediation and/or protection measures risks to human health or the environment, a proposed remediation and/or management plan remediation or management plan involving soil disturbance must include a detailed soil and prevent offsite transfer of potentially contaminated soil or stormwater.

STATEMENT OF SUITABILITY

A statement based on the results of the Environmental Site Assessment that the excavation not adversely impact on human health or the environment is to be provided (subject to implementation remediation and/or protection measures as required).

PCL2 ENVIRONMENTAL SITE ASSESSMENT - Proposed Use

A contamination Environmental Site Assessment report prepared by a suitably qualified and accordance with the procedures and practices detailed in the National Environment Protection Contamination Measure 1999 (NEPM) as amended 2013 must be provided. The report must • Whether any site contamination presents a risk to the health of users of the development in use.

- Whether any site contamination presents an environmental risk.
- Whether any specific remediation and/or protection measures are required to be implemented commences.

REMEDICATION AND PROTECTION MEASURES

If the Environmental Site Assessment report concludes that remediation and/or protection measures risks to human health or the environment, a proposed remediation and/or management plan remediation or management plan involving soil disturbance must include a detailed soil and prevent offsite transfer of potentially contaminated soil or stormwater.

STATEMENT OF SUITABILITY

A statement based on the results of the Environmental Site Assessment that the proposed use impact on human health or the environment is to be provided (subject to implementation of any protection measures as required).

1 Background

A Preliminary Site Investigation (PSI) report was prepared for the Site in 2019 (GHD, 2019¹), which found that the Site and/or surrounding land was used for historical commercial engine or machinery workshops or petroleum product or oil storage for service stations. The report recommended that soil and groundwater quality testing be undertaken to assess whether the historic land-use activities had caused contamination at the Site.

Following submission of the report to the CoH, there was discussion around the logistics of completing a full soil and groundwater assessment at the Site before demolition, as it is completely covered with buildings, as are the surrounding lots. On Wednesday 9th December 2020, a meeting was held at the Site with representatives from the CoH, Circa Morris Nunn Chua (the architects), and GHD. The meeting included observation of conditions at the Site, including the solid floor and current business activities, and evidence of possible historic infrastructure that may be considered as likely hotspots for potential contamination.

It was agreed at the meeting that an urgent limited soil assessment be completed to provide preliminary information on potential contamination at the Site. It was agreed that the assessment should focus on the two locations where potentially contaminating activities were considered most likely to have taken place.

¹ GHD, 2020. 125 Bathurst Limited PSI, Delivery Report. Prepared for Circa Morris Nunn. December 2020. 12539351.

These comprised a holding tank/sump in an historic washdown area, and a rectangular area of floor that appeared to have been cut and/or replaced at some time in the past. It was considered likely that this area may have been the location of a historic vehicle hoist.

Following the meeting, GHD arranged for sampling at the Site to be undertaken on Saturday 12 December, when the business operating at the Site was closed. Due to the time-frame involved, drilling contractors being unavailable at short notice and access restrictions; the sampling was limited to the two targeted locations, and obtaining samples by hand. The work was undertaken on this date so this letter report could be submitted to CoH by 17 December 2020, in anticipation that a Development Application (DA) for the Site demolition can be advertised on the 18 December 2020 (last possible day of 2020 where advertisement of DAs is possible).

2 Soil quality assessment

The contamination assessment will be undertaken in staged approach in general accordance with the National Environment Protection Council (NEPC) (2013) Schedule B2 Guideline on Site Characterisation of the National Environmental Protection (Assessment of Site Contamination Measure 1999 (as amended April 2013) (the ASC NEPM). This letter describes the preliminary soil investigation to inform demolition of the above ground structures and shallow excavations to remove building slabs. Further soil and groundwater assessment will be required to confirm the contamination status of the site and suitability for the proposed future residential land use with minimal opportunities for soil access.

The analytical results collected as part of this investigation were compared to assessment criteria presented in Schedule B1 *Guideline on Investigation Levels for Soil and Groundwater* (NEPM, 2013).

The objectives of this investigation were to:

- Assess contaminants of potential concern (CoPC) in shallow soil at two areas identified in the PSI
- to provide a preliminary indication of management and disposal options for any material required to be removed from the Site as part of the proposed redevelopment.

2.1 Site layout and sampling plan

As described in GHD (2020) and shown on Figure 1 in Attachment 1, the Site is an irregular rectangular shape and has no unsealed surfaces and is predominantly covered by the building footprint. The Site contains a large 2-storey high warehouse at the rear, and a two-storey building on the street frontage. Ground cover across the warehouse and vehicle access portions of the site comprise concrete panels.

The Site appears to have been subject to excavation to level the original ground surface and geology at the Site is mapped as dolerite boulder beds and boulder to pebble grade deposits. Groundwater is anticipated to be present between 2 and 5 metres below ground level (m bgl) at the Site.

Sample locations are shown on Figure 1 in Attachment 1.

2.2 Field program

2.2.1 Sample access

Archers Underground Services (Archers) were contracted to provide service clearance of the two locations using GPR in consultation with dial before you dig records. The GPR did not identify any underground infrastructure however, was useful for identifying the location of steel bars that were reinforcing the concrete floor so that they could be avoided. Following clearance of each location, KMR Drillers cut 100 mm plugs out of the 150 mm depth of concrete using a drill-cut saw to expose the underlying ground surface. Following recovery of the samples, the cores were replaced and cemented into place.

One shallow soil sample was collected at each location immediately beneath the concrete slab (TP1 and TP2). A sample was also collected from the soil and debris observed covering the in-ground sump (TP3).

2.3 Observations

Location TP1

A metal cover was observed over an in-ground sump (shown in Plate 1). The grate was covered in trapped debris including soil/sediment and wood fragments, plastic fragments, and Styrofoam fragments (sampled ID TP3). The sump comprised a plastic box of approximately 50 cm x 50 cm x 50 cm containing approximately 30 cm of water. The plastic walls and base were in good condition and a 100 mm diameter pipe was located in the north-eastern wall (possibly leading towards the underground stormwater drain that runs along the driveway). The water in the sump was brown and turbid with no sheen or odour.

Location TP2

Location TP2 targeted what was suspected to be a former vehicle service pit, based on cut markings in the concrete slab. No other evidence of structures such as drill holes for hoists were observed in the vicinity of this location or evidence of contamination in the form of staining on the concrete surface.

Subsurface lithology

At both locations the soils underlying the concrete were observed to comprise tightly packed, orange, coarse to fine grained sandy gravel. Soils at TP1 were moist (see Plate 3) and were dry at TP2 (see Plate 4). No odour or staining was observed at either location. It was not possible to dig into the material with hand-tools, apart from to collect grab samples of the upper 0-0.015 m bgl interval.

Plate 1: Location TP1 & Location TP3



Plate 2: Location TP2



Plate 3: Location TP1



Plate 4: Location TP2



2.4 Analytical results

Samples were analysed for the following chemicals of potential concern (CoPC) associated with fuel storage, mechanical workshops, and garages:

- Petroleum hydrocarbons
- Benzene, toluene, ethyl-benzene, xylene and naphthalene (BTEXN)
- Metals including lead
- Polycyclic aromatic hydrocarbons (PAHs)

Table 1 in Attachment 2 presents the analytical results compared with following human health assessment criteria in the NEPM and waste disposal criteria (as per EPA Tasmania Bulletin No 105²).

- NEPM 2013 Schedule B1: Soil Health Investigation Levels (HILs) for Hydrocarbon Compounds, Metals, Pesticides etc: HIL D Commercial/industrial and HIL A Low Density Residential
- NEPM 2013 Schedule B1: Soil Health Screening Levels (HSLs) for Petroleum Hydrocarbon Compounds – HSL D Commercial/industrial and HSL A Low Density Residential for vapour intrusion; Sand
- CRC CARE (2011) Soil Health Screening Levels for Direct Contact for Petroleum Hydrocarbon Compounds; HSL D Commercial/industrial and HSL A Low Density Residential
- NEPM 2013 Schedule B1: Management Limits for Petroleum Hydrocarbon Compounds
- Tasmanian EPA (2018) Waste Classifications Guidelines; Information Bulletin No. 105

For the purpose of this assessment HILs and HSLs for low density land use were applied as a conservative measure in case of development design changes.

2.4.1 Location TP01 (near sump)

Sample TP01 did not contain CoPC above any of the applied human health criteria. The analytical results also indicated that the material was able to be considered as clean fill.

2.4.2 Location TP02 (near possible vehicle hoist)

Sample TP02 did not contain CoPC above any of the applied human health criteria.

One the basis of TRH C₁₀₋₃₆ concentrations, material at this location is classified as Level 3 – Contaminated Soil.

2.4.3 Location TP03 (debris on grate)

Debris on the grate contained lead in excess of the low density residential criterion. All other CoPC were below the applied criteria.

Lead concentrations at this location indicated that the material should be managed as Class 4 – Contaminated soil for remediation.

3 Discussion and recommendations

The limited sampling and analysis program did not identify CoPC in shallow soils that would preclude the future use of the site for residential land use with limited access to soil (Residential B) or that would warrant any additional management or mitigation measures to be implemented during demolition. Due to the limited lateral and vertical extent of the investigation, the site has not been suitably characterised to make a determination on site suitability and more extensive soil assessment will be required at the Site following demolition of structures to confirm the findings of this assessment. This will provide more detailed data regarding soil quality in the vicinity of historical areas where potentially contaminating activities took place. Due to the limited extent of this soil investigation it is also recommended that

² EPA Tasmania, 2018.

demolition works are undertaken in accordance with a construction environment management plan (CEMP), which addresses the management and mitigation measures should contaminated soil and/or groundwater be encountered during site works to protect human health and the environment.

As the soil quality data was limited to shallow fill material underlying the concrete slab, further testing should be completed on material requiring offsite disposal, based on volume and material type, to confirm waste classification. This includes ASLP testing to confirm the leachability of metals and PAHs.

The material in TP03 is not indicative of soil quality beneath the Site but rather of a small volume of debris associated with current day-to-day operations at the Site a does not represent a significant contamination risk. This material should be appropriately managed as part of site demolition works.

Sincerely
GHD



Nikki Meskanen
Senior Environmental Scientist
Environments Tas

Julian Howard
Technical Director – Contamination Assessment and Remediation Manager
Environment and Planning SA

Attachment 1

Figure 1 Sample Locations



Attachment 2
Data Tables



Attachment 2
Analytical Results - Table 1
Human Health Assessment Criteria

125 Bathurst St
Limited contamination assessment

	Inorgan	Metals								BTEXN							TRH - NEPM 2013									
		% Moisture (%)	Arsenic mg/kg	Cadmium mg/kg	Chromium (III+ VI) mg/kg	Copper mg/kg	Lead mg/kg	Mercury mg/kg	Nickel mg/kg	Zinc mg/kg	Benzene mg/kg	Toluene mg/kg	Ethylbenzene mg/kg	Xylene (o) mg/kg	Xylene (m & p) mg/kg	Xylene Total mg/kg	BTEX (Sum of Total) - Lab Calc mg/kg	F1 (C6-C10 minus BTEX) mg/kg	C5-C10 Fraction mg/kg	F2 (> C10-C16 minus Naphthalene) mg/kg	> C10-C16 Fraction mg/kg	F3 (> C16-C34 Fraction) mg/kg	F4 (> C34-C40 mg/kg	> C10-C40 (Sum of Total) mg/kg		
EQCL		0.1	5	1	2	5	5	0.1	2	5	0.2	0.5	0.5	0.5	0.5	0.2	10	10	50	50	100	100	50			
CRC CARE 2011 Soil Direct Contact HSL-A Residential (Low Density)											100	14,000	4,500		12,000		4,400		3,300		4,500	6,300				
CRC CARE 2011 Soil Direct Contact HSL-D Commercial / Industrial											430	99,000	27,000		81,000		26,000		20,000		27,000	38,000				
CRC CARE 2011 Soil Direct Contact Intrusive Works											1,100	120,000	85,000		130,000		82,000		62,000		85,000	120,000				
NEPM 2013 Table 1A(1) HIL A Res			100 ^{#1}	20	100 ^{#2}	6,000	300 ^{#3}	40 ^{#4}	400	7,400																
NEPM 2013 Table 1A(1) HIL D Comm/Ind			3,000 ^{#5}	900	3,600 ^{#6}	240,000	1,500 ^{#7}	730 ^{#8}	6,000	400,000																
NEPM 2013 Table 1A(3) HSL A/B Res Soil for Vapour Intrusion, Sand 0-1m											0.51 (0.51) 0.51 (0.51)	160 (160) 160 (160)	55 (55) 55 (55)		40 (40) 40 (40)		45 ^{#10}		110 ^{#11}							
NEPM 2013 Table 1A(3) HSL D Comm/Ind Soil for Vapour Intrusion, Sand 0-1m											3 (3) 3 (3)	999,999 ^{#9}	999,999 ^{#9}		230 (230) 230 (230)		260 ^{#10}		999,999 ^{#9}							
NEPM 2013 Table 1B(7) Management Limits Comm / Ind, Coarse Soil																		700 ^{#12}		1,000 ^{#12}	3,500	10,000				
Sample ID	Date																									
TP01	12/12/2020	19.6	< 5	< 5	16	56	6	< 0.1	30	53	< 0.2	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.2	< 10	< 10	< 50	< 50	< 100	< 100	< 50		
TP02	12/12/2020	25.0	< 5	< 5	8	36	23	< 0.1	10	37	< 0.2	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.2	< 10	< 10	< 50	< 50	2420	860	3280		
TP03	12/12/2020	23.5	11	3	51	312	1440	0.4	22	3540	< 0.2	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.2	< 10	< 10	< 50	< 50	3110	1120	4710		



Attachment 2
Analytical Results - Table 1
Human Health Assessment Criteria

125 Bathurst St
Limited contamination assessment

		PAHs - standard 16																			
		Acenaphthene	Acenaphthylene	Anthracene	Benzo(a)anthracene	Benzo(b)pyrene	Benzo(b+J)fluoranthene	Benzo(k)fluoranthene	Benzo(ghi)perylene	Chrysene	Dibenz(a,h)anthracene	Fluoranthene	Fluorene	Indeno(1,2,3-c,d)pyrene	Naphthalene	Phenanthrene	Pyrene	PAHs (Sum of total) - Lab calc	Total 8 PAHs (as BaP TEQ) (zero LOR) - Lab Calc	Total 8 PAHs (as BaP TEQ) (half LOR) - Lab Calc	Total 8 PAHs (as BaP TEQ) (full LOR) - Lab
		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
EQCL		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			
CRC CARE 2011 Soil Direct Contact HSL-A Residential (Low Density)															1,400						
CRC CARE 2011 Soil Direct Contact HSL-D Commercial / Industrial															11,000						
CRC CARE 2011 Soil Direct Contact Intrusive Works															29,000						
NEPM 2013 Table 1A(1) HIL A Res																		300 ^{MS}	3 ^{MS}	3 ^{MS}	3 ^{MS}
NEPM 2013 Table 1A(1) HIL D Comm/Ind																		4,000 ^{MS}	40 ^{MS}	40 ^{MS}	40 ^{MS}
NEPM 2013 Table 1A(3) HSL A/B Res Soil for Vapour Intrusion, 0-1m															3						
NEPM 2013 Table 1A(3) HSL D Comm/Ind Soil for Vapour Intrusion, 0-1m															999,999 ^{MS}						
NEPM 2013 Table 1B(7) Management Limits Comm / Ind, Coarse																					
Sample ID	Date																				
TP01	12/12/2020	< 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	< 0.5	< 0.5	0.5	1.2
TP02	12/12/2020	< 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	< 0.5	< 0.5	0.6	1.2
TP03	12/12/2020	< 0.5	< 0.5	< 0.5	1	< 0.5	1.5	0.6	0.9	0.9	< 0.5	2.3	< 0.5	< 0.5	< 0.5	1.1	2.4	12.4	1.5	1.7	2



Attachment 2
 Analytical Results - Table 2
 Waste Disposal Classifications

125 Bathurst St
 Limited contamination assessment

		Inorganics		Metals						BTEXN				TRH - NEPM 1999		PAHs - standard 16		
		Moisture (%)	Arsenic	Cadmium	Chromium (III+ VI)	Copper	Lead	Mercury	Nickel	Zinc	Benzene	Toluene	Ethylbenzene	Xylene Total	Oil-GS Fraction	Crude-GS (Sum of Total)	Benzo(a)pyrene	PAHs (Sum of total) Lab calc
		%	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
EOL		0.1	5	1	2	5	5	0.1	2	5	0.2	0.5	0.5	0.5	10	50	0.5	0.5
TAS EPA WCG - Low Lev. Contam - Level 2			20	3	50	100	300	1	60	200	1	1	3	14	65	1,000	0.08	20
TAS EPA WCG - Contaminated Soil - Level 3			200	40	500	2,000	1,200	30	600	14,000	5	100	100	100	650	5,000	2	40
TAS EPA WCG - Contaminated Soil for Remediation - Level 4			750	400	5,000	7,500	3,000	110	3,000	50,000	50	1,000	1,000	1,000	1,000	10,000	20	200
Sample ID	Date																	
TP01	12/12/2020	19.6	< 5	< 5	16	56	6	< 0.1	30	53	< 0.2	< 0.5	< 0.5	< 0.5	< 10	< 50	< 0.5	< 0.5
TP02	12/12/2020	25.0	< 5	< 5	8	36	23	< 0.1	10	37	< 0.2	< 0.5	< 0.5	< 0.5	< 10	2746	< 0.5	< 0.5
TP03	12/12/2020	23.5	11	3	51	312	1440	0.4	22	3540	< 0.2	< 0.5	< 0.5	< 0.5	-	4080	< 0.5	12.4



Circa Morris-Nunn

125 Bathurst Limited PSI Delivery Report

September 2020

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Appendices

- Appendix A – Figures
- Appendix B – Historical Aerial Photographs
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- Appendix D – EPA Tasmania Correspondence
- Appendix E – Hobart City Council Records

1. Introduction

1.1 Background

Circa Morris-Nunn Pty Ltd (Circa) are preparing a Development Application (DA) for 125 Bathurst Street, Hobart (the Site), on behalf of their client who has purchased the Site and associated reports that were previously prepared to assess potential constraints at the Site. In 2018, GHD Pty Ltd (GHD) prepared this Limited Preliminary (Phase 1) Site Investigation (PSI) to determine the potential for soil and groundwater contamination at the Site (Figure 1 in Appendix A). On the basis that the Site layout and usage has not changed in the interim, GHD considers that this report and the findings herein reflect the current status of potential contamination at the Site.

1.2 Objective

The objective of the work described herein was to undertake a desktop study and brief site inspection to assess whether soil and groundwater at the site is likely to be contaminated, and to provide advice on whether a more detailed environmental site assessment may be required.

1.3 Scope of work

This contamination assessment has been undertaken in general accordance with the National Environment Protection Council (NEPC) (2013) Schedule B2 *Guideline on Site Characterisation* of the National Environmental Protection (Assessment of Site Contamination) Measure 1999 (as amended April 2013) (the NEPM).

The scope of work completed to inform this report comprised the following tasks:

- Review and interpretation of the following information sources:
 - Local government planning information indicating current and proposed land use zoning and permissible uses
 - Historical aerial photography depicting the site and surrounds
 - Geological, soil and topographical maps depicting the site
 - WorkSafe Tasmania dangerous goods records review (information outstanding)
 - EPA Tasmania Contaminated Site database search (information outstanding)
 - Local government (Hobart City Council) records
- Preparation of this limited PSI report describing the investigation and presenting the findings.

1.4 Limitations

This report: has been prepared by GHD for Circa Morriss-Nunn and may only be used and relied on by Circa Morriss-Nunn for the purpose agreed between GHD and the Circa Morriss-Nunn as set out in this report.

GHD otherwise disclaims responsibility to any person other than Circa Morriss-Nunn arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

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

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Circa Morriss-Nunn and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Site conditions (including the presence of hazardous substances and/or site contamination) may change after the date of this Report. GHD does not accept responsibility arising from, or in connection with, any change to the site conditions. GHD is also not responsible for updating this report if the site conditions change.

2. Site description

Site details are presented in Table 1 below.

Table 1 Site details

Item	Details
Site Address	125 Bathurst Street, Hobart, Tasmania, 7000
Legal Address	Title Reference Number/s: 249758/1 Property ID Number (PID): 5656615
Site Area	650 m ²
Site Owner/ Operator	Windscreens O'Brien
Current Zoning	22.0 Central Business (Hobart Interim Planning Scheme 2015)
Current Land Use	Windscreen repair business (ground floor and warehouse) and residence (1 st floor)
Surrounding Land Uses	The site is located approximately 500 m west of the Hobart GPO. Current land uses surrounding the site comprise: North: Retail and lifestyle businesses East/Southeast/South: Bathurst Street, retail and business offices on other side of street Southwest/West: Carparking and retail, lifestyle and business offices

2.1 Site layout

The layout of the site is shown on Figure 1 in Appendix A. It is essentially an irregular rectangular shape and has no open space, apart from a drive-way/right of way located on the north-eastern boundary. It is noted that this driveway is shown as belonging to the property on the LIST,¹ however, is not currently used by the Site occupiers but rather by surrounding property owners/occupiers. Buildings cover the rest of the extent of the site, with a large 2-storey height warehouse located at the back of the site, with the street frontage comprising a two-storey building that consists of two ground floor offices positioned on either side of a vehicle access-way that leads into the warehouse. The first floor of the building is used as a residential flat that is accessed via a doorway on the eastern-most edge of the building, facing onto Bathurst Street.

Ground cover across the warehouse and vehicle access portions of the site comprise concrete panels. Groundcover in the office areas was covered with carpeting.

¹ <https://maps.thelist.tas.gov.au/listmap/app/list/map>, last visited 21 June 2018

2.2 Site environmental setting

2.2.1 Elevation and topography

The site is essentially flat-lying and has an elevation of approximately 25 m AHD² however, surrounding land generally slopes to the east. It is considered likely that the rear of the site has been excavated into natural ground to facilitate levelling.

2.2.2 Geology

Geology has been mapped as comprising two units, with a contact zone that runs west to north-north-east through the site³. The geology of the southern portion of the site is mapped as comprising *inferred dolerite boulder beds with possible subsurface dolerite or Parmeener rock* (Tcdbi), while the northern portion of the site is mapped as comprising *poorly sorted boulder to pebble grade deposits with boulders up to 3 m length, clasts generally dominantly of dolerite with traces to rarely dominant amounts of Upper Parmeener mudstone and other rocks and less commonly Lower Parmeener rocks, clayey material* (Tcbd).

2.2.3 Surface water and groundwater

The site is located approximately 700 m east of the Derwent River. Information on depth to groundwater beneath the site is not known however, based on similar sites in the Hobart CBD, groundwater is anticipated to be present between 2 and 5 metres below ground level (m bgl) at the site.

On the basis of topography in the vicinity of the site and proximity to the Derwent Estuary, it is anticipated that the groundwater flow direction at the site is towards the Derwent Estuary to the east.

2.2.4 Acid sulphate soils

The site is not mapped as being at risk of having acid sulphate soils (ASS)⁴.

2.3 Site history research

There is no general information available on the history of the site apart from anecdotal information that the site was purchased by Windscreens O'Brien in late 2011/early 2012, and was owned and used by Avis (car hire) prior to that (pers. comm. Matt Chapman, Windscreens O'Brien Branch Manager, 20 June 2018).

2.3.1 Historic aerial photography

A review of historical aerial photography was undertaken as part of this assessment, and the findings of the review are presented in Table 2 below.

Historic aerial photographs of the site were ordered at approximately 10-year intervals commencing from the earliest available (1946) to 2001. Figures for this report have been prepared using the most current image of the site available from Google Earth which is from 2018 and the same image has been used to describe the current site layout. The historic aeriels are presented in Appendix B.

² <https://maps.thelist.tas.gov.au/listmap/app/list/map>, last accessed 21 June 2018

³ <https://maps.thelist.tas.gov.au/listmap/app/list/map>, last accessed 21 June 2018

⁴ <https://maps.thelist.tas.gov.au/listmap/app/list/map>, last accessed 21 June 2018

Table 2 Summary of historic aerial photography

Date	125 Bathurst Street	Surrounding Land
26/03/1946	Site occupied by one large building with similar layout to current (2018) i.e. appears to comprise a warehouse at the back and offices/residential at front	Land surrounding site appears similar to current (i.e. buildings containing offices and commercial premises) however, more buildings present immediately south-west of site (current carparking area), and a fuel station is present on corner of Murray and Bathurst Streets (interpreted from roofline).
17/02/1965	Site similar to previous photograph, no significant changes	As above, fuel station roofline more obvious as image is clearer
26/10/1979	Site similar to previous photograph, no significant changes	As above however, fuel station may have closed down (roofline filled in along street)
02/12/1988	Site similar to previous photograph, no significant changes	As above
21/03/2000	Site similar to previous photograph, no significant changes	As above however, small buildings south-west of site (in current carparking area), have been demolished

2.3.2 WorkSafe Tasmania Dangerous goods records

A search of the WorkSafe Tasmania dangerous goods records was ordered to confirm if the site has historically been licenced to hold dangerous goods. On 12 July, WorkSafe advised that their database searches had not identified any dangerous good records for the site. A copy of the WorkSafe correspondence is presented as Appendix C.

2.3.3 Environmental Protection Authority Tasmania records

The findings of a search of the Environmental Protection Authority (EPA) Tasmania records for the site were provided on 17 July 2018. These records indicated that while there was no record of contamination or potentially contaminating activities undertaken at the site historically, the following surrounding properties were identified as having been subject to potentially contaminating activities:

- 126 Murray Street may have been a service station prior to 2007, and the adjoining properties 130 Murray Street and 125 Bathurst Street were also involved in the automotive industry (an activity considered to potentially be associated with contamination)
- 90 Melville Street was a timber yard associated with the Kemp and Denning sawmill and later, a building material and hardware business. While no record of contamination was identified, this is another landuse activity considered to potentially be associated with contamination
- 144-160 Murray street (adjoining the site on the north eastern boundary), has historically been licensed to store dangerous goods in underground fuel storage tanks (USTs) (under WST files W329 [1969-1985], and file IS-67155-15 (1936).

A copy of the EPA Tasmania correspondence is presented as Appendix D.

2.3.4 Hobart City Council records

The Hobart City Council (HCC) was contacted for any information they may hold regarding current or historic pollution at the site, including old reports and applications for fuel storage or chemical storage, remediation notices, pollution incidents, and permits. The CCC confirmed that they had records that the site had been historically used for potentially contaminating landuse activities. These comprised:

- From 1940 to 1948, the site was used as a motor car dealers, engineers and as a garage (Curnow's garage).
- From 1949 to date unknown, the property was used as a motor car dealers, engineer and as a garage (Island Cars).

The property also lies adjacent two sites that have been identified as potentially contaminated. These comprise:

- 130 Murray Street, which was used as a motor car dealers, engineer and garage from 1948 to date unknown, under the name of Tasmanian Automotive Service Company.
- 144-160 Murray Street, which operated as a motor car dealers, engineers and garage as follows;
 - CT Ovenden & Ovendens garage, from 1924
 - R Lydon, from 1932
 - Broderick Bros. Service Station, from 1948
 - Woodward's Tyres Pty Ltd, from 1969

These two adjacent properties are mapped as extending behind the site, as well as being located either side of the site.

The phrase "motor car dealer, engineer and garage" is a category name used to categorise similar businesses which was used when the contaminated sites register was created. These operations are generally considered to fall under the current classification of "commercial engine and machinery workshops or petroleum product or oil storage for service stations). (Pers. comm. Jessica Dwyer, Environmental Health Officer at HCC, via email, 27 June 2018). A copy of the correspondence is provided in Appendix E.

2.4 Site history summary

The earliest historical information that has thus far been identified about the site concerns its use as a motor car dealers, engineers and garage commencing in 1940. Records indicate that the site continued to be used for a similar purpose until at least the 1950's, and possibly until much later, as no source of information on the use of the site between the 1950's and the 2000's (when the premises was used by Avis), has been identified.

Potentially contaminating activities undertaken historically on neighbouring land are generally associated with the automotive industry, sawmilling or fuel storage. Specifically, a service station was present adjacent the site (at 126 Murray Street), and the lot that adjoins the site to the north-east (i.e. 130 Murray Street) has previously been used for automotive industry activities. It is considered unlikely that these lots have contributed to gross contamination at the site as they are inferred to be down hydraulic gradient from the site, albeit adjoining). However, 144-160 Murray Street adjoins the north-western corner of the site and as such, may be located up hydraulic gradient from at least the northern portion of the site, and has historically been licensed to store dangerous goods in underground storage tanks. The saw mill at 90 Melville Street was also located up hydraulic gradient from the site and as such, potential impacts to groundwater from the sawmill activities may be present beneath the site.

Figure 2 in Appendix A shows the locations of historic potentially contaminating activities undertaken in the vicinity of the site, relative to the site layout and the inferred groundwater flow direction.

2.5 Site inspection

The site was inspected on 20 June 2018, and a brief interview with the Windscreens O'Brien branch manager, Mr Matt Chapman, was held at the same time. Mr Chapman stated that Windscreens O'Brien have occupied the premises since approximately 2011, and before this, the site was occupied by Avis car rentals. The inspection revealed that currently all activities at the site are undertaken within the warehouse and offices, and that Windscreens O'Brien do not use the laneway/right of way. Current activities in the offices are typically administrative, and the warehouse is used for storage of goods (related to windscreens) and is accessed by vehicles. The ground surface in the warehouse comprised concrete panels, which appeared to be in good condition.

A former washdown station was located in the north-eastern corner of the warehouse. The drain into an underlying holding tank was covered with a metal plate, and a forklift was parked on top of both items (Plate 1 below). The washdown station has not been used by Windscreens O'Brien however, immediately following their occupation of the premises, they arranged for the contents of the tank to be pumped and disposed offsite (pers. comm. Mr Matt Chapman, 20 June 2018). It is understood that the washdown station was used by Avis during their occupation of the site, and no information regarding the age or design of the structure or related subfloor drainage has been identified. No evidence of fuel storage, either for vehicles or for heating etc, was observed during the inspection.

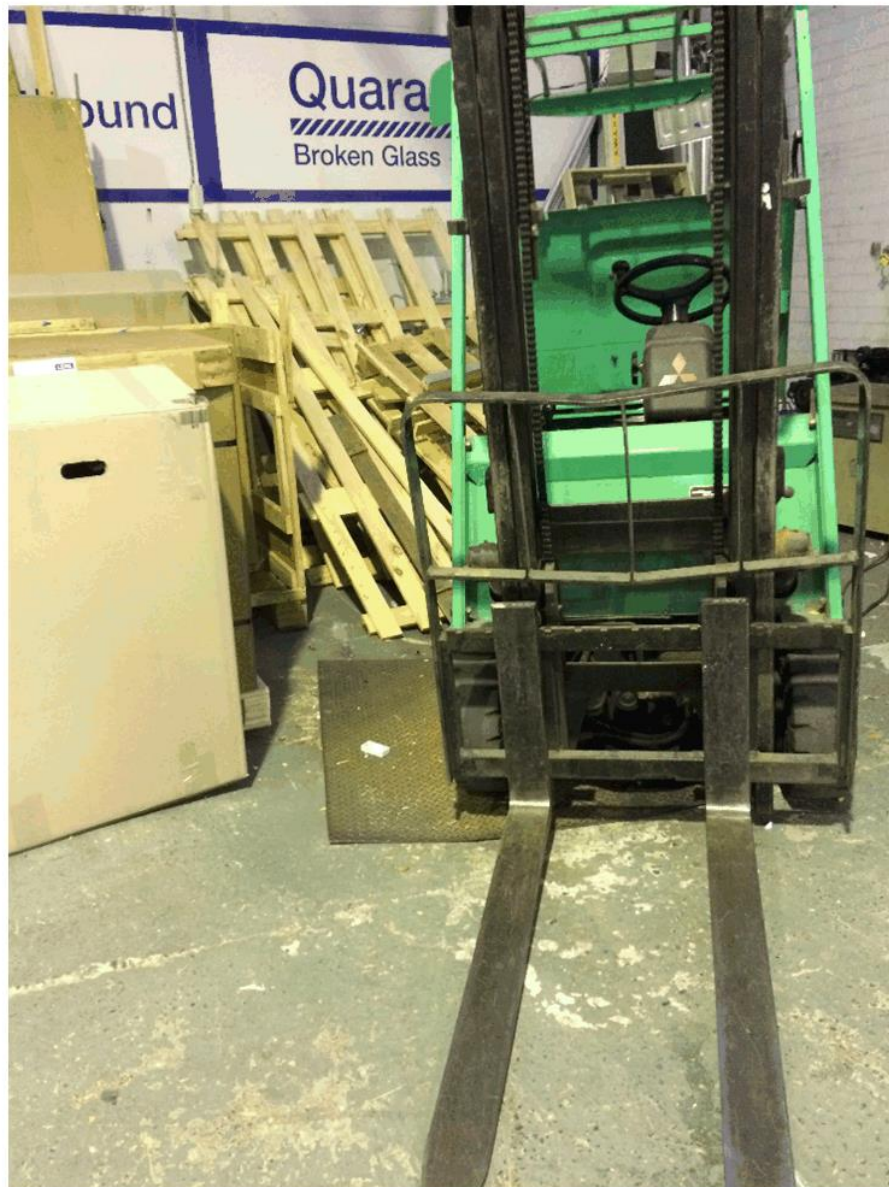


Plate 1 Former washdown area with metal plate covering drain into underlying holding tank.

Other locations with potential evidence of access to underlying ground comprised a grate that extended across one side of the vehicle access way, adjacent the former washdown area (Plate 2), and a rectangular section of flooring towards the back of the warehouse that may have replaced previous infrastructure or an area of damaged flooring (Plate 3).

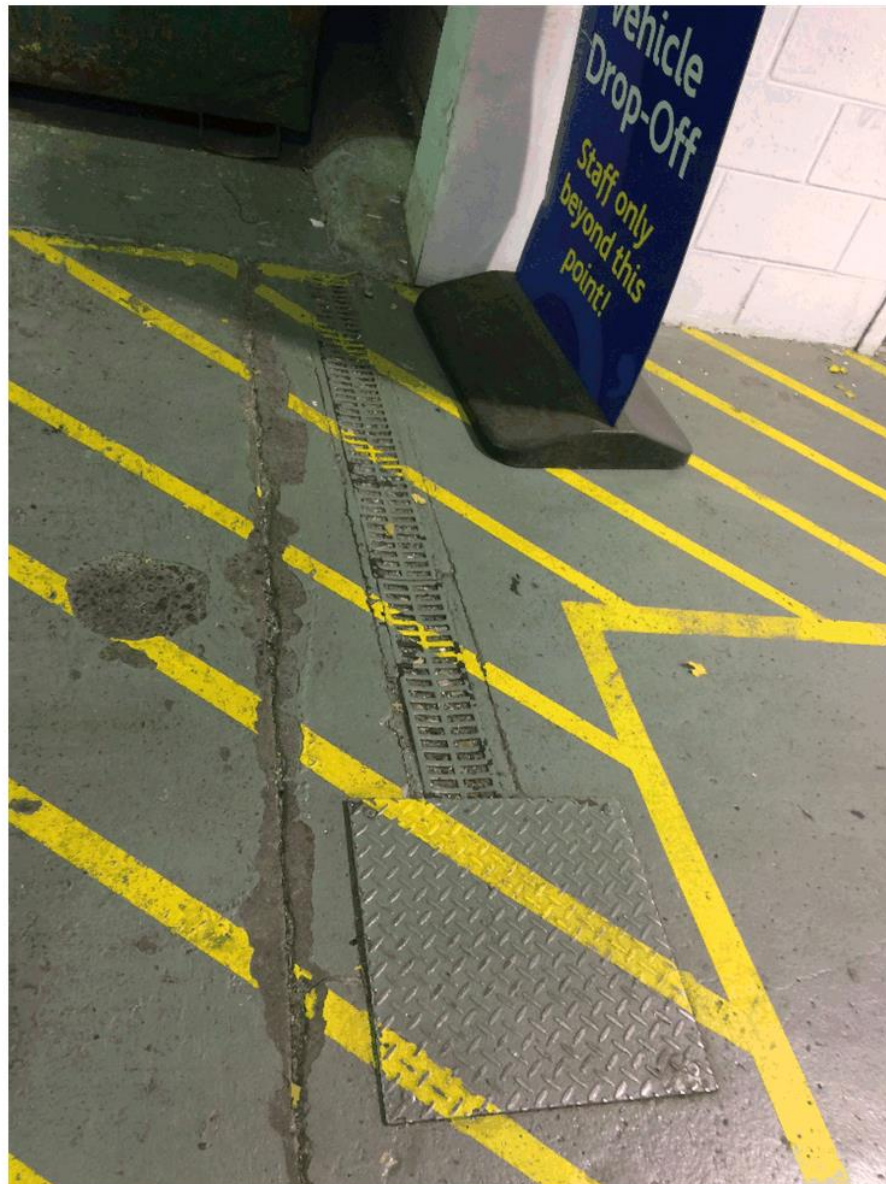


Plate 2 Partial grate across one side of vehicle access way, adjacent washdown area



Plate 3 Rectangular section of flooring towards back of warehouse that may indicate replaced infrastructure or flooring

3. Discussion and recommendations

3.1 Discussion

Review of available background information regarding the land use history of the site indicates that there is potential for contamination of soil and groundwater at the site, as a result of its use as a motor car dealers, engineers and garage since at least the 1940's. No information on potential subsurface infrastructure at the site has been identified and as such, it is not possible to identify if any residual structures relating to its use as a garage (e.g. sumps, stormwater or subsurface drainage, fuel storage and transfer locations, chemical storage, waste handling etc.), remain present or if they have been decommissioned and removed at some point in the past. The WorkSafe Tasmania and/or EPA database search results did not provide further information on this aspect of potential contamination at the site.

The historical search information provided by the HCC indicated that the properties surrounding the site (i.e. 130 and 144-160 Murray Street), have also historically been used as garages and as such, the surrounding properties are considered likely to have, or have had, similar contamination that that which may be present at the site. Potentially contaminating activities undertaken historically adjacent the site have been confirmed by the EPA Tasmania to include a service station, underground fuel storage and automotive industry activities. On the basis of the inferred groundwater flow direction, it is considered that the underground fuel storage activities have potential to cause impacts beneath the northern portion of the site (in the event of any historical release and subsequent migration beneath the site). A saw mill was also located in the vicinity of, and up hydraulic gradient from, the site. Potential impacts to groundwater arising from historic sawmill activities are also considered to have potential to impact groundwater quality beneath the site.

The site inspection did not permit inspection of soil beneath the site. It is understood that the site has not been subject to filling but rather by cutting at the back. It is also understood that the buildings have been constructed as slab on ground. The rectangular section of flooring that appeared to have been cut out or replaced at the back of the warehouse, is suspected to be related to the former use of the site as a garage (i.e. may lead to a sump, former underground fuel storage tank or similar). The presence of the grate over a portion of the vehicle access into the warehouse also indicates the presence of subsurface drainage (or other) infrastructure that may be related to potential contamination.

The dimensions or capacity of the tank beneath the former washdown area in the warehouse were not able to be confirmed, and neither has the age or the condition of the structure been confirmed. The composition of the liquids removed from it when Windscreens O'Brien moved into the premises were not available. This structure should be further inspected to assess if it is a potential source of contamination at the site.

While the site inspection did not identify any definite indicators of potential contamination, on the basis of the landuse history of the site and the surrounding area, and the infrastructure (or evidence thereof) that was present at the site and on adjacent properties, it is considered that some limited soil sampling should be undertaken to confirm the quality of soil at the site, and to determine the nature (age, capacity, dimensions, condition etc), of the tank beneath the washdown area and any associated (or other) subsurface drainage systems.

On the basis of the potentially contaminating activities that have been undertaken adjacent to and up hydraulic gradient from the site, it is considered important that groundwater quality entering the site is assessed. The necessity for assessing groundwater quality beneath and leaving the site will depend on the findings of the soil quality assessment, and the quality of groundwater leaving the site.

On this basis, it is recommended that at least one groundwater monitoring well is installed at the site to confirm the quality of groundwater entering the site and depth to groundwater. If groundwater entering site is contaminated, or soils at site are contaminated, and three monitoring wells are installed, it will be possible to confirm the inferred groundwater flow direction, and changes to groundwater quality across the site.

The potential contaminants of concern, which may be present at the site and are associated with the historical commercial engine or machinery workshops or petroleum product or oil storage for service stations:

- Petroleum hydrocarbons
- Benzene, toluene, ethyl-benzene, xylene and naphthalene (BTEXN)
- Metals including lead
- Polycyclic aromatic hydrocarbons (PAHs)
- Phenols

3.2 Recommendations

Based on the findings of this limited PSI, potentially contaminating activities have been identified on the site that would warrant that intrusive site investigations be undertaken to confirm the contamination status of the site. On the basis of the types of historic activities carried out in the vicinity of the site, and their locations, it is recommended that soil and groundwater are tested to confirm likely contamination sources, as well as to assess potential risks to human health and the environment, and to provide preliminary information on likely requirements for offsite disposal of soils.

Before any sampling is undertaken, information on the identified WorkSafe licences for 144-160 Murray Street should be reviewed to confirm locations of the underground fuel storage systems.

Appendices

Appendix A – Figures

Figure 1 – Site Layout

Figure 2 – Potentially Contaminating Activities Undertaken in Vicinity of Site

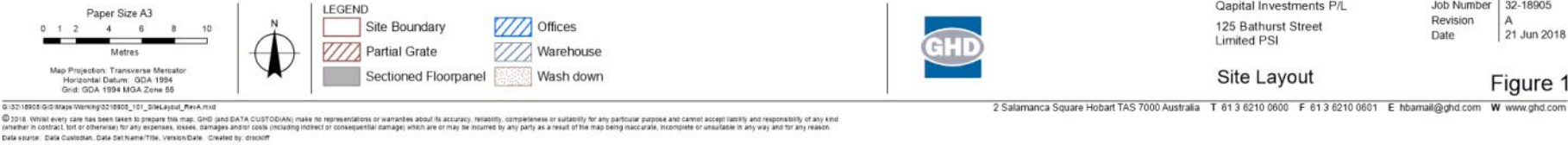
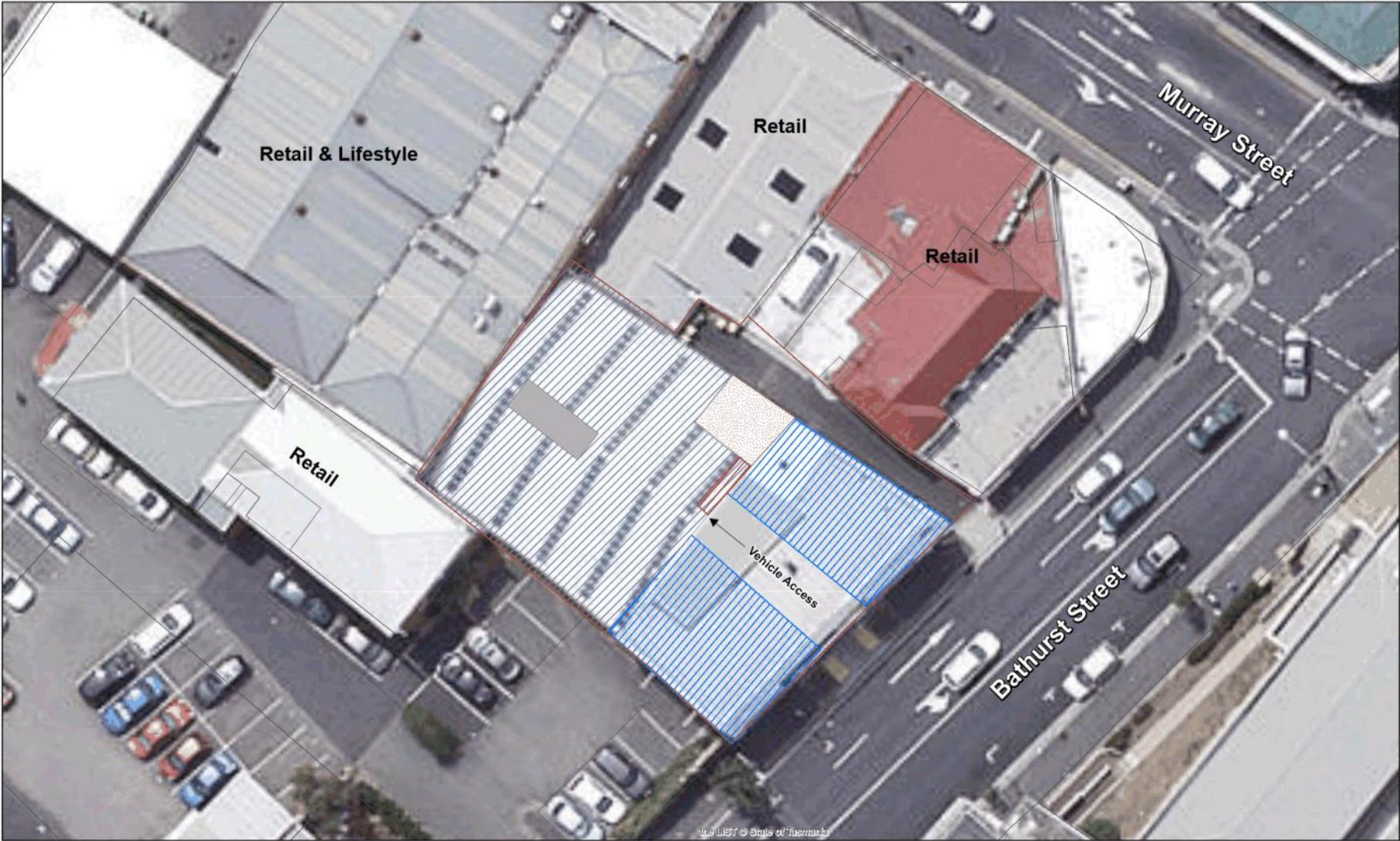
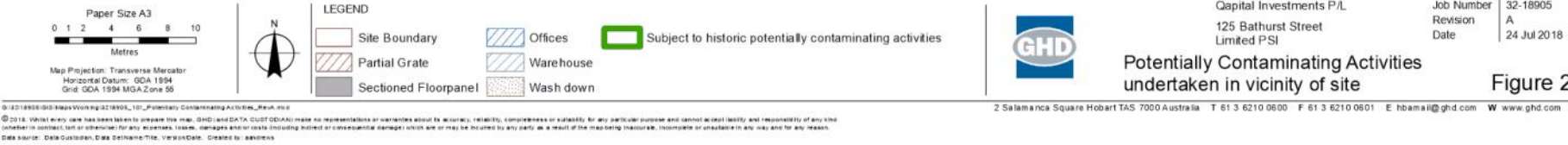


Figure 1



Appendix B – Historical Aerial Photographs

1946

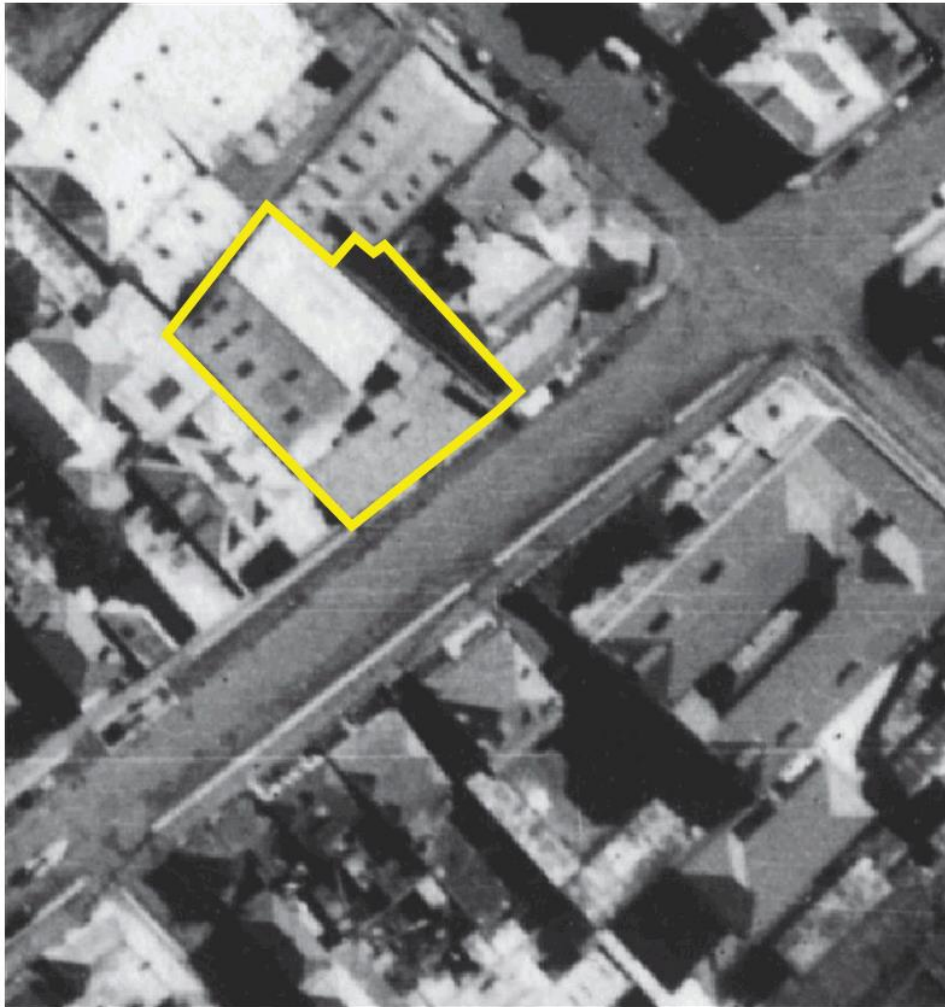
1965

1979

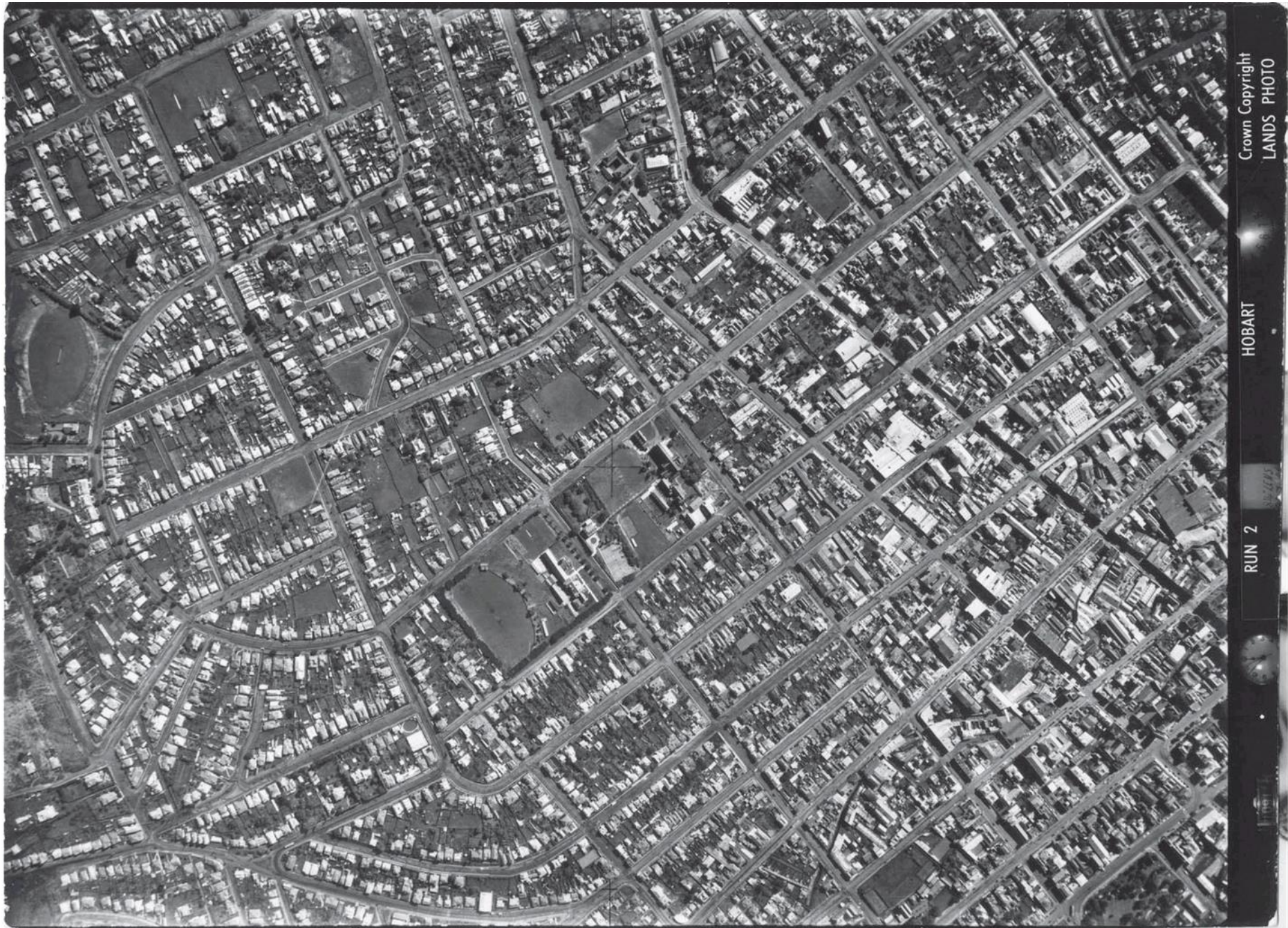
1988

2000

2018



1946 Aerial Photograph – close-up of site



Crown Copyright
LANDS PHOTO

HOBART

RUN 2



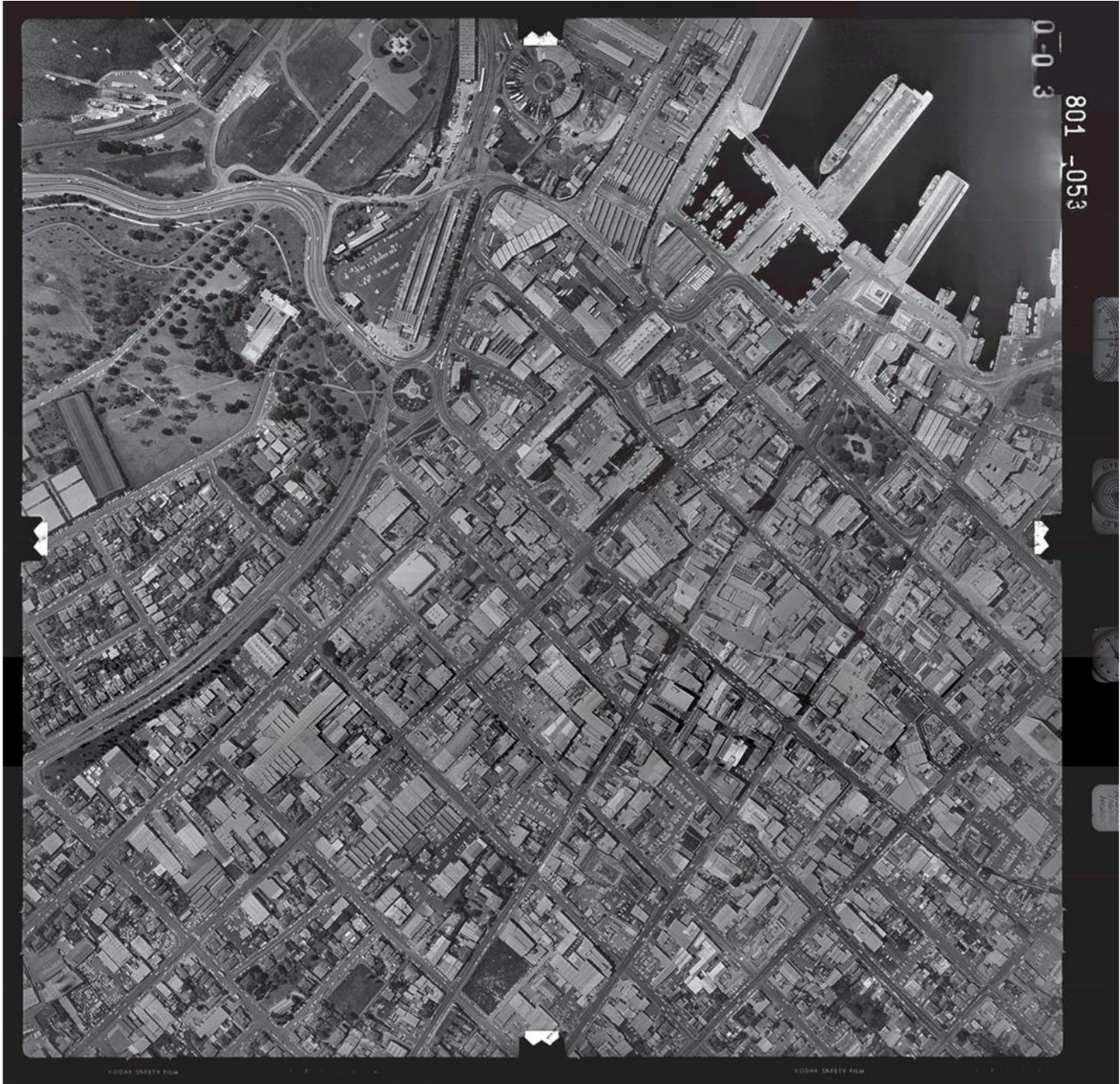


1965 Aerial Photograph – close-up of site





1979 Aerial Photograph – close-up of site





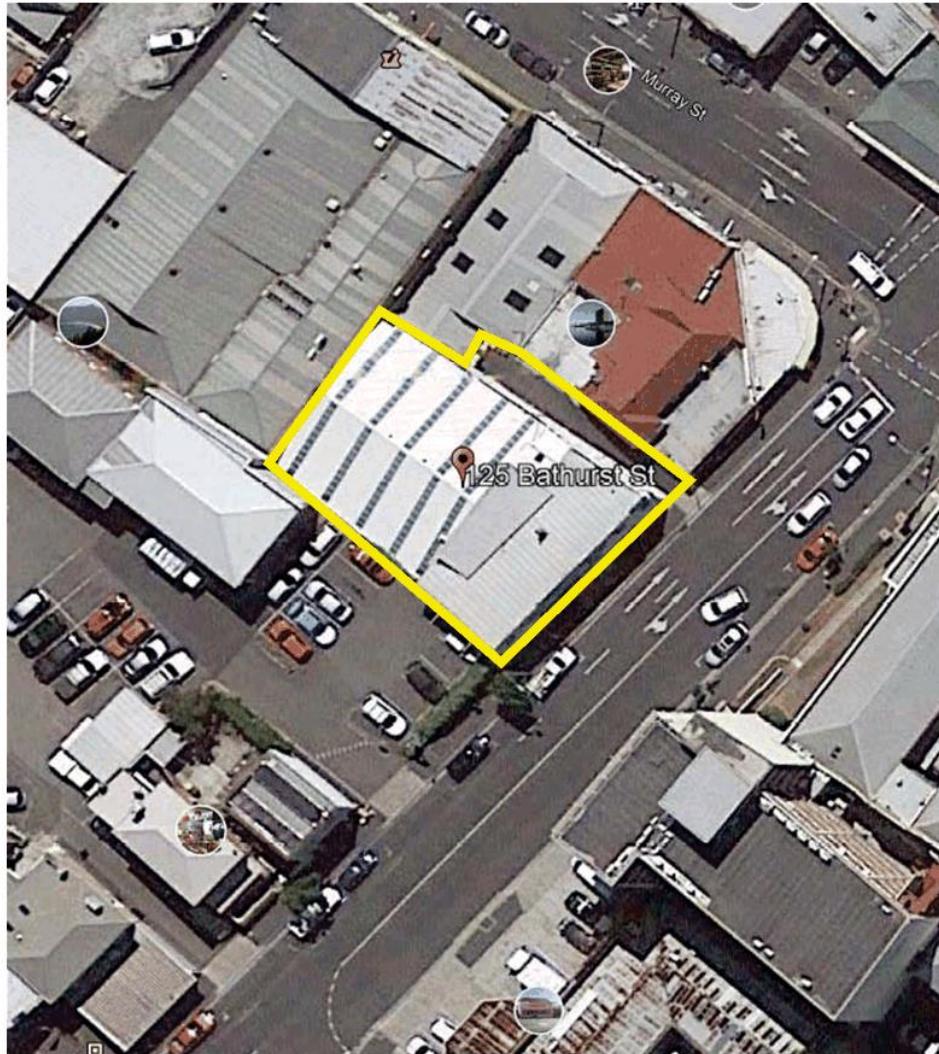
1988 Aerial Photograph – close-up of site



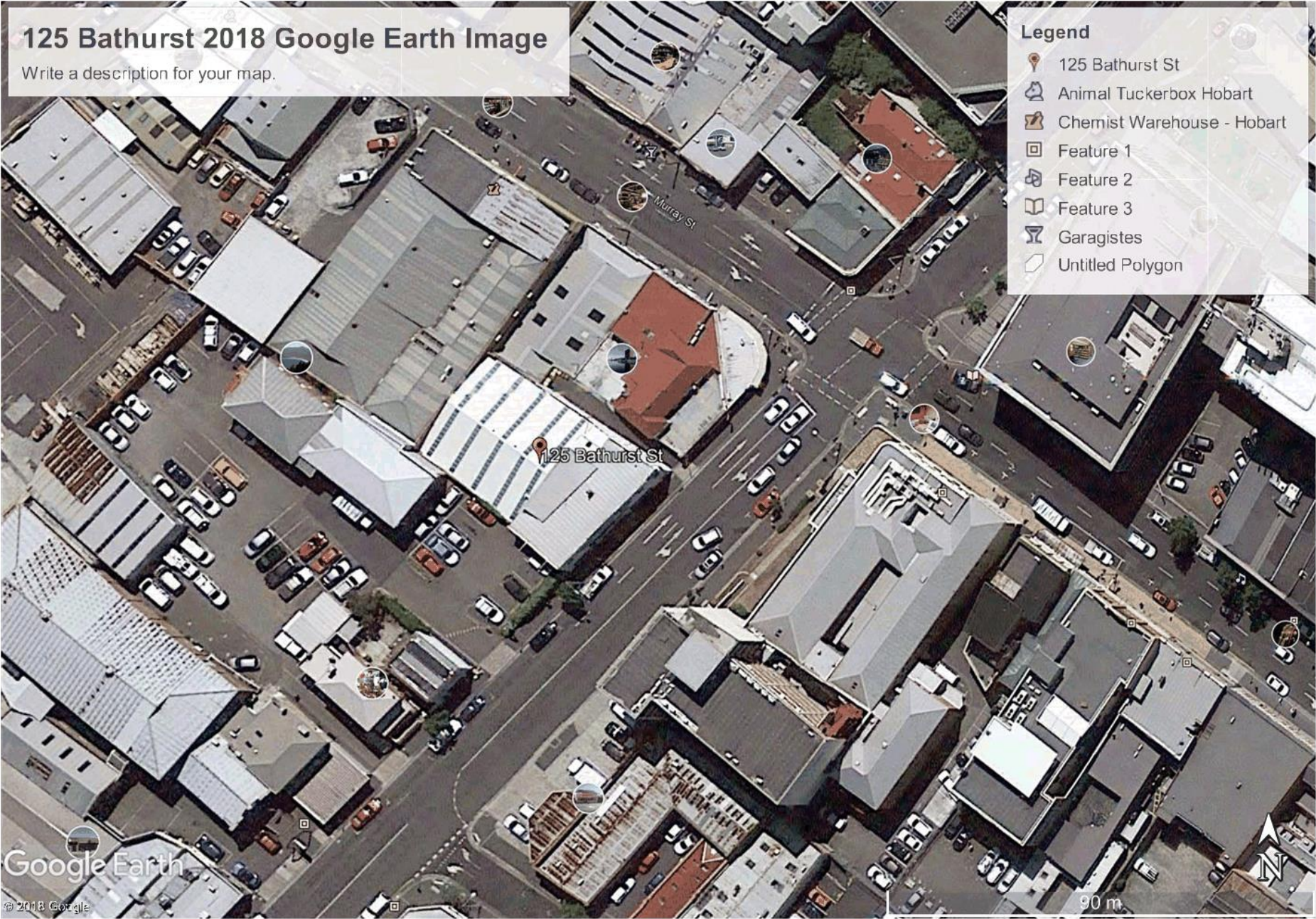


2000 Aerial Photograph – close-up of site





2018 Aerial Photograph – close-up of site



Appendix C – WorkSafe Tasmania Correspondence

Correspondence

Nikki Meskanen

From: Knowles, Melanie (DoJ) <Melanie.Knowles@justice.tas.gov.au>
Sent: Thursday, 12 July 2018 12:13 PM
To: Nikki Meskanen
Subject: RE: Dangerous goods database check request - 125 Bathurst Street Hobart

CompleteRepository: 3218905
Description: 125 Bathurst Limited PSI
JobNo: 18905
OperatingCentre: 32
RepoEmail: 3218905@ghd.com
RepoType: Job

Hi Nikki,

My apologies for the delay in getting back to you. The final search did not return any more dangerous goods records for the site.

Kind regards,

Melanie

**Melanie Knowles | Support Officer – Prosecution Coordination**

WorkSafe Tasmania
Department of Justice

p (03) 6166 4680

e Melanie.Knowles@justice.tas.gov.au

w www.justice.tas.gov.au

30 Gordons Hill Road, Rosny Park, TAS 7018 | PO Box 56, Rosny Park TAS 7018

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From: Nikki Meskanen <Nikki.Meskanen@ghd.com>
Sent: Thursday, 12 July 2018 9:10 AM
To: Knowles, Melanie (DoJ) <Melanie.Knowles@justice.tas.gov.au>
Subject: RE: Dangerous goods database check request - 125 Bathurst Street Hobart

Hi Melanie,

Do you have the final info for this site?

Thanks,
Nikki

Nikki Meskanen
Senior Environmental Scientist

GHD*Proudly employee owned*T: +61 3 6210 0633 | M: +61 455 895 831 | E: nikki.meskanen@ghd.com
2 Salamanca Square Hobart Tasmania 7000 Australia | www.ghd.com

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From: Knowles, Melanie (DoJ) <Melanie.Knowles@justice.tas.gov.au>
Sent: Thursday, 28 June 2018 4:21 PM
To: Nikki Meskanen <Nikki.Meskanen@ghd.com>
Subject: RE: Dangerous goods database check request - 125 Bathurst Street Hobart

Hi Nikki,

I am just waiting on a final search parameter on dangerous goods at 125 Bathurst Street, Hobart; I will let you know the results of that search as soon as possible. So far I have found no records of dangerous goods for that location in our files.

Kind Regards,

Melanie

**Melanie Knowles | Support Officer – Prosecution Coordination**WorkSafe Tasmania
Department of Justice

p (03) 6166 4680

e Melanie.Knowles@justice.tas.gov.auw www.justice.tas.gov.au

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From: Nikki Meskanen <Nikki.Meskanen@ghd.com>
Sent: Wednesday, 20 June 2018 2:04 PM
To: Nidorfer, Elma (DoJ) <Elma.Nidorfer@justice.tas.gov.au>; WST Info (DoJ) <WST.Info@justice.tas.gov.au>
Subject: Dangerous goods database check request

Hi,

Please find attached a requested for a dangerous goods search for 125 Bathurst Street in Hobart.

If you could let us know an ETA, it would be appreciated.

Thankyou,
Nikki

Nikki Meskanen
Senior Environmental Scientist

GHD

Proudly employee owned

T: +61 3 6210 0633 | M: +61 455 895 831 | E: nikki.meskanen@ghd.com
2 Salamanca Square Hobart Tasmania 7000 Australia | www.ghd.com

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Appendix D – EPA Tasmania Correspondence

Correspondence

Level 7, 134 Macquarie Street, Hobart TAS
GPO Box 1550, Hobart, TAS 7001 Australia

Enquiries: Contaminated Sites Unit
Phone: (03) 6165 4599
Email: contaminatedsites@epa.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: (EN-EM-AV-100706_38: H889528) ars



17 July 2018

Ms Nikki Meskanen
GHD
2 Salamanca Square
HOBART TAS 7000

Dear Ms Meskanen

PROPERTY INFORMATION REQUEST
125 Bathurst Street, Hobart
Certificate of Title: 249758/1

On 20 June 2018, the Contaminated Sites Unit received your Property Information Request relating to the land referred to above ('the Site').

Whilst no EPA Tasmania records relating to contamination or potentially contaminating activities on the Site were found, a Hobart City Council record indicated that, prior to 2007, **126 Murray Street** may have been a service station with the adjoining properties **130 Murray** and **125 Bathurst Streets** also involved in the automotive industry. The activities associated with this land use have the potential to cause land and groundwater contamination. Please refer to our website for further explanation: <http://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/potentially-contaminating-activities-industries-and-land-uses>

The neighbouring property at **90 Melville Street** was the timber yard associated with the Kemp and Denning sawmill and later a building material and hardware business. No records reporting contamination were discovered, however some activities associated with the operation of a timber yard have the potential to contaminate soil and ground water

At **144-160 Murray Street** (adjoining the Site on the North East boundary), historical WorkSafe Tasmania (WST) File W329 (1969-1985) and File IS-67155-15 (1936) refer to the presence of dangerous goods stored in Underground Storage Tanks.

No other records relating to contamination or potentially contaminating activities at the Site or adjacent properties were found.

The search of records is restricted to those held by EPA Tasmania and includes records relating to: The *Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2010*; Industrial Sites (which are or have been regulated by EPA Tasmania); historic landfills; and contamination issues reported to the Contaminated Sites Unit. In addition, the Incidents and Complaints database and records relating to the historical storage of dangerous goods (as detailed below) are searched.

WorkSafe Tasmania (1300 366 322 or wstinfo@justice.tas.gov.au) may have issued dangerous goods licences and/or may hold relevant records for the Site and adjoining properties. As the storage of dangerous goods/fuels is an environmentally relevant activity, you may wish to contact them for further information.

Please note that the dangerous goods licensing records referred to by EPA Tasmania are for sites with underground storage tanks that ceased holding Dangerous Goods Licences prior to 1993. WorkSafe Tasmania hold the records for these Licences after 1993.

EPA Tasmania does not hold records on all sites that are or may be contaminated. You should consider obtaining a site history to determine the likelihood of contamination. If contamination on the Site or an adjacent property is considered likely, further assessment by a competent environmental assessment practitioner is recommended. Site assessments should be conducted in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999*, National Environment Protection Council (or as varied). <http://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/contaminated-site-assessment>

Please note since 1 July 2015, the Director has required all environmental site assessments and reports submitted to the Contaminated Sites Unit for consideration to be prepared by a person certified as a specialist contaminated sites consultant under a scheme approved by the Director. Effective from the 30 June 2018 the currently endorsed scheme is Certified Environmental Practitioner Scheme: Site Contamination. <https://www.cenvp.org>). Alternatively, the investigation may be conducted or endorsed by an interstate Contaminated Sites Auditor.

Further details are available at: <http://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/engaging-a-contaminated-site-assessment-consultant>.

As local councils are able to issue Environment Protection Notices, Environmental Infringement Notices and record complaints, you may wish to contact them for additional information that may be relevant to the Site. Further, if the Site has historically been subject to a permit under the *Land Use Planning and Approvals Act 1993*, the Council would have issued the permit.

Under the *Right to Information Act 2009* (RTI Act), you are entitled to apply for any records mentioned within this letter such as reports, letters, or other relevant documents. For further information on how the RTI process works and how to request information under the RTI Act please visit the Department of Primary Industries, Parks, Water and Environment website.

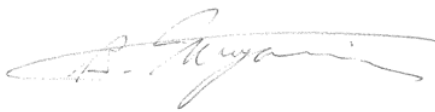
If you are purchasing a property, you should consider Part 5A of the *Environmental Management and Pollution Control Act 1994* (EMPCA) which defines and specifies requirements for managing contaminated sites. If there is reason to believe the Site is, or is likely to be, contaminated there are certain requirements that you must meet (e.g. notification of a likely contaminated site to the Director, EPA, as outlined in section 74B of the EMPCA).

Although all due care has been taken in the preparation of this letter, the Crown gives no warranty, express or implied, as to the accuracy or completeness of the information provided. The Crown and its servants or agents accept no responsibility for any loss or damage, which may arise from reliance upon this letter, and any person relying on the letter, does so at their own risk absolutely.

As you are aware, property searches incur a charge of \$232.50. An invoice is enclosed.

If you have any queries in relation to the matters above, please contact the Contaminated Sites Unit using the details at the head of this correspondence or refer to the EPA website at www.epa.tas.gov.au and click on 'Regulation and Assessment' to locate information on Underground Fuel Tanks and Contaminated Sites.

Yours sincerely



Bruce Napier
ENVIRONMENTAL OFFICER - CONTAMINATED SITES

Email: Nikki Meskanen – nikki.meskanen@ghd.com

Attachment: Invoice

Appendix E – Hobart City Council Records

Correspondence

From: Dwyer, Jessica
To: [Nikki Meskanen](#); [Moore, Rowan](#); [Edwards, Felicity](#)
Subject: RE: Request for historic contamination information
Date: Wednesday, 27 June 2018 3:34:31 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Nikki,

Our records show that from 1940 to 1948 the property at 125 Bathurst Street was used as a motor car dealers, engineers and garages operating under the name Curnow's garage. From 1949 (date of operation ending unknown) the property again operated as a motor car dealer, engineer and garage under the name of Island Cars Pty Ltd.

The property has two adjacent sites that are considered to be potentially contaminated.

- 130 Murray Street which our records show as operating as a motor car dealer, engineer & garage from 1948 (date of operation ending unknown) under the name of Tasmanian Automotive Service Company.
- 144-160 Murray Street which our records show as operating as a motor car dealer, engineer & garage under the names of;
C.T Ovenden & Ovendons garage from 1924
R. Lyden from 1932,
Broderick Bros. Service Station from 1948,
Woodwards Tyres PTY LTD from 1969 onwards.

**Please note "motor car dealer, engineer & garage" is a category name used to categorize similar businesses which was used when our register of potentially contaminated sites was created. These operations would now be considered to fall under commercial engine and machinery workshops or petroleum product or oil storage for service stations.

Please let me know if you need anything else.

Kind regards,

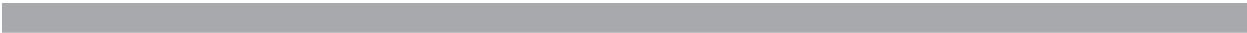
Jess

Jessica Dwyer
Environmental Health Officer | Environmental Health



City of HOBART

16 Elizabeth Street, Hobart, Tasmania, Australia, 7000 | hobartcity.com.au
Telephone (03) 6238 2115



GHD

2 Salamanca Square
T: 61 3 6210 0600 F: 61 3 8732 7046 E: hbamail@ghd.com

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	N Meskanen	Peter Topliss		Peter Topliss		25/07/2018

www.ghd.com





10 September 2020

City of Hobart
16 Elizabeth St
HOBART TAS 7000

Our ref: 12539351

125 Bathurst Limited PSI - PLN-20-532
Proposed Site Assessment Commitments and Contamination Management Plan

This letter has been prepared in response to the City of Hobart (CoH) request for additional information to support Planning Application PLN-20-532. This information is submitted to advise how potential contamination at 125 Bathurst Street, Hobart (the site) is proposed to be assessed and managed during redevelopment of the site. A Preliminary Site Investigation (i.e. a limited Phase 1 contamination assessment) was completed in mid-2018, and the findings are described in GHD (2018b)¹.

This letter has been prepared to confirm that an extensive Environmental Site Assessment (ESA), will be undertaken after structures at the site are removed. A Contamination Management Plan (CMP), will be prepared based on the findings of the ESA, to ensure that appropriate remediation and protection measures are undertaken during excavations and to ensure the Site is suitable for the proposed use. It is intended that the CMP will include a statement that if the CMP is followed, the land will be suitable for its intended use and that the excavations will not adversely impact human health or the environment.

The site is currently built up and has no open space, buildings cover most of the site apart from a driveway/right of way that provides access of Bathurst Street. A large 2-storey warehouse is located at the back of the site, with the street frontage comprising a two-storey building that consists of two ground floor offices positioned on either side of a vehicle access-way that leads into the warehouse beneath a residential flat that is accessed from Bathurst Street.

1 Current status of contamination investigations

The GHD (2018) limited PSI did not identify any definite indications of contamination at the site however, on the basis of the landuse history and infrastructure at the site and adjacent properties, it was recommended that some limited soil sampling should be undertaken to confirm the quality of soil at the site. It was concluded that the preceding investigation did not identify any higher risk (of potential contamination) based on the site history. Therefore, on the condition future development works at the site are staged, and that subsurface disturbance (after building removal) does not occur before an ESA has been completed, the potential risk to human health (i.e. site workers) and the environment can be adequately managed. In the unlikely event that site contamination is identified, it will be during the ESA process, at which time appropriate management controls can be advised by the environmental consultant. In following this process, the demolition program (prior to the ESA), should not include

¹ GHD (2018). 125 Bathurst Limited PSI, Delivery Report. July 2018.

subsurface excavation or removal of soil material until a suitable level of characterisation has been conducted and appropriate approvals for off-site disposal obtained.

2 Environmental Site Assessment Commitments

Following removal of structures (which currently cover approximately 90% of the site), the owner of the site, under guidance from Circa Morris-Nunn (the architects) and GHD (the contamination consultants), commits to complete an extensive ESA at the site. The ESA will be undertaken in general accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013)* ('the ASC NEPM') and will comprise a gridded and semi-targeted array of soil sampling locations that will meet the minimum requirements for soil sampling densities described in Australian Standard AS 4482.1-2005².

As described in Section 1, the ESA will also include some monitoring of groundwater quality however, the extent of any groundwater monitoring undertaken at the site will be dependent on the findings of the soil assessment.

It is intended that a SAP will be prepared in accordance with the ASC NEPM, before intrusive investigations commence. The SAP will cover infilling of site history data gaps (e.g. location of up-hydraulic gradient off-site fuel tanks) and ensure that all areas of potential historic contamination are targeted for characterisation, ensure the site is assessed at an appropriate density, that relevant chemicals of potential concern (CoPC) are tested for in relevant samples. The SAP will also confirm quality assurance and quality control (QA/QC) requirements for the sampling program, by identifying data quality objectives (DQOs), to ensure that data obtained during the investigations is reliable, repeatable and precise, and therefore suitable for decision-making at the site.

The ESA will assess risks to potential sensitive human and ecological receptors at the site, including current site users (i.e. workers, residents and visitors), workers during the redevelopment of the site, and future post-development users. Potential risks to the identified receptors from contaminated soil and water at the site will be assessed in accordance with the ASC NEPM and its published assessment criteria. Where identified risks are considered to be unacceptable, appropriate management and mitigation measures will be proposed to render the risks acceptable (e.g. removal of contaminated material from site, appropriate handling measures etc.) (see Section 3.0 for more information on management).

Chemicals of potential concern at the site are identified in GHD (2018b) as comprising:

- Total recoverable hydrocarbons (TRH)
- Benzene, toluene, ethylbenzene, xylene and naphthalene (BTEXN)
- Metals (cadmium, chromium, copper, lead, mercury, nickel and zinc)
- Polycyclic aromatic hydrocarbons (PAH)
- Phenols

² Australian Standard AS 4482.1-2005. *Guide to the investigation and sampling of sites with potentially contaminated soil. Part 1: non-volatile and semi-volatile compounds.*

3 Contamination Management Plan Commitments

As described in Section 2.0, following completion of the ASC NEPM-compliant ESA, the findings of the assessment will be used to identify where unacceptable risks to potential sensitive receptors exist. Where a complete linkage between a contamination Source, a transport and uptake Pathway and a sensitive Receptor exists (termed a complete source-pathway-receptor [SPR] linkage), a potential risk is present.

A detailed Contamination Management Plan (CMP) will be developed to manage or mitigate all identified contamination risks once they have been identified and characterised. The CMP will be prepared in general accordance with the ASC NEPM, and Environment Protection Agency (EPA) Tasmania guidance documents *Bulletin No 105 Classification and Management of Contaminated Soil November 2018*, and will include as a minimum the following main points (note the following list is indicative only; actual management actions to be implemented during the works will be selected depending on what media is impacted, the contaminants that are present, concentrations measured etc.):

- Description of all areas of unacceptable risk including media (i.e. soil or groundwater), lateral extent, depth, CoPC, expected concentrations, receptors at risk (e.g. ecological communities, intrusive workers, residents etc.)
- Identification of appropriate management measures to protect identified receptors, such as offsite disposal or capping/containing impacts (e.g. to control groundwater ingress or human contact), and handling/exposure mitigation measures such as dust control and stockpiling measures and PPE
- Validation procedures (e.g. sampling and analysis of excavation walls/floor after removal of contaminated material)
- Monitoring procedures (e.g. for visible dust, asbestos fibres, Lowest Explosive Limits [LELs] etc.)
- Reporting commitments (e.g. what and to whom, frequency, supporting documentation such as tipping dockets/landfill receipts etc.)

Sincerely
GHD



Nikki Meskanen
Senior Environmental Scientist
+61 3 62100633



14 September 2020

Alex Nielsen
Architect
Circa Morris-Nunn
IXL Atrium 27 Hunter Street
Hobart TAS 7000

Our ref: 12539351
Your ref:

Dear Alex

**125 Bathurst Limited PSI
Options to fulfil City of Hobart Conditions PCL1 and PCL2**

The following presents our comments on the City of Hobart (CoH) Conditions PCL1 and PCL2 with regard to 125 Bathurst Street in Hobart (the Site). The conditions pertain to the need for an Environmental Site Assessment (ESA) to be completed at the site to assess potential risks to human health and the environment from potential contamination during excavation works, and for the proposed landuse. Where potential risks are identified, they should be remediated or mitigated during the excavation works and before the proposed use commences. Once this has been completed, for a Statement of Suitability is required to be prepared based on the results of the ESA, which confirms that the site will not adversely impact on human health or the environment (subject to implementation of management and mitigation measures).

GHD previously undertook a limited Phase 1 assessment at the Site, which comprised a site walkover and a desktop review of the environmental setting and historic landuse activities. The GHD (2018)¹, assessment identified that *"Based on the findings of this limited PSI, potentially contaminating activities have been identified on the site that would warrant that intrusive site investigations be undertaken to confirm the contamination status of the site. On the basis of the types of historic activities carried out in the vicinity of the site, and their locations, it is recommended that soil and groundwater are tested to confirm likely contamination sources, as well as to assess potential risks to human health and the environment, and to provide preliminary information on likely requirements for offsite disposal of soils"*.

The Site currently has a two-storey building on it, which extends out to three of the four boundaries, and the fourth boundary is occupied by a right of way which is used by a number of neighbouring businesses. The Site is currently occupied by a windscreen repair business (ground floor) which needs full access across their site for up to 12 hours per day, and a private residence (Level one). As such, it is not considered practicable to undertake an intrusive investigation at the site at this point in time.

On the basis that GHD (2018) identified that soil and groundwater the Site has potential to be contaminated, it is proposed that a Phase 2 intrusive soil assessment will be undertaken following demolition and removal of the building from the site and before the underlying soils are significantly disturbed. This would allow the field sampling to be undertaken without disrupting the current occupiers,

¹ GHD (2018). 125 Bathurst Limited PSI Delivery Report. July 2018

and will also provide greater visibility to ensure that potential contamination "hotspots" (on basis of visual and olfactory evidence), are targeted for sampling.

All assessment works and management plans will be prepared and/or undertaken in accordance with the requirements of the National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013) (the ASC NEPM).

Please contact the undersigned if you wish to discuss any aspect of this advice.

Kind Regards,
GHD



Nikki Meskanen
Senior Environmental Scientist
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25/11/2020



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ENGINEER'S ADVICE

201125 EA 19E19-7

To: Alex Nielsen (Circa Morris
Nunn), Ganche Chau (Circa
Morris Nunn)

Inspection ☐Instruction ☐

Cc: Anthony Cengia
(TasWater), Matt Webster
(Aldanmark), Danton Evans
(Aldanmark)

Memo ☐RFI Response ☒Shop Drawing Approval ☐

Project: Bathurst Street Apartments: 125 Bathurst Street, HOBART

Subject: Domestic water demand calculations

Relevant documents:

1. Architectural drawings by Circa Morris-Nunn work in progress drawings
2. Flow and Pressure Test report provided by Chubb Fire dated 22/09/2020
3. ListMap Data
4. Correspondence from TasWater RAI TWDA 2020/01267-HCC

TABLE 1 – WATER EQUIVALENT TENEMENTS

Water loadings are in accordance with TasWater Supplement to the Water Supply Code of Australia WSA 03-2011-3.1 MRWA Edition V2.0. The total equivalent (ET's) calculation is provided in tabular form in Table 2 below:

Type	Comments	Quantity	Unit Rating	Total Water ET's
RM Accommodation - 1 Bedroom	Standard 1-bedroom Hotel Room	40 Rooms	0.33	13.2
Restaurant / Café (Ground Floor)	Calculated on SQM of Area	77m2	0.005	0.385
Bar (Fifth floor)	Calculated on SQM of Area	96m2	0.03	2.88
Bar (Roof Top)	Calculated on SQM of Area	16m2	0.03	.48
Total Approximate Equivalent Tenements for the Proposed Development (ET's)				16.94
Total domestic demands calculated from AS3500.1 due to under 100 ET's				4.21 L/ps

25/11/2020

201125 EA 19E19-7

Due to total ET's being below 100, Domestic supply size has been calculated from equations specified from AS3500.1 Table 3.2.3. Probable simultaneous demand (PSD) for dwellings and assumed fixture loadings Table 3.2.4 Probably Simultaneous Flow Rates (PSFR's) and Appendix D with consideration to the below parameters:

TABLE 2 – WATER DEMANDS BASED ON AS3500.1

Type	Comments	Quantity	Assumed loading units	Flow rate L/s
Hotel rooms	1 Bedroom Hotel Room	240 Loading Units (PFSR's)	257	1.67
Commercial Tenancies	Potential Restaurant / Cafe	3	77(PSFR's) (Calculated as PSD's)	2.54
Total calculated flow rates.				4.21 L/s

The above calculations have been based on the following factors.

Working pressure of measured 750kPa @ 23 L/s at 99 Bathurst Street
 Pressure drop of 37m
 Static pressure of 750kPa
 Static rise of 35m
 Index length of 60 metres
 50kPa pressure requirement at the most disadvantaged fixture

Based off the above a minimum 65mm domestic supply would be required with a delivery speed of 2.0 metres per second velocity.

Regards,



Chris Fysh
 Building Services Designer - Hydraulic



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IrkMRIw Mrwxvygxmsr

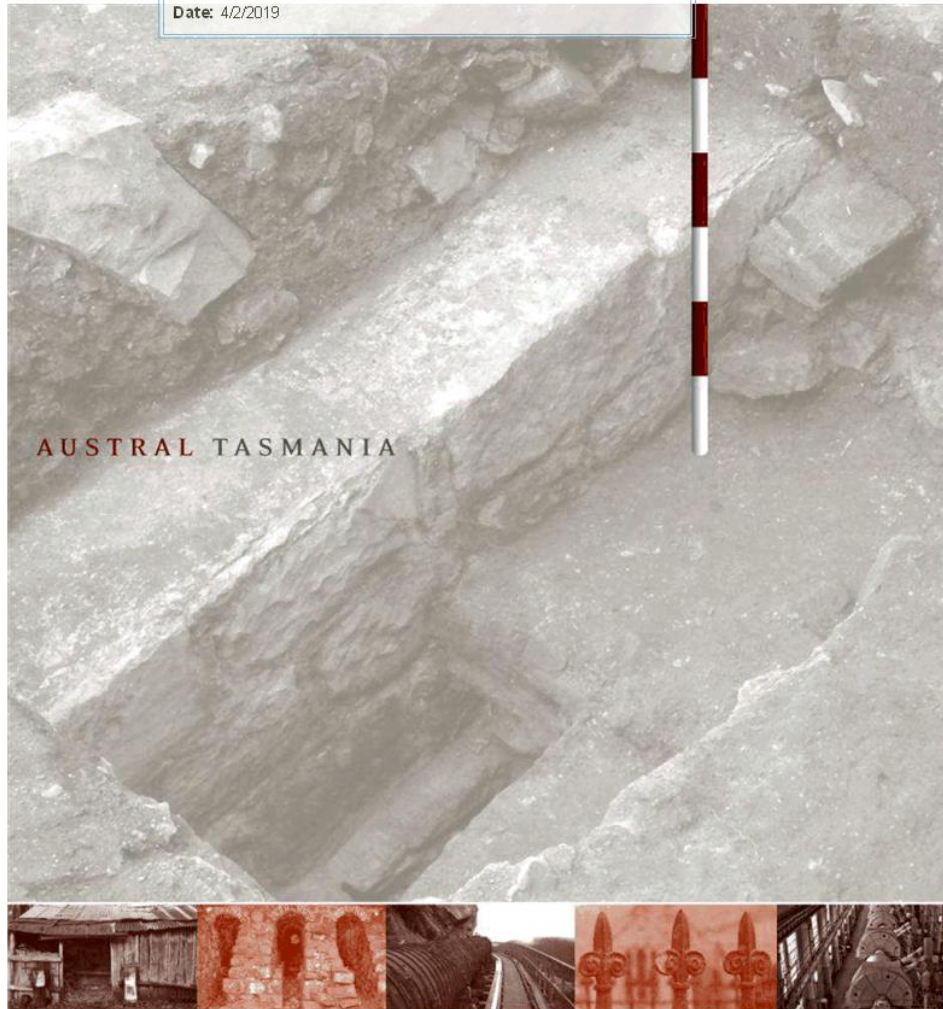
Att Chris Fysh of Aldanr	D ate 30/11/2020
P r ec CLR-20091701	P r 125 Bathurs
R eferenc E-002	Su Confirm FireWater Supp Demand

D iscip i	Wet Fire Servi
Instructi	<p><u>R AT STF</u> L</p> <p>The combined system demand for sprinklers and hydrants is in Pa based on a three tiered car stacking arrangement in the basement carpark and a fire compartment si e (Basement Carpark Carpark Lobby on Ground Floor) of 428m.</p> <p><u>R AT STP R SS R D MA D</u></p> <p>The greatest pressure demand comes from the rooftop bar sprinkler and hydrant requirement of min 5 Pa</p> <p><u>F T STR S TS</u></p> <p>Following completion of a flow test at 99 Bathurst St (approx. 8-10m lower than 125 Bathurst St) some doubt exists over the water supply suitability as the required flow was not achieved. However the flow test arrangement was only through a 65mm pipe- the flows recorded is at a terminal velocity for flow in that si e pipe suggesting that there is significantly more available.</p> <p>pon receipt of flow test results (taken December 2019) at the Harvey Norman store at 161 Murray St (approx. 3-5m higher and 350m laterally than 125 Bathurst St) testing through a 100mm pipe shows that a flow of min 5 is Pa achievable.</p> <p><u>R A</u></p> <p>In all cases (even the best car stacker scenario) dual 150dia water supplies will be required as per the following</p> <p>The effective height of the building is over 25m and 150dia to keep water velocity under 4m/s.</p> <p>Noting also that a recent trend with TasWater (TW) for dual supplies is to merge the supplies BEFORE the metering arrangement such that TW only have one metering assembly for the building. This will satisfy the requirements of the fire standards for a dual supply arrangement and also TW s desire for simplified connections.</p>



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	<p>We confirm that the demand for potential internal wall wetting to ground floor glazing within 6m of the ROW can be accommodated within the demands listed above (in addition to sprinklers and hydrant for ground floor).</p> <p>It is also possible to apply extra water to the glazed roof to the West side of the ground floor by use of conventional type sprinklers at reduced spacing and/ or increased pressure to assist with an alternative solution for this area. Additionally wall wetting to the exterior of western windows above the glazed roof can also be accommodated (up to a limit). We would be pleased to discuss this further with RED Fire Engineers to assist with this element if required.</p>	
	<p>Should the Contractor consider instruct entails a time or cost variation the Contractor shall advise the Superintendent as per the terms for variations in the Contract and not proceed with the work unless directed in writing by the Superintendent or as required by the Contract.</p>	
Instructed By	Tim Cla	
Distributed to	<p>C. Fyfe - Aldanma A. Nielsen - Circa Morris Nunn G. Chua - Circa Morris Nunn M. Dineen - Clier</p>	



125 Bathurst Street, Hobart

Statement of Archaeological Potential

Final Report prepared for Qapital Investments Pty Ltd

ATo246

30 July 2018

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Heritage Consultants
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**EXECUTIVE SUMMARY****Introduction**

A redevelopment is proposed for 125 Bathurst Street, Hobart. The property is subject to the archaeological requirements of the *Hobart Interim Planning Scheme 2015* and this report has been prepared to assess the archaeological potential and significance of the place and provide management guidance as part of the development.

Site History

For a place in such proximity to the central business district, it is unusual to have only undergone two key phases of historical development. A weatherboard house and associated outbuildings had been constructed on the property by 1822. For a short period it was also used as a shop, but soon reverted solely to residential functions. Although modified at various stages, the house remained extant until 1937. It was demolished in that year along with remaining outbuildings and the site redeveloped after extensive ground reducing earthworks for the current building, constructed as a reinforced concrete and brick motor garage with residential flat above. This building remains extant and is currently used for windscreen repairs.

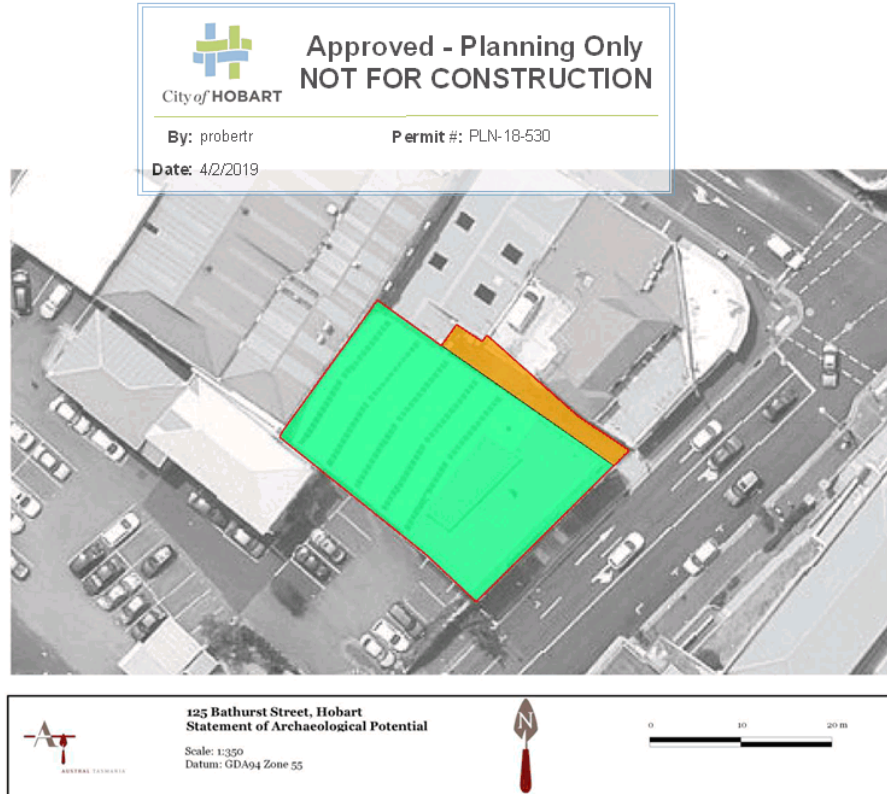
Archaeological Potential and Significance

Archaeological potential is the likelihood of archaeological features or deposits to exist at a particular place. Archaeological significance assesses how important such features may be, usually within state and local frameworks.

The archaeological potential varies across the property. The assessment concludes that approximately 90% of the place (some 585 m²) has nil to low archaeological potential because of the reduction in ground levels. This relates to the footprint of the existing 1937-38 building which is likely to have destroyed archaeological evidence of nineteenth century use and development. The remaining 10% of the study area (some 65 m²) is assessed as having moderate archaeological potential. This area corresponds with the right of way along the north east lot boundary with 126 Murray Street, which may contain evidence of past driveway surfacing or drainage infrastructure. Refuse deposits may also have accumulated in this area.

The archaeological significance of such remnant evidence, in isolation from other aspects of the place (destroyed in 1937-38) is assessed as being low. Evidence of potential historic driveway surfaces or drainage infrastructure is limited in the information that it could contribute to an understanding of Hobart's history.

The variable archaeological potential of the place has been presented in a simplified zoning, dividing the property into areas of nil to low and moderate potential. This is shown in the following Archaeological Zoning Plan.



Archaeological Zoning Plan for 125 Bathurst Street. The zoning shows: 1. areas of nil to low (green) and 2. moderate (orange) archaeological potential (LIST Map, © State of Tasmania).

Recommendations

A Statement of Archaeological Potential is designed to provide guidance on the appropriate course of action to manage archaeological values. The retention of evidence of historic driveway surfaces or drainage infrastructure whilst desirable, is not considered essential. It is unlikely to be of sufficient significance to warrant avoidance and conservation. Archaeological monitoring of excavations within this zone and recording of features prior to removal is considered an appropriate response.

Recommendation 1: Statutory compliance

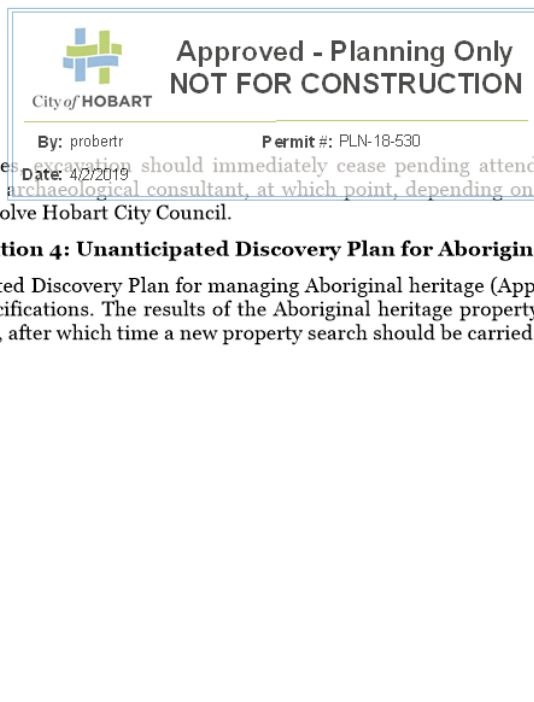
This Statement of Archaeological Potential should form part of the Development Application for the proposed development.

Recommendation 2: Archaeological Monitoring & Recording within Zone of Moderate Potential

Ground disturbances within the area zoned as having moderate archaeological potential as depicted in the Archaeological Zoning Plan are to be monitored and recorded by a suitably qualified and experienced historical archaeologist. The results of the monitoring are to be documented in a report submitted to Hobart City Council. Whilst desirable to retain archaeological features or deposits within this area, they are unlikely to be of sufficient significance to warrant avoidance and conservation.

Recommendation 3: Unanticipated Discovery Protocol for Historical Archaeology

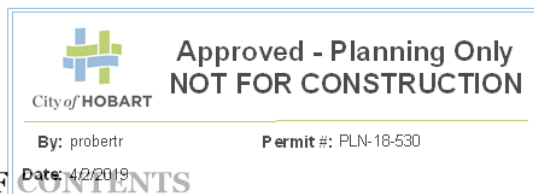
Excavations within the area zoned as having nil to low archaeological potential as depicted in the Archaeological Zoning Plan can proceed without further archaeological oversight. However, the Project Specifications should include notification protocols whereby archaeological advice is sought if features or deposits of an archaeological nature are uncovered during excavation or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 m².



In such instances, excavation should immediately cease pending attendance on site and receipt of advice from the archaeological consultant, at which point, depending on the findings, it may also be necessary to involve Hobart City Council.

Recommendation 4: Unanticipated Discovery Plan for Aboriginal Heritage

The Unanticipated Discovery Plan for managing Aboriginal heritage (Appendix 1) should form part of the Project Specifications. The results of the Aboriginal heritage property search remain valid until 1 December 2018, after which time a new property search should be carried out.

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1.0 INTRODUCTION

1.1 Client and project details

This report presents the results of a desktop assessment of the historical archaeological potential of 125 Bathurst Street in central Hobart (Figure 1). It has been prepared as part of the proposed redevelopment of the site.

The place is subject to the archaeological requirements of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*. The report provides an illustrated desktop investigation of the site's history and past disturbances; assesses the site's archaeological potential and significance; and provides recommendations to assist with ongoing management.

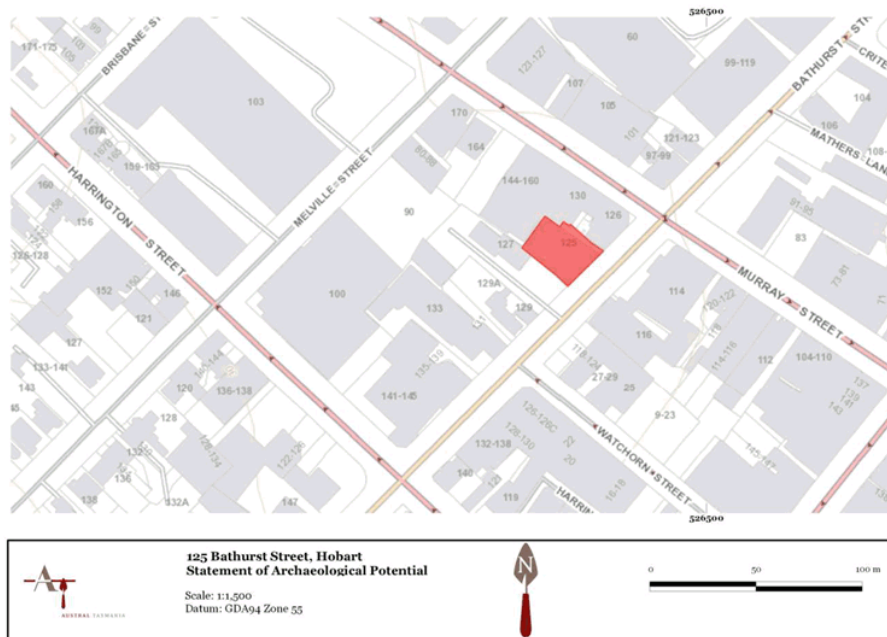


Figure 1: 125 Bathurst Street, Hobart. Study Area shaded red (LIST Map, © State of Tasmania).

1.2 Authorship

This report was written by Justin McCarthy and James Puustinen. It was reviewed by Alan Hay.

1.3 Limitations and constraints

This assessment is limited to consideration of historical archaeological values within a scope defined by the *HIPS 2015*. The assessment of Aboriginal archaeological and cultural values, built heritage and social values is beyond the scope of this study.

An Aboriginal heritage assessment has not been undertaken as part of this work, although an Aboriginal Heritage Property Search has been conducted and the results incorporated into the recommendations made in this report.¹

Detailed original research has been carried out for this project and all sources cited in this report are included in the reference list. The results and judgements contained in this report are constrained by the limitations inherent in overview type assessments, namely accessibility of historical information

¹ Aboriginal Heritage Search Record PS0025689: 125 Bathurst Street, Hobart, 1 June 2018



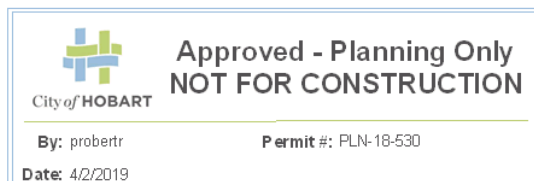
within a timely manner. Whilst every effort has been made to gain insight to the historic heritage profile of the subject study area, Austral Tasmania Pty Ltd cannot be held accountable for errors or omissions arising from such constraining factors.

All maps are oriented with North at the top of the page unless otherwise assigned.

1.4 Acknowledgements

The assistance of the following people and organisations is gratefully acknowledged:

- Mr Quinten Villanueva, Qapital Investments;
- Mr Mathew Chapman, O'Brien Glass;
- Mr John Stephenson, Heritage Tasmania, DPIPW; and
- Staff of the Tasmanian Archives and Heritage Office.



2.0 REQUIREMENTS FOR HISTORICAL ARCHAEOLOGICAL MANAGEMENT

2.1 Desktop review of registered and listed heritage places

Both Commonwealth and State Acts of Parliament may have a bearing on the management of cultural heritage at 125 Bathurst Street. Key legislation is summarised below. The summary is intended as a guide only and should be confirmed with the administering agency and, where necessary, specialist legal opinion.

2.2 National Heritage Management Provisions

2.2.1 World/National/Commonwealth Heritage Lists

There is an established framework for the identification, protection and care of places of significance to the nation and/or Commonwealth. Entry in the National and/or Commonwealth Heritage Lists triggers statutory processes under the terms and provisions of the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Actions which will or may have a significant impact upon the recognised values of a listed place are required to be referred to the Australian Government Minister for the Environment, after which a judgement will be made as to whether the proposed action will require formal assessment and approval. The Act also provides for consideration of actions that may occur outside of a listed place that may have significant impact upon national heritage values, or actions taken on Commonwealth land or by Commonwealth agencies that are likely to have a significant impact on the environment (anywhere). Listing occurs by nomination, which may be made by any one at any time. The Act also provides for emergency listing where National Heritage values are considered to be under threat.

As at 5 June 2018, the place is not included or nominated to the World, National or Commonwealth Heritage Lists.

2.3 State Heritage Management

2.3.1 The *Historic Cultural Heritage Act 1995* and the Tasmanian Heritage Register

The *Historic Cultural Heritage Act 1995 (HCHA 1995)* is the key piece of Tasmanian legislation for the identification, assessment and management of historic cultural heritage places.

The *HCHA 1995* establishes the Tasmanian Heritage Register (THR) as an inventory of places of State significance; to recognise the importance of these places to Tasmania; and to establish mechanisms for their protection. 'State historic cultural heritage significance' is not defined, however the amended Act allows for the production of Guidelines, which presumably will use the existing assessment guidelines for the purposes of defining State level significance.²

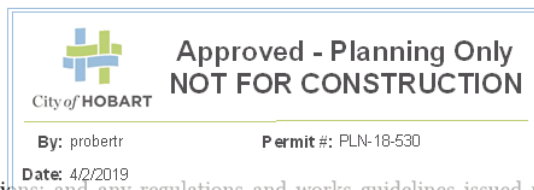
A place of historic cultural heritage significance may be entered in the THR where it meets one of eight criteria. The criteria recognise historical significance, rarity, research potential, important examples of certain types of places, creative and technical achievement, social significance, associations with important groups or people, and aesthetic importance.

Works to places included in the THR require approval, either through a Certificate of Exemption for works which will have no or negligible impact, or through a discretionary permit for those works which may impact on the significance of the place.

Discretionary permit applications are lodged with the relevant local planning authority. On receipt, the application is sent to the Heritage Council, which will firstly decide whether they have an interest in determining the application. If the Heritage Council has no interest in the matter, the local planning authority will determine the application.

If the Heritage Council has an interest in determining the application, a number of matters may be relevant to its decision. This includes the likely impact of the works on the significance of the place;

² Heritage Tasmania, DPIPW, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*



any representations; and any regulations and works guidelines issued under the HCHA 1995. The Heritage Council may also consult with the planning authority when making a decision.

In making a decision, the Heritage Council will exercise one of three options: consent to the discretionary permit being granted; consent to the discretionary permit being granted subject to certain conditions; or advise the planning authority that the discretionary permit should be refused.

The Heritage Council's decision is then forwarded to the planning authority, which will incorporate the decision into any planning permit.

As at 5 June 2018 the place is not included in the THR.

2.3.2 Aboriginal Heritage Act 1975

The *Aboriginal Heritage Act 1975* (AHA 1975) is the key Tasmanian legislation providing for the conservation of Aboriginal heritage. The AHA 1975 applies to 'relics' which are defined as:

- 2 (3)(a) any artefact, painting, carving, engraving, arrangement of stones, midden, or other object, made or created by any of the original inhabitants of Australia or the descendants of any such inhabitants, which is of significance to the Aboriginal People of Tasmania; or;
- (b) any object, site, or place that bears signs of the activities of any such original inhabitants or their descendants, which is of significance to the Aboriginal People of Tasmania; or
- (c) the remains of the body of such an original inhabitant or of a descendant of such an inhabitant that are not interred in –
 - (i) any land that is or has been held, set aside, reserved, or used for the purposes of a burial-ground or cemetery pursuant to any Act, deed, or other instrument; or
 - (ii) a marked grave in any other land
- 2 (4) Despite subsection (3)(a) or (b), objects made, or likely to have been made, for the purposes of sale (otherwise than by way of barter or exchange in accordance with Aboriginal tradition) are not relics for the purposes of this Act.³

All relics are protected under the provisions of the AHA 1975, including those found during works. Permits are required for a range of activities, including to:

- (a) destroy, damage, deface, conceal, or otherwise interfere with a relic;
- (b) make a copy or replica of a carving or engraving that is a relic by rubbing, tracing, casting, or other means that involve direct contact with the carving or engraving;
- (c) remove a relic from the place where it is found or abandoned;
- (d) sell or offer or expose for sale, exchange, or otherwise dispose of a relic or any other object that so nearly resembles a relic as to be likely to deceive or be capable of being mistaken for a relic;
- (e) take a relic, or cause or permit a relic to be taken, out of this State; or
- (f) cause an excavation to be made or any other work to be carried out on Crown land for the purpose of searching for a relic.⁴

An Aboriginal Heritage Property Search has been conducted for the property to determine if it contains any previously recorded Aboriginal heritage sites, or if there are any specific Aboriginal heritage constraints that apply to the place. The search has not identified any registered Aboriginal relics or identified any particular constraints in regards to Aboriginal relics. These results remain valid until 1 December 2018.⁵

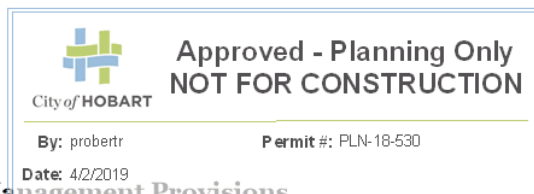
The absence of registered Aboriginal relics does not mean that the study area does not have the potential to contain such items. All Aboriginal relics are protected under the AHA 1975, including those found during works. An Unanticipated Discovery Plan should be implemented should Aboriginal Heritage be discovered during ground disturbance works.⁶ This Unanticipated Discovery Plan is included at Appendix 1.

³ *Aboriginal Heritage Act 1975*, s2(3)

⁴ *Ibid*, s14

⁵ Aboriginal Heritage Search Record PS0025689: 125 Bathurst Street, Hobart, 1 June 2018

⁶ *Ibid*



2.4 Local Management Provisions

2.4.1 Hobart Interim Planning Scheme 2015

The property is located within the planning area of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*. The *HIPS 2015* establishes a Heritage Code, which applies to Heritage Places; Heritage Precincts; and Places of Archaeological Potential.

The property at 125 Bathurst Street is not identified as a Heritage Place or within a Heritage Precinct. It is however within the Place of Archaeological Potential defined by Figure E13.4.1 (Figure 2 below). The objective for the management of archaeological values as part of Building, Works and Demolition is:

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.⁷

The relevant performance criteria are:

Acceptable Solutions	Performance Criteria
A1 Building and works do not involve excavation or ground disturbance.	P1 Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to: <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; (e) measures proposed to preserve significant archaeological evidence 'in situ'.

Table 1: HIPS 2015: Development Standards for Places of Archaeological Potential - E13.10.1 Building, Works and Demolition

The *HIPS 2015* establishes a series of Application Requirement for Buildings and Works within the Place of Archaeological Potential. This report addresses the Scheme definition of a 'Statement of Archaeological Potential' which is:

statement of archaeological potential

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).

⁷ *HIPS 2015*, cl.13.10.1

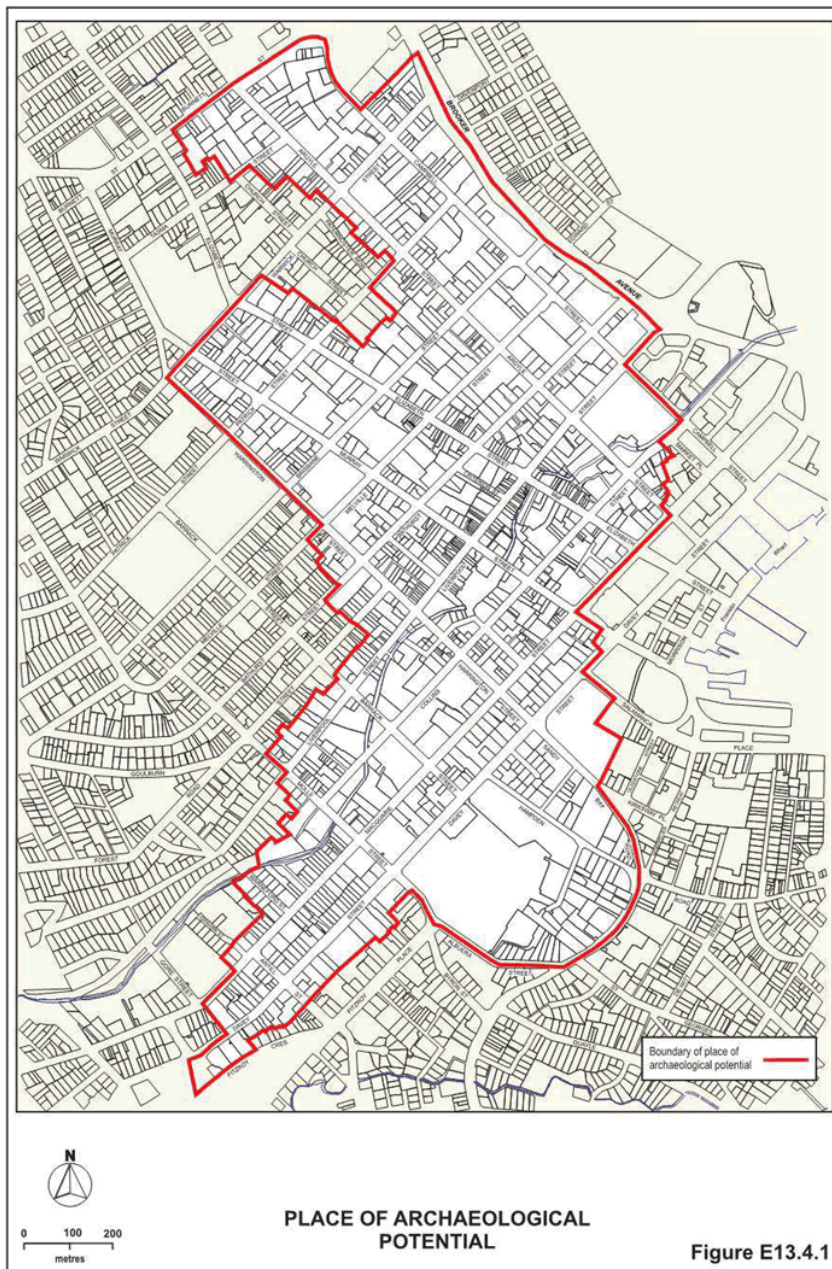


Figure 2: Hobart Interim Planning Scheme 2015 - Place of Archaeological Potential Figure E13.4.1



2.5 Other Heritage Lists

2.5.1 Register of the National Estate

The Register of the National Estate (RNE) was established in 1976 as a list of natural, Indigenous and historic heritage places throughout Australia, with limited statutory mechanisms relating to actions taken by the Commonwealth. As of February 2007, the RNE ceased to be an active register, with places no longer able to be added or removed and the expectation that the States and Territories would consider places included on the RNE for management under relevant State legislation. The RNE ceased to exist as a statutory register on 19 February 2012 and references to the RNE were removed from the *EPBC Act*. The RNE continues to exist as a non-statutory information source. Coincidence with other heritage lists and registers (including the THR and planning scheme heritage schedules) is not uncommon.

The property is not included on the RNE.

2.6 Section Summary

Table 2 below summarises the various statutory and non-statutory mechanisms and identifies those in which part of the place is listed.

Register/Listing	Inclusion	Statutory Implications
National Heritage List	No	No
Commonwealth Heritage List	No	No
Tasmanian Heritage Register	No	No
<i>Hobart Interim Planning Scheme 2015</i>	Yes	Yes
Register of the National Estate	No	No

Table 2: Summary of statutory and non-statutory mechanisms



3.0 ILLUSTRATED SITE HISTORY

3.1 Introduction

The Planning Scheme requires a Statement of Archaeological Potential to include an illustrated site and disturbance history. This consists of a series of overlay plans that depict key periods or phases (as dictated by the availability of archival evidence), together with explanatory text and illustrations.

This historical overview begins with a brief introduction to the Aboriginal people of the Hobart area, followed by information related to the early European settlement and development of Hobart and the study area. Historical information has been sourced from key primary and secondary sources to inform archaeological judgments.

For a place in proximity to the central business district of Hobart, it is unusual that the study area appears to have undergone only two key phases of development. These were a weatherboard house that was in place by 1822, and used for a short period as a shop and which survived until 1937 when the site was cleared and the current concrete and brick building was constructed as a motor garage.

The site history has been arranged chronologically addressing the following key phases of use and development:

- The Aboriginal people of the Hobart area and contact history;
- 1804-c.1822: the European settlement of Hobart and the study area;
- 1822: initial subdivision & residential and commercial development; and
- 1937-38: Site Clearance and Redevelopment.

3.2 The Aboriginal People of the Hobart Area & Contact History

Before European settlement, Ryan has described Tasmanian Aboriginal society as consisting of nine nations, each containing multiple social units or bands. Tribal boundaries could vary between well-defined borders based on geographical features, to broader transitional zones existing between two friendly tribes.⁸

The western shore of the Derwent formed part of the lands of the South East nation. Their territory covered an area of approximately 3,100km² to encompass the western shore of the Derwent north to New Norfolk, the D'Entrecasteaux Channel and Bruny Island, and south to South Cape, extending west to the Huon Valley. Ryan writes that prior to European contact, the area probably contained seven bands, each with about 70 to 80 people. The Hobart area was home to the Muwinina band. They knew the area as Nibberloone or Linghe.

The coastal fringe provided rich food resources - both plants and animals. The coast provided a wide range of shellfish: large and small whelks, werreners, mussels, periwinkles, limpets, chitons, oysters, crayfish and crabs. Shellfish were gathered along the shoreline, but also from deeper water, with Aboriginal women noted for their diving skills.

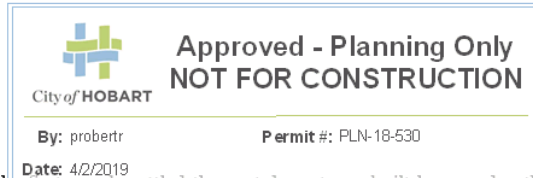
In the hinterland, birds, possums, kangaroos and wallabies could be found, as too were edible plant and fungus species. Land management through regular burning encouraged 'green pick' (new growth and grasslands) that in turn, supported native game in numbers.

Unlike other nations, the South East group did not move inland during Spring and Summer. Their lands provided sufficient food throughout the year, travelling up and down the coast with the seasons, and to outlying islands using bark catamarans. Seasonal changes would also bring new food such as seals, mutton birds and swan eggs.⁹

The Nuenonne band from Bruny Island was visiting the area when David Collins arrived in 1804. Woorady, of the Nuenonne later recalled how the people reacted and interpreted the events of early settlement, describing how:

⁸ Ryan, L, *The Aboriginal Tasmanians*, Allen & Unwin: St Leonards, 1996, p.12

⁹ *Ibid*, pp.39-43; Officer, I, *Survey of Derwent River Aboriginal Midden and Quarry Sites*, unpublished dissertation to the Environmental Department of the Division of Teacher Education, October 1980, no page numbers; Maynard, L, *A Report on the Social, Cultural & Historical Connection of Aboriginal People to Hobart and its Surrounds*, unpublished report for Housing Tasmania, TALSC, TAC, AHT, July 2010, pp.3-5



...when the first people settled they cut down trees, built houses, dug the ground and planted; that by and by more ships came, then plenty of ships; that the natives went to the mountains [Mount Wellington], went and looked at what the white people did, went and told other natives and they came and looked also.¹⁰

Brief details of contact between the Aboriginal people and the British can be found in the diary of the Reverend Robert Knopwood. An entry in March 1804 records his observations on encountering 'a great many native hutts [sic] and the fires they made' on the western shore of the Derwent, north of Hobart. Two days later he noted many Aboriginal people were around the camp at Sullivans Cove, but they could not be persuaded to enter. On numerous occasions, Knopwood wrote of the fires lit by the Aboriginal people for both land management and hunting.¹¹

Initial contact between the Muwinina and Europeans was positive. Although not visiting the settlement, the Aboriginal people were friendly with small groups of Europeans they met at more isolated areas. Such relations were not to last, as by 1806, violence had already begun to emerge. Conflict over food resources was one of the triggers in the deteriorating relationship. By necessity, the European settlers sought to augment their meagre stores with fresh caught game, mainly kangaroos, thereby placing them in direct competition with the Aboriginal people. So insatiable was the European demand for kangaroos, that by late 1808 this food resource had largely been exhausted from the immediate surrounds of Hobart, with hunting parties having to venture further afield.¹²

This period saw a fundamental shift in colonial society with the relocation of Norfolk Islanders to Van Diemen's Land, beginning in 1805 and intensifying from 1807. Gradually, farms spread out along the shores of the Derwent as a burgeoning agricultural economy began to take shape. Over the coming years, more land was granted and brought into production, and the population grew, albeit slowly at first.

The period 1804 to 1824 has been described as one of 'uneasy coexistence' between Aboriginal people and Europeans. Certainly, there were outbreaks of hostilities, but by comparison with what occurred post-1824, the first two decades since the coming of the Europeans were relatively calm.¹³ Notwithstanding the increase in conflict, groups of Aboriginal people continued to occasionally visit Hobart into the early 1820s. One such group was known by the Europeans as the 'Hobart-Town tribe', who visited the emergent town for food and other items.¹⁴

Robinson wrote of groups of Aboriginal people visiting Hobart Town in November 1824 and October 1825. Of the latter, he described:

At ½ 3 pm 64 black natives came into town. They were naked. Under the protection of the government. Went to see them. At 8 pm they were placed in the market house. They were formed into 3 circles with a fire in the middle of each. On one side of each circle elevated about 3 feet above the rest sat a person whom I supposed were their chief. One out of the 3 of these chiefs could speak broken English. They were all committed to the care of Mr Mansfield the Wesleyan missionary [sic]. One of them had a white feather stuck in his ear.¹⁵

Such relative peace was not to last. During the 1820s, the European population grew rapidly, accompanied by an explosion in the issuing of land grants over the most valuable grass plains. These actions created disputes over access to native game, hunting grounds and the connection of Aboriginal people with their traditional tribal lands. What followed was unprecedented violence.¹⁶

In October 1830, Lieutenant Governor Arthur commenced the failed 'Black Line' operation; an attempt to push the Oyster Bay and Big River people remaining in settled areas down to the Tasman Peninsula. The 'line' involved a human chain formed from 3,000 colonists, who through a pincer

¹⁰ *Ibid*, p.77

¹¹ Nicholls, Mary (ed.), *The Diary of the Reverend Robert Knopwood 1803-1808. First Chaplain of Tasmania*, Tasmanian Historical Research Association: Hobart, 1977, p.46; Brown, S., *Aboriginal Archaeological Resources in South East Tasmania. An Overview of the Nature and Management of Aboriginal Sites*, National Parks & Wildlife Service Tasmania, Occasional Paper No. 12, April 1986, pp. 171-172

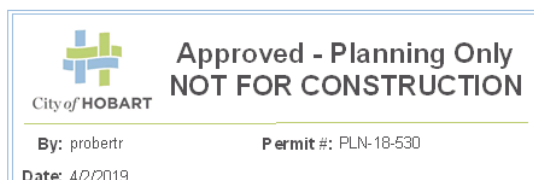
¹² Ryan, *op. cit.*, pp.76-78

¹³ Boyce, J., *Van Diemen's Land*, Black Inc.: Melbourne, 2008, pp. 67-68, 105-106; McFarlane, I., 'Frontier Conflict', in Alexander, A. (ed.), *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, University of Tasmania: Hobart, 2005

¹⁴ *The Hobart Town Courier*, Saturday 5 January 1828, p.2; TAHO, CSO1/1/323/7578, Evidence of Robert Jones to Thomas Anstey, 15 March 1830; *Hobart Town Gazette and Van Diemen's Land Advertiser*, Friday 5 November 1824, p.1

¹⁵ Plomley, NJB, (ed.), *Friendly Mission. The Tasmanian Journals and Papers of George Augustus Robinson 1829-1834*, Tasmanian Historical Research Association: Kingsgrove, NSW, 1966, p.100, f.n. 3

¹⁶ Boyce, *op. cit.*, pp.140-146



movement, attempted to push the Aboriginal people down onto East Bay Neck, dividing the Tasmanian mainland from the Forestier Peninsula. From here, it was expected that the final movement would drive the captured Aboriginal people onto the Tasman Peninsula.

Ultimately, this costly exercise failed to push the remaining Aboriginal people onto the Peninsula who slipped past the line. However, where it did succeed was in clearing the valuable south-east and midlands for secure European settlement. More success was had by George Augustus Robinson who led a series of expeditions which enticed or coerced the remaining Aboriginal people to leave their country. In January 1832, Robinson arrived in Hobart Town in the company of 26 surviving members of the Big River nation. Apparently, the Aboriginal people were accommodated in the basement of Robinson's house until sent to establishments in the Furneaux Islands ten days later.¹⁷

In 1847, the 47 remaining Aboriginal people at the mission on Flinders Island were transported to the former convict station at Oyster Cove, south of Hobart. Back on the Tasmanian mainland, the people would often leave Oyster Cove for weeks at a time to hunt, camp and collect traditional foods, with occasional trips to Hobart.¹⁸

3.3 1804-c.1822: The European Settlement of Hobart and the Study Area

The first decade of European settlement in Hobart was marked by the close relationship between development and the waterfront. After the failure of the settlement at Risdon Cove and the relocation to Sullivan's Cove on the western shore in February 1804, the early occupants of Hobart Town spent their first decade in a struggle for survival, building upon the camp clustered on the western boundary of the cove.¹⁹

On his first visit to Hobart in 1811, Governor Macquarie found that the settlement was being developed in a haphazard way without any proper plan. In response, he ordered a near regular grid to be prepared by Surveyor Meehan. Leading up from Sullivan's Cove, Meehan's plan had some street alignments skewed to avoid wide scale demolition of buildings which were located within intended streets.²⁰ The study area is outside of this initial township grid, although given its proximity to the centre, some level of informal use such as timber getting or grazing is likely.

3.4 c.1822: Initial Subdivision & Residential and Commercial Development

The very earliest history of the study area remains uncertain. It is not until the early 1820s that specific and definitive historical evidence of use or development can be established. Even with such information, substantial gaps exist in our understanding of the early history of the place.

Land alienation and the establishment of property boundaries is the first suggestion of development. Hobart had expanded further to the west by 1815, with the creation of Bathurst and other streets.²¹ By the early 1820s, the block bounded by Bathurst, Murray, Melville and Harrington streets had been subdivided into 20 lots. The land which now comprises 125 Bathurst Street was Lot 20, containing approximately 650 m², and largely corresponding with the current property boundaries. It was in the possession of John Parker who had a 21 year lease of the property (Figure 3). Parker also had the nearby allotment on the opposite corner of Murray and Bathurst streets which now contains Highfield House, before acquiring in 1828 the adjacent corner first held by James Blay.²²

¹⁷ Ryan, *op. cit.*, pp.157-158; Bonwick, J, *The Last of the Tasmanians; or, the Black War of Van Diemen's Land*, Sampson Low, Son & Marston: London, 1870, pp.228-229; *The Tasmanian Mail*, 22 August 1896, p.17

¹⁸ Gough, J, 'Oyster Cove', in Alexander, A, (ed.), *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, University of Tasmania: Hobart, 2005, pp.261-262; *The Mercury*, Friday 20 December 1861, p.2; *The Mercury*, Friday 25 May 1866, p.4; *The Mercury*, Friday 18 February 1870, p.2

¹⁹ Walker, JB, 'The English at the Derwent and the Risdon Settlement', *Early Tasmania: Papers Read before the Royal Society of Tasmania during the Years 1888 to 1899*, John Vail Government Printer, Hobart, p.59

²⁰ Walker, JB, 'The English at the Derwent and the Risdon Settlement', *Early Tasmania: Papers Read before the Royal Society of Tasmania during the Years 1888 to 1899*, John Vail Government Printer: Hobart

²¹ *The Hobart Town Gazette and Southern Reporter*, Saturday 13 December 1817, p.2

²² TAHO, LSD418/1/46-47, John Parker; TAHO, SC285/1/50/501, Grant Application, Joseph Lester, 1852

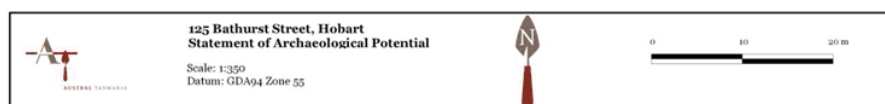
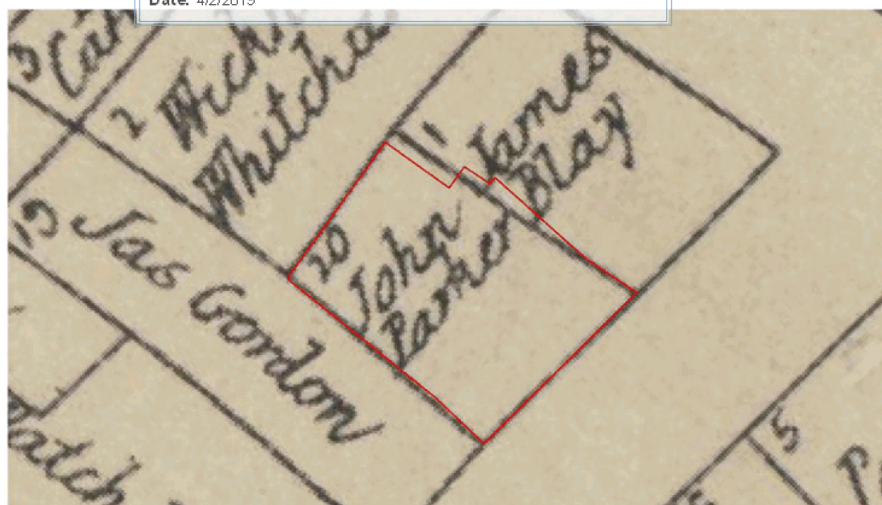
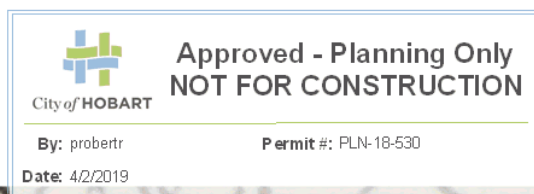


Figure 3: Detail from c.1826-28 plan of Hobart showing early parcel boundaries and lease or grant holders. The study area was issued as a 21 year lease to John Parker in 1824. Parker acquired James Blay's adjacent lot in 1828, now registered as 126 Murray Street (TAHO, AF394/1/106, Map - Hobart 104 - plan of Hobart from Sullivan's Cove to Warwick Street and from Antill Street to Campbell Street).

Parker is but one example of the opportunities afforded to former convicts following the remission of their sentences. A London weaver by trade, he was found guilty in July 1817 of breaking and entering and the theft of goods and cash. He was sentenced to death at the age of 25, later reduced to transportation and a life sentence.²³

He arrived in Hobart Town in June 1818 and initially continued to have run-ins with the law. He was found guilty of being absent from his lodgings in May 1819, attempted to escape by ship in August (an offence for which he received 25 lashes), and in September received 100 lashes and a two year sentence to the government work gang for breaking and entering and burglary. Although not his last encounters with the law, Parker's conduct improved. He married Sarah Pettitt in November 1823, and received his ticket of leave in January 1824.²⁴

Parker's lease over the Bathurst Street property was also registered in 1824, but it appears he had been in residence there for some time prior where he established a general retailing business. In September 1822, he advised that he had for sale at Mrs Millers house (next door to Mr Blay's), the following imported items:

Gentlemen's fine cambric shirts and white drill trowsers [sic], striped jean trowsers [sic], toilonet [sic] waistcoats, jean jackets, superfine hats, ladies' straw bonnets, ready trimmed; women and children's black willow bonnets, blue jackets and trowsers [sic], cotton shirts, striped calico checks, men and women's cotton stockings; a choice selection of teas, by the chest; sugar by the bag, butter and cheese.²⁵

Who Mrs Miller was, how and when she came to possess land in Bathurst Street and construct a house has not been established. However, it would seem likely that the premises combined both commercial and residential functions, a pattern common in the nineteenth century. In the coming years, their

²³ Proceedings of the Old Bailey, John Parker, t18170702-87; TAHO, 1813, CON13/1/1/183, John Parker
²⁴ TAHO, CON31/1/34/11, John Parker; TAHO, RGD36/1/1 no. 663; *Hobart Town Gazette and Van Diemen's Land Advertiser*, Friday 30 January 1824, p.1

²⁵ *Hobart Town Gazette and Van Diemen's Land Advertiser*, Sat 28 Sep 1822, p.2



stock expanded to include mustard, herrings, salt, tobacco and snuff, smoking pipes, rice, pepper, peas, coffee and lamp oil.²⁶

Parker continued to trade from Bathurst Street over the coming years. However, his conduct as a shopkeeper was far from exemplary. He was fined in 1822 and again in 1826 for overcharging customers by using inaccurate and illegal weights; in March 1824 he was punished for selling bread at more than the set price; and he was caught selling spirits without a license in 1827. Fines and sentences to the treadmill or to works gangs occurred with some regularity.²⁷

The next description of development within the study area comes from this period with Parker attempting to sell his two city properties in 1825. The Bathurst Street site contained 'an excellent weatherboarded house' with:

... an extensive view of the Town and Harbour, in a well finished state, containing 4 Rooms, Bake-house, Oven, and Loft, with a small Stable detached.²⁸

He was however, unable to find a buyer and was seeking residential tenants by September. Commercial uses of the place seem to have ended at this time, with Parker subsequently giving Murray Street as the address of his work.²⁹

Sarah died in February 1826 and after waiting six months John remarried, this time to Elizabeth Ann Throne. Mary and Joseph Lester witnessed the wedding, and this couple were to have further involvement with the Parkers and the study area in the coming years.³⁰

The first map to show development within the study area dates from this period (Figure 4). Prepared in c.1830, the map is of a very large scale, and its spatial accuracy is limited. It does however show a rectangular building on the street frontage, which was most likely the house and former commercial premises, with smaller outbuildings in the north west and north east corners, probably the stable and possibly the bakehouse. All three buildings are shown as being constructed from timber.

Construction in Hobart at this time was governed by newly-formed regulations which categorised land into three classes based on lot size: one to three acres (first class), 1/2 acre to one acre (second class) and 1/4 acre to 1/2 acre (third class). Each designation came with certain building requirements, although some flexibility was available.³¹

Parker's land was of the third class, meaning the landowner had to agree to construct a footpath on the side of their lot and commence construction of a brick or stone building within twelve months of acquisition. This building was to be no less than 12 feet (i.e., approximately 3.7 metres) from the street.³² As shown in Figure 4, buildings in the study area departed from the regulation, being constructed from timber.

²⁶ *Hobart Town Gazette and Van Diemen's Land Advertiser*, Friday 11 Mar 1825, p.4; *The Tasmanian Almanack for the Year of Our Lord 1825*, p.81

²⁷ TAHO, CON31/1/34/11, John Parker

²⁸ *Hobart Town Gazette*, Saturday 2 July 1825, p.3; *Hobart Town Gazette*, Friday 22 July 1825, p.1

²⁹ *Colonial Times and Tasmanian Advertiser*, Friday 9 September 1825, p.1

³⁰ TAHO, RGD34/1/1 no. 115, Sarah Parker; TAHO, RGD36/1/1 no. 902

³¹ Ross, J, *The Hobart Town Almanack for the year 1829*, James Ross: Hobart Town, 1829, pp. 118-123

³² *Ibid*, p.119



Figure 4: c.1830 map of Hobart showing three timber buildings within the study area. The large building had reverted to solely residential uses by this time (TAHO, AF394/1/5, Map - Hobart 5 - Plan of Hobart Town).

Two children were born to the second marriage, but it does not appear to have been a successful relationship, with the couple separating by 1831 and John warning the public that he would not be accountable for any debts incurred by his wife. Twice in 1833, and again in 1837 Elizabeth took legal action against John to provide financial support to herself and their children. Ultimately, she was unsuccessful, it emerging during the trial that the separation had been caused by her adultery.³³

Newspaper accounts described Parker as 'recently reduced in circumstances, although formerly an opulent man.'³⁴ These financial difficulties coincided with his marriage breakup, resulting in the sale of his properties, including his Bathurst Street house to Joseph Lester in March 1831. Joseph Lester and his wife Mary had been witnesses to Parker's marriage.³⁵

Mary and Joseph Lester shared a similar background, both being former convicts who went on to some success. Joseph arrived in New South Wales in 1814 with a seven year sentence. His crime has not been established, however prior to transportation his trade was in brickmaking. Mary had arrived in Sydney in 1813 from London. At the age of 18, she had been found guilty of stealing muslin and received a seven year sentence. Mary was discharged from the Parramatta Female Factory in 1816 and transferred to Hobart Town. Also aboard the ship was Joseph, and the pair married in December of that year.³⁶

The Lester's gained their freedom by 1820 and went on to some prosperity. Joseph seems to have begun his career in the whaling or sealing industry. By 1821 he had received a publican's license to operate the Brown Bear hotel on the corner of Bathurst and Harrington streets, before transferring to the White Horse Inn in Liverpool (and then Elizabeth) Street in 1823. They had achieved some wealth by 1824, allowing the family to travel to England before later returning to Hobart. Joseph was fined several times for breaching his licensing conditions but generally appears to have entered respectable society and diversifying his business interests as a general merchant. He amassed a large number of

³³ TAHO, CON31/1/34/11, John Parker; *The Hobart Town Courier*, Saturday 5 November 1831, p.3; *Colonial Times*, Tuesday 7 November 1837, p.7

³⁴ *Colonial Times*, Tuesday 7 November 1837, p.7

³⁵ LTO, Deeds Index, John Parker

³⁶ TAHO, CON13/1/1/45, Joseph Lister [sic]; Female Convicts in Van Diemen's Land Database: Mary Lester (Jones); TAHO, RGD36/1/1 No.244, Marriage Register - Joseph Lester, Mary Jones



properties throughout Hobart, and the Lester's made their home on the opposite corner of Murray and Bathurst streets, on land originally held by John Parker.³⁷

A series of maps were prepared of Hobart during the 1830s, but these generally lack spatial accuracy. Figure 5 dates from c.1834 and shows two rectangular buildings within the study area. Although depicted differently to the earlier c.1830 map (Figure 4 above), it would seem likely that the same two large buildings are being shown.

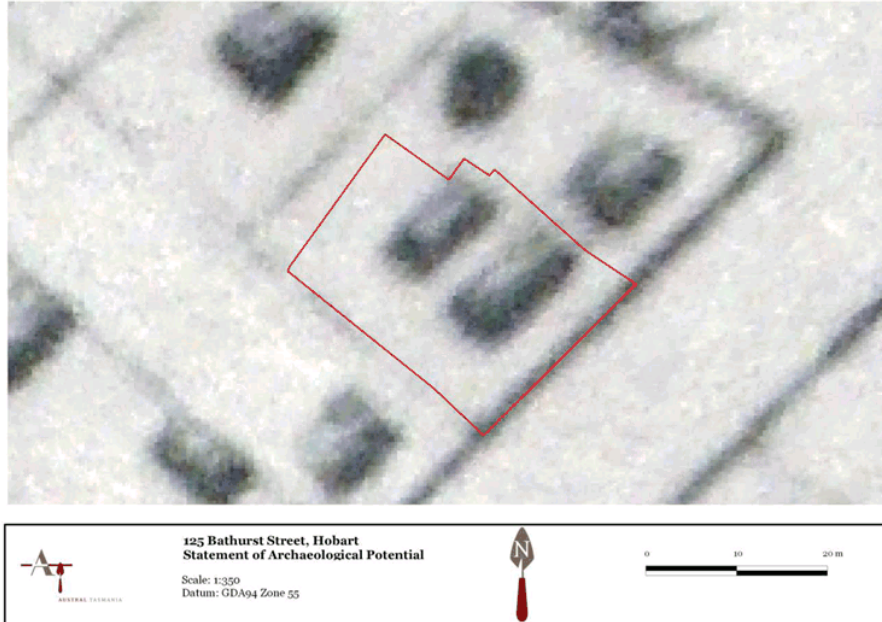


Figure 5: c.1834 map of Hobart showing the study area. The map lacks spatial accuracy, but the two buildings shown in the study area are probably the same two large structures shown in the previous map (Figure 4 above) (TAHO, MAP1/1/99, Map - Derwent-Hobart City and Battery Point: Shows Public and Private buildings).

The place continued to serve its residential function as rental accommodation, with James Pross and his family living there during the 1840s.³⁸ James Sprent completed his highly accurate surveys of Hobart during this same period. These plans are spatially accurate in showing building locations, materials, and lot boundaries. Unfortunately, Sprent only depicted the front section of the building on Bathurst Street, and not the entire site (Figure 6). It does however continue to show a timber building, which is likely to have been the same one shown in previous maps.

³⁷ *The Hobart Town Gazette and Southern Reporter*, Saturday 26 August 1820, p.2; *Hobart Town Gazette and Van Diemen's Land Advertiser*, Saturday 6 October 1821, p.1; *Hobart Town Gazette and Van Diemen's Land Advertiser*, Saturday 11 January 1823, p.2; *Hobart Town Gazette and Van Diemen's Land Advertiser*, Friday 24 December 1824, p.1; TAHO, CON31/1/27, p.5 Joseph Lester; LTO, Deeds Index, Joseph Lester; *The Tasmanian*, Friday 8 March 1839, p.8; TAHO, CEN1/1/15, 1842, Joseph Lester

³⁸ Assessment and Valuation Rolls, 1847

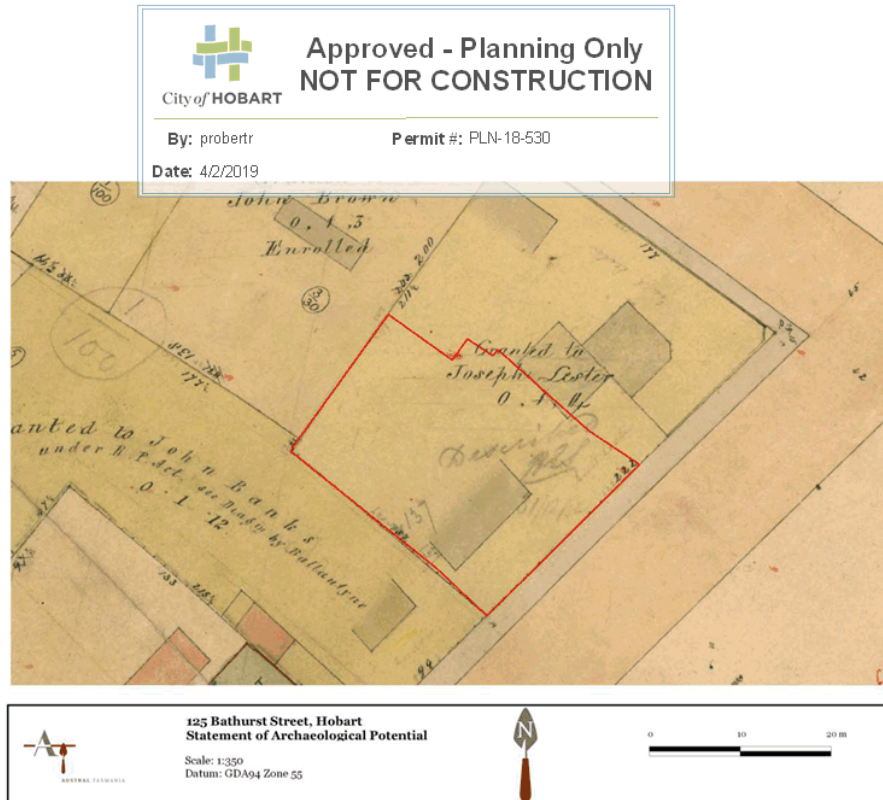


Figure 6: James Sprent's 1840s survey. Although only partially depicted, it is likely that the timber house shown in the study area is the original building depicted in previous maps (TAHO, AF393/1/52, Map - Sprent's page 54 - bounded by Harrington, Melville, Murray & Bathurst (sec ff) includes Bathurst St Watch House Hobart).

The property was granted to Joseph Lester in 1852, as part of a combined application for what are now 125 Bathurst Street and the adjacent 126 Murray Street.³⁹ Lester died in 1875 and executors disposed of his estate. The Bathurst Street land was purchased by James Sargeant, a pawnbroker. Sargeant and his family lived in the house, whilst also renting out individual rooms in the 'pleasantly situated, central [and] quiet' cottage.⁴⁰ The whole house was made available to tenants in 1887, with the advertisement noting:

That centrally situated COTTAGE, No.73, BATHURST STREET, containing 6 rooms, detached kitchen, bath and servants' rooms; also nice kitchen and flower gardens, well stocked.⁴¹

Photographs and other images begin to show the site during the latter part of the nineteenth century. Unfortunately none are particularly clear, but they do indicate a small, hipped roof cottage with a verandah (Figure 7). A photograph looking towards the south east (Figure 8) may show the large outbuilding in the north west corner of the lot shown in Figures 4 and 5 above, or perhaps the detached kitchen described in the 1887 advertisement.

It was not until 1905 that a detailed and accurate map of the place was prepared (Figure 9). The timber cottage remained extant, with a new wing extending off its north western corner. The large outbuilding that previously existed in the rear north west corner had been removed by this time, with a single water closet in its place. The Drainage Board Plan is also useful in providing ground heights and shows that there was a height differential of 3.46 metres from Bathurst Street to the top of the allotment. Bathurst Street was at 24.18 metres a.s.l., with a flight of steps leading up to the house, at some 27.54 metres a.s.l. The land reached a height of 27.64 metres a.s.l. towards the rear north western corner.

³⁹ TAHO, SC285/1/50/501, Grant Application, Joseph Lester, 1852

⁴⁰ TAHO, RGD35/1/8, no. 2585, Death Certificate, Joseph Lester; TAHO, AD960/1/11, Will no. 1776, Joseph Lester; *The Mercury*, Wednesday 27 November 1878, p.1; *The Mercury*, Saturday 6 November 1880, p.1

⁴¹ *The Mercury*, Saturday 19 February 1887, p.1

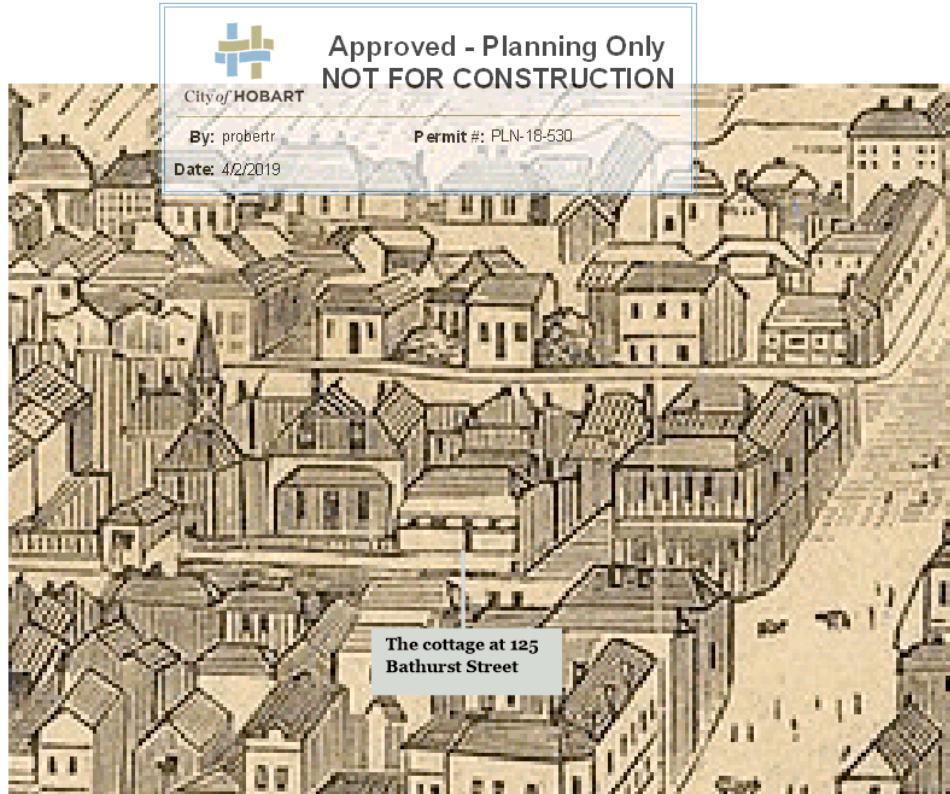


Figure 7: 1879 birds-eye sketch looking north west with the study area indicated (TAHO, Hobart Town, 1879, A.C. Cooke, State Library of Tasmania, Allport Library and Museum of Fine Arts, AUTASoo1128189651).



Figure 8: c.1890s photograph looking south east with the rear of 125 Bathurst Street indicated (TAHO, NS1013/1/767, Photograph - Hobart from the North - showing Harrington Street).

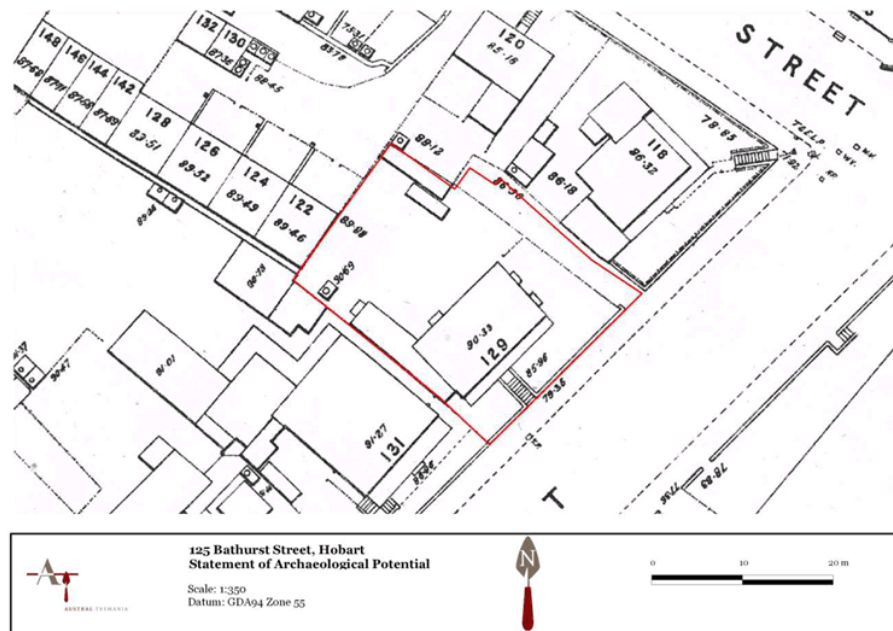


Figure 9: 1905 Drainage Board Plan showing the study area. The plan also indicates ground levels - 24.18 metres a.s.l. on the street frontage, the house at 27.54 metres a.s.l, and the water closet in the rear north west corner at 27.64 metres a.s.l (TAHO, Metropolitan Drainage Board, City of Hobart Detail Plan No.8 (City Centre), 1905).

Ownership and occupants changed several times during the early twentieth century. The property largely continued to be used as rental accommodation over the coming decades, with residents including Clara Bealey (1910), Nora Reid (1915), George Watson (1920), J House (1924), Stephen O'Donoghue (1930) and Dorothy Norman (1934).⁴² It was placed on the market in 1921 and again in 1926, the earlier sale describing it as:

That conveniently situated W.B. verandah cottage, No. 125 Bathurst Street, near Murray Street, containing 6 rooms, and usual outbuildings.

Land has a frontage of 67 ft [i.e., approximately 20.4 m] and a depth of 88 ft [i.e., approximately 26.8 m].⁴³

3.5 1937-38: Site Clearance and Redevelopment

The extant building at 125 Bathurst Street was constructed for Mrs Annie Pierce in 1937-38 as a motor garage with an upstairs flat. Designed by architect Harry Hope, it was built during a period when private motor vehicle ownership was increasing, and a range of new commercial enterprises was established to service these needs, such as petrol stations, vehicle manufacture and sale, repair work and car hire.

Construction of the reinforced concrete and brick building began in 1937, commencing with demolition of the existing timber cottage and outbuildings. The cottage was located on an elevated position, originally overlooking Hobart. To allow for ground floor vehicle access off Bathurst Street, the slope was cut and benched. An advertisement from August sought excavators to remove 2,000 yards (i.e., 1,529 m³) of earth.⁴⁴

The new building occupied the majority of the site, with the exception of the right of way access along its north eastern boundary with 126 Murray Street. The extent of cutting required for the garage was

⁴² TAHO, Assessment and Valuation Rolls

⁴³ *The Mercury*, Thursday 13 October 1921, p.8; *The Mercury*, Saturday 21 March 1925, p.2

⁴⁴ *The Mercury*, Tuesday 31 August 1937, p.1;



extensive, and increased in depth towards the north, allowing for the ground floor to be on all the same level. Cutting of the hill slope and excavations reached a depth of some 3.3 metres along the north western boundary with 144-160 Murray Street, were shallower on the Bathurst Street frontage, but rapidly increased in depth, to a depth of +/- 2 metres toward the middle of the lot (Figures 10-13).

The building was completed in 1938 and traded as Curnow's garage, offering vehicle sales and rentals.⁴⁵ It has subsequently been used for car hire and windscreen repairs.

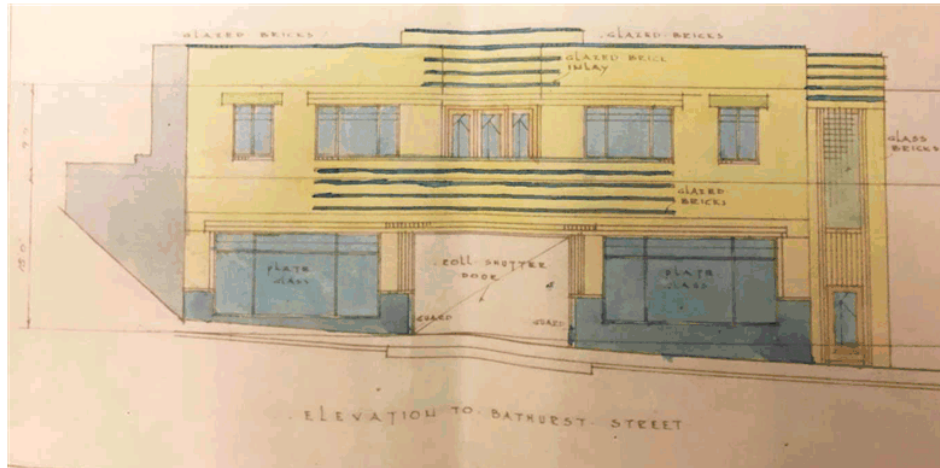


Figure 10: 1937 plan showing Bathurst Street elevation of the garage (TAHO, AE417/1/2108, 125 Bathurst Street (6871).

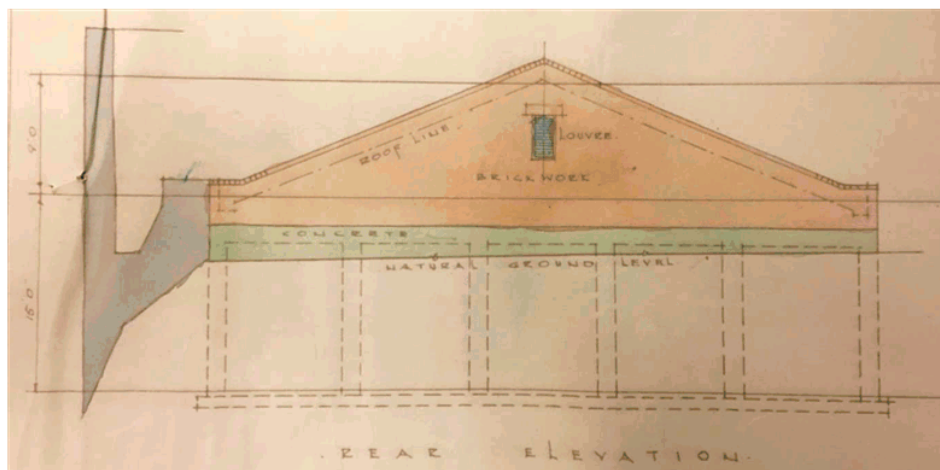


Figure 11: Rear, north western elevation on boundary with 144-160 Murray Street. Note the level of the natural ground level. Excavations in the order of some 3.3 m were required at this end of the site (TAHO, AE417/1/2108, 125 Bathurst Street (6871).

⁴⁵ *The Mercury*, Tuesday 23 August 1938, p.2; *The Mercury*, Tuesday 22 August 1939, p.10
125 Bathurst Street, Hobart:
Statement of Archaeological Potential

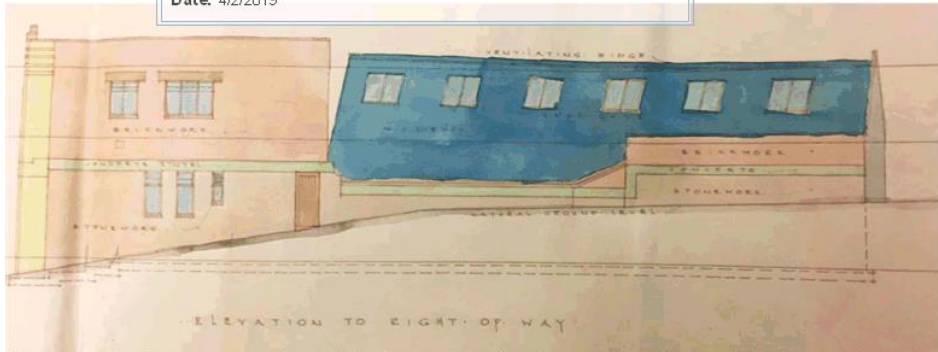
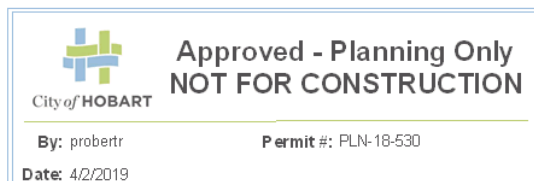


Figure 12: North eastern elevation to right of way. The right of way retained the natural ground level, but the extent of excavation for the garage floor level is shown, greater at the northern end and shallower towards Bathurst Street. North to right of figure (TAHO, AE417/1/2108, 125 Bathurst Street (6871).



Figure 13: Ground floor plan. The green area shows the building footprint, and area of excavation. The right of way on the north eastern side is indicated (TAHO, AE417/1/2108, 125 Bathurst Street (6871).



4.0 ~~ARCHAEOLOGICAL ASSESSMENT~~ — DISTURBANCE HISTORY, SIGNIFICANCE AND SENSITIVITY ZONING

The management recommendations made in this report (see section 5.0) are predicated on three core factors: the archaeological potential of the area, the level of disturbance these features and deposits may have incurred, and the significance of the archaeological resource. The following section comprises a discussion of these three elements in the context of the site. It begins with an analysis of the current site; the sequential development and disturbance of the area; and an assessment of archaeological significance.

4.1 The site in 2018

A site visit to the study area was carried out on 19 June 2018. The study area consists of the 1937-38 reinforced concrete and brick building, and the right of way on the north east alignment separating 125 Bathurst Street from 126 Murray Street.


The 1937-38 building occupies the majority of the lot, some 585 m². It is constructed in two sections - the two storey section on the street frontage, with the gabled roofed workshop to the rear (Figure 14). A central driveway provides vehicle access from Bathurst Street and extends on the same level to the rear boundary wall separating 125 Bathurst Street from 144-160 Murray Street behind (Figures 15-16). The natural slope of the hill has been substantially cut to accommodate this level access. The floor is reinforced concrete, described in the specifications as being 30.48 cm thick.⁴⁶ An underground storage tank and service pit are located towards the south eastern end of the ground floor.

A right of way separates 125 Bathurst Street from the adjoining 126 Murray Street. The right of way is some 23 m long and varies from 2.5 - 3.5 m wide. It covers an area of some 65 m². The right of way has a bitumen surface and rises several metres from Bathurst Street. Its gradient is likely to represent the nineteenth century slope, with the extant rubble stone wall and historic building on 126 Murray Street suggesting that the original topography of the hill and driveway remains in place (Figures 17-18).

⁴⁶ TAHO, AE417/1/2108, 125 Bathurst Street (6871)
125 Bathurst Street, Hobart:
Statement of Archaeological Potential

30 July 2018

20



City of HOBART

Approved - Planning Only
NOT FOR CONSTRUCTION

By: probertr

Permit #: PLN-18-530

Date: 4/2/2019



Figure 14: 125 Bathurst Street, constructed 1937-38 and occupying the majority of the lot. Note the right of way access on the right hand side, separating 125 Bathurst Street from 126 Murray Street. Looking north west.



Figure 15: Workshop area, behind the two storey street frontage. Looking north west to boundary wall.



Figure 16: Workshop area, behind the two storey street frontage. Looking south east to Bathurst Street.

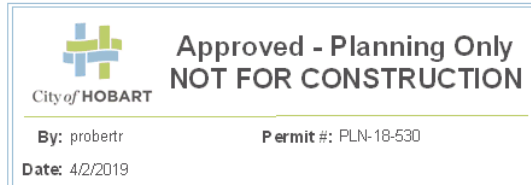


Figure 17: The right of way looking north west from Bathurst Street, with 125 Bathurst Street on left, and 126 Murray Street, right. The gradient is likely to represent the nineteenth century slope. Note the stone wall and historic building at 126 Murray Street.



Figure 18: Looking south east from near the top of the right of way. 125 Bathurst Street on right, and 126 Murray Street, left.

4.2 Disturbance History

The following sections discuss the potential for survival of archaeological features and deposits within the study area from each key phase of development. In doing so, it takes into account the disturbance history as gleaned from documentary sources and inspection of the site in the present. It attempts to establish how one phase of development may have affected a previous phase.

The study area has been subject to two key periods of development:

1. By 1822: the construction of a timber house and associated outbuildings, also used for a short period in early 1820s as commercial premises; and
2. 1937-1938: Site clearance and construction of the current reinforced concrete and brick building.

Modifications are likely within each phase, and for clarity the following sections divide the history of the place into four phases, based on key historic maps or plans. Each phase is provided a separate colour, with building sites allocated a number which cross-references with the explanatory tables. Secondary structures (where known) are identified by a letter suffix, e.g., '1a'.

Previous phases are also depicted (in grey) to show where one phase of development may have occurred on the same site. In addition, parts of the study area which do not directly contain buildings are likely to have been used or developed for domestic or commercial activity, such as associated yards, gardens, laneways and outdoor workspaces, or unmapped outbuildings.

The conclusion drawn from this analysis is that the study area has undergone a high level of disturbance. Excavations to bench the site for the footprint of the 1937-38 building are likely to have destroyed or substantially impacted both structural and artefactual deposits related to nineteenth century development and occupation. The right of way separating 125 Bathurst Street from 126 Murray Street appears to be the only part of the site which has not been subject to substantial disturbances.

4.2.1 Phase 1: c.1822-c.1830

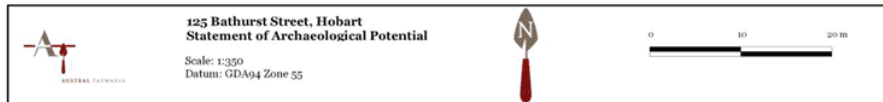


Figure 19: Overlay showing development in the study area from c.1822-c.1830 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
1, 1a, 1b	<p>Weatherboard House [1]. This building was in existence by 1822, and described as being 'Mrs Miller's House'. It was used for a period during the early-mid 1820s as a shop. It was put on the market in 1825, at which time it was described as containing four rooms.</p> <p>Timber Outbuildings [1a] and [1b]. These buildings were associated with the house [1]. The 1825 advertisement described the property as containing a bakehouse, oven and loft and a small detached stable. The larger of the structures [1a] may have been the stables.</p> <p>Cess or rubbish pits were also typically located in rear yards during the nineteenth century and were used for the disposal of refuse. It would seem likely that rubbish and sewage disposal took place within the yard space between [1] and [1a].</p> <p>The location of these buildings is taken from a c.1830 map of Hobart, of limited spatial accuracy (AF394/1/5). However, there is some level of consistency in depicting the location of [1] in later maps with regard to setback, alignment and footprint.</p>	First defined phase of built development on the lot.

Table 3: Phase 1 Development

4.2.2 Phase 2: Development

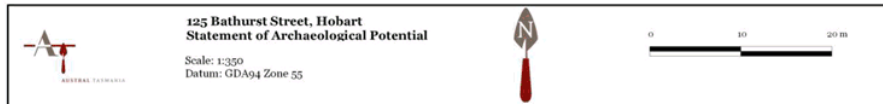


Figure 20: Overlay showing development in the study area c.1840s (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
1, 1a	<p>Weatherboard Cottage [1]. Plans from the 1830s continue to show rectangular buildings on the lot, but not with spatial accuracy (see for example MAP1/1/99). Sprent's survey from the 1840s only partially shows the cottage, as indicated by the hacheurs. By this time the place had reverted to solely residential uses.</p> <p>Timber Outbuilding [1a]. This part of the lot was not depicted by Sprent's survey although it would seem likely that this large outbuilding continued to exist to this time. A c.1890s photograph (NS1013/1/767) suggests a large hipped roofed rectangular building in this location which may be [1a].</p>	<p>[1] and [1a] are continuations of the previous phase of use and development. Modifications to the structures are likely during this period which may have had some impact on subfloor deposits within building footprints, but are unlikely to have destroyed or removed all such evidence.</p> <p>Yard deposits are likely to have continued to accumulate during this period. They may have been periodically cleared out.</p>

Table 4: Phase 2 Development



4.2.3 Phase 3: c.1840s-1905

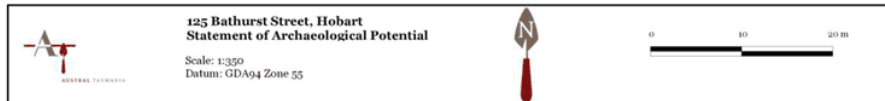


Figure 21: Overlay showing development in the study area from c.1840s-1905 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
1, 2, 3	<p>Weatherboard Cottage [1]. The 1905 Drainage Board plan indicates a front wall, steps leading up to the verandah, the house, and a long addition on the south west elevation.</p> <p>Two Outbuildings [2]. The function of these buildings is unknown.</p> <p>Water closet [3].</p>	<p>[1] is a continuation of the previous phase of use and development, with late nineteenth, early twentieth century additions. These modifications may have had some impact on subfloor deposits within building footprints, but are unlikely to have destroyed or removed all such evidence.</p> <p>There is some coincidence between outbuildings [2] and the small building shown in this location in the c.1830 map [1b]. Some level of archaeological impact to [1b] is likely.</p> <p>[3] is likely to have resulted in discrete impacts to the large outbuilding [1a] but would not have resulted in widespread destruction.</p> <p>Yard deposits are likely to have continued to accumulate during this period.</p>

Table 5: Phase 3 Development

4.2.4 Phase 4: 14/2/2019

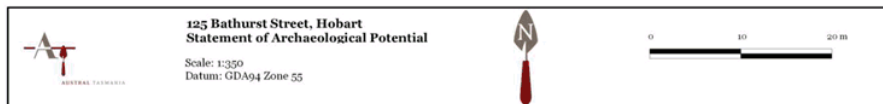


Figure 22: Overlay showing development in the study area from 1937-1938 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
4	<p>Current building [4].</p> <p>The weatherboard cottage [1] and associated outbuildings [2] and [3] were demolished in 1937.</p> <p>Extensive ground preparation works were carried out for the construction of [4] as a motor garage. Vehicle access is provided on one level extending from the Bathurst Street entrance to the rear north western boundary. Ground disturbances were deeper at the north western end (in the order of some 3.3 m) than at the Bathurst Street end, although elevations indicate that deep excavations also occurred within the centre of the lot (+/- 2 m), where the cottage [1] had been located.</p>	<p>The construction of [4] is likely to have destroyed, or substantially impacted all previous phases of historical development within its footprint.</p> <p>The survival of archaeological evidence of timber buildings is variable and determined by a number of factors. Timber buildings that were erected on timber footings usually leave little surviving evidence, save perhaps the footing holes. However, timber buildings supported on brick or stone footings are more likely to leave tangible remnants, if demolished prior to the 1940s when the use of earthmoving equipment for demolition became common.⁴⁷ In this case, there is little potential for archaeological evidence of [1] or its associated outbuildings [1b], [1c], [2] or [3] to have survived given the extent of excavations for [4].</p> <p>Deep archaeological deposits from rubbish or cess pits could typically be expected to have been located in the rear yard of [1]. However, there is little potential for such material to have survived, as this area corresponds with the deepest area of excavations for [4], some 3.3 m.</p>

Table 6: Phase 4 Development

⁴⁷ Austral Archaeology Pty Ltd, *Archaeological Investigation of the Hobart Magistrates' Court*, report prepared for the Tasmanian Department of Justice, Hobart, 1994, p.7



4.3 Assessment of Archaeological Potential

An assessment of archaeological potential establishes the likelihood of archaeological features or deposits existing at a particular place, and provides a level of judgment as to the likely surviving intactness of the archaeological resource. This, when tied in with the extent to which a site may contribute knowledge not available from other sources, establishes the archaeological significance of the place, or its research value or potential.

Archaeological potential is thus a factor in establishing archaeological significance. For example a site that is assessed to have a high level of intactness (i.e., not badly disturbed) is likely to be assessed to have a high level of archaeological potential; but if it is common and well understood and does not have research potential, it will have a low level of archaeological significance. Conversely, a site that is assessed to have a low level of intactness (i.e., badly disturbed) is likely to be assessed to have a low level of archaeological potential; but if it is rare and/or not well understood and has research potential, it will have a high level of archaeological significance.

The archaeological potential of the study area is generally low:

- There is a nil to low potential for archaeological evidence to exist of the c.1822 weatherboard house, located on an elevated position, towards the centre of the lot. Ground preparatory works in 1937 for the current building are likely to have destroyed any evidence of this building.
- There is nil to low potential for archaeological evidence to exist of the former outbuildings, including the stables, oven/bakehouse and water closets. These structures were located in the rear of the lot where the extent of excavations for the current building were at their greatest, in the order of 3.3 m.
- There is low potential for archaeological evidence of subfloor deposits, yard features or cess or rubbish pit deposits to have survived. These would have been located within the footprints of buildings, or typically expected to have accumulated, or have been located in the rear yard space, and again corresponding with the area of greatest excavations in 1937.

There is some, albeit undefined archaeological potential within the right of way drive access along the north eastern lot boundary with 126 Murray Street. This appears to be the only part of the study area to have escaped widespread disturbances, retaining the rising topography as historically existed. It is likely that this was the historic point of access to the rear of the lot from the early nineteenth century, and therefore unlikely to have contained buildings or other structures. It may however have required some surfacing of the driveway such as gravel, cobbles or paving, and possibly drainage infrastructure given the steepness of the slope. Refuse deposits may also have accumulated in this area.

4.3.1 Archaeological Zoning Plan

Based on the historical research, disturbance history and assessment of potential, an Archaeological Zoning Plan (AZP) has been prepared for the study area to show those areas predicted as having archaeological potential and those areas where the archaeological potential has been disturbed or destroyed (Figure 23). The following simplified, two tier zoning has been adopted:

1. The area shaded **green** is zoned as having nil to low archaeological potential. This zoning relates to the 1937-38 garage building and covers an area of approximately 585 m².
2. The area shaded **orange** relates to a zone of moderate archaeological potential and covers approximately 65 m². This zoning relates to the right of way along the north eastern lot boundary with 126 Murray Street.

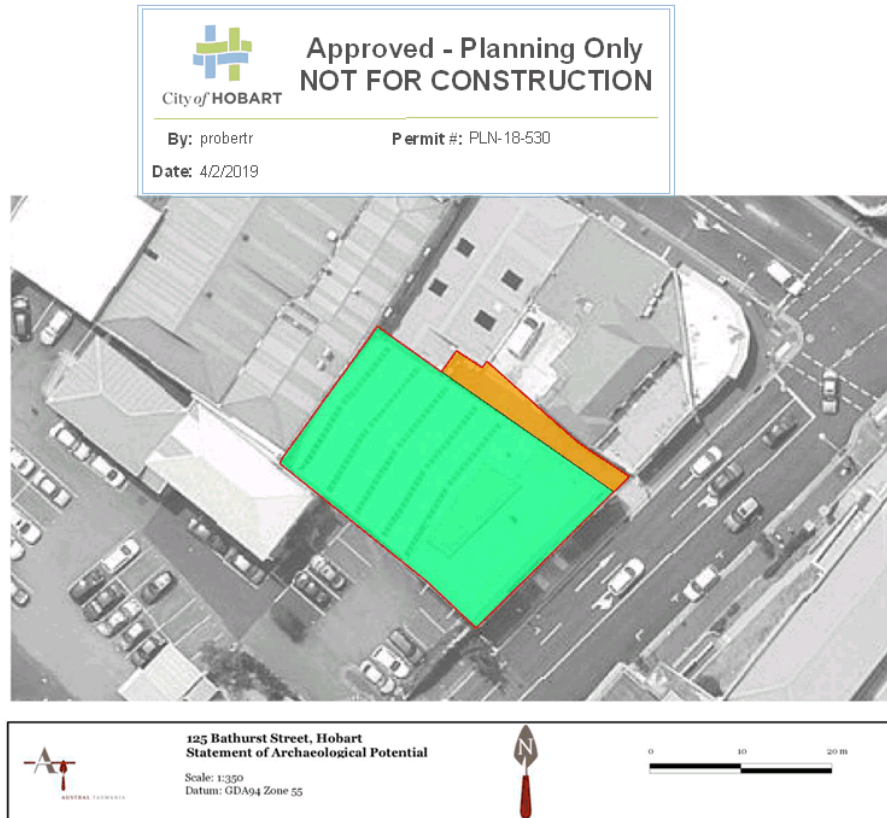


Figure 23: Archaeological Zoning Plan for 125 Bathurst Street. The zoning shows: 1. areas of nil to low (green) and 2. moderate (orange) archaeological potential (LIST Map, © State of Tasmania).

4.4 Assessing Archaeological Significance

The assessment of significance is a key part of determining heritage values and management requirements. Through historical research it is possible to build up an understanding of the study area, plotting where developments or activities may have once been (potential), understanding how they may have evolved across the course of the historic period, or to what specific people or events they may be related.

The assessment of significance is by reference to the terms and definitions of the *HIPS 2015*, which defines 'historic cultural heritage significance' as having the same meaning as provided in *Historic Cultural Heritage Act 1995 (HCHA 1995)*, that is, the eight registration criteria.⁴⁸ Criterion (c.) of the *HCHA 1995* is the most commonly used criterion for assessing archaeological values, requiring an assessment of the research potential of the place to contribute to an understanding of Tasmania's history.

4.4.1 Statement of Archaeological Significance

Criterion (c.) the place has the potential to yield information that will contribute to an understanding of Tasmania's history

The majority of 125 Bathurst Street has been assessed as having nil to low archaeological potential and no archaeological significance. Extensive earthworks and the construction of the existing concrete and brick building in 1937-38 are likely to have destroyed archaeological evidence of nineteenth century development and occupation.

A small section of the place relating to the right of way along the north east lot boundary is assessed as having moderate potential to contain archaeological features related to historic driveway surfaces or drainage infrastructure. In isolation, the importance of such potential archaeological fabric is limited and of low significance, and is unlikely to contribute to timely or relevant research questions.

⁴⁸ *HIPS 2015*, cl.E13.3; *HCHA 1995*, s.3



5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

This report has been prepared to determine the archaeological potential of 125 Bathurst Street; assess its heritage significance; and provide guidance on the management of such values as part of future redevelopment.

The assessment concludes that approximately 90% of the place (some 585 m²) has nil to low archaeological potential. This relates to the footprint of the existing 1937-38 building and its associated earthworks which are likely to have destroyed archaeological evidence of nineteenth century use and development. The remaining 10% of the study area (some 65 m²) is assessed as having moderate archaeological potential. This area corresponds with the right of way along the north east lot boundary with 126 Murray Street, which may contain evidence of past driveway surfacing or drainage infrastructure, and accumulated refuse deposits.

The archaeological significance of such remnant evidence, in isolation from other aspects of the place (destroyed in 1937-38) is assessed as being low. Evidence of potential historic driveway surfaces or drainage infrastructure is limited in the information that it could contribute to an understanding of Hobart's history.

A Statement of Archaeological Potential is designed to provide guidance on the appropriate course of action to manage archaeological values. The retention of evidence of historic driveway surfaces or drainage infrastructure whilst desirable, is not considered essential. It is unlikely to be of sufficient significance to warrant avoidance and conservation. Archaeological monitoring of excavations within this zone and recording of features prior to removal is considered an appropriate response.

5.2 Recommendations

Recommendation 1: Statutory compliance

This Statement of Archaeological Potential should form part of the Development Application for the proposed development.

Recommendation 2: Archaeological Monitoring & Recording within Zone of Moderate Potential

Ground disturbances within the area zoned as having moderate archaeological potential as depicted in the Archaeological Zoning Plan are to be monitored and recorded by a suitably qualified and experienced historical archaeologist. The results of the monitoring are to be documented in a report submitted to Hobart City Council. Whilst desirable to retain archaeological features or deposits within this area, they are unlikely to be of sufficient significance to warrant avoidance and conservation.

Recommendation 3: Unanticipated Discovery Protocol for Historical Archaeology

Excavations within the area zoned as having nil to low archaeological potential as depicted in the Archaeological Zoning Plan can proceed without further archaeological oversight. However, the Project Specifications should include notification protocols whereby archaeological advice is sought if features or deposits of an archaeological nature are uncovered during excavation or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 m².

In such instances, excavation should immediately cease pending attendance on site and receipt of advice from the archaeological consultant, at which point, depending on the findings, it may also be necessary to involve Hobart City Council.

Recommendation 4: Unanticipated Discovery Plan for Aboriginal Heritage

The Unanticipated Discovery Plan for managing Aboriginal heritage (Appendix 1) should form part of the Project Specifications. The results of the Aboriginal heritage property search remain valid until 1 December 2018, after which time a new property search should be carried out.



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-20-532	Council notice date	20/08/2020
TasWater details			
TasWater Reference No.	TWDA 2020/01267-HCC	Date of response	23/12/2020
TasWater Contact	Anthony Cengia	Phone No.	0474 933 293
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	125 BATHURST ST, HOBART	Property ID (PID)	5656615
Description of development	Partial Demolition and New Building for Visitor Accommodation		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
circa morris-nunn architects	1815 Sheets A01, B03 to C04	01	
circa morris-nunn architects	1815 Sheets B01, B02, C05 to C07	01	10/11/2020
circa morris-nunn architects	1815 Sheet B02	04	15/12/20
Clarifire	CLRF-20091701, EI-002		30/11/2020
Aldanmark	201125 EA 19E19-7, ENGINEER'S ADVICE		25/11/2020
Aldanmark	201125 EA 19E19-7, Sheets C0.01 to C2.05		09/11/2020
Conditions			
SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL			
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:			
CONNECTIONS, METERING & BACKFLOW			
<ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. Advice: TasWater will not accept direct fire boosting from the network. If boosting is required, then 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. 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. 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. 			

**TRADE WASTE**

4. Prior to the commencement of operation, the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade waste Consent.

DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee of \$675.71 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

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

Advice**General**

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

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

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

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

Application Referral Cultural Heritage - Response

From:	Nick Booth
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	125 BATHURST STREET, HOBART
Proposal:	Partial Demolition, Alterations and New Building for Visitor Accommodation, Hotel Industry and Food Services
Application No:	PLN-20-532
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

The proposal relates to 125 Bathurst Street, a gabled commercial/light industrial unit constructed with a brick built two storey front element fronting a facade in the between the wars modern style with elements of simplified art/deco motifs. Used as a Car Windscreen Replacer, the building forms part of a small but notable group of two storey detached buildings including the former Ambulance Station at No.129 Bathurst Street which either sit directly onto or just back from the roadside, creating a regular pattern of similar scaled properties.

The site is not Heritage Listed but does share common boundary with a single storey Heritage Listed property at No.126 Murray Street which is set back and up from the street with a late 20th century retail unit built onto the highway edge. The site is also located within the zone of Historical Archaeological Potential. A Statement of Archaeological Potential, Impact Assessment and Method Statement prepared by Austral Tasmania has been submitted as part of the proposal

Permission is sought for the demolition of the rear warehouse element of the building, the retention of the brick built front element, the remodelling of the interior, and the erection of a podium style development consisting of a 2 storey base, a 3 storey element set back from the front boundary, the top two storeys of which would be cantilevered over the recessed third storey creating space for a roof terrace, a further 4 storeys set back again from the lower floors and with again the upper three storeys cantilevered over the 6th storey to create room for a roof terrace and a top floor roof garden with service enclosure.

Adjacency Considerations Relating to Height

The site of the proposed development stands within the Central Business Zone and as such is subject to the Development Standards relating to height. Under 22.4.12, building height must not, among other requirements, unreasonably impact on historic heritage character.

It is noted that the proposal fails to comply with the acceptable standard A5 in that the proposal would clearly exceed the height of the facade of the neighbouring Heritage Listed Building by more than 1 storey or 4m. As such, the proposal is therefore required to satisfy Performance Criteria P5 which states that development must not unreasonably dominate existing buildings of cultural heritage significance; and not have a materially adverse impact on the historic cultural heritage significance of the heritage place.

It is noted that the Macquarie Dictionary description of the word 'dominate' includes 'to tower above; overshadow; to occupy a commanding position'. With regard to the above, it is considered that the ability for development to 'unreasonably dominate' can be set by a number of factors, including the relative height difference between the two buildings; relative positions within the street or townscape to each other; the strength or robust nature of the two architectural styles to either compliment or take a submissive role relative to each other; or the wider context in which the Heritage Building is viewed. However, given the definitions as set out above, it is clear that the proposed development would clearly 'tower above' and 'occupy a commanding position' to the single storey Heritage building. As such, the issue is not whether the proposal would dominate over the adjacent site (which it clearly would), but rather if it would 'unreasonably' do so.

It is noted that the Heritage Building in question has a number of distinct street and townscape features that mark it out for special consideration. The building appears to have been built in a series of stages with elements clearly visible on the Sprent's 1840's Survey of the City. The building, which according to the survey was constructed of weatherboard, occupied an elevated position within the street, and was set back from both the Murray and Bathurst street frontages. Later plans from the turn of the century clearly show a set of significant steps leading from the corner of the junction of the street up to the property, which at that point had been extended at either end. Whilst the use of the building is not certain, it seems likely that it contained some commercial element and may have partially operated as a boarding house. Importantly however, over its history, the building appears to have been partially re-made in brick and was subject to substantial expansion in first half of the 20th Century through the provision of new two storey element in the modernist style added to the Murray Street frontage in a form very similar to the two storey element of the application site, and then over two separate periods of development, two single storey elements used as a retail unit onto the Bathurst Street frontage. As such, effectively, by the mid-1960's, the original Heritage Building had been almost entirely enveloped by later buildings so that only small elements of it are still visible from the public realm, primarily glimpsed up the access lane that runs along the boundary between No.125 Bathurst and the Heritage Building. Whilst the roof form is still clearly visible from parts of Murray Street, it is considered that the original parts of the building have largely been submerged by later development.

Whilst the importance of the building in terms of original fabric, contribution to the understanding of the development of the city and its ability to demonstrate the various chapters of its commercial development through the various architectural structures that have been built around it are still of cultural significance, its contributory role from a street and townscape perspective has clearly been largely eroded. Given the above, the context in which the building is viewed is clearly of reduced significance and thus the relative ability of the proposed development to 'unreasonably' dominate over the Heritage Building given the limited role of context is similarly reduced.

In view of the above, it is therefore considered that in this instance, whilst the proposed development would clearly have a dominating impact upon the Heritage Listed Building, it would not do so to an unreasonable degree, in compliance with the performance criteria of the scheme. As such, it is considered that the proposal would not detract from those characteristics of the place which contribute to its historic cultural heritage significance. However, concern is raised as to the proximity of the original Cottages stone supporting base which would sit immediately onto the lane way intended to act as the principal servicing and car parking route for both this site and the recently approved residential development at 130 Murray Street. It is considered that it would be particularly susceptible to damage during the construction process. As such reasonable to place a condition to protect the stone wall of 126 Murray Street during the construction stage

Archaeology

This site is also located within a place of historical archaeological potential. A Statement of Archaeological Potential, Impact Assessment and Method Statement prepared by Austral Tasmania have been submitted as part of the application. The report is considered to be thorough in its assessment and sound in its methodology.

It is reported that much like the neighbouring Heritage Site, the original development of the site occurred relatively early in the history of the city in the form of a small weatherboard cottage. It was also located on an elevated piece of land above the roadside. However, over the course of the next 120 years, this was replaced by a larger residential property with associated stables and out buildings, which again was replaced by the current building which stands on the site. Importantly, during the construction of the current building, significant excavation and flattening out of the site occurred, essentially removing any potential remnants or artifacts that may have been retained on the site. However, the small access lane which runs between the later warehouse and the adjoining Heritage Listed building appears to have largely remained undisturbed by the later works and whilst there would appear to be no evidence of any structures standing on this land, its use as an access lane is long standing. As such, there may be elements of early surface treatment below the current surface, such as cobbles, as well as both early drainage guttering and fragments of detritus discarded over the years.

The report goes on to make a number of recommendations based on a watching brief during works relating to the access lane. The recommendations are considered reasonable and should form a condition should approval be granted.

Conclusion

It is therefore considered that subject to conditions relating to the implementation of the Statement of Archaeological Potential produced by Austral Tasmania, dated 30 July 2018 in full and an additional condition seeking the protection of the stone wall of 126 Murray Street during the construction stage, the proposal would comply with the Heritage Provisions of the Scheme.

Nick Booth
Heritage Officer
1 April 2021

URBAN DESIGN ADVISORY PANEL

MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 9:00 AM ON THURSDAY 11 MARCH 2021
LORD MAYORS COURT ROOM

PLN-20-532 – 125 BATHURST STREET HOBART

Description:

The proposal is to retain and alter the façade of the existing building on the site at 125 Bathurst Street, and construct a 10 storey, 68 room hotel with cafe, restaurant and bars. The ground floor will have an open accessible forecourt featuring public artwork which will adjoin the entrance foyer containing a café and bar. There is an additional public restaurant and bar on the fifth floor with adjoining terrace and a rooftop garden bar, all operating no later 12:00am. An additional guest garden terrace is to be provided as well as a meeting room and lounge facilities. There will be 21 car parking spaces provided on site which will utilise a vehicle stacker accessed via the existing laneway. There will also be the provision of bicycle parking for the public and guests.

Comment:

The pre-application was previously presented to the Panel on the 10 June 2020 and it was noted that the Panel's advice was considered in the application, especially the continuing involvement of a landscape architect and the early consideration of public art procurement.

The Panel again supports the overall massing and height of the building, recognising part of the building does extend beyond the Amenity Building Envelope. The Panel were of the opinion the disassociated bulk is a very positive aspect of the proposal.

The Panel recognised the work that had been undertaken on the texture and palette of the materials being utilised, arising from the previous Panel's comments. The façade is largely glazed with a perforated metal skin overlaid, to give articulation and provide each room different 'focussed' views.

The Panel felt that the building was compatible with the streetscape and in particular the incorporation of the art deco building in the building's podium.

URBAN DESIGN ADVISORY PANEL
MINUTES
11 March 2021

The Panel were also supportive of the relationship to the adjacent Heritage Place, recognising the heritage wall to the shared right of way as the most significant aspect to be considered adjacent the proposed development.

The Panel had some reservations with regards to the narrow, shared right of way that is utilised as a driveway. It was acknowledged that the intent is that, due to the tightness of this space, there will be valet parking to minimise risk, but the concerns are that the applicant has no control over the driveway due to other rightful users, and it is the new building's required fire access route. This is a concern, and there is a feeling that the use of this space, in particular the fire access may need further consideration.

The proposal incorporates input from a public art company from Melbourne, who is understood will assist in the development of public art for the street level foyer and upper floor landscaped terraces of the building, to meet its discretionary requirements. The design and detail are still not finalised, but the Panel welcomed the approach and information presented as part of the Development Application and welcomed the proponent's support to achieving potentially an excellent public art outcome. The proposed art is appropriate to the overall development and in the Panel's opinion fulfills the intent of the Scheme as applied to the building's relatively minor incursion of the Amenity Building Envelope.

The Panel recognised the proponent had introduced measures to allow natural light to the public space off the street at ground level, in response to the original Panel's feedback. It was noted that the addition of a garbage bin store may detract from this space. There were discussions around whether the proposed depth of the space between street and Foyer is required. If future resolution of some of the technical requirements the Panel had concern with, such as parking access, resulted in the part reduction of this space, the Panel felt the intent of providing an interesting threshold off the street and continuing the street condition through to the Foyer is still possible.

It was also acknowledged that the proponent has engaged a landscape architect in the early stages of the development and consideration to the upper gardens has been well thought out with regards to the species and the viability of the gardens.

Overall, the Panel were pleased with the design of the building and its valuable contribution to the City. The Panel had a number of issues and concerns around the technical performance of the right of way and emergency exit and would like to see that developed and assessed further.

**URBAN DESIGN ADVISORY PANEL
MINUTES
11 March 2021**

The proposal incorporates an exciting and positive approach to the integration of public art. If the application is to be approved, the Panel suggested that Council consider conditions around the public art that includes provision of full design specifications and the intentions on how the art will be maintained.

It was also suggested that a condition be put on the materials and colour of the proposed façade mesh screens and material samples be provided to Council.

URBAN DESIGN ADVISORY PANEL

MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 2:00 PM ON WEDNESDAY 10 JUNE 2020
VIA VIRTUAL MEETING

Pre-Application – 125 Bathurst Street

Description:

The proposal is to retain and alter the façade of the existing building on the site at 125 Bathurst Street, and construct a new 10 storey building that is primarily for a 68 room hotel. The use of the relevant floors is set out below.

- Basement level: car parking. Accessed via an existing driveway on the north eastern side of the site, adjacent to 126 Murray Street.
- Ground level: commercial tenancies and hotel lobby.
- Level 1: communal space and 10 hotel rooms.
- Level 2: roof garden and 10 hotel rooms.
- Level 3 and 4: 12 hotel rooms.
- Level 5: Public bar and roof garden/terrace.
- Level 6 to 8: Eight hotel rooms.
- Level 9: Roof garden.

Comments:

The Panel supports the overall massing of the building, including the incorporation of the existing building's art deco façade into a new podium and the setback of the upper levels from adjoining property boundaries.

The Proposal is considered to be generally in accord with the Central Business Zone Purpose and Desired Future Character Statements and presents as a suitable transition within the Fringe Area of the Central Business Zone.

The incorporation of the existing façade assists in promoting a scale and character consistent with the surrounding streetscape.

In the opinion of the Panel the adjacent Heritage Place, listed in the Scheme's Historic Heritage Code does not warrant further modification of the Proposal as the Heritage Place is largely obscured in the streetscape by a later addition.

URBAN DESIGN ADVISORY PANEL
MINUTES
10/6/2020

The overall height of the building is considered acceptable, however the Panel notes that, in part, the building does extend beyond the Amenity Building Envelope.

The Proponent is proposing to open up the ground floor at street level, the fifth floor and roof top terraces to the general public. The fifth floor and roof level terraces are heavily landscaped and while the Panel notes that a Landscape Architect has been engaged early in the design process, considerable work still needs to be done to clarify the nature and purpose of these areas and to resolve the technical difficulties associated with bringing to fruition such a concept.

The Panel discussed its reservations with regards to the lack of available natural light on the south-west side of the building, especially at ground level. The Panel encouraged more thought around solutions to solve this issue including the introduction of glazing into the roof terrace that would allow views of the tower and the sky above.

There are concerns about how well the public areas of the building will be received and how the public and private spaces will function.

The general opinion of the Panel is that these spaces are, at best, 'social spaces' and not 'public spaces'. As such the significant public and civic benefit required by Performance Criterion 22.4.1-P3.2, in the opinion of the Panel, has not been met. Further the Panel's preference is for any such public benefit to be clearly evident and readily accessible from street level.

The proponent has the option of either amending the design so that the building is contained within the Amenity Building Envelope (i.e. complies with 22.4.1 AS A3), or 'provides significant public benefits or civic amenities ...' (Performance Criterion P3.2). Given the constraints of the site, the latter prospect could be problematic.

Other matters discussed by the Panel included the vehicular access to the basement carpark. Of particular concern is the narrow nature of the access and associated concerns around pedestrian safety.

Similarly further consideration needs to be given to regarding the access off Bathurst Street to the new pedestrian entrance and external public areas.

The perforated metal mesh cladding to the exterior of the building was also discussed at length. The Panel considers this cladding has the potential to add positively to the design aesthetic of the building and the broader cityscape.

However this treatment is not easily communicated and in regard to any final application, consideration should be given to including samples and examples of similar installations elsewhere, together with appropriate renderings and montages.

**URBAN DESIGN ADVISORY PANEL
MINUTES
10/6/2020**

At this stage, the intended colour of the building's exterior is white. This includes the original art deco façade being incorporated into the design.

The Panel believes that consideration should be given to a different colour and possibly material treatment, for the art deco façade and podium to enable the introduction of a broader level interest at street level in order to make a more positive connection to buildings in the streetscape of cultural heritage interest.

In conclusion and given that the proposal does exceed the 'Amenity Building Envelope', the most significant issue requiring further consideration is the provision of significant public benefit and civic amenity, its extent and the form it should take. In the opinion of the Panel this requirement is yet to be satisfied.

**13 19 RIDGEWAY ROAD, RIDGEWAY - PARTIAL DEMOLITION,
ALTERATIONS, EXTENSION, CARPORT AND FRONT FENCING
PLN-20-574 - FILE REF: F21/32697**

Address: 19 Ridgeway Road, Ridgeway

Proposal: Partial Demolition, Alterations, Extension, Carport and Front Fencing

Expiry Date: 26 April 2021

Extension of Time: Not applicable

Author: Richard Bacon

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations, extension, carport and front fencing at 19 Ridgeway Road, Ridgeway TAS 7054 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-20-574 - 19 RIDGEWAY ROAD RIDGEWAY TAS 7054 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 9

The front fence along the front boundary must be no more than 1.5 metres in height above natural ground level and of muted colour scheme in order to avoid adverse impact on the visual amenity of the site and surroundings.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement showing the front fence in accordance with the above requirement.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

To provide reasonable opportunity for privacy for dwellings and to maintain the streetscape and landscape setting.

ENG sw1

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

Any private or private shared stormwater system passing through third-party land must have sufficient receiving capacity.

Advice:

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

SW 9

Prior to occupancy or the commencement of the approved use (whichever occurs first), stormwater detention for stormwater discharges from the development must be installed.

A stormwater management report and design must be submitted and approved as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The stormwater management report and design must be prepared by a suitably qualified engineer and must:

1. include detailed design and supporting calculations of the detention tank showing:
 - a) detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding;
 - b) the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
 - c) the discharge rates and emptying times; and
 - d) all assumptions must be clearly stated;

2. include a supporting maintenance plan, which specifies the required 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:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

ENG 3a

The access driveway, and parking module (parking spaces, and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS 2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer, to provide a safe and efficient access, and enables 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 design must be submitted and approved as a Condition Endorsement, prior to the commencement of work, or issuing of any approval under the *Building Act 2016*, whichever occurs first.

The access driveway design must:

1. Be prepared and certified by a suitably qualified engineer,
2. Be generally in accordance with the Australian Standard AS/NZS 2890.1:2004,
3. Where the design deviates from AS/NZS 2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and
4. Show other details as Council deem necessary to satisfy the above requirement.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit. 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 approved by this permit must be in part (see Advice) constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the first occupation, or commencement of use, whichever occurs first.

Advice:

This condition will be considered satisfied if the following is undertaken: A sealed driveway from the edge of the road pavement of Ridgeway Road to the property boundary (approximately 8 metres) extending a further five metres into the property is to be constructed and the remainder of the driveway access and carparking areas are to be gravel.

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 1

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

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

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

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway

crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG r3

Prior to the commencement of use, the proposed driveway crossover, between 19 Ridgeway Road and the Council highway reservation, must be designed and constructed in accordance with:

- Rural – TSD-R04-v1 – Rural Roads Typical Driveway Profile and TSD R03-v1 Rural Roads Typical Property Access
- Or a Council City Infrastructure Division approved alternate design.

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the *Building Act 2016*. 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 (i.e. light poles, pits, awnings) at or near the proposed driveway crossover.
3. Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings.
4. If the design deviates from the requirements of the TSD then the drawings must 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.
5. 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:

This condition requires further information to be submitted as a Condition

Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

ENV 9

No development is to occur south of the southern edge of the car port, extension and shed (including the concrete driveway), apart from the hinged access gate shown on Strategy Diagram revision H.

Reason for condition

To ensure the development does not result in unnecessary or unacceptable loss of priority biodiversity values

ENV 10

An approved Tree Protection Plan must be implemented and complied with. Prior to the commencement of work and prior to the granting of building consent, a Tree Protection Plan must be submitted and approved.

The Tree Protection Plan must:

- be prepared by a suitably qualified person (e.g. an experienced and qualified arboriculturalist or arborist);
- specify measures to be implemented during construction works to minimise the risk of damage to the trees adjacent the southern boundary, including impacts to tree protection zones as determined using AS 4970: Protection of trees on construction sites;
- include areas to be excluded from all works, traffic, storage etc.; and
- include specifications for fencing or suitable barriers to delineate exclusion areas and appropriate signage.

Reason for condition

To ensure the development does not result in unnecessary or unacceptable loss of priority biodiversity values

ENV 2

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

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

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

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#). Detailed instructions can be found [here](#).

A fee of 2% of the value of the works for new public assets (stormwater infrastructure, roads and related assets) will apply for the condition endorsement application.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).

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.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

STORMWATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

WORK WITHIN THE HIGHWAY RESERVATION


Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

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.

Attachment A: PLN-20-574 - 19 RIDGEWAY ROAD RIDGEWAY TAS 7054 - Planning Committee or Delegated Report ↓ 

Attachment B: PLN-20-574 - 19 RIDGEWAY ROAD RIDGEWAY TAS 7054 - CPC Agenda Documents ↓ 

Attachment C: PLN-20-574 - 19 RIDGEWAY ROAD RIDGEWAY TAS 7054 -
Planning Referral Officer Environmental Development Planner
Report ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	26 April 2021
Expiry Date:	20 June 2021
Application No:	PLN-20-574
Address:	19 RIDGEWAY ROAD , RIDGEWAY
Applicant:	Kate Phillips (Room 11 Architects) 358b Macquarie Street
Proposal:	Partial Demolition, Alterations, Extension, Carport, and Front Fencing
Representations:	Six (6)
Performance criteria:	Rural Living Zone Development Standards, Parking and Access Code, Biodiversity Code

1. Executive Summary

- 1.1 Planning approval is sought for a partial demolition, alterations, extension, carport and front fencing, at 19 Ridgeway Road.
- 1.2 More specifically the proposal includes:
 - single storey extensions and alterations to existing dwelling;
 - front carport;
 - front fence 1.8 metres in height.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Zone Development Standards - Front Setback, Side Setback
 - 1.3.2 Parking and Access Code - Design of Vehicle Access, Vehicle Access Surface Treatment
 - 1.3.3 Biodiversity Code - Building and Works
- 1.4 Six (6) representation/s objecting to the proposal were received within the statutory advertising period between 5th and 22nd March 2021.
- 1.5 The proposal is recommended for approval subject to conditions.

- 1.6 The final decision is delegated to the Council because more than five objections have been received.

2. Site Detail

2.1 The site is within the Rural Living Zone.

2.2 The site was visited dated the 26th March 2021.



Figure 1 above: location plan.



Figure 2 above: aerial photograph with 2 metre contour.



Figure 3 above: view from south across No.56 Hall Street to right, with subject site to far right (beyond No.56 Hall Street).



Figure 4 above: view from Ridgeway Road. No. 19 Ridgeway Road frontage is to left, and No.56 Hall Street frontage is in foreground showing trees.



Figure 5 above: No.56 Hall Street from Ridgeway Road showing trees. No. 19 Ridgeway Road is on other side of paling fence.



Figure 6 above: aerial photograph of neighbourhood, with approximate area of proposed extension (main building excluding roofed structure and carport) highlighted.



Figure 7 above: aerial photograph of wider area, showing property sizes and location of buildings. Applicant site is in centre of image, marked by the red 'x'.

3. Proposal

- 3.1 Planning approval is sought for a partial demolition, alterations, extension, carport and front fencing.
- 3.2 More specifically the proposal is for:
- single storey extensions and alterations to existing dwelling;
 - front carport;
 - front fence 1.8 metres in height.

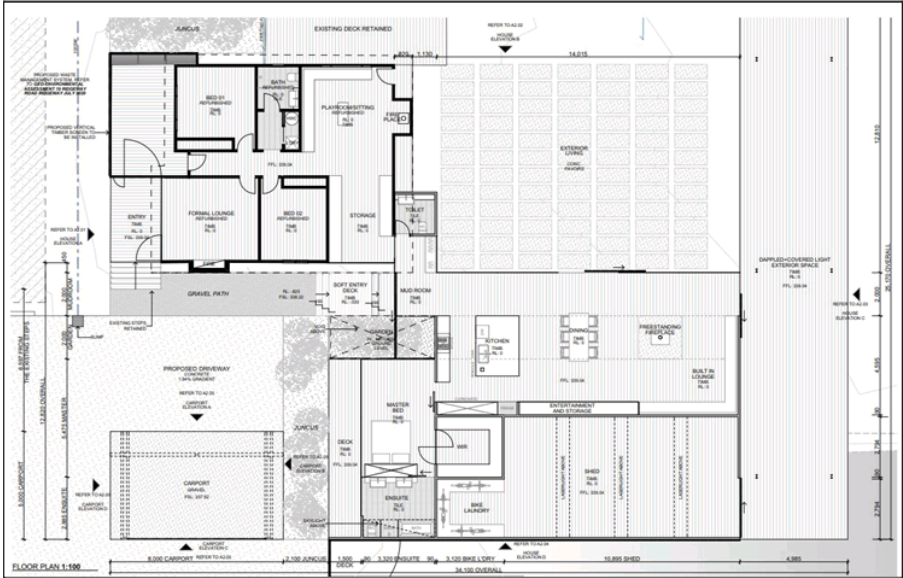


Figure 8: Floor plan of the proposed development.

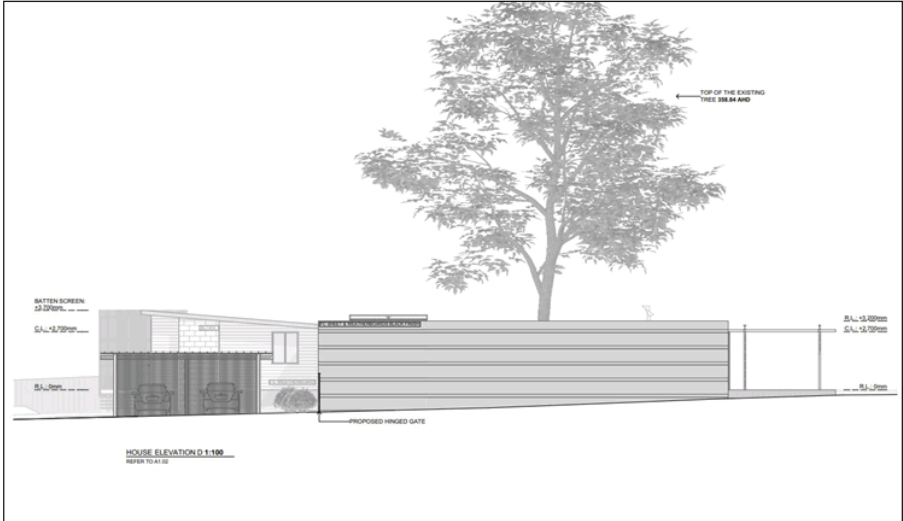


Figure 9: South facing elevation of the proposed development, facing the boundary with 56 Hall Street.

4. Background

- 4.1 There has been on discussions with the applicant and Council's Environmental Development Planner and Development Engineer with respect to the potential impact of the proposal on the trees located on the neighbouring property to the south, 56 Hall Street. The applicant has agreed to the following in order to protect the viability of these trees:
- A sealed driveway from the edge of the road pavement of Ridgeway Road to the property boundary (approximately 8 metres) extending a further five metres into the property is to be constructed and the remainder of the driveway access and carparking areas are to be gravel.
 - A cut off drain is to be constructed at the end of the sealed driveway where it meets the unsealed driveway to direct any water runoff such that it is retained on the property.
 - All footings within 15 metres of the southern property boundary are to be pier footings
 - No works are to be undertaken within the area between the proposed extension and carport and the southern property boundary
- 4.2 This approach is acceptable to Council officers and conditions reflecting the above have been recommended.

5. Concerns raised by representors

- 5.1 Six (6) representation/s objecting to the proposal were received within the statutory advertising period between the 5th and 22nd March 2021.
- 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.
Please see the applicant response dated 30th March 2021 which follows the representations.

Loss of rural amenity and tree dominated landscape

-My concern with this particular development is that the scale of the proposed extension will considerably alter the rural amenity. In particular, the development will virtually fill the width of the allotment from one boundary to the other. The scale and spread of this proposed development also brings houses in this part of Ridgeway substantially closer together. This is not in accordance with the stated objective of "low density residential development" or "a tree dominated landscape with houses set in large gardens" or buildings being "unobtrusively sited and not detracting from the landscape values of the area." It also places the extension in close proximity to a row of trees in the next properties boundary. This could cause a situation of falling limbs or fire risk in future years, with a potential dispute over tree removal. It again further risks a decline in "a tree dominated landscape";

-As a Ridgeway resident I am concerned that this development will negatively impact the character of the area because the development does not conform to the objectives of the "Rural Living Zone". Some recently constructed dwellings in Ridgeway have not, in my view, been in accordance with these objectives (of the planning scheme) and this has the effect of increasingly detracting from the rural amenity and creating an "urbanising" effect within Ridgeway. I was a signatory to a petition to Council on this issue in October 2020.

Inadequate boundary setbacks

-I'm also concerned that the proposed development appears to make little attempt to achieve the required boundary setback on the southern boundary. The existing house is a long way from the southern boundary, but the proposed extension is only 3 metres from this boundary;

-The continued erosion of boundary setbacks in Ridgeway is resulting in the loss of the planning scheme's stated objectives to maintain a "semi-rural environment" and this is a concern to me as a Ridgeway resident;

-The continued erosion of boundary setbacks in Ridgeway is resulting in the loss of the planning scheme's stated objectives to maintain a "semi-rural environment" and this is a concern to me as a Ridgeway resident;

-concern at bulk and massing;

-inadequate boundary setbacks;

-A desirable characteristic of the Ridgeway area is the dispersed pattern of residential development with dwellings situated on lots that maintain larger setbacks between lot boundaries and adjacent dwellings. This feature contributes to the amenity of the area by providing increased privacy and sense of rural locality.

The proposal does not demonstrate the maintenance of this desirable rural characteristic of the area by exceeding the minimum building setback requirements from the north and south side boundaries.

The setback discretions have the potential to negatively impact the existing character of the area by being of a setback from adjoining lots that is not consistent with the pattern of development. The proposal is considered to be at odds with the character of the area, particularly where setback is considered a contributor to the amenity of residents. The proposal is not considered to be in accordance with P2 (c) and (g)(ii). It is also not considered to be in accordance with the Objective of the provision "To maintain desirable characteristics of the landscape, protect amenity of adjoining lots...".

Of concern to our client is the significant reduction in setback to the southern boundary of approximately 11m, with this building façade extending for a horizontal length of 23m (east-west) which presents a considerable mass within the permitted setback.

-This representation advocates for the maintenance of at least a 7m side setback from the southern boundary to ensure the character of the area is maintained and adequate separation is provided to the residence to the south of the site.

Visual impact

- concern at visual impact on amenity of neighbouring lots;
- concern at other inappropriate development approved in the vicinity with minimal boundary setback.

Overdevelopment

- concern at bulk and massing;
- viewed from road development will present as a block fully built up from one side to the other;
- reduced separation between houses;
- reduction of non built up area;
- not in keeping with rural setting;

-The main problem with this development is the increase in the size of the proposed building right across the allotment, and the increased visual impact this will have - especially from Ridgeway Road - and the reduction in boundary setback on the southern side. The proposed southern boundary setback of this development to only a little over 3 metres means that the proposed dwelling will effectively fill the whole of the allotment, and this is not in keeping with the objectives of the planning scheme. The existing dwelling is set back a long way from the southern boundary, so there will be a loss of the openness that the planning scheme states is characteristic of a rural area like Ridgeway;

-I write because I am concerned about the continued erosion of the Rural Living Area characteristics that distinguish Ridgeway as a semi-rural area, and not a city suburb. I believe that the spread of the built area of this proposed development, bringing it so close to both northern and southern boundaries, and increasing building bulk and massing, is not in accordance with the provisions of the scheme for this area, and will contribute to the "suburbanisation" of Ridgeway;

-The proposed partial demolition, alterations, extension, carport and front fencing on this property will result in the built area of this block increasing to cover most of the block as viewed from the west. The proposal to extend the house to the south, leaving just over 3 metres to the block's southern boundary, spreads the built area right across the block. The size and dimensions of the block do not necessitate that a house extension be built so close to the boundary. An extension could easily be built more in alignment with the current house footprint on the block, maintaining the 10m setback;

-The other aspect of the proposed development that is very worrying is the scale of development, the increase in visual "mass" of the dwelling across the allotment, the increased visual impact from Ridgeway Road and the reduction in boundary setback on the southern side.

Impact on native vegetation

-concern at impact on 12 large mature native trees on 56 Hall Street, just beyond the southern boundary of the site;

-a submitted arborist report indicates the proposed works would encroach within the tree protection zones of the trees beyond the southern side boundary, with potential root damage leading to adverse impact on the health of the trees;

-the submission of an Arboricultural Impact Statement would be required would be required to assess potential impact on the trees;

-concern that the works within the subject land, in proximity to the shared side boundary of 56 Hall Street will impact on 12 existing established trees which are situated very close to the boundary. The reduced setback of the proposed development at 19 Ridgeway Road from the southern boundary raises concerns regarding the impact of the development on the Tree Protection Zone of these trees. No arborist's report has been sought by Council. It is requested that the proposal clarify the impacts of the proposed development on these trees, which currently provide amenity, screening and biodiversity habitat in the Rural Living Zone. Our client requests that an arborist be engaged to undertake an impact assessment on the trees to understand how the proposed development may impact on the safety and long term viability of the trees.

Tree danger

-It also places the extension in close proximity to a row of trees in the next properties boundary. This could cause a situation of falling limbs or fire risk in future years, with a potential dispute over tree removal;

-I note that, given the possible impact on the structural roots of these trees from these proposed works, there is potential for these trees to fall onto the proposed new house, around 4m away from some of these trees, in the very strong southerly or southwesterly winds we frequently receive in Ridgeway. If these trees' structural roots are damaged, in a strong northerly wind, they would have the potential to fall onto our house at 56 Hall St, or into the garden where our children frequently play. Potential impact on these trees from this proposal, ignored in the application submission, therefore presents a very real safety issue that must be addressed.

In addition these trees - several of them large and healthy examples of Eucalyptus globulus - are habitat trees. I spoke with the Council's Environmental Planner Mark O'Brien in 18/03/21 and he mentioned that the Biodiversity Code may need to be considered in relation to these trees. If the trees are damaged or killed by a building development, this represents a loss of habitat.

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Given that impact on these trees has not been considered in the application for this proposal, I therefore propose that the development proponents be required to engage an independent arborist to undertake an impact assessment on the trees, and report back to Council, and to myself, once this has been acquired.

Loss of habitat

-In addition these trees - several of them large and healthy examples of Eucalyptus globulus - are habitat trees. I spoke with the Council's Environmental Planner in 18/03/21 and he mentioned that the Biodiversity Code may need to be considered in relation to these trees. If the trees are damaged or killed by a building development, this represents a loss of habitat.

Loss of rural character and inconsistent with Planning Scheme
-inconsistent with the Desired Future Character which states building must maintain the desirable characteristics of the surrounding landscape by having regard to factors that include the location of existing buildings on the site;

-I am a long term resident of Ridgeway and I am concerned that this particular development will change the character of the area because the development does not conform to the objectives of the "Rural Living Zone". I have noticed that recently constructed dwellings in Ridgeway have increasingly not been in accordance with the objectives of the planning scheme and this has the cumulative effect of detracting from the rural amenity and "suburbanising" the area;

-The proposed development includes a very tall front fence across the full width of the allotment, this is not in keeping with the objectives of the rural living zone and it is very different to other properties in the area. It is more in keeping with a suburban or inner city setting than Ridgeway;

-The proposal is not considered to be fully in accordance with the Character and Purpose Statements of the Rural Living Zone. A review of the plans for the development indicates that the proposal does not comply with several of the applicable clauses of the Hobart Interim Planning Scheme 2015 including building setback and outbuildings.

Front fence concern

-The fence and a portion of the carport are located in the front setback.

The proposal includes a new 1800mm high fence along the site's Ridgeway Road frontage, to be painted white and a carport within the frontage setback zone. These developments are considered incongruent with the surrounding characteristics of the area and not in accordance with the desired character of the Zone.

In particular, the proposed colour, height and location of the fence will create a disruption in the distinct Rural Living Zone streetscape and alter the existing character of Ridgeway Road which is noted for its 'tree dominated landscape with houses set in relatively large gardens';

-The fence size and location directly on the frontage boundary is considered out of character with the surrounding area which consists of open front yards with a high visual permeability. The fence will dominate the streetscape when viewed from Ridgeway Road, preventing view of the dwelling from the street, and imparting a suburban character to the street that is more characteristic of a higher density residential area.

It is therefore not considered in accordance with the Zone Objective, the Performance Criteria P1 (b), (d), (e) and (f) or the Zone Future Character Statement (a).

Concern at outbuildings

-A characteristic of the Ridgeway area is the dispersed pattern of low-density residential development and prominence of the bushland and vegetated landscape. The proposed outbuilding currently relies on discretion in regard to the setback requirements which raises concern that the proposal does not demonstrate compliance with the performance criteria P1 (c);

Objective: To ensure that the size and number of outbuildings does not detract from the amenity of the area and does not visually dominate an associated dwelling

P1 Outbuildings (including garages and carports not incorporated within the dwelling) must be designed and located to satisfy all of the following:...

(c) be consistent with any Desired Future Character Statements provided for the area or, if

no such statements are provided, have regard to the landscape.

The amenity of the area is described above as being contributed to by a high amount of separation between buildings on lots and the prominence of the landscape features. As identified in the Zone Character Statement (a), the area should continue to be characterised by a tree dominated landscape with houses set in large gardens. The scale of outbuilding in the context of the proposed development has the potential to alter the character of the area towards a landscape dominated by built form rather than tree and garden.

The proposed outbuilding is also not considered in accordance with Zone Character Statement (b) regarding siting. The reduced setbacks of the development are not considered to respect the landscape values of the

area. By reducing the setbacks of the development there is potential for the proposal to detract from the landscape values of the area which are characterised by a prevalence of well separated residential dwellings set in bushland, and amongst paddocks which provides a distinct rural character and amenity.

It is therefore considered that the proposal does not adequately demonstrate how the development considers the surrounding context to ensure the amenity and character of the area is maintained.

Planners note: Clause 13.4.4 refers to outbuildings not incorporated into the dwelling. The proposed carport at 40 square metres in area would be the sole structure detached from the dwelling itself. The 'shed' would be integral to the dwelling according to the submitted plans.

Suggestions

Proposed conditions for approval:

Considering the points made above, conditions for approval of the above application should include:

- Requirement that the extension be sited more in line with existing house.
- Requirement that the proposal make an effort to meet the required setback. Instead of a 3.115m-3.88m setback on the southern boundary, that at least a 7-8m setback be required.
- To reduce the "black box" impression and reduce visual impact, and to be in keeping with the rural living zone, requirement for an exterior treatment on the extension's southern wall that is more muted, eg: grey colour or vertical wooden board cladding, as currently on the western side of the existing dwelling.
- Requirement that a comprehensive, independent arborist's assessment be conducted to ascertain impacts on the trees adjacent to the proposed development site.
- Requirement that building development at 19 Ridgeway Road be cognisant of, and accountable for, damage to trees. Requiring that any building work make meaningful consideration of not damaging trees, given the possible safety implications both to residents and property at both 19 Ridgeway Rd and 56 Hall St. (Pushing back the proposed extension from the southern boundary would clearly ameliorate impact on these trees.)

Finally, I would like to note that I helped conduct and was a signatory of a petition to Council submitted in October 2020 which called for Council to make decisions that better uphold the planning provisions in the Rural Living Zone in which Ridgeway is situated. This petition received 40 signatures from local residents. Essentially, many residents do not want to see repeated incursions on the rural character of Ridgeway that derive from planning decisions not strictly in accordance with the scheme. I made a representation to the Council's Planning Committee on this subject on 14/12/2020, and members of the committee present at that meeting assured me that the community's feelings on this issue had been "heard". We hope that they will also be acted upon.

Given that impact on these trees has not been considered in the application for this proposal, I therefore propose that the development proponents be required to engage an independent arborist to undertake an impact assessment on the trees, and report back to Council, and to myself, once this has been acquired.

I support the principle of Ridgeway residents to renovate/extend their homes, but note that extensions are usually best made on the existing line of the house. There is no reason related to the size/dimensions of the block that dictates that the house needs to spread almost from one side of the block to the other. The extension could equally be made behind the existing house without impacting on the character of Ridgeway itself. I also note the location of the proposed development is close to the entrance of the Ridgeway hamlet itself. Such an extension impacts Ridgeway's amenity for the majority of residents whose only point of access and egress is past this location.

I represent that the proposed development should be changed to increase the amount of the boundary setback on the southern side, thereby also reducing the visual impact from Ridgeway Road and reducing the impact such an extension will have if it is approved.

I feel that the proposed development should be amended to increase the amount of the boundary setback on the southern side and to reduce the visual impact from Ridgeway Road.

This representation advocates for the maintenance of at least a 7m side setback from the southern boundary to ensure the character of the area is maintained and adequate separation is provided to the residence to the south of the site;

Other comment

As a long-term resident of this area, I note that Council decision-making has increasingly eroded its own planning provisions, including setbacks, which can then be used as precedence for further erosion of this requirement. Such a trend has, and will continue to, diminish the rural character of Ridgeway, which relies on substantial separation between houses and houses being set in large gardens.

Applicant response dated 30th March 2021.

As you are aware and with regard to setbacks, the proposed development is within 10 metres of the side boundary thus requiring assessment under the relevant performance criteria (Hobart Interim Planning Scheme 2015, 3.4.2 - P2).

I have documented my thoughts and how I believe it performs against these criteria. (My comments are italicised)

P2

Building setback from side and rear boundaries must maintain the

desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

(a) the topography of the site;

The proposed development has been designed in response to the topography of the site. The roof height has been kept to a minimum of 3.2 m from the existing cottages floor level. Given the block slopes gently to the front, it is slightly higher at the western end of the extension to maintain the existing floor level and to minimise the amount of excavation on site.

(b) the size and shape of the site;

The lot is narrow in its frontage and deep, making it impractical to maintain the side setback. The orientation of the site lends itself to locating the extension on the southern side of the block to allow for a northern exposure to the living area and therefore a more thermally efficient extension.

(c) the location of existing buildings on the site;

The existing dwelling sits on the Northern side of the block leaving usable space to the South.

(d) the proposed colours and external materials of the building;

The proposed development is largely timber, glass and the southern elevation is painted black to blend in with the surrounding environment.

(e) visual impact on skylines and prominent ridgelines;

The proposed development does not impact on skylines or prominent ridgelines. The Building is 3.2 M high at the Eastern end and is lower than the existing cottage maximum roof height.

(f) impact on native vegetation;

There is no native vegetation on site.

(g) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:

- overlooking and loss of privacy

The proposed development does not overlook adjoining lots and does not impact on privacy. There are no windows facing the adjoining property to the south (56 Hall Street). The house to the

south is located to the South East of the extension and its view is shielded by a large tree on the boundary (see attached photo which looks from the southeast corner of the extension to the living area of the house next door)

- visual impact, when viewed from adjoining lots, through building bulk and massing.

There is negligible visual impact on adjoining lots. The extension is out of the view of the adjoining house and can only be seen from western portion of the neighbours front yard. Height has been kept to a minimum to limit the visual impact from the adjoining lots.

We have gone to great lengths to design a sympathetic, low impact extension that is responsive to the site and context, while minimising the visual impact from the street and to the adjoining lots. I believe the proposed develop meets the relevant performance criteria.

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 Rural Living Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing and proposed use is a dwelling. The existing use is a permitted use in the zone. The proposed use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D - 13 Rural Living Zone
 - 6.4.2 E6.0 Parking and Access Code
 - 6.4.3 E7.0 Stormwater Management Code

- 6.4.4 E1.0 Bushfire prone Areas Code
- 6.4.5 E10.0 Biodiversity Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Rural Living Development Standards:-
- Setbacks and Building Envelope – Part D 13.4.1 P1; P2*
Setbacks and Building Envelope - Part D 13.4.4 P1
- 6.5.2 Parking and Access Code:-
- Design of Vehicle Access - E6.7.2 P1*
Surface Treatment - E6.7.6 P1
- 6.5.3 Biodiversity Code:-
- Building and Works - E10.7.1 P1*
- 6.6 Each performance criterion is assessed below.
- 6.7 Setback and Building Envelope Part D 13.4.2 P1, P2
- 6.7.1 The acceptable solution at clause 13.4.2 A1 and A2 require respectively as follows.
- A1: a frontage setback of 10 metres;
- A2: a building setback from side and rear boundaries of 10 metres.
- 6.7.2 The proposal includes:
- A front setback of 7.425 metres (carport).
 - A front fence, positioned on the frontage.
 - A side setback of 3.115 metres (carport) and 3.38 metres (dwelling).
- 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 setback Objective under Clause 13.4.2 states as follows.
- To maintain desirable characteristics of the landscape, protect amenity*

of adjoining lots, avoid land use conflict and fettering of use on adjoining rural land and protect environmental values on adjoining land zoned Environmental Management.

The performance criterion at clause (insert clause number) provides as follows:

13.4.2 P1

Building setback from frontages must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

- (a) the topography of the site;*
- (b) the prevailing setbacks of existing buildings on nearby lots;*
- (c) the size and shape of the site;*
- (d) the location of existing buildings on the site;*
- (e) the proposed colours and external materials of the building;*
- (f) the visual impact of the building when viewed from an adjoining road;*
- (g) retention of vegetation.*

13.4.2 P2

Building setback from side and rear boundaries must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

- (a) the topography of the site;*
- (b) the size and shape of the site;*
- (c) the location of existing buildings on the site;*
- (d) the proposed colours and external materials of the building;*
- (e) visual impact on skylines and prominent ridgelines;*
- (f) impact on native vegetation;*
- (g) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:*
 - (i) overlooking and loss of privacy;*
 - (ii) visual impact, when viewed from adjoining lots, through building bulk and massing.*

6.7.5 Assessment of the performance criteria follows.

The Zone Purpose Statement provide as follows.

13.1.1.1 To provide for residential use or development on large lots in a rural setting where services are limited.

13.1.1.5 To retain areas of bushland, managed for the conservation of

critical, urgent and important priority forest communities and threatened species, along the fringe of urban development while allowing for development of single houses at a low average density.

Desired Future Character Statements within the Rural Living Zone state as follows.

(a) The areas covered by this zone should continue to provide for low density residential development set within the natural bushland or semi-rural environment. They should continue to be characterized by a tree dominated landscape with houses set in relatively large gardens.

(b) Development should respect the vegetated character and the use of muted subdued colours in building finishes will be required. Buildings should be unobtrusively sited and not detract from the landscape values of the area.

(c) Vegetation clearance for new development should be kept to the minimum area required to allow the development to proceed.

In terms of the **Desired Future Character Statements**, is the following consideration.

The lot size measures 2,026 square metres in area.

This compares with a 2 hectare (20,000 square metre) lot size minimum for subdivision within the Rural Living Zone under Clause 13.5.1 A1 under the Scheme. In this case, no subdivision is proposed and the lot is longstanding. It is noted that a large number of other lots particularly along Hall Street and the end of Ridgeway Road in the vicinity of the site are of similar comparatively small but long established sizes.

Within the Rural Living Zone, there is no site coverage requirement.

Rather, under Clause 13.4.3 A3 is a size limitation based on a maximum floor area of 375 square metres. The proposed floor area in this case would be 311 square metres and would therefore comply.

It is further noted that the proposal would incorporate a large courtyard, which is likely to increase the perceived size of the proposal. The main resulting open areas on the site would remain at the frontage and to the rear, as well as the large central courtyard.

Lastly, the applicant states the 'light reflectance value' of the proposed works would be well within that required under Clause 13.4.3 A2 of the Scheme within the Rural Living Zone.

Front Boundary Setback

With regard to front boundary setback, setbacks of buildings in the vicinity along Ridgeway Road and Hall Street are variable. They range from around 11 metres adjacent at No.17 Ridgeway Road, to around 4 metres

being the setback of No.56 Hall Street from that frontage. The building frontage as proposed would adopt a reasonably low profile being of single storey in this reasonably level location. Impact on the surrounding streetscape and landscape setting is not considered likely to be excessive.

The proposed building is considered reasonably acceptable in terms of front setback.

In terms of the proposed front fence, it would be sited on the frontage with a height of 1.8 metres, of timber battens painted white.

There is an existing front fence at the site, of timber with a height of around half of a metre. Other front fence arrangements in the vicinity are variable. At No.17 Ridgeway Road is a front gabion again of around half a metre in height. To the Hall Street frontage of No.56 Hall Street, is a length of front fence of around 1.6 metres in height. There is a 1.2 metres high paling fence to the Hall Street frontage of No.54 Hall Street. Lastly, a number of properties have wire (chicken wire or similar) front fence arrangements, and a number of properties have no front fences.

In terms of the Zone Future Character Statements, the concern is the potential visual domination of the site and surroundings at odds with a 'tree dominated landscape with houses set in relatively large gardens'. In terms of the Performance Criteria P1 (b), (d), (e) and (f), the concern with (b) and (d) is that the front fence would present a large and visually dominating feature at odds with the prevailing setbacks of buildings on adjoining lots. There is concern with regard to (e) and (f) at the white colour scheme and its likely visual obtrusiveness within a rural and semi bushland zone. It is considered that a lower front fence of muted colours would have a greater degree of suitability given the character and amenity of the surrounding area.

A condition of any planning approval issued is considered warranted, in terms of a maximum front fence height of 1.5 metres and of muted colour scheme.

Side Boundary Setback

With regard to side boundary setback, the proposed side wall of the dwelling extension would be up to 4 metres in height, while the carport would be a maximum height of 2.7 metres. The side neighbouring property to the south at No.56 Hall Street is of a similar size and on a similar contour to that of the proposal site.

The site is on a saddle between higher hilltops, at the entrance to Ridgeway. A wider visual impact on broader surroundings is therefore unlikely, particularly given the proximity of other existing buildings in this location.

With respect to side setback, Clause 13.4.2 P1 again states (in part) as follows.

Building setback from side and rear boundaries must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

(g) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:

(i) overlooking and loss of privacy;

(ii) visual impact, when viewed from adjoining lots, through building bulk and massing.

The combined length of the proposed structures facing the southern side boundary would be substantial at 34.1 metres. The side setbacks would range from 3.115 metres for the carport, from 3.380 to 3.880 metres for the main building component, and up to 4.015 metres for the rear roofed component. The carport would have a side wall. The rear roofed component would not have walls. Further, within the 34.1 metre measurement, would be a 2.1 metre 'gap' between the main building and the carport. Building heights would range from up to 4 metres for the main building, around 3 metres for the rear roofed structure, and 2.7 metres for the carport. The main building would have a side wall length of 19.015 metres with, as stated, a maximum wall height of up to 4 metres.

There is some concern at the combined length of walls and structures and the setback from the southern side boundary, and in particular there is concern at the setback of the main building given its height and bulk. The concern is potential visual impact when viewed from the neighbouring property at No.56 Hall Street, in terms of bulk and massing.

The concern is as to whether or not a greater side boundary setback of all walls and structures is warranted.

Consideration under the Performance Criteria 13.4.2 P2, as well as the Zone Purpose Statement and the Desired Future Character Statement is as follows.

The proposal is not considered to conflict with the Zone Purpose Statements or the Desired Future Character Statements on the basis that it would continue as a single dwelling on an established cleared residential site.

There is concern with regard to compliance with the Objective under Clause 13.4.2, which states *'to maintain desirable characteristics of the landscape, protect amenity of adjoining lots'*. The concern is with regard to the side setback of the main building.

In terms of the Performance Criteria Clause 13.4.2 P2, the applicant site is a reasonably level rectangular lot of similar size to those in its vicinity. As stated, given its position in a 'saddle' the proposal is unlikely to result in any skyline impact. As stated, the site is cleared. Any unreasonable overlooking or loss of privacy to any adjacent lot is considered unlikely, particularly considering the lack of windows facing the side boundary towards the neighbouring property at No.56 Hall Street.

Lastly, is the following requirement (as previously stated).

Building setback from side and rear boundaries must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

(g) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:

(ii) visual impact, when viewed from adjoining lots, through building bulk and massing.

As stated, the main building would be of single storey and would have a side wall length of 19.015 metres with a maximum wall height of up to 4 metres. Its side boundary setback would range from 3.380 to 3.880 metres.

The proposed main building would be to the north of the western part of the garden area of No.56 Hall Street, characterised by grass and a number of large eucalypts positioned near the side boundary, which is marked by a paling fence of around 1.8 metres in height. The main building would be northwest of the neighbouring dwelling at No.56 Hall Street, which is set back over 10 metres from the side boundary.

There would be no impact to the northerly aspect of the neighbouring dwelling, while its northwesterly aspect would be in the direction of the proposed main building. There is considered unlikely to be any excessive visual impact of the proposal on the neighbour's dwelling itself due to the relative largely diagonal positioning between it and that proposed, and the compliant setback of neighbouring dwelling.

It is accepted that the maximum 4 metre height of the proposal would remain well within the maximum 8.5 metre height permitted in the Zone

under Clause 13.4.1 Acceptable Solutions A1. Further, that the main building would itself be visually dominated by the scattering of large eucalyptus trees on the neighbouring site.

The concern remains the height and length and setback of the side boundary wall of the main building with respect to the Acceptable Solution. Given the Rural Living zoning and character, there is an argument that a side setback of greater than that proposed is considered warranted.

On the other hand, there are a number of buildings in the neighbourhood that are sited close to property boundaries. At No.17 Ridgeway Road to the northern side of the applicant site, is a dwelling with an estimated side setback at its closest point of under four metres with a wall length of around 16 metres. This example is comparable to that proposed (again, generally being a 19 metre long wall setback from 3.38 to 3.88 metres). Further, the outbuilding at No.56 Hall Street has an estimated one metre side setback from the neighbouring property at No.58 Hall Street. Lastly, the dwelling at No.60 Hall Street has a side boundary setback with No.58 Hall Street of around two metres, and a side wall length of around 11 metres. Given these examples, it is not considered demonstrated that the proposed side setback is out of character with those side setbacks existing on a number of neighbouring properties, all of which are generally of small size given the Rural Living Zone lot size standards.

In summary, as follows.

- With regard to the side setback of the roofed structure and carport, the proposal is considered reasonably acceptable.
- With regard to the front setback of the carport, the proposal is considered acceptable.
- With regard to the proposed front fence, the proposal is considered acceptable subject to a condition limiting its height to 1.5m and its finish to muted tones.
- With regard to the side setback of the main building, it is not considered demonstrated that the proposed side setback is out of character with those side setbacks existing on a number of neighbouring properties, all of which are generally of small size given the Rural Living Zone lot size standards. The discretion with regard to side boundary setback in this case is not considered sufficient to warrant any recommendation of refusal.

Therefore on balance, the proposal is considered acceptable.

6.7.6 The proposal complies with the performance criterion.

6.8 Setback and Building Envelope Part D 13.4.4 P1

6.8.1 The acceptable solution at clause 13.4.4 A1 requires as follows.

Outbuildings (including garages and carports not incorporated within the dwelling) must comply with all of the following:

(a) have a combined gross floor area no more than 100 m²;

(b) have a wall height no more than 6.5 m and a building height not more than 7.5 m;

(c) have setback from frontage no less than that of the existing or proposed dwelling on the site.

6.8.2 The proposal includes a carport with a front setback of 7.425 metres, which does not meet Clause A1(c) as the dwelling would be setback 13 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 D13.4.4 P1 provides as follows:

Outbuildings (including garages and carports not incorporated within the dwelling) must be designed and located to satisfy all of the following:

(a) be less visually prominent than the existing or proposed dwelling on the site;

(b) be consistent with the scale of outbuildings on the site or in close visual proximity

(c) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape.

6.8.5 Assessment of the performance criterion follows.

The proposed carport would have dimensions of 4 metres width by 8 metres in length. Its height would be 2.7 metres.

The carport would be setback 7.425 metres from the Ridgeway Road frontage. The front setback of the carport would compare with that of the dwelling of approximately 13 metres.

The carport is likely to remain reasonably consistent with the scale of other outbuildings scattered in the vicinity.

The carport is not considered likely to conflict with the statement of Desired Future Character, in particular due to its relatively minor scale.

On balance, given that the carport would be a simple utilitarian structure, it is likely to be less visually prominent than the dwelling as either existing or proposed.

As stated, with regard to front boundary setback, setbacks of buildings in the vicinity along Ridgeway Road and Hall Street are variable. They range from around 11 metres adjacent at No.17 Ridgeway Road, to around 4 metres being the setback of No.56 Hall Street from that frontage. The frontage as proposed would adopt a reasonably low profile being of single storey in this reasonably level location. Impact on the surrounding streetscape and landscape setting is not considered likely to be excessive.

This aspect of the proposal is considered reasonably acceptable.

6.8.6 The proposal complies with the performance criterion.

6.9 Design of Vehicle Access - E6.7.2 P1 and Surface Treatment - E6.7.6 P1

6.9.1 The acceptable solution at clause EE6.7.2 A1 requires the design of vehicular accesses to comply with the relevant Australian Standard, and the acceptable solution at clause E6.7.6 A1 requires accesses to be finished to a sealed standard. (insert clause number) requires (insert what clause requires, so far as relevant to what is proposed).

6.9.2 The proposal includes a new access that doesn't comply with the relevant Australian Standard with respect to sight distances, and which is in part un-sealed.

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

6.9.4 The performance criterion at clause E6.7.2 P1 and E6.7.6 P1 provide as follows:

E6.7.2 P1

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

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

- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; -*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development; -*
- (d) ease of accessibility and recognition for users. -*

E6.7.6 P1

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

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

- 6.9.5 The Council's Development Engineer has advised as follows:

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

Surrounding properties exhibit similar access provisions.

Based on the above assessment and given the submitted documentation, the surface treatment may be accepted under Performance Criteria P1:E6.7.6 of the Planning Scheme.

- 6.9.6 It is further noted that the partial non-sealing of the access is to protect the viability of trees on the neighbouring property.

- 6.9.7 The proposal complies with the performance criterion.

6.10 Building and Works - E10.7.1 P1

- 6.10.1 The acceptable solution at clause E10.7.1 A1 requires that clearance, conversion of disturbance of native vegetation for an extension to an existing dwelling must be confined to Low Priority Biodiversity Values.

- 6.10.2 The proposal includes development adjacent to trees on the neighbouring property at 56 Hall Street that are considered to be moderate priority biodiversity values, and due to the proximity of the development to them,

they may be irrevocably impacted on.

- 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 E10.7.1 P1 provides as follows:

Clearance and conversion or disturbance must satisfy the following:

(a) if low priority biodiversity values:

(i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;

(ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;

(b) if moderate priority biodiversity values:

(i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;

(ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;

(iii) remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values...

- 6.10.5 The Council's Environmental Planner has assessed the proposal and his report is provided in full as an attachment to this report. The officer is of the view that:

A further AS4970 assessment was carried out to determine the likely impact to the trees in the absence of the proposed concrete driveway south of the proposed car port. The results are presented in Table 2 below and show that this small change would result in:

- no impact to structural root zones;
- tree protection zone encroachment of 10% or more for only two trees; and
- relatively small TPZ encroachment of 11.7% and 14% for the trees where encroachment would exceed 10%

Given that it is quite likely that the two trees with encroachment above 10% would survive the development, and given these trees are only considered to be of 'low priority biodiversity value', in my opinion if this part of the concrete driveway was not approved, the development would satisfy the performance criterion (subject to appropriate tree protection measures being implemented during construction).

The owner's planning consultant was contacted to discuss this potential condition and indicated that the condition would be accepted.

It is therefore recommended that discretion be exercised with regard to E10.7.1 P1 subject to conditions requiring:

- no development between the southern edge of the car port and extension to the southern boundary (other than the access gate); and
- the implementation of appropriate tree protection measures during construction based on the advice of a suitably qualified person.

6.10.6 The proposal complies with the performance criterion subject to the above mentioned conditions.

7. Discussion

- 7.1 Planning approval is sought for a partial demolition, alterations, extension, carport and front fencing, at 19 Ridgeway Road.
- 7.2 The application was advertised and received six (6) representations. The representations raised concerns including concern at building boundary setbacks and loss of rural amenity and character, overdevelopment, a decline in the tree dominated landscape, danger to residents from existing trees if roots are damaged by the proposal, and concern over the front fence.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered acceptable.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer and Environmental Development Planner. The officers have raised no objection to the proposal, subject to conditions.

- 7.5 There has been applicant, owner and neighbour consultation. The applicant was advised (dated 23rd March 2021) of the six representations received and of matters raised. The applicant stated that a response would be provided with regard to concerns raised over impact on the neighbouring trees at No.56 Hall Street.

The applicant was advised (dated 23rd March 2021) of some Development Appraisal Planner concern with regard to the proposed southern side boundary setback of the proposal and potential impact on the amenity of the neighbouring property at No.56 Hall Street, as well as potential impact on trees on that neighbouring property. The applicant has granted an extension of time to allow Council consideration of the proposal.

Discussion was held with the owner dated the 29th March 2021.

The owner is aware of the representations received and matters raised.

The owner advises that, with regard to the trees, there is an existing excavated septic drainage area, between the applicant house extending south to around 1.5 metres from the side boundary with No.56 Hall Street. The point raised by the applicant is that the area of the proposed extension near the side boundary, is an existing excavated area for drainage. The owner argues that the impact of proposed works on the health of the trees on the neighbouring property would therefore be minimal.

The owner also stated a strong desire to pursue the plan as proposed. The owner argues the lot is of limited size, and the required 10 metre side setback would not be feasible. The owner questions the benefit to neighbouring parties, of any redesign to provide for an increased side setback of up to 5 or 6 metres.

- 7.6 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed partial demolition, alterations, extension, carport and front fencing at 19 Ridgeway Road, Ridgeway TAS 7054 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, extension, carport and front fencing at 19 Ridgeway Road, Ridgeway TAS 7054 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-20-574 - 19 RIDGEWAY ROAD RIDGEWAY TAS 7054 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 9

The front fence along the front boundary must be no more than 1.5 metres in height above natural ground level and of muted colour scheme in order to avoid adverse impact on the visual amenity of the site and surroundings.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement showing the front fence in accordance with the above requirement.

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

To provide reasonable opportunity for privacy for dwellings and to maintain the streetscape and landscape setting.

ENG sw1

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

occurs first).

Any private or private shared stormwater system passing through third-party land must have sufficient receiving capacity.

Advice: Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

SW 9

Prior to occupancy or the commencement of the approved use (whichever occurs first), stormwater detention for stormwater discharges from the development must be installed.

A stormwater management report and design must be submitted and approved as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The stormwater management report and design must be prepared by a suitably qualified engineer and must:

1. include detailed design and supporting calculations of the detention tank showing:
 1. detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding;
 2. the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
 3. the discharge rates and emptying times; and
 4. all assumptions must be clearly stated;
2. include a supporting maintenance plan, which specifies the required 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: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

ENG 3a

The access driveway, and parking module (parking spaces, and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer, to provide a safe and efficient access, and enables 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 design must be submitted and approved as a Condition Endorsement, prior to the commencement of work, or issuing of any approval under the *Building Act 2016*, whichever occurs first.

The access driveway design must:

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

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

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 approved by this permit must be in part (see Advice) constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the first occupation, or commencement of use, whichever occurs first.

Advice: This condition will be considered satisfied if the following is undertaken:

A sealed driveway from the edge of the road pavement of Ridgeway Road to the property boundary (approximately 8 metres) extending a further five metres into the property is to be constructed and the remainder of the driveway access and carparking areas are to be gravel.

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 1

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

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

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

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

Reason for condition

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

ENG r3

Prior to the commencement of use, the proposed driveway crossover, between 19 Ridgeway Road and the Council highway reservation, must be designed and constructed in accordance with:

- Rural – TSD-R04-v1 – Rural Roads Typical Driveway Profile and TSD R03-v1 Rural Roads Typical Property Access
- Or a Council City Infrastructure Division approved alternate design.

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the *Building Act 2016*. 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 (i.e. light poles, pits, awnings) at or near the proposed driveway crossover.
3. Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings.
4. If the design deviates from the requirements of the TSD then the drawings must 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.
5. 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: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

ENV 9

No development is to occur south of the southern edge of the car port, extension and shed (including the concrete driveway), apart from the hinged access gate shown on Strategy Diagram revision H.

Reason for condition

To ensure the development does not result in unnecessary or unacceptable loss of priority biodiversity values

ENV 10

An approved Tree Protection Plan must be implemented and complied with.

Prior to the commencement of work and prior to the granting of building consent, a Tree Protection Plan must be submitted and approved.

The Tree Protection Plan must:

- be prepared by a suitably qualified person (e.g. an experienced and qualified arboriculturalist or arborist);
- specify measures to be implemented during construction works to minimise the risk of damage to the trees adjacent the southern boundary, including impacts to tree protection zones as determined using AS4970: Protection of trees on construction sites;
- include areas to be excluded from all works, traffic, storage etc.; and
- include specifications for fencing or suitable barriers to delineate exclusion areas and appropriate signage.

Reason for condition

To ensure the development does not result in unnecessary or unacceptable loss of priority biodiversity values

ENV 2

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

A SWMP must be submitted as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets

(Derwent Estuary Program, 2008), available [here](#).

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

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for Condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#). Detailed instructions can be found [here](#).

A fee of 2% of the value of the works for new public assets (stormwater infrastructure, roads and related assets) will apply for the condition endorsement application.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).

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.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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



(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: 15 April 2021

Attachment(s):

Attachment B - CPC Agenda Document

Attachment C - Planning Referral Officer Environmental Development Planner Report



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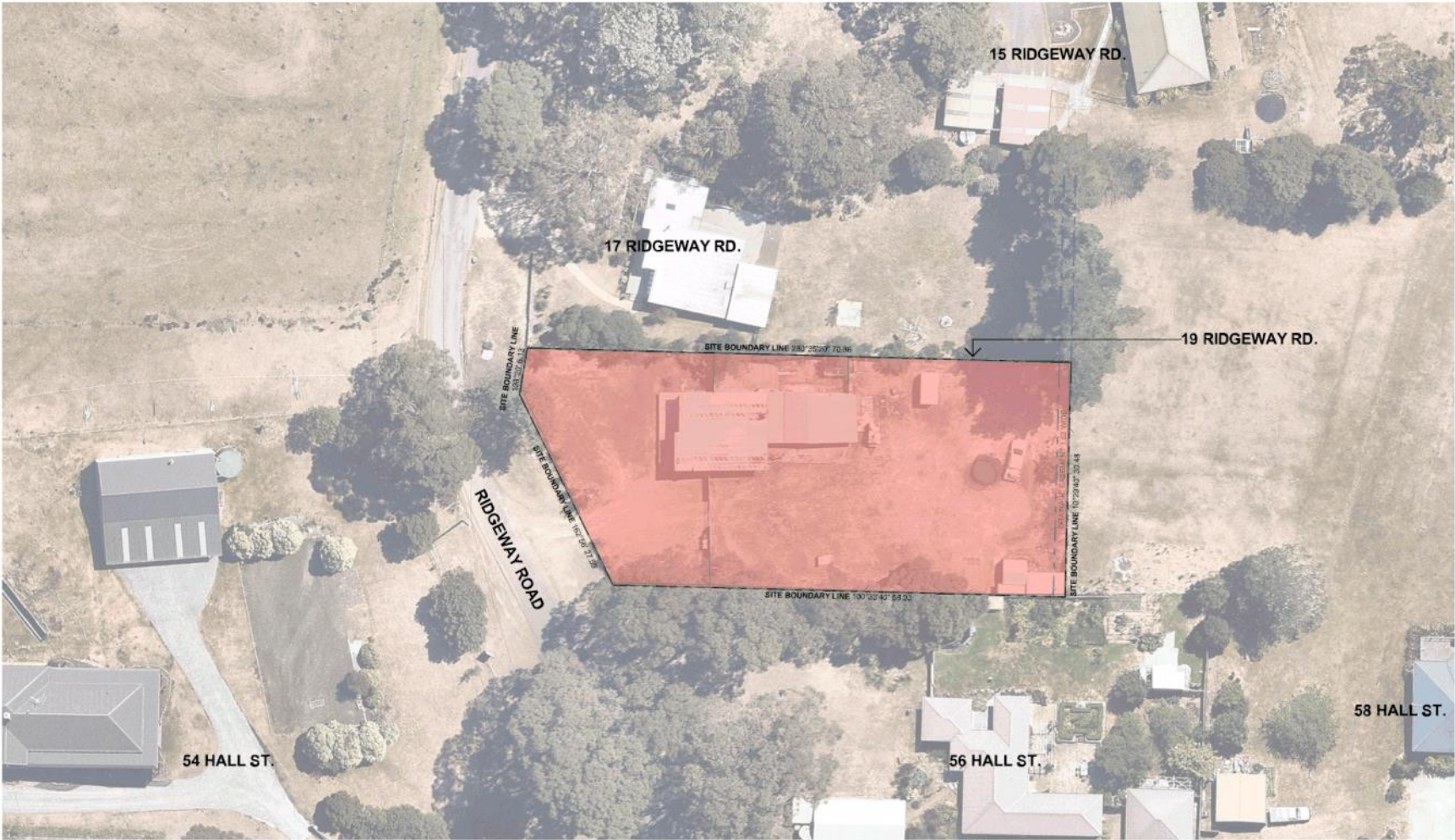
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1/12/2021

PROJECT

19 RIDGEWAY ROAD

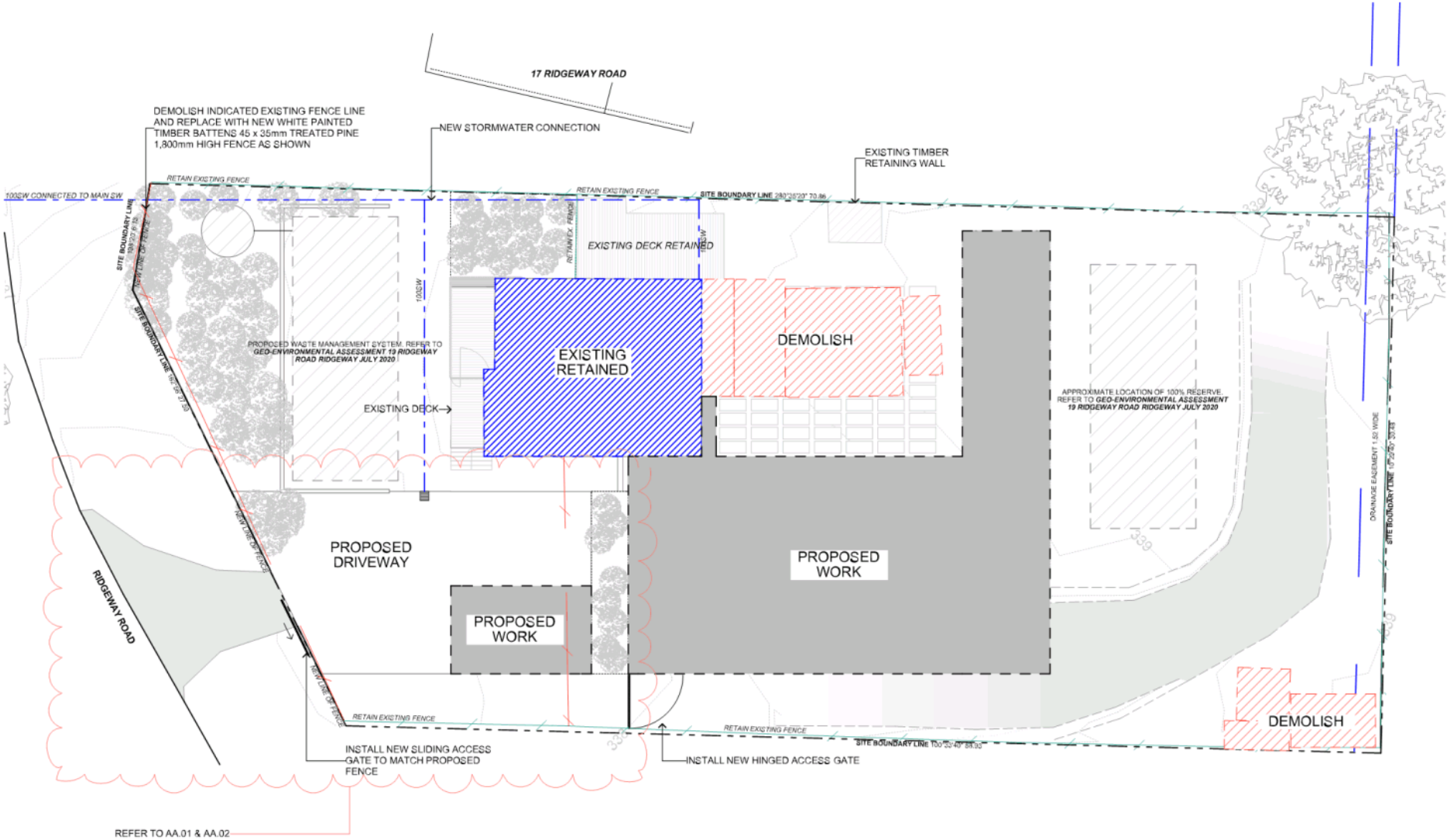
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DRAWING No.	DESCRIPTION	ISSUED	DRAWING No.	DESCRIPTION	ISSUED
A0.01	LOCATION PLAN	<input type="checkbox"/>	A3.01	MAIN ENTRANCE VIEW 01	<input type="checkbox"/>
A0.02	1:200 STRATEGY DIAGRAMS	<input type="checkbox"/>	A3.02	MAIN ENTRANCE VIEW 02	<input type="checkbox"/>
A0.03	1:200 DEMOLITION PLAN	<input type="checkbox"/>	A3.03	COURTYARD VIEW 01	<input type="checkbox"/>
A0.04	1:200 SITE PLAN	<input type="checkbox"/>	A3.04	COURTYARD VIEW 02	<input type="checkbox"/>
			A3.05	COURTYARD VIEW 03	<input type="checkbox"/>
A1.01	1:100 FLOOR PLAN	<input type="checkbox"/>	A3.06	DECK VIEW	<input type="checkbox"/>
A1.02	1:100 ROOF PLAN	<input type="checkbox"/>			
			AA.01	CARPARK A	<input type="checkbox"/>
A2.01	HOUSE ELEVATION A	<input type="checkbox"/>	AA.02	CARPARK B	<input type="checkbox"/>
A2.02	HOUSE ELEVATION B	<input type="checkbox"/>			
A2.03	HOUSE ELEVATION C	<input type="checkbox"/>			
A2.04	HOUSE ELEVATION D	<input type="checkbox"/>			
A2.05	CARPORT ELEVATIONS	<input type="checkbox"/>			



LOCATION PLAN 1:500

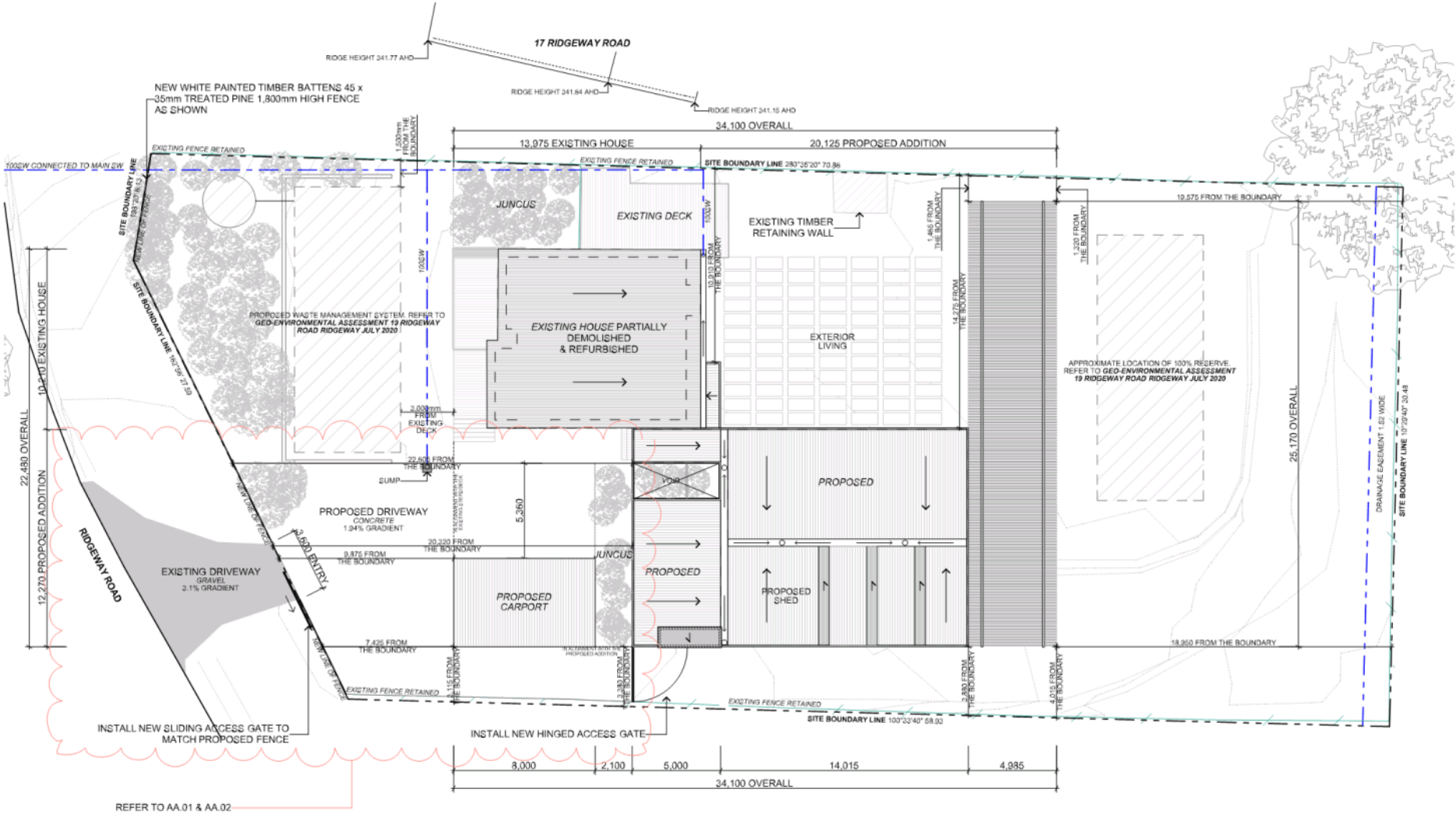
 <div><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p><p><u>Room</u> 11</p></div>	<p>Drawings to be read in conjunction with specifications by Board of Directors and all drawings and documents by engineers and architects referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and aerial drawings take precedence. DO NOT SCALE FROM DRAWINGS. These drawings are intended for the use of copyright and may not be copied or reproduced without the written permission of the author. ALL DIMENSIONS TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No. #Pin</p>	<table><tr><th>Issue ID</th><th>Issue Name</th><th>Issue Date</th></tr><tr><td>01</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>02</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>03</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>04</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>05</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>06</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>07</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>08</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>09</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>10</td><td>DESIGN REVIEW - PRELIMINARY</td><td>01/01/2021</td></tr><tr><td>11</td><td>DESIGN REVIEW - 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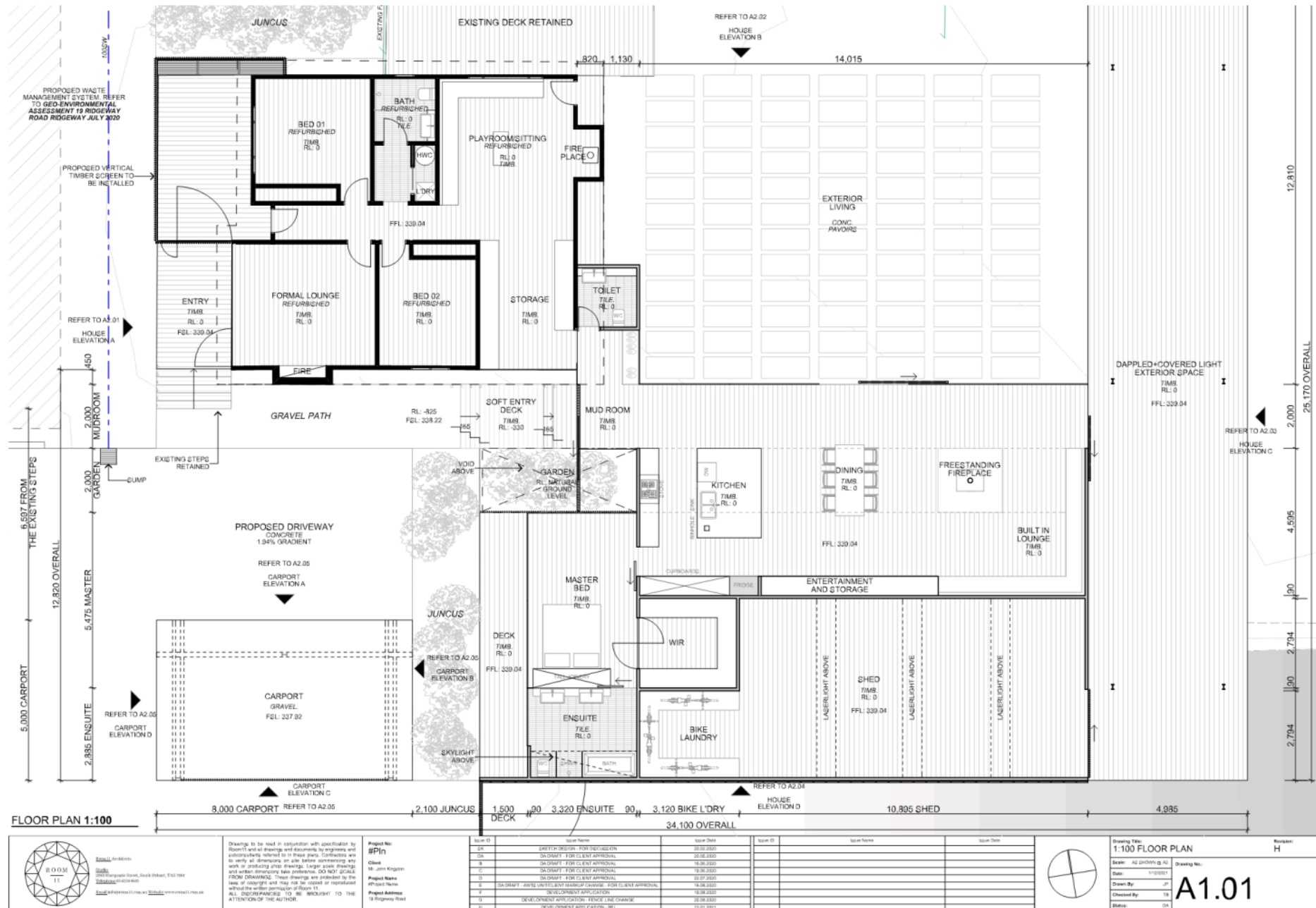
 ROOM 11 Room 11 Architects 100 Bridge Street, South Sydney, NSW 1500 02 9550 6000 info@room11.com.au www.room11.com.au	Drawings to be read in conjunction with specification by Room 11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are intended for the use of copyright and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.	Project No #Pin Client Mr. John Kingston Project Name 18 Ridgeway Road Project Address 18 Ridgeway Road 1
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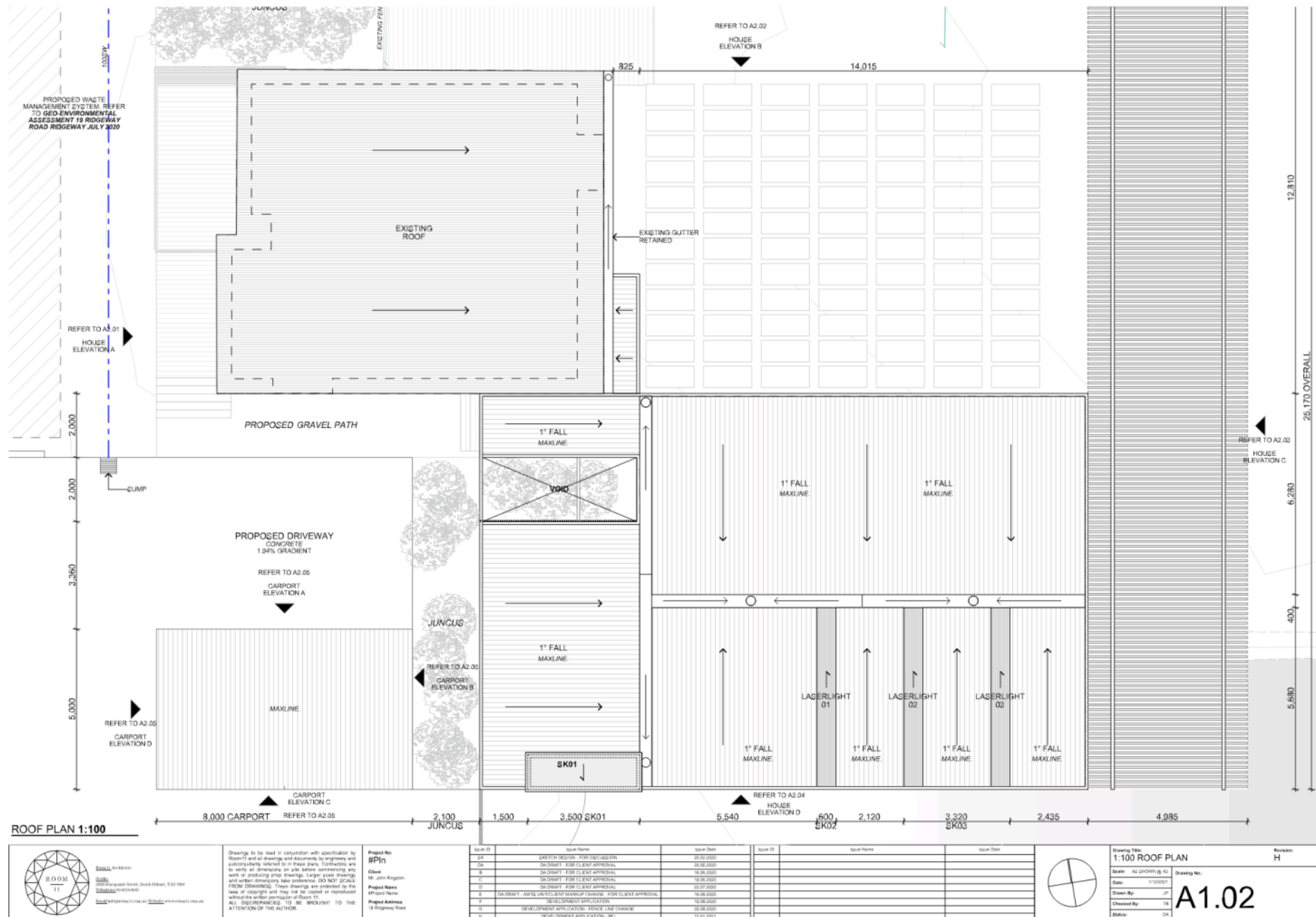




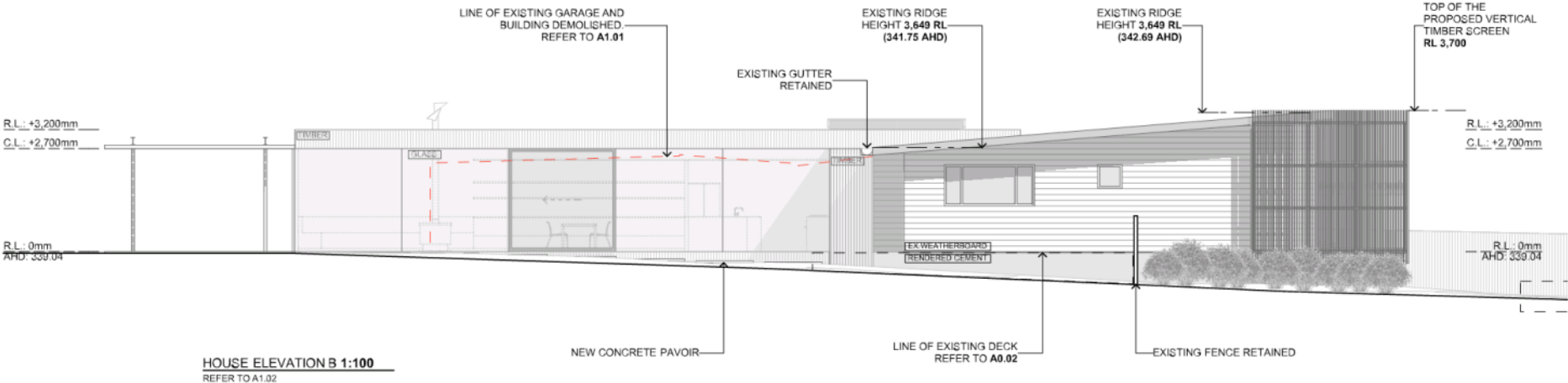
SITE PLAN 1:200

 <div>ROOM 11</div>	<p>Project Address 1000 George Street, South Sydney, NSW 1584 Tel: (02) 9550 6000 Fax: (02) 9550 6001 www.cityofsydney.nsw.gov.au</p>	<p>Drawings to be read in conjunction with specification by Room11 and all drawings and documents by engineers and professionals referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are intended for the use of copyright and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No: #Pin</p>	<table><tr><th>Issue ID</th><th>Issue Name</th><th>Issue Date</th></tr><tr><td>01</td><td>DRAWING SET - FOR TENDER</td><td>20.02.2021</td></tr><tr><td>02</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>20.02.2021</td></tr><tr><td>03</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>04</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>05</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>06</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>07</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>08</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>09</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>10</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>11</td><td>DRAWING SET - FOR CLIENT APPROVAL</td><td>19.06.2021</td></tr><tr><td>12</td><td>DRAWING SET - 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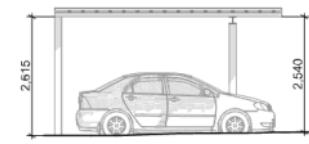


 <div>Room 11 Architecture 3001 Corporate Street, South Hobart, TAS 7004 Tel: +61 8 9433 4400 Email: info@room11.com.au</div>	<p>Drawings to be read in conjunction with specification by Room 11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No: #Pin</p> <p>Client: Mr. John Kingston</p> <p>Project Name: #Project Name</p> <p>Project Address: 18 Ridgeway Road</p>	Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
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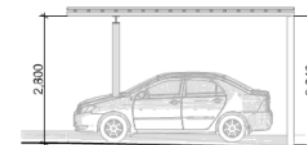


 <p>Room 11</p> <p>Project No: #Pin</p> <p>Client: 44 John Kington</p> <p>Project Name: Development Application</p> <p>Project Address: 18 Progress Road</p>	<p>Drawings to be used in accordance with specification by Council and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing cross drawings. Larger areas drawings and enter dimensions late preference. DO NOT SCALE FROM DRAWINGS. These drawings are intended to be used of copyright and may not be copied or reproduced without the written permission of the copyright owner. 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CARPORT ELEVATION B 1:100
REFER TO A1.03



CARPORT ELEVATION D 1:100
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ENTRANCE VIEW
NOT TO SCALE

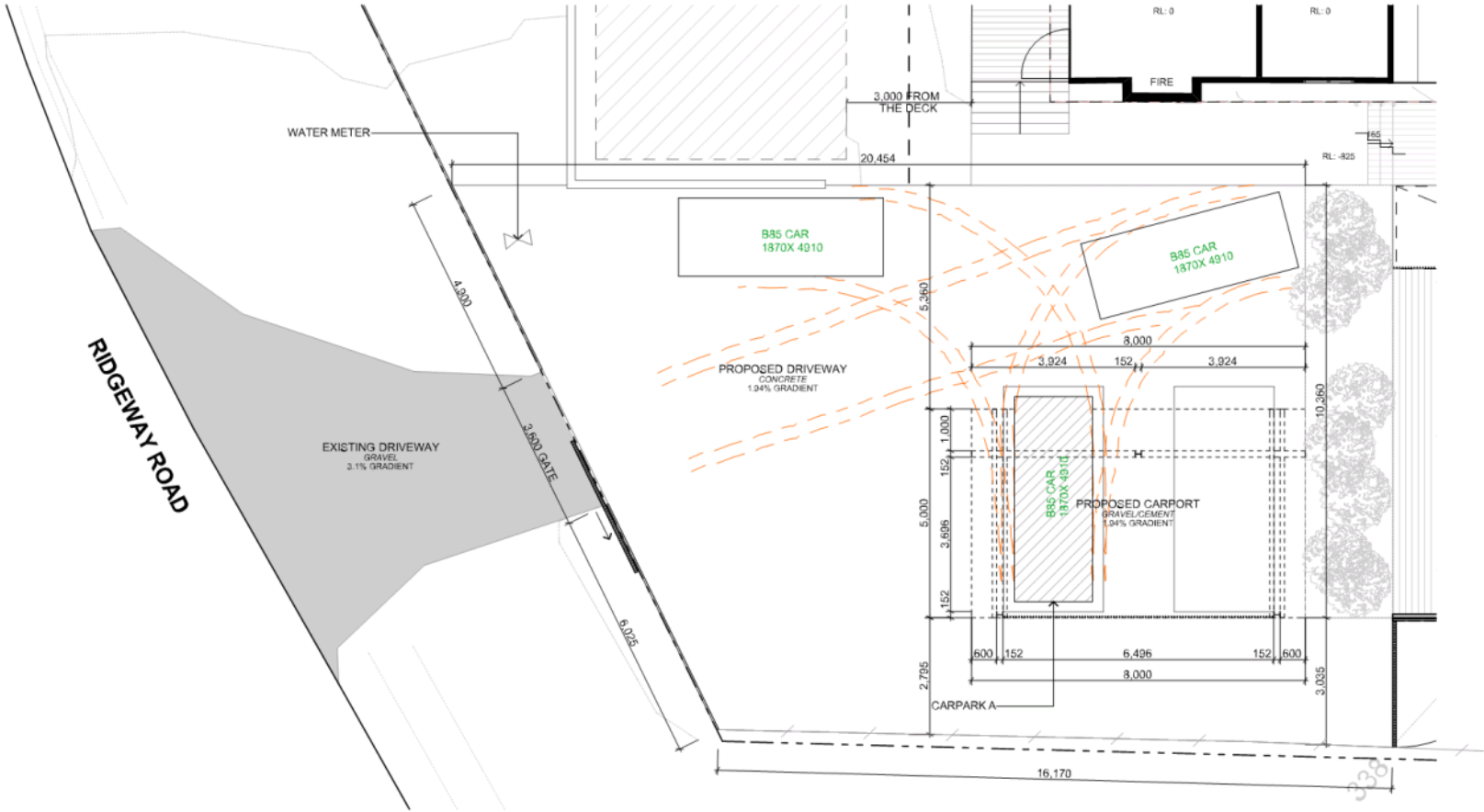
 <div>ROOM 11</div> <div>Architects 3000 Corporate Street, South Miami, FL 33156 Tel: 305.444.4444 Fax: 305.444.4444 www.room11.com</div>	<p>Drawings to be read in conjunction with specification by Room 11 and all drawings and documents by engineers and architects referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Room 11.</p> <p>ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No. #Pin</p> <p>Client Mr. John Kingston</p> <p>Project Name #Project Name</p> <p>Project Address 18 Higgins Road</p>	Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date		<p>Drawing Title: MAIN ENTRANCE VIEW 02</p> <p>Scale: A3 200% (3' x 4')</p> <p>Date: 11/03/21</p> <p>Drawn By: JF</p> <p>Checked By: TB</p> <p>Status: OK</p>	<p>Revision: H</p> <p>Drawing No: A3.02</p>					
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						02	DRAWING FOR CLIENT APPROVAL	10/30/2020								
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						06	DRAWING - ANTE-CHAMBER/ENTRANCE CHAMBER - FOR CLIENT APPROVAL	10/30/2020								
						07	REVISION APPLICATION	10/30/2020								
						08	REVISION APPLICATION - FENCE LINE CHANGE	10/30/2020								
						09	DEVELOPMENT APPLICATION - SET	10/31/2021								

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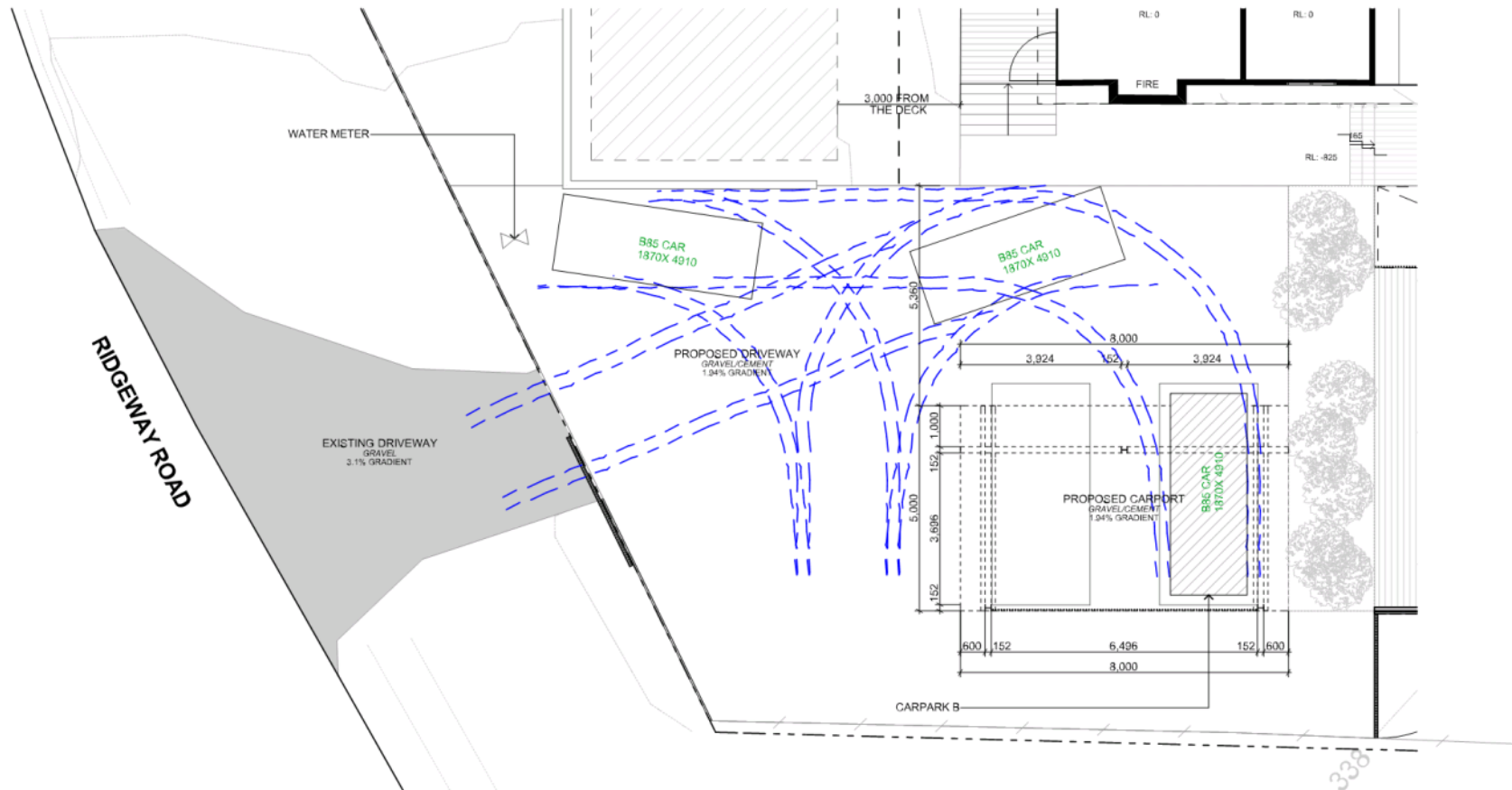
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CARPARK A 1:100

 <p>ROOM 11</p>	<p>Website Address</p> <p>Email Phone Fax Text Mobile</p> <p>Email Phone Fax Text Mobile</p>	<p>Drawings to be read in conjunction with specification by Room11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No: #Pin</p> <p>Client: Mr. John Kingston</p> <p>Project Name: #Project Name</p> <p>Project Address: 18 Ridgeway Road</p> <p>18 Ridgeway Road</p>	<table><tr><th>Issue ID</th><th>Issue Name</th><th>Issue Date</th></tr><tr><td>01</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>02</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>03</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>04</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>05</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>06</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>07</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>08</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>09</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>10</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>11</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>12</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>13</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>14</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>15</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>16</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>17</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>18</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>19</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr><tr><td>20</td><td>DRAWING SET - FOR PRELIMINARY</td><td>20.02.2021</td></tr></table>	Issue ID	Issue Name	Issue Date	01	DRAWING SET - FOR PRELIMINARY	20.02.2021	02	DRAWING SET - FOR PRELIMINARY	20.02.2021	03	DRAWING SET - FOR PRELIMINARY	20.02.2021	04	DRAWING SET - FOR PRELIMINARY	20.02.2021	05	DRAWING SET - FOR PRELIMINARY	20.02.2021	06	DRAWING SET - FOR PRELIMINARY	20.02.2021	07	DRAWING SET - FOR PRELIMINARY	20.02.2021	08	DRAWING SET - FOR PRELIMINARY	20.02.2021	09	DRAWING SET - FOR PRELIMINARY	20.02.2021	10	DRAWING SET - FOR PRELIMINARY	20.02.2021	11	DRAWING SET - FOR PRELIMINARY	20.02.2021	12	DRAWING SET - FOR PRELIMINARY	20.02.2021	13	DRAWING SET - FOR PRELIMINARY	20.02.2021	14	DRAWING SET - FOR PRELIMINARY	20.02.2021	15	DRAWING SET - FOR PRELIMINARY	20.02.2021	16	DRAWING SET - FOR PRELIMINARY	20.02.2021	17	DRAWING SET - FOR PRELIMINARY	20.02.2021	18	DRAWING SET - FOR PRELIMINARY	20.02.2021	19	DRAWING SET - FOR PRELIMINARY	20.02.2021	20	DRAWING SET - FOR PRELIMINARY	20.02.2021	<div><div></div><div></div><div></div><div></div></div>	<p>Drawing Title: CARPARK A</p> <p>Scale: AS SHOWN @ A2</p> <p>Drawing No.: AA.01</p> <p>Date: 17/03/2021</p> <p>Drawn By: JF</p> <p>Checked By: JF</p> <p>Status: OK</p>	<p>Revision: H</p>
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CARPARK B 1:100



Drawings to be used in conjunction with specification by Room 11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. **DO NOT SCALE FROM DRAWINGS.** These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Room 11. **ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.**

Project No:
#Pin
Client:
Mr. John Kingston
Project Name:
#Project Name
Project Address:
12 Ridgeway Road

Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
2K	DETACH SECTION - FOR DELEGATION	20.02.2020			
2A	SA-SMART - FOR CLIENT APPROVAL	20.02.2020			
	SA-SMART - FOR CLIENT APPROVAL	19.06.2020			
C	SA-SMART - FOR CLIENT APPROVAL	19.06.2020			
D	SA-SMART - FOR CLIENT APPROVAL	20.07.2020			
E	SA-SMART - AUTO UNLOCKING HANGUP CHANGE - FOR CLIENT APPROVAL	19.08.2020			
F	NOE-SPURIOUS APPLICATION	19.08.2020			
G	DEVELOPMENT APPLICATION - FORCE A NEW NUMBER	20.08.2020			
H	NOE-SPURIOUS APPLICATION - SET	20.01.2021			



Drawing Title:	CARPARK B
Scale:	AS SHOWN (8 A)
Date:	1/12/2022
Drawn By:	JL
Checked By:	TS
Status:	0

Revision:	
H	
A0	Drawing No:
A1	
A2	
A3	
A4	
A5	
A6	

AA.02

**Room11**

Studio 358B Macquarie St, South Hobart 7004, Tasmania

Post PO Box 116, South Hobart 7004, Tasmania

Telephone 03-6224-8642

Email info@room11.com.au Website www.room11.com.au

To: HCC Planning Officer
Re: PLN-20-574 19 Ridgeway Road, Ridgeway
RESPONSE TO RFI

To Planning Officer,

The property subject to the above Development Application number, 19 Ridgeway Road, has an approved plumbing permit from HCC for the upgrade to on site wastewater management. The approved on site wastewater management plan was designed by Geoenvironmental Solutions with consideration to the proposed Addition and Alteration to the dwelling, under the current DA.

For your reference the plumbing permit number is PMB-20-354.

I trust that this will be sufficient information to satisfy the outstanding RFI.

If you require anything else, please contact my colleague Kate Phillips directly at kate@room11.com.au.

Yours sincerely,
Room 11 Architects

A handwritten signature in black ink, appearing to be 'Thomas Bailey', written in a cursive style.

Thomas Bailey

Architects AIA
Director
Room11

**Room11**

Studio 358B Macquarie St, South Hobart 7004, Tasmania

Post PO Box 116, South Hobart 7004, Tasmania

Telephone 03-6224-8642

Email info@room11.com.au Website www.room11.com.au

19 Ridgeway Road, Ridgeway TAS

Date: 25.08.2020

Client: John and Jennifer Kingston

Project: 19 Ridgeway Road

Address: 19 Ridgeway Road, Ridgeway TAS

Dear Hobart City Council Planning,

Re: 19 Ridgeway Road, Alterations and Additions to Dwelling RFI PLN-20-574

In response to HCC Request for Further Information on the above application, see below.

1. Please state the light reflectance value of exterior surfaces

The addition to dwelling has external cladding of weatherboard and fibre cement sheet cladding, black paint finish. While the specific paint manufacturer has not yet been selected, we can safely assume that the light reflectance value will be between 5% and 10%.

Part of the proposal has vertical timber cladding. This is not intended to have a finish, and rather will age in place. The light reflectance value of this natural material will change over time, however it is safe to assume it will be around 20%.

The roof of the proposed addition is to be clad in a standing seam profile Colorbond Monument Matt. The light reflectance value of this finish is 9%. Please refer to Dulux powdercoating LRV table in the link below.

<https://duluxpowders.com.au/wp-content/uploads/2016/02/Dulux-Powders-RGB-LRV-Values-Feb2016.pdf>

If any further information is required regarding these responses, please feel free to contact us at the earliest convenience and we can provide as needed.

Yours sincerely,

Room 11 Architects

Thomas Bailey

Architects AIA

Director

Room11

**Room11**Studio 358B Macquarie St, South Hobart 7004, TasmaniaPost PO Box 116, South Hobart 7004, TasmaniaTelephone 03-6224-8642Email info@room11.com.au Website www.room11.com.au**19 Ridgeway Road, Ridgeway TAS**Date: 25.08.2020Client: John and Jennifer KingstonProject: 19 Ridgeway RoadAddress: 19 Ridgeway Road, Ridgeway TAS

Dear Hobart City Council Planning,

Re: 19 Ridgeway Road, Alterations and Additions to Dwelling

In support of our application for alterations and additions to existing dwelling at 19 Ridgeway Road, Ridgeway, please see below our address of the Performance Criteria relating to the discretionary elements of our application

The site is located in the Rural Living Zone of Hobart Interim Planning Scheme 2015.

The site is currently the location of an existing 3 bedroom dwelling, with additions and sheds.

existing garage addition to the rear of the existing house, and to refurbish the existing house to contain two bedrooms, a formal lounge, and playroom. The existing sheds in the south eastern corner of the allotment, abutting the Southern boundary will be demolished and removed.

To the south eastern corner of the house the proposal is for an addition, comprising a master bedroom suite, with ensuite, open plan family kitchen/ dining/ living area, and to create a new entrance to the house. In addition to this, the proposal comprises a new storage shed and bike laundry. The site planning includes an outdoor living space to the north of the addition, behind the envelope of the existing house, and a covered outdoor space to allow for shaded outdoor recreation, and a carport in alignment with the existing house front deck.

The proposed carport is set back from the southern boundary of the property at the min 3.115m (see 1:200 Site Plan A0.04). The proposed additions are in alignment with the orientation of the existing house, which is not parallel to the southern boundary. As such, the proposed addition is setback from the southern boundary min 3.38m, and max 3.88m.

*Hobart Interim Planning Scheme 2015**Clause 13.4.2 Setback**A1 Building Setback from frontage must be no less than 10m*

The proposed addition is setback from frontage 20.32m. The proposal complies with A1

A2 Building setback from side and rear boundaries must be no less than 10m.

The proposed addition is setback from the Southern boundary 3.38m, there fore does not comply with the Acceptable Solution A2, as is the case with the existing building on site, and properties at no. 7-9 Ridgeway Road, no. 17 Ridgeway Road, 56 Hall Street, 54 Hall Street, 58-60 Hall Street, and many others in the area that are in the Rural Living Zone. See below our address Performance Criteria P2.

P2 Building Setback from side and rear boundaries must maintain the desirable characteristic of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

(a) the topography of the site;

The lot has a gentle cross slope from the north to the south (refer DRG A2.01) The proposed building addition height is below the ridge line of the existing house, and follows the fall of the land. The proposed carport is lower again, and is visually unobtrusive and thus compliant with the Performance Criteria above.

(b) the size and shape of the site;

The site is a rectilinear shape, with a front (EAST) boundary that is angled, and follows Ridgeway Road. The long boundaries are the north and south boundaries. The proposed building additions are located along the Southern Boundary, with a minimum setback from the Southern Boundary of 3380mm. The siting is intended to maximise the Northern Exposure to the new Living/ Kitchen/ and Dining areas, and create a connection with the protected courtyard that forms the new Exterior Living space (refer DRG A.04). The existing house on the site that is to remain and be refurbished is 4.67m from the Northern boundary. By mirroring the setback to the Southern boundary the proposal presents a balanced facade to the street.

(c) the location of existing buildings on the site;

The existing house on the site has a front (east) setback of 13.11m and a north boundary setback of 4.67m. The proposed additions to the house have a setback from the front of 20.32m. The proposed additions is set further back on the site, to maintain the street presence of the existing house.

(d) the proposed colours and external materials of the building;

The addition has external finishes of timber, glass, and black painted FC sheet and weatherboards on the southern elevation.

The black painted FC sheet and weatherboard cladding to the Southern Elevation of the addition (shed wall) is to be in a satin finish, to present as visually unobtrusive as possible when viewed from neighbouring properties.

(e) visual impact on skylines and prominent ridgelines;

There is no impact on skylines and prominent ridgelines from the proposal.

(f) impact on native vegetation;

The site is currently cleared, with minimal planting. There is no impact on native vegetation from the proposal.

(g) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:

(i) overlooking and loss of privacy;

The proposed addition has no windows towards the southern boundary, so there is no ability for occupants to overlook to the southern neighbouring property. Refer to DRG A2.01.

(ii) visual impact, when viewed from adjoining lots, through building bulk and massing.

The proposed addition is setback 3.38m from the Southern Boundary and has a maximum height from natural ground level of xxx, and therefore its bulk is minimised. The proposed addition will have minimal visual impact from the adjoining lot on the Southern Boundary (no. 56 Hall Street) as it is screened by mature trees on the site.

If any further information is required regarding these responses, please feel free to contact us at the earliest convenience and we can provide as needed.

Yours sincerely,
Room 11 Architects



Thomas Bailey

Architects AIA
Director
Room11



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 27154	FOLIO 1
EDITION 6	DATE OF ISSUE 05-Feb-2020

SEARCH DATE : 20-Aug-2020

SEARCH TIME : 11.46 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 27154

Derivation : Part of 10 Acres Gtd. to M. Goram and Part of 10

Acres Gtd. to R.L. Murray

Prior CT 4210/13

SCHEDULE 1

M800513 TRANSFER to JOHN EDWARD KINGSTON and JENNIFER
MARGARET KINGSTON Registered 05-Feb-2020 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BENEFITING EASEMENT: the full free right and liberty for the Purchasers their heirs and assigns and the owner or owners occupier and occupiers for the time being of the said land within described and their tenants servants and workmen and all persons at any time hereunto authorised by them from time to time and at all times hereafter by day and by night with or without carts carriages horses beasts or animals and motor vehicles laden or unladen over and upon the strip of land shewn in Diagram No. 27154 and marked "Road Widening"

BENEFITING EASEMENT: the full and free right and liberty for the Purchasers their heirs and assigns of making and laying storm water drains and of using all drains now made or hereafter to be made under or over the strip of land 1.52 metres wide shewn as Drainage Easement passing through Lot 2 on Diagram No. 27154 and their tenants servants and workmen and all and every other person or persons hereunto authorised by them from time to time at all times hereafter with power at all times upon giving previous reasonable notice enter upon the said strip of land to make lay cleanse repair or maintain any pipes or drains the person or persons so entering to make good all drainage

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

occasioned to the surface thereby
BURDENING EASEMENT: a like right of drainage for Lawrence John
Phillip Crawford his heirs and assigns and the owner
and owners for the time being of the balance of Ten
acres of land over the strip of land 1.52 metres
shewn as Drainage Easement passing through Lot 1 on
Diagram No. 27154
33/3763 INDENTURE Made Subject to Boundary Fences Condition
E200839 MORTGAGE to AMP Bank Limited Registered 05-Feb-2020
at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

PAYMENT SUMMARY

ABN: 39 055 343 428

PLEASE NOTE: Payments can **only** be made via Council's online development portal payment gateway or by calling Customer Services on (03) 6238 2190.

02/09/2020

YOUR REFERENCE ONLY: T2001

To: Kate Phillips
358b Macquarie Street
SOUTH HOBART TAS 7004

Description	Amount
Planning Permit Advertising Fee*	\$ 300.00
Planning Permit Fee	\$ 600.00
Total[†]:	\$ 900.00
Includes GST of:	\$ 27.27

Tax Receipt will be issued on payment.

Hobart City Council
16 Elizabeth Street, Hobart 7000

**Tax Invoice
Official Receipt**

ABN: 39 055 343 428

21/08/2020

Receipt No: 198775

To: Kate Phillips
358b Macquarie Street
SOUTH HOBART TAS 7004

Description	Reference	Amount
Planning Permit Advertising Fee*		\$ 300.00
Planning Permit Fee		\$ 600.00
Transaction Total* :		\$ 900.00
Includes GST of:		\$ 27.27

Cheque payments subject to bank clearance

Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

PAYMENT SUMMARY

ABN: 39 055 343 428

PLEASE NOTE: Payments can **only** be made via Council's online development portal payment gateway or by calling Customer Services on (03) 6238 2190.

02/09/2020

YOUR REFERENCE ONLY: T2001

To: Kate Phillips
358b Macquarie Street
SOUTH HOBART TAS 7004

Description	Amount
Planning Permit Advertising Fee*	\$ 300.00
Planning Permit Fee	\$ 600.00
Total[†]:	\$ 900.00
Includes GST of:	\$ 27.27

Tax Receipt will be issued on payment.

Application Referral Environmental Development Planner - Response

From:	Rowan Moore Environmental Development Planner 14 April 2021
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	19 RIDGEWAY ROAD, RIDGEWAY
Proposal:	Partial Demolition, Alterations, Extension, Carport, and Front Fencing
Application No:	PLN-20-574
Assessment Officer:	Richard Bacon,

Referral Officer comments:

Codes Applicable:

Code	Applicable	Exempt	Permitted	Discretionary
E1.0 Bushfire-Prone Areas	No			
E3.0 Landslide	No			
E9.0 Attenuation	No			
E10.0 Biodiversity	Yes	No	No	Yes - E10.7.1 P1
E11.0 Waterway & Coastal	No			
E15.0 Inundation Prone Areas	No			
E16.0 Coastal Erosion	No			
E18.0 Wind & Solar Energy	No			
E20.0 Acid Sulfate Soils	No			

Assessment:

Approval is sought for extensions and alterations to an existing house at 19 Ridgeway Road, Ridgeway.

Biodiversity Code

The Code applies because development is proposed that is likely to lead to the death of native vegetation within a Biodiversity Protection Area. There are twelve native trees on the adjacent property to the south that are close to the footprint of the proposed development (refer to Image 1 below).



Image 1: Aerial view of trees on adjoining property that may be impacted by the development



Image 2: View of trees on **neighboring** property looking towards the proposed development site (photo supplied in representation)

Based on the information provided in a representation about the tree's locations and tree protection zone (TPZ) sizes, the trees structural root zones (SRZs), as determined using Australian Standard AS4970: *Protection of Trees on Development Sites*, were calculated and plotted on the proposed site plan (refer to Figure 1 below). The TPZs were also plotted on the proposed site plan (refer to Figure 2 below).

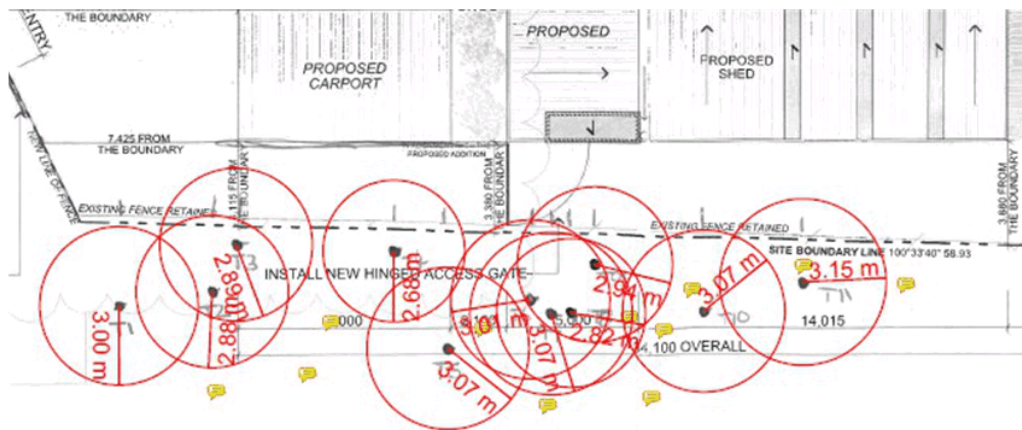


Figure 1: Structural root zones relative to the proposed development



Figure 2: Tree protection zones relative to the proposed development

As can be seen in Figure 1, the proposed concrete driveway would encroach upon the SRZs of trees 3 and 4, and as can be seen in Figure 2, the development would encroach upon all of the tree's TPZs.

Under AS4970, any encroachment into a SRZ is considered fatal to the tree's structural stability. Encroachment of less than 10% into a tree's TPZ is considered generally acceptable under the standard and further impact assessment is not required.

The degree of encroachment into TPZs was calculated and all relevant values are presented in Table 1 below.

#	Species#	DBH# (m)#	TPZ-radius# (m)#	SRZ-radius# (m)#	SRZ-Impact#	TPZ-area# (m2)#	Encroachment# area-(m2)#
1#	<i>E. globulosa</i> #	0.60#	7.3#	3.0#	No#	168.1#	27.4#
2#	<i>E. obliqua</i> #	0.52#	6.2#	2.9#	No#	120.9#	26.9#
3#	<i>E. obliqua</i> #	0.53#	6.3#	2.9#	Yes#	124.6#	49.5#
4#	<i>E. obliqua</i> #	0.42#	5.0#	2.7#	Yes#	79.1#	28.0#
5#	<i>E. globulosa</i> #	0.62#	7.4#	3.1#	No#	173.1#	21.6#
6#	<i>E. globulosa</i> #	0.60#	7.3#	3.0#	No#	168.2#	22.2#
7#	<i>E. globulosa</i> #	0.65#	7.8#	3.1#	No#	191.6#	21.5#
8#	<i>E. globulosa</i> #	0.48#	5.8#	2.8#	No#	105.1#	2.54#
9#	<i>E. globulosa</i> #	0.56#	6.7#	2.9#	No#	140.4#	22.0#
10#	<i>E. globulosa</i> #	0.65#	7.8#	3.1#	No#	190.7#	8.9#
11#	<i>E. viminalis</i> #	0.68#	8.1#	3.1#	No#	206.7#	24.2#
12#	<i>A. melanoxylon</i> #	0.70#	8.1#	3.1#	No#	221.5#	10.0#

Table 1: Tree details including SRZ impact and TPZ encroachment

As can be seen in Table 1, two trees would have TRZ impact from the proposed development and an additional seven trees would have TPZ encroachment of 10% or greater. It is therefore reasonable to assume that 2 trees would definitely not survive the development due to SRZ encroachment and that an additional seven trees may not survive the development.

No code exemptions are applicable to the proposal.

The relevant standards are under clause E10.7.1 'Buildings and Works'. Acceptable solution A1 states the following:

Clearance and conversion or disturbance must comply with one of the following...

- (c) the development is other than for a single dwelling on an existing lot within the Low Density Residential Zone, Rural Living Zone or Environmental Living Zone and:
- (i) clearance and conversion or disturbance is confined to Low Priority Biodiversity Values;
 - (ii) the area of clearance and conversion is no more than 1,000 m²;
 - (iii) the area of disturbance is no more than 1,000 m²;

While the canopy area of the subject trees is less than 1000m², in my opinion the *Eucalyptus globulosa* trees meet the criteria for 'moderate priority biodiversity value' under Table E10.1 of the Code, being 'moderately significant actual or potential habitat' for a species listed as endangered under the *Threatened Species Protection Act 1995* and listed as threatened under the *Environment Protection and Biodiversity Conservation Act 1999*. Blue gums with a DBH greater than 40cm are considered potential foraging habitat for swift parrots.

The trees are not considered to be highly significant habitat as they would not produce large volumes of flowers having DBHs of no more than 70cm and because blue gums are common throughout the local landscape. They would also be very unlikely to contain significant nesting hollows being relatively young, with healthy canopies and minimal dead wood.

The other tree species are considered 'low priority biodiversity value' under Table E10.1.

Performance criterion P1 states the following:

Clearance and conversion or disturbance must satisfy the following:

- (a) if low priority biodiversity values:
- (i) development is designed and located to minimise impacts, having regard to constraints

such as topography or land hazard and the particular requirements of the development;
(ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;

(b) if moderate priority biodiversity values:

(i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;
(ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;
(iii) remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values...

In my opinion the proposed development has not been adequately designed and sited to minimise impacts, as the development would irrevocably impact 2 *E. obliqua* trees and potentially seven other trees and no mitigation or management measures have been proposed. Only three of the twelve trees have been assessed as being likely to survive using the AS4970 methodology.

No vegetation removal has been proposed for bushfire mitigation purposes so (ii) is no relevant.

There are no blue gums or other vegetation of 'moderate priority biodiversity value' on the development site so (iii) is not applicable.

A further AS4970 assessment was carried out to determine the likely impact to the trees in the absence of the proposed concrete driveway south of the proposed car port. The results are presented in Table 2 below and show that this small change would result in:

- no impact to structural root zones;
- tree protection zone encroachment of 10% or more for only two trees; and
- relatively small TPZ encroachment of 11.7% and 14% for the trees where encroachment would exceed 10%.

#	Species	DBH (m)	TPZ-radius (m)	SRZ-radius (m)	SRZ-Impact	TPZ-area (m2)	Encroachment-area (m2)
1	<i>E. globulosa</i>	0.60	7.3	3.0	No	168.1	6.2
2	<i>E. obliqua</i>	0.52	6.2	2.9	No	120.9	2.4
3	<i>E. obliqua</i>	0.53	6.3	2.9	No	124.6	17.5
4	<i>E. obliqua</i>	0.42	5.0	2.7	No	79.1	3.9
5	<i>E. globulosa</i>	0.62	7.4	3.1	No	173.1	0.0
6	<i>E. globulosa</i>	0.60	7.3	3.0	No	168.2	8.4
7	<i>E. globulosa</i>	0.65	7.8	3.1	No	191.6	8.5
8	<i>E. globulosa</i>	0.48	5.8	2.8	No	105.1	0.0
9	<i>E. globulosa</i>	0.56	6.7	2.9	No	140.4	13.9
10	<i>E. globulosa</i>	0.65	7.8	3.1	No	190.7	8.9
11	<i>E. viminalis</i>	0.68	8.1	3.1	No	206.7	24.2
12	<i>A. melanoxylon</i>	0.70	8.1	3.1	No	221.5	10.0

Table 2: Tree details including SRZ impact and TPZ encroachment if proposed concrete driveway not constructed south of the car port

Given that it is quite likely that the two trees with encroachment above 10% would survive the development, and given these trees are only considered to be of 'low priority biodiversity value', in my opinion if this part of the concrete driveway was not approved, the development would satisfy the performance criterion (subject to appropriate tree protection measures being

implemented during construction).

The owner's planning consultant was contacted to discuss this potential condition and indicated that the condition would be accepted.

It is therefore recommended that discretion be exercised with regard to E10.7.1 P1 subject to conditions requiring:

- no development between the southern edge of the car port and extension to the southern boundary (other than the access gate); and
- the implementation of appropriate tree protection measures during construction based on the advice of a suitably qualified person.

Recommended Conditions:

No development between the southern edge of the car port and extension to the southern boundary (other than the access gate).

Implement approved tree protection measures

ENV 1 - SWM

Recommended Advice:

N/A