



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 7 February 2022

**at 5:00 pm
via Zoom**

THE MISSION

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

THE VALUES

The Council is:

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

ORDER OF BUSINESS

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

APOLOGIES AND LEAVE OF ABSENCE

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City Planning Committee Meeting (Open Portion) held Monday, 7 February 2022 at 5:00 pm via Zoom.

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

The title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant s.61 of the *Local Government Act 1993* (Tas).

COMMITTEE MEMBERS

Deputy Lord Mayor Councillor H Burnet
(Chairman)
Alderman J R Briscoe
Councillor W F Harvey
Alderman S Behrakis
Councillor M Dutta
Councillor W Coats

Apologies:

Leave of Absence: Nil.

NON-MEMBERS

Lord Mayor Councillor A M Reynolds
Alderman M Zucco
Alderman Dr P T Sexton
Alderman D C Thomas
Councillor J Fox
Councillor Dr Z Sherlock

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

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Planning Committee meeting held on [Monday, 24 January 2022](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

5. TRANSFER OF AGENDA ITEMS

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

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

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

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

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS

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

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

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

RECOMMENDATION

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

7. COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.1.1 3 GREENLANDS AVENUE, SANDY BAY - ALTERATIONS (RE-ROOFING) PLN-21-767 - FILE REF: F22/3993

Address: 3 Greenlands Avenue, Sandy Bay

Proposal: Alterations (Re-Roofing)

Expiry Date: 15 February 2022

Extension of Time: Not applicable




Author: Adam Smee

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for alterations (re-roofing), at 3 Greenlands Avenue, Sandy Bay 7005 for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1 or P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the place and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent and feasible alternatives.
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 or P1 (a) of the *Hobart Interim Planning Scheme 2015* because it is incompatible design in terms of materials and colours and will result in loss of the cultural heritage significance of the heritage listed place.
- 3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A2 or P2 (a) or (d) of the *Hobart Interim Planning Scheme 2015* because it will not be subservient and complementary to the listed place due to its materials or colours with respect to listed elements.

- 4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A3 or P3 of the *Hobart Interim Planning Scheme 2015* because the new reroofing does not respond to the dominant heritage characteristics of the listed place.
- 5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 (a) of the *Hobart Interim Planning Scheme 2015* because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the precinct and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent or feasible alternatives.
- 6 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 or P1 of the *Hobart Interim Planning Scheme 2015* because the design and siting of the proposal will result in in detriment to the historic cultural heritage significance of the precinct as described in Table E13.2.

- Attachment A: PLN-21-767 - 3 GREENLANDS AVENUE SANDY BAY TAS 7005 - Planning Committee or Delegated Report ↓ 
- Attachment B: PLN-21-767 - 3 GREENLANDS AVENUE SANDY BAY TAS 7005 - CPC Agenda Documents ↓ 
- Attachment C: PLN-21-767 - 3 GREENLANDS AVENUE SANDY BAY TAS 7005 - Planning Referral Officer Cultural Heritage Report ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 24 January 2022
Expiry Date: 15 February 2022
Application No: PLN-21-767
Address: 3 GREENLANDS AVENUE , SANDY BAY
Applicant: Jason Wilkie
3 Greenlands Ave
Proposal: Alterations (Re-Roofing)
Representations: None
Performance criteria: Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for Alterations (Re-Roofing), at 3 Greenlands Avenue, Sandy Bay.
- 1.2 More specifically the proposal includes:
 - Removal of the terracotta tile roof (Marseille roof tiles, ridge capping and decorative finials).
 - Re-roofing in Colorbond in the colour 'monument'.
 - The work has been undertaken without a planning permit.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Historic Heritage Code - Heritage Precinct and Heritage Place
- 1.4 No representations were received during the statutory advertising period between 1 and 15 December 2021.
- 1.5 The proposal is recommended for refusal.
- 1.6 The final decision is delegated to the Council because the recommendation is for refusal.

2. Site Detail

- 2.1 The subject property is a single storey, Queen Anne/Federation house located on the western side of Greenlands Avenue.
- 2.2 As the discretion is heritage, the assessing planner has not undertaken a site visit. A site visit was undertaken by the heritage officer.



Fig. 1. Subject property. Source: HCC GIS.



Fig. 2. Subject property. Source: HCC photo archive August 2012.

3. Proposal

- 3.1 Planning approval is sought for Alterations (Re-Roofing), at 3 Greenlands Avenue, Sandy Bay.
- 3.2 More specifically the proposal includes:
 - Removal of the terracotta tile roof (Marseille roof tiles, ridge capping and decorative finials).
 - Re-roofing in Colorbond in the colour 'monument'.
 - The work has been undertaken without a planning permit.



Fig. 3. Subject property with the re-roofing underway. Photo taken December 2021 by HCC heritage officer.

4. Background

- 4.1 The re-roofing has been undertaken without a planning permit, and is subject to enforcement action (ENF-21-297).

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between 1 and 15 December 2021.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Inner Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing and proposed use is 'single dwelling', which is a no permit required use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 11.0 Inner Residential Zone Standards
- 6.4.2 Part E - 13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.3 Historic Heritage Code:
- Building and Works on a Listed Place - E.13.7.1 P1 & E.13.7.2 P1, P2 & P3*
- Building and Works in a Heritage Precinct - E.13.8.1 P1 & E.13.8.2 P1*
- 6.6 Each performance criterion is assessed below.
- 6.7 Historic Heritage Code - Part E
- 6.7.1 There is no acceptable solution for demolition and works to a listed place or a place in a heritage precinct.
- 6.7.2 The proposal includes demolition (removal of the terracotta roof) and works (replacement Colorbond roof).
- 6.7.3 There is no acceptable solution; therefore assessment against the

performance criterion is relied on.

6.7.4 The relevant performance criteria provide as follows:

E.13.7.1 P1

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (b) there are no prudent and feasible alternatives;*
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;*
- (d) significant fabric is documented before demolition.*

E.13.7.2 P1

Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;*
- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.*

E.13.7.2 P2

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;*
- (b) setback from frontage;*
- (c) siting with respect to buildings, structures and listed elements;*
- (d) using less dominant materials and colours.*

E.13.7.2 P3

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

E.13.8.1 P1

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;*
unless all of the following apply;
 - (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
 - (ii) there are no prudent or feasible alternatives;*
 - (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*

E.13.8.2 P1

Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

6.7.5 The Council's Cultural Heritage Officer has advised as follows:

This is an application for the re-roofing of a heritage listed property which has already been undertaken without a planning permit. The property is heritage listed in table E13.1 of the Historic Heritage Code and also located in the Sandy Bay 2 Heritage Precinct.

The property is a long standing heritage listing and was heritage listed prior to the the current Scheme. It is a Queen Anne/Federation period house with original external detailing and materials including face brick, decorative timber veranda, chimneys and Marseille roof tiles, ridge capping and finials.



Subject property (2008) and in 2018 (Google images) prior to the works being undertaken.

The Sandy Bay Heritage Precinct has the following statements of significance:

This precinct is significant for reasons including:

1. *The early subdivision pattern of the main streets enhanced by the*

later street additions to form a coherent precinct of high overall heritage integrity.

2. *The very fine examples of housing seen throughout the precinct that represent all of the major architectural styles.*
3. *The consistency of housing forms and the relatively low level of intrusive elements.*
4. *The high visual integrity of the streetscapes and the mix of development that allows the historical layers and development of the precinct to be seen and understood.*
5. *The extensive group of early buildings that represent the first phase of development of the Sandy Bay Precinct.*

The original terracotta tile roof ((Marseille roof tiles, ridge capping and decorative finials) were removed and replaced by a Colorbond roof in the colour 'Monument'. Reported to Council by a member of the public, the works are now the subject of enforcement and this planning application.

This proposal must be assessed as if the work has not been undertaken.

The applicant has provided the following documentation:

- Covering letter, dated 11 November 2021
- quote from RDW Roofing, dated 13 July 2019 for replacement in Marseille roof tiles
- quote from RDW Roofing, dated 13 July 2019 for repairs and repointing of tiles, ridge capping etc
- quote from Kemead Pty Ltd, dated 3 June 2021 for replacement of roof
- quote from plastering from Brocklehurst Plaster Pty Ltd, dated 25 Sept 2019 for plastering, showing work paid 28 October 2019
- Photos of house with original roof
- roof plan showing extent of roof replacement
- Additional letter dated 17 November 2021
- Additional letter dated 18 November 2021 -with internal photos
- Additional letter dated 24 November 2021

Demolition provisions - heritage place and precinct:

The proposal must be assessed against E13.7.1 P1, and E13.8.1 P1 Demolition at a heritage listed place and in a Heritage Precinct.

Clause E13.7.1 P1 states:

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (b) there are no prudent and feasible alternatives;*
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;*
- (d) significant fabric is documented before demolition.*

Clause E13.8.1 P1 states:

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
 - (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;*
- unless all of the following apply;*
- (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
 - (ii) there are no prudent or feasible alternatives;*
 - (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*

Response:

The proposed demolition includes the removal of the original roof, finials and ridge tiles, a roof in material and detail that completes and makes whole the character brick Queen Anne/Federation era house. When assessed against the Historic Heritage Code, the proposal results in the loss of fabric that contributes to the significance of the place. This house has a high degree of integrity as a character home, with alterations to the rear out of sight and obscured by the front house. The reroofing work, which has already been done, demonstrates the character of a heritage listed place can be marred by inappropriate and unsympathetic work. There are prudent and feasible outcomes, with the Marseille tile and decorative detailing freely available. Any other replacement material or detailing cannot possibly be considered appropriate in this instance.

In addition, the demolition clause requires the applicant to demonstrate that there are environmental, social economic or safety reasons of greater value to the community than the historic cultural heritage values of the place. This has not been provided, such that the result is a loss in heritage values enjoyed by the community.

The proposal fails to satisfy E13.7.1 P1 and E13.8.1 P1 of the Historic Heritage Code for demolition at a place and in a heritage precinct.

New work provisions - heritage place and precinct

The new work (roof replacement) must be assessed against E13.7.2 P1, P2, P3 and E13.8.2 P1 - new work in a heritage place and precinct.

Clause E13.7.2 P1 states:

Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;*
- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.*

Clause E13.7.2 P2 states:

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;*
- (b) setback from frontage;*
- (c) siting with respect to buildings, structures and listed elements;*
- (d) using less dominant materials and colours.*

Clause E13.7.2 P3 states:

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

Clause E13.8.2 P1 states:

Design and siting of buildings and works must not result in detriment to

the historic cultural heritage significance of the precinct, as listed in Table E13.2.

Response:

The new work is shown in the image below.



Subject property after the works

Colorbond roofing in 'Monument' is not a material or colour that is compatible with or sympathetic to the heritage values of any heritage listed place. It is not subservient to and is not complementary to (ie meaning 'to complete or make whole') a heritage listed place. The alternative option - terracotta tiles (Marseille tile in colour Earth from Monier), decorative ridge capping and finials are considered to be sympathetic and are readily available. In terms of cost, while slightly more expensive than Colorbond, it does not have the same prohibitive cost differential as slate replacement. In addition the terracotta tile has a functional life of about 100 years, far greater than Colorbond. Had the proposal been for the replacement of tiles in a like-for-like manner, the work would have been exempt from requiring a planning permit saving the applicant both time and money.

Should advice have been sought Council staff would have recommended that the applicant obtain two (2) quotes for the reroofing of the property in Marseille roof tiles and that Colorbond reroofing would not be an appropriate heritage response for such an attractive heritage listed house, let alone in the colour 'Monument'.

It is considered that there is a negative impact on the heritage values of the place through incompatible materials and colours and does not satisfy E13.7.2 P1 (a) E13.7.2 P2 (a) and (d), E13.7.2 P3 and E13.8.2 P1.

The following examples of houses in Hobart of a similar age where the original terracotta tile roof has been replaced in a like for like manner.





West Hobart example reroofed in Monier Marseille in Earth.



Sandy Bay example #1 reroofed in Monier Marseille in Earth.



Sandy Bay example #2 reroofed in Monier Marseille in Earth.

Reasons for refusal:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1 or P1 (a) and (b) of the Hobart Interim Planning Scheme 2015 because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the place and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent and feasible alternatives.
 2. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 or P1 (a) of the Hobart Interim Planning Scheme 2015 because it is incompatible design in terms of materials and colours and will result in loss of the cultural heritage significance of the heritage listed place.
 3. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A2 or P2 (a) or (d) of the Hobart Interim Planning Scheme 2015 because it will not be subservient and complementary to the listed place due to its materials or colours with respect to listed elements.
 4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A3 or P3 of the Hobart Interim Planning Scheme 2015 because the new reroofing does not respond to the dominant heritage characteristics of the listed place.
 5. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 (a) of the Hobart Interim Planning Scheme 2015 because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the precinct and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent or feasible alternatives.
 6. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 or P1 of the Hobart Interim Planning Scheme 2015 because the design and siting of the proposal will result in detriment to the historic cultural heritage significance of the precinct as described in Table E13.2.
- 6.7.6 The proposal does not comply with the performance criterion, and the Senior Cultural Heritage Officer has recommended that the application be refused.

7. Discussion

- 7.1 Planning approval is sought for Alterations (Re-Roofing), at 3 Greenlands Avenue, Sandy Bay.
- 7.2 The application was advertised and no representations were received.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to not perform well.
- 7.4 The proposal has been assessed by the Council's Senior Cultural Heritage Officer. The officer has raised objection to the proposal, and has recommended that it be refused.
- 7.5 The proposal is recommended for refusal.

8. Conclusion

- 8.1 The proposed Alterations (Re-Roofing), at 3 Greenlands Avenue, Sandy Bay, does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for refusal.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for Alterations (Re-Roofing), at 3 Greenlands Avenue, Sandy Bay for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1 or P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the place and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent and feasible alternatives.
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 or P1 (a) of the *Hobart Interim Planning Scheme 2015* because it is incompatible design in terms of materials and colours and will result in loss of the cultural heritage significance of the heritage listed place.
- 3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause clause E13.7.2 A2 or P2 (a) or (d) of the *Hobart Interim Planning Scheme 2015* because it will not be subservient and complementary to the listed place due to its materials or colours with respect to listed elements.
- 4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A3 or P3 of the *Hobart Interim Planning Scheme 2015* because the new reroofing does not respond to the dominant heritage characteristics of the listed place.
- 5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 (a) of the *Hobart Interim Planning Scheme 2015* because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the precinct and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent or feasible alternatives.

- 6 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 or P1 of the *Hobart Interim Planning Scheme 2015* because the design and siting of the proposal will result in in detriment to the historic cultural heritage significance of the precinct as described in Table E13.2.



(Adam Smee)

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.



(Karen Abey)

Manager Development Appraisal

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: 10 January 2022

Attachment(s):


Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Report

 PLN-21-767 - 3 GREENLANDS AVENUE

Application Information

▼ Application Details

PLN-21-767 Alterations (Re-Roofing) 
Submitted on: 12/11/2021
Accepted as Valid on: 12/11/2021
Target Time Frame: 42 Days.
Elapsed Time: 17 Days (*Stopped: 12 Days*) = 5 Days Expiry date: 05/01/2022
Officer: Adam Smee

Have you obtained pre application advice?

☒ Yes

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

Megan Baynes

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

☒ No

Is the application for SIGNAGE ONLY? If yes, please enter \$0 in the cost of development, and you must enter the number of signs under Other Details below. *

☒ No

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

ENF-21-297

Details

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

Residential property

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

Roof Replacement with Colorbond (Monument Grey)

Estimated cost of development *

20000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

Carparking on Site

Total parking spaces

Existing parking spaces

N/A

☒ Other (no selection chosen)

Other Details

Does the application include signage? *

No

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

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

No

Edit

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
215233	1
EDITION	DATE OF ISSUE
3	04-Jun-2008

SEARCH DATE : 28-Aug-2012

SEARCH TIME : 05.16 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 215233

Derivation : Part of 16A-2R-30Ps Gtd to W M Orr

Prior CT 2589/59

SCHEDULE 1

C848903 TRANSFER to JASON TODD WILKIE and KELLIE LEE WILKIE
Registered 04-Jun-2008 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

C848904 MORTGAGE to Westpac Banking Corporation Registered
04-Jun-2008 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

the **LIST.****FOLIO PLAN**
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1409

TASMANIA

REAL PROPERTY ACT, 1862, as amended



CERTIFICATE OF TITLE

Register Book

Vol. Fol.

2589 59

NOTE—REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE

Cert. of Title. Vol. 648, Fol. 69.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

M. Hutchinson

Recorder of Titles.



DESCRIPTION OF LAND

CITY OF HOBART

TWENTY TWO PERCHES AND EIGHT TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

ARTHUR GEORGE TURNER of Hobart, Accountant and

FAY TURNER his wife. AS TENANTS IN COMMON IN EQUAL SHARES.

SECOND SCHEDULE (continued overleaf)

NO. 93041 MORTGAGE to The Hobart DISCHARGED A563803 (26.5.1977)
Savings Bank.

Produced 26th April, 1951 at 3.5p.m.

(Sgd.) A. IMLACH (L.S.)

Recorder of Titles.

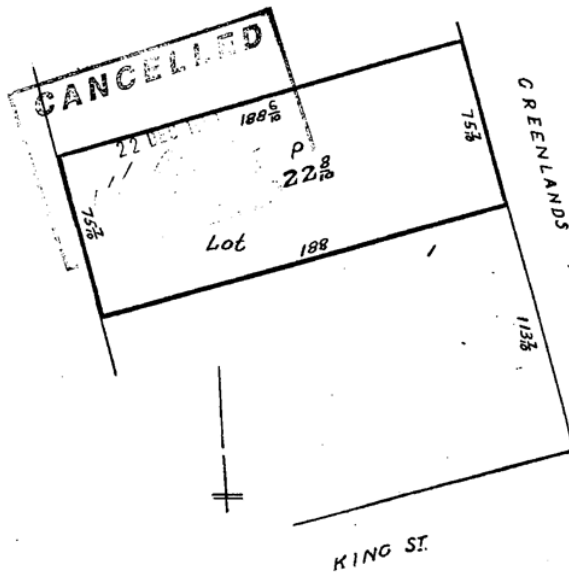
Recorder of Titles

IF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

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

REGISTERED NUMBER

215233

Part of 16A-2R-30Ps. - Gtd. to W.M. Orr - Meas. in Links.
FIRST Edition. Registered P.496.Derived from C.T. Vol. 648, Fol. 69. Transfer 138701 E.A.C. Burrows.
Transfer A26658 L.F. Crozier. Application A26657.

28/08/2012

URDS - Short Report

the LIST.

DEPARTMENT of PRIMARY INDUSTRIES
and WATER

Land Information Services

**RESULT OF URDS SEARCH**
RECORDER OF TITLES, TASMANIA
Issued pursuant to the Land Titles Act 1980UNREGISTERED AND RECENTLY REGISTERED DEALINGS REPORT

SEARCH DATE : 28-Aug-2012

SEARCH TIME : 05.19 pm

CT: 215233/1

There are no Unregistered Dealings for this title.

Search covers any dealings registered in the last 90 days
and any dealings yet to be registered.

Putting it all together.

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PROPERTY INFORMATION SHEET

VALUER GENERAL, TASMANIA

Issued pursuant to the Valuation of Land Act 2001



Property ID: 5614191 Municipality: HOBART

Property Address: 3 GREENLANDS AV
SANDY BAY TAS 7005Rate Payers: WILKIE, JASON TODD
WILKIE, KELLIE LEEPostal Address: 3 GREENLANDS AV
SANDY BAY TAS 7005

Title Owners: 215233/1 : JASON TODD WILKIE, KELLIE LEE WILKIE

Improvements: HOUSE
Construction Year 1910

Bedrooms: 4

Roof Material: Tile

of Main Building:

Wall Material: Brick

Land Area: 0.0577 hectares

LPI References: GDF74

Building Size: 227.0 square metres

Last Sales

Contract Date	Sale Price
03/04/2008	\$675,000
14/09/2005	\$119,331

Last Valuations

Inspection Date	Levels At	Land	Capital	A.A.V.	Reason
18/05/2012	01/10/2008	\$330,000	\$720,000	\$28,800	Dwelling addition/alterations
01/03/2009	01/10/2008	\$330,000	\$590,000	\$23,600	REVALUATION

This data is derived from the Valuation List prepared by the Valuer General under the provisions of the Valuation of Land Act 2001. These values relate to the level of values prevailing at the dates of valuation shown.

While all reasonable care has been taken in collecting and recording the information shown above, this Department assumes no liability resulting from any errors or omissions in this information or from its use in any way.

No information obtained from the LIST may be used for direct marketing purposes

SEARCH DATE: 27/08/2012 SEARCH TIME: 02:03 PM

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Hobart City Council
16 Elizabeth Street Hobart
Tas 7000

11/11/2021

RE: 3 Greenlands Ave, Sandy Bay

Attn: Planning Department/Heritage – Megan Baynes

This letter is being written as supporting evidence for the replacement of our roof at 3 Greenlands Ave, Sandy Bay.

Over the last few years we have had trouble with leaks from our tiled roof and we made the decision to investigate options for repairs to maintain the integrity of our house.

We investigated the options of cleaning the existing tiled roof and re-pointing the capping, re-tiling, and replacement of the tiles with colorbond.

The roofing contractor we were able to get to look at our roof said that cleaning and re-pointing was not an option as the tiles are over 100 years old and past their life span they are very brittle and can not be walked on without breaking and were beyond repair. Also, most of the tiles are cracked and would still leak. The contractor provided us with a quote to replace the roof with tiles but they were unable to supply the exact same tile and they would be a more modern tile, the cost to use tiles was double that of colorbond and was beyond our affordability.

Investigating our street all the houses have colorbond roofing (two have fake tile look colorbond), and the cost to replace the roof with colorbond was affordable for us. Taking this into consideration and the fact that we needed to maintain the integrity of our house by stopping water leaks we decided to pursue this option.

We have previously performed renovations to our property and at the time our house was listed on the Tasmanian Heritage Council and we followed all their requirements. A few years ago we received notification that our property had been taken off this list and was no longer heritage listed.

Under the presumption that we no longer had to satisfy heritage requirements we started the roof replacement. We have now been made aware that our property is listed on the Hobart City Council Heritage list, which was quite surprising as we were not aware that the council has their own list which does not correlate with the Tasmanian Heritage Council list. We have also been advised that Greenlands Ave is in a Heritage Precinct which we were also not aware existed.

In line with the notice of intent to issue an enforcement letter we have submitted planning approval documents and await councils' decision on the planning application.

As most of our roof has already been removed, we intend to continue work to make it safe from water ingress and secure it so it does not blow off and damage surrounding property. Once a permit has been issued we will complete the job as per the permit.

If you require any further information please feel free to contact us.

Regards,

Jason & Kellie Wilkie

0409728188



RDW Roofing Pty Ltd

admin@rdwroofing.com.au
RDWRoofing.com.au
18007397663
ABN: 79167247743
HIA Member Number: 1234437

Quote

Quote No: 325
Date: 13/07/2019

For: Kelly Wilkie
Kimleghak@yahoo.com

Description	Quantity	Rate	Amount
Marseille Terracotta Roof Tiles	2,690	\$4.47	\$12,024.30
Roof area 231.6	1	\$0.00	\$0.00
Hardwood Roof Battens (PM2)	236	\$1.97	\$464.92
Roof Sarking (Per Roll)	5	\$165.00	\$825.00
Earth Wool R-35 Insulation (Per Bag)	14	\$80.00	\$1,120.00
Replacement Terracotta Ridge Capping (PLM)	39.2	\$36.00	\$1,411.20
Replacement Lead Free Chimney/Valley/Gable Flashing (Per 5M Roll)	6.3	\$210.00	\$1,323.00
Z-Tech Safety Rail (Install & Remove PLM)	57.4	\$25.00	\$1,435.00
Skip Bin Hire (Tile Skip)	2	\$650.00	\$1,300.00
Skip Bin Hire (Waste Skip)	2	\$380.00	\$760.00
Paslode Framing Nails (PER BOX)	1	\$75.00	\$75.00
Mortar Suplies	1	\$140.00	\$140.00
Sellys Point Works (15L)	5	\$45.00	\$225.00
Tile Freight	1	\$1,800.00	\$1,800.00

RDW Roofing Pty Ltd - Quote 325 - 13/07/2019

Description	Quantity	Rate	Amount
Labour, 193M2+20%P&W= 231.6M2	236	\$55.00	\$12,980.00
Remove & dispose of old tiles, battens, insulation, flashings and all other debris in the roof cavity.			
Install new R-35 roof insulation, hardwood roof battens, roof sarking, terracotta roof tiles, terracotta ridge capping, valley/chimney/gable flashings			
	Parts Subtotal		\$35,883.42
	Subtotal		\$35,883.42
	GST 10% (\$35,883.42)		\$3,588.34
	Total		\$39,471.76
	Total		\$39,471.76

RDW Roofing Pty Ltd - Quote 325 - 13/07/2019

Attachment #1




RDW Roofing Pty Ltd - Quote 325 - 13/07/2019

Attachment #2



RDW Roofing Pty Ltd - Quote 325 - 13/07/2019

Attachment #3

			
RDW Roofing Pty Ltd		Quote	
admin@rdwroofing.com.au RDWRoofing.com.au 1800739763 ABN: 79367247143 HIA Member Number: 1234437		Quote No:	325
		Date:	13/07/2019
For: Kelly Wilkie kimberghali@yahoo.com			
Description	Quantity	Rate	Amount
Refurb Valley/Chimney (Per SM Roll)	4.8	\$210.00	\$1,008.00
Replacement Terracotta Tiles	150	\$4.47	\$670.50
Safety Point Works (SS)	5	\$45.00	\$225.00
Parts Subtotal			\$1,903.50
Description	Quantity	Rate	Amount
Treat and Pressure Clean Roof (PM2)	236	\$5.00	\$1,180.00
Repoint Ridge Capping (PLM)	39.2	\$75.00	\$2,940.00
Grind, Rebed & Point Valley Tiles (PLM)	12.3	\$65.00	\$799.50
Grind & Rebed & Point Gable Tiles (PLM)	14.1	\$65.00	\$916.50
Labour Subtotal			\$5,836.00
Subtotal			\$7,739.50
GST 10% (\$7,739.50)			\$773.95
Total			\$8,513.45
Total			\$8,513.45

RDW Roofing Pty Ltd - Quote 325 - 13/07/2019

Attachment #4



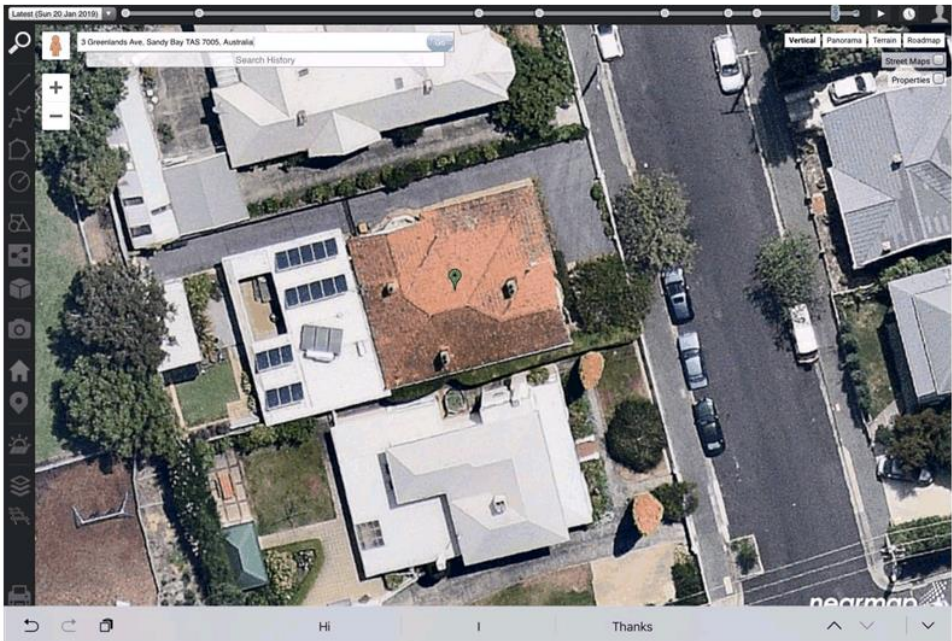
RDW Roofing Pty Ltd - Quote 325 - 13/07/2019

Attachment #5

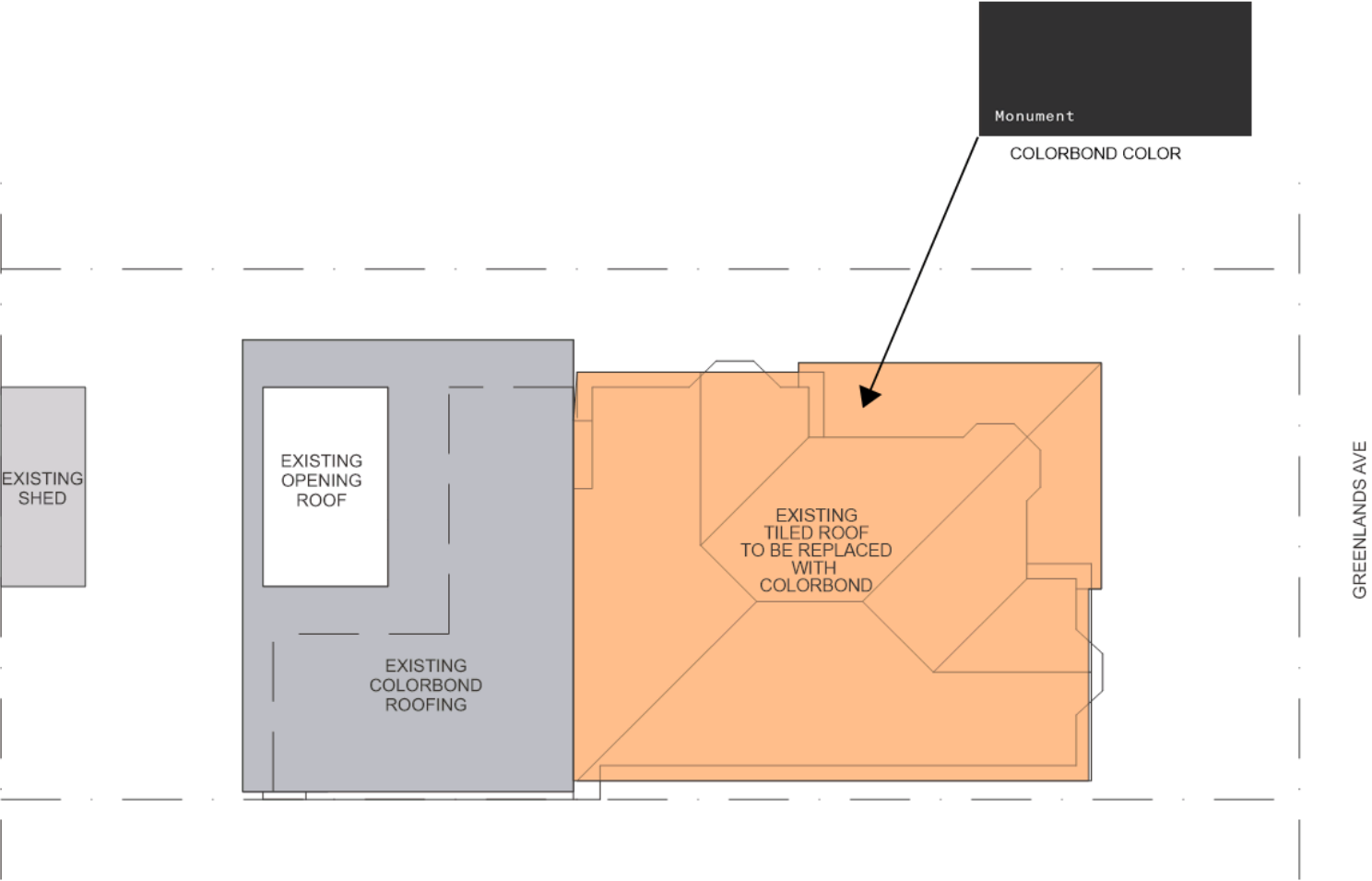


RDW Roofing Pty Ltd - Quote 325 - 13/07/2019

Attachment #6



3 GREENLANDS AVE SITE PLAN





ABN: 19 201 158 442

PO Box 433
North Hobart TAS 7002
F: 03 62347344
E: wayne@kemead.com

BUSINESS DEVELOPMENT - PROJECT MANAGEMENT - CONSTRUCTION

Mr Jason and Kellie Wilkie,
3 Greenlands Ave,
Sandy Bay,
Tasmania 7005.

3rd June 2021.

Attention Mr Jason Wilkie,

QUOTATION No – 891 – ROOF REPLACEMENT – 3 GREENLANDS AVE, SANDY BAY.

Dear Sir,

We have pleasure in submitting our Quotation to supply labour and materials associated with the removal and replacement of the Tiled section of the roof at No – 3 Greenlands Ave, Sandy Bay for your consideration.

Our price for the work is \$ 19688.00 (Nineteen Thousand six hundred and eighty eight Dollars) including GST as per the detailed scope of works below.

- (a) Removal of the existing tile roof.
- (b) Remove and replace the existing fascia, gutters and downpipes.
- (c) Re-build the timber roof framing.
- (d) Install sisalation foil under new colorbond metal roofing.
- (e) Erection of scaffolding around the perimeter of roof.
- (f) Installation of Tiger Tails to overhead power lines.
- (g) Disposal of all redundant tiles and associated rubbish.
- (h) Cartage and tip fees.

Please note – We have not made any allowance to carry out work on the back half of the roof which is currently clad with metal colorbond roofing.

Thank you for the opportunity of submitting our quotation and should you require any additional information, please do not hesitate in contacting me on 0418129440.

Yours Faithfully,

A handwritten signature in blue ink, appearing to read 'Wayne Upton', is written over a blue circular stamp.

Wayne Upton

Director / Manager.

BROCKLEHURST PLASTER PTY LTD235 Collins St
Hobart,
Tasmania 7000

ABN 67 615 584 757

Mob: 0419 583 312
Fax: 62 348906Email: brocklehurstplaster@gmail.com**TAX INVOICE****DATE:** 25 September 2019**INVOICE NUMBER:** 143**CUSTOMER:** Kemead Pty Ltd**ADDRESS:** PO Box 433
North Hobart, 7002**JOB ADDRESS:** 3 Greenlands Avenue, Sandy Bay**CONTRACT SUM:** \$6,180.00 + GST
Less reduction as advised (\$500.00) ✓**TOTAL:** \$5,680.00**G.S.T:** \$568.00**TOTAL INCLUDING G.S.T:** \$6,248.00 ✓**Brocklehurst Plaster Pty Ltd**
BSB 017 324
Account No: 4637 77326Regards
Craig Brocklehurst

Hobart City Council
16 Elizabeth Street Hobart
Tas 7000

17/11/2021

RE: PLN-21-767, 3 Greenlands Ave, Sandy Bay

Attn: Planning Department/Heritage

As requested this letter confirms that the works are confined to the roof. Demolition is limited to removal of the old tiles and gutters. All chimneys and the geometry of the roof will remain. All roofing and gutters will be replaced with colorbond.

Unfortunately, we did not take any photos of the major water damage. This happened a couple of years ago and the ceiling was replaced, and the tiles patched. There were numerous other minor leaks which caused water stain's which were also fixed. I have attached a copy of the bill from the plasterer for reference.

The roof however continues to leak especially when we have significant rain and we wanted to replace the roof before we repaired the ceilings but struggled to get quotes. We therefore patched the roof the best we could and continued to get quotes for the roof replacement

If you require any further information please feel free to contact us.

Regards,

Jason & Kellie Wilkie

0409728188

Hobart City Council
16 Elizabeth Street Hobart
Tas 7000

18/11/2021

RE: PLN-21-767, 3 Greenlands Ave, Sandy Bay

Attn: Planning Department/Heritage

Further to our letter and submission of extra information yesterday, Kellie looked back through her photos on her phone last night and discovered she had actually taken photo's of the water damaged ceilings, see below.



Lath and plaster ceiling collapse in hallway



Water leaking through ceiling in bedroom

If you require any further information please feel free to contact us.

Regards,
Jason & Kellie Wilkie
0409728188

Hobart City Council
16 Elizabeth Street Hobart
Tas 7000

24/11/2021

RE: PLN-21-767, 3 Greenlands Ave, Sandy Bay

Attn: Planning Department/Heritage

As requested this letter confirms that the existing roof structure WILL NOT be modified.

If you require any further information please feel free to contact us.

Regards,

Jason & Kellie Wilkie

0409728188

Application Referral Cultural Heritage - Response

From:	Sarah Waight
Recommendation:	Proposal is unacceptable, however subject to design amendments or submission of additional information it may become acceptable.
Date Completed:	
Address:	3 GREENLANDS AVENUE, SANDY BAY
Proposal:	Alterations (Re-Roofing)
Application No:	PLN-21-767
Assessment Officer:	Adam Smee,

Referral Officer comments:

This is an application for the re-roofing of a heritage listed property which has already been undertaken without a planning permit. The property is heritage listed in table E13.1 of the Historic Heritage Code and also located in the Sandy Bay 2 Heritage Precinct.

The property is a long standing heritage listing and was heritage listed prior to the the current Scheme. It is a Queen Anne/Federation period house with original external detailing and materials including face brick, decorative timber veranda, chimneys and Marseille roof tiles, ridge capping and finials.





Subject property (2008) and in 2018 (Google images) prior to the works being undertaken.

The Sandy Bay Heritage Precinct has the following statements of significance:

This precinct is significant for reasons including:

- 1. The early subdivision pattern of the main streets enhanced by the later street additions to form a coherent precinct of high overall heritage integrity.*
- 2. The very fine examples of housing seen throughout the precinct that represent all of the major architectural styles.*
- 3. The consistency of housing forms and the relatively low level of intrusive elements.*
- 4. The high visual integrity of the streetscapes and the mix of development that allows the historical layers and development of the precinct to be seen and understood.*
- 5. The extensive group of early buildings that represent the first phase of development of the Sandy Bay Precinct.*

The original terracotta tile roof ((Marseille roof tiles, ridge capping and decorative finials) were removed and replaced by a Colorbond roof in the colour 'Monument'. Reported to Council by a member of the public, the works are now the subject of enforcement and this planning application.

This proposal must be assessed as if the work has not been undertaken.

The applicant has provided the following documentation:

1. Covering letter, dated 11 November 2021
2. quote from RDW Roofing, dated 13 July 2019 for replacement in Marseille roof tiles
3. quote from RDW Roofing, dated 13 July 2019 for repairs and repointing of tiles, ridge capping etc
4. quote from Kemead Pty Ltd, dated 3 June 2021 for replacement of roof
5. quote from plastering from Brocklehurst Plaster Pty Ltd, dated 25 Sept 2019 for plastering, showing work paid 28 October 2019
6. Photos of house with original roof
7. roof plan showing extent of roof replacement
8. Additional letter dated 17 November 2021
9. Additional letter dated 18 November 2021 -with internal photos
10. Additional letter dated 24 November 2021

Demolition provisions - heritage place and precinct:

The proposal must be assessed against E13.7.1 P1, and E13.8.1 P1 Demolition at a heritage listed place and in a Heritage Precinct.

Clause E13.7.1 P1 states:

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (b) there are no prudent and feasible alternatives;*
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;*
- (d) significant fabric is documented before demolition.*

Clause E13.8.1 P1 states:

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply;*
 - (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
 - (ii) there are no prudent or feasible alternatives;*
 - (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*

Response:

The proposed demolition includes the removal of the original roof, finials and ridge tiles, a roof in material and detail that completes and makes whole the character brick Queen Anne/Federation era house. When assessed against the Historic Heritage Code, the proposal results in the loss of fabric that contributes to the significance of the place. This house has a high degree of integrity as a character home, with alterations to the rear out of sight and obscured by the front house. The reroofing work, which has already been done, demonstrates the character of a heritage listed place can be marred by inappropriate and unsympathetic work. There are prudent and feasible outcomes, with the Marseille tile and decorative detailing freely available. Any other replacement material or detailing cannot possibly be considered appropriate in this instance.

In addition, the demolition clause requires the applicant to demonstrate that there are environmental, social economic or safety reasons of greater value to the community than the historic cultural heritage values of the place. This has not been provided, such that the result is a loss in heritage values enjoyed by the community.

The proposal fails to satisfy E13.7.1 P1 and E13.8.1 P1 of the Historic Heritage Code for demolition at a place and in a heritage precinct.

New work provisions - heritage place and precinct

The new work (roof replacement) must be assessed against E13.7.2 P1, P2, P3 and E13.8.2 P1 - new work in a heritage place and precinct.

Clause E13.7.2 P1 states:

Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;*
- (b) substantial diminution of the historic cultural heritage significance of the place through*

loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

Clause E13.7.2 P2 states:

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;*
- (b) setback from frontage;*
- (c) siting with respect to buildings, structures and listed elements;*
- (d) using less dominant materials and colours.*

Clause E13.7.2 P3 states:

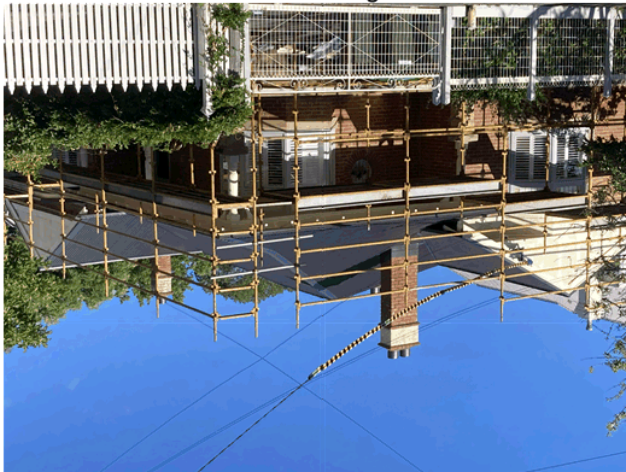
Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

Clause E13.8.2 P1 states:

Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

Response:

The new work is shown in the image below.



Subject property after the works

Colorbond roofing in 'Monument' is not a material or colour that is compatible with or sympathetic to the heritage values of any heritage listed place. It is not subservient to and is not complementary to (ie meaning 'to complete or make whole') a heritage listed place. The alternative option - terracotta tiles (Marseille tile in colour Earth from Monier), decorative ridge capping and finials are considered to be sympathetic and are readily available. In terms of cost, while slightly more expensive than Colorbond, it does not have the same prohibitive cost differential as slate replacement. In addition the terracotta tile has a functional life of about 100 years, far greater than Colorbond. Had the proposal been for the replacement of tiles in a like-for-like manner, the work would have been exempt from requiring a planning permit saving the applicant both time and money.

Should advice have been sought Council staff would have recommended that the applicant obtain two (2) quotes for the reroofing of the property in Marseille roof tiles and that Colorbond reroofing would not be an appropriate heritage response for such an attractive heritage listed house, let alone in the colour 'Monument'.

It is considered that there is a negative impact on the heritage values of the place through incompatible materials and colours and does not satisfy E13.7.2 P1 (a) E13.7.2 P2 (a) and (d), E13.7.2 P3 and E13.8.2 P1.

The following examples of houses in Hobart of a similar age where the original terracotta tile roof has been replaced in a like for like manner.





West Hobart example reroofed in Monier Marseille in Earth



Sandy Bay example#1 reroofed in Monier Marseille in Earth



Sandy Bay example#2 reroofed in Monier Marseille in Earth

Reasons for refusal:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1 or P1 (a) and (b) of the *Hobart Interim Planning Scheme 2015* because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the place and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent and feasible alternatives.
2. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 or P1 (a) of the *Hobart Interim Planning Scheme 2015* because it is incompatible design in terms of materials and colours and will result in loss of the cultural heritage significance of the heritage listed place.
3. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A2 or P2 (a) or (d) of the *Hobart Interim Planning Scheme 2015* because it will not be subservient and complementary to the listed place due to its

- materials or colours with respect to listed elements.
4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A3 or P3 of the *Hobart Interim Planning Scheme 2015* because the new reroofing does not respond to the dominant heritage characteristics of the listed place.
 5. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 (a) of the *Hobart Interim Planning Scheme 2015* because the proposed demolition will result in the loss of significant fabric that contributes to the historic cultural heritage significance of the precinct and it has not been demonstrated: that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; or that there are no prudent or feasible alternatives.
 6. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 or P1 of the *Hobart Interim Planning Scheme 2015* because the design and siting of the proposal will result in detriment to the historic cultural heritage significance of the precinct as described in Table E13.2.

Sarah Waight
Senior Cultural Heritage Officer
7 Jan 2021

**7.1.2 199 MACQUARIE STREET, HOBART - ALTERATIONS TO
CARPARKING
PLN-21-33 - FILE REF: F22/9170**

Address: 199 Macquarie Street, Hobart

Proposal: Alterations to Carparking

Expiry Date: 15 February 2022


Extension of Time: Not applicable


Author: Tristan Widdowson


RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for Alterations to Carparking at 199 Macquarie Street, Hobart 7000 for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.7.3 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because vehicular passing areas have not been provided in sufficient number, dimension, and siting so that the access is safe, efficient and convenient. No regard to the avoidance of conflicts between users, avoidance of unreasonable interference with the flow of traffic, suitability for the volume of traffic generated, and ease of accessibility and recognition for users, has been given.
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.7.5 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because the layout of car parking spaces, access aisles, circulation roadways and ramps are not safe and don't ensure ease of access, egress and manoeuvring on-site.

Attachment A: PLN-21-33 - 199 MACQUARIE STREET HOBART
TAS 7000 - Planning Committee or Delegated
Report 

Attachment B: PLN-21-33 - 199 MACQUARIE STREET HOBART
TAS 7000 - CPC Agenda Documents 

Attachment C: PLN-21-33 - 199 MACQUARIE STREET HOBART
TAS 7000 - Planning Referral Officer Development
Engineering Report ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 15 February 2022
Expiry Date: 15 February 2022
Application No: PLN-21-33
Address: 199 MACQUARIE STREET , HOBART
Applicant: Peter Hart (Wandoo)
Level 2, 141 Flinders Lane
Proposal: Alterations to Carparking
Representations: Six
Performance criteria: Parking and Access Code

1. Executive Summary

- 1.1 Planning approval is sought for Alterations to Carparking 199 Macquarie Street, Hobart.
- 1.2 More specifically the proposal includes:
 - The proposal seeks retrospective approval for the inclusion of six parallel parking bays within the existing access driveway for the car parking to the rear of the multi-story office building. The existing 5m wide driveway has an approximate slope of 20% with a reduced aisle width of 2.5m to facilitate the 2.5m by 7m car parking spaces.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Parking and Access Code - Vehicular Passing Areas & Layout of Parking Areas
- 1.4 Six (6) representations objecting to the proposal were received within the statutory advertising period between 29 September and 13 October 2021.
- 1.5 The proposal is recommended for refusal.

- 1.6 The final decision is delegated to the Council, because the application received six representations and is recommended for refusal.

2. Site Detail

- 2.1 The 3396m² site contains the multi-storey office building known as Surrey House. There is an existing car park to rear containing 38 spaces servicing the building which is accessed via driveway in which the additional car parking is proposed. The site fronting Macquarie Street is located centrally within the block bordered by Molle, Collins and Barrack Streets and is in close proximity to the Central Business Zone.

2.2



Figure 1: GIS Map Image 1:1000

2.3



Figure 2: Proposed parking as existing

2.4

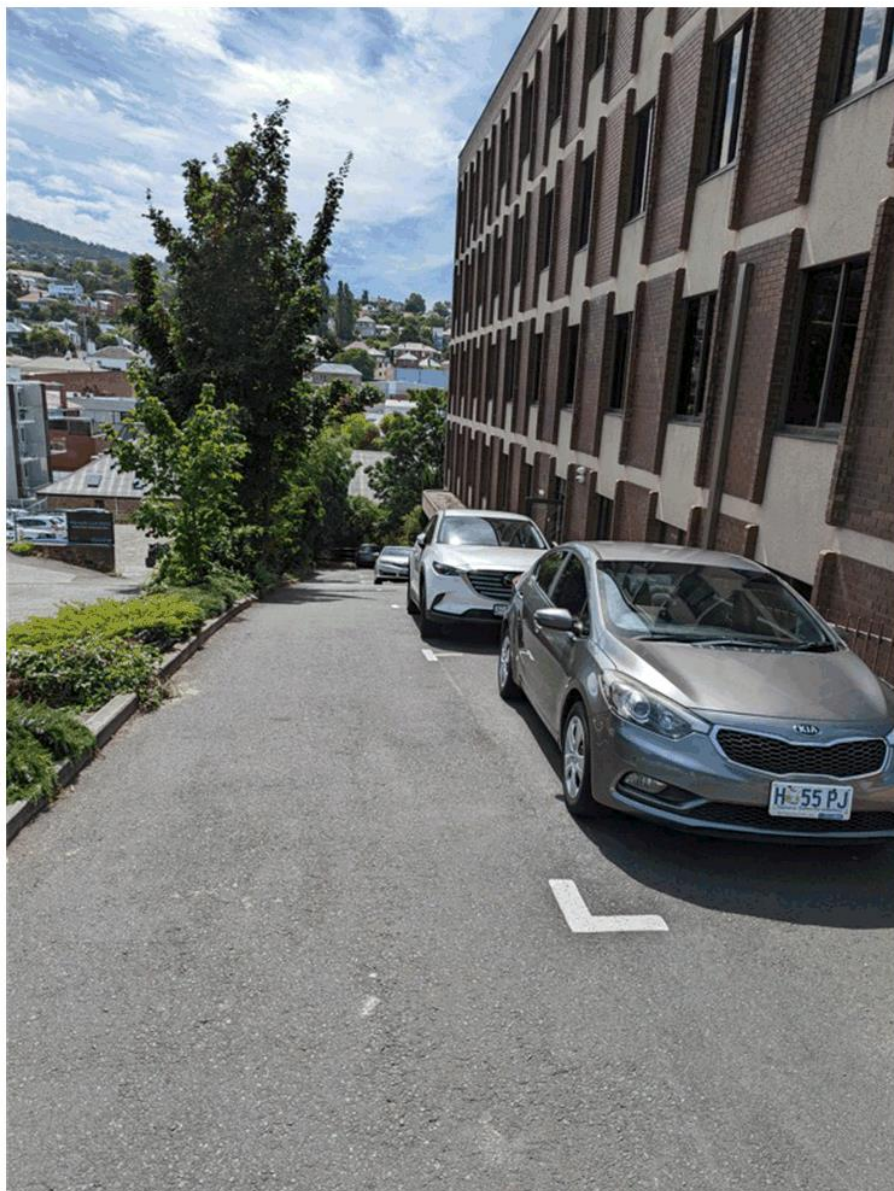


Figure 3: Proposed parking as existing

3. Proposal

- 3.1 Planning approval is sought for Alterations to Carparking 199 Macquarie Street, Hobart.

3.2 More specifically the proposal is for:

- The proposal seeks retrospective approval for the inclusion of six parallel parking bays within the existing access driveway for the car parking to the rear of the multi-story office building. The existing 5m wide driveway has an approximate slope of 20% with a reduced aisle width of 2.5m to facilitate the 2.5m by 6m car parking spaces.

3.3

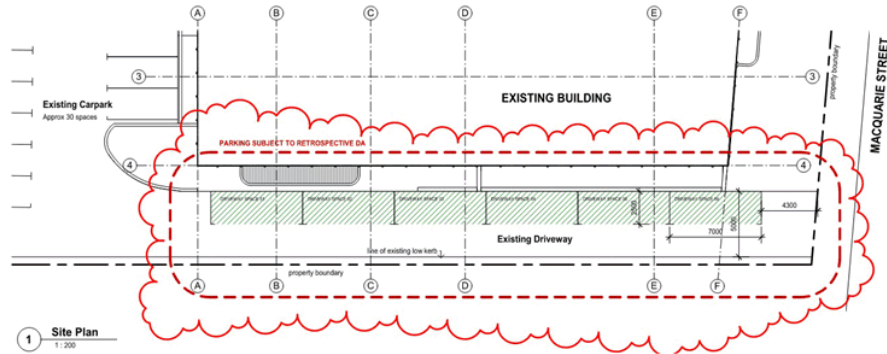


Figure 5: Parking Layout

4. Background

- 4.1 The car parking within the driveway has been existing for sometime and was undertaken by the previous owner. It has been a longstanding enforcement issue under ENF-20-423.
- 4.2 Upon the applicant being advised of the concerns of the representors and that the proposal would not be supported, they wished to consider amending the design of the parking within the driveway. However they were advised that due to the existing width of the driveway unable to be altered and its slope being four times the acceptable limit for parking and maneuvering, that no parking would be supported in the driveway by Council's Development Engineer. Therefore the applicant wished for the application to be determined by Elected Members.

5. Concerns raised by representors

- 5.1 Six(6) representations objecting to the proposal were received within the statutory advertising period between 29 September and 13 October 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.

Adjoining driveway being blocked by other vehicles trying to enter due to the reduced passing room of the driveway.
The current and proposed car parking arrangements in the circulation road at Macquarie Street do not allow for an effective passing area clear of Macquarie Street.
No appropriate passing bays
No clear line of sight at the exit.
Fire trucks not being able to access the rear of the property.
Narrow width unsafe particularly when wet due to its steepness.
Entry to the site requires vehicles mounting the curb.
The provided swept paths by Midson Traffic show vehicles mounting the curb.
None of the dimensions and parameters applying to the circulation road and marked parking bays meet current standards set out in AS 2890.1
AS 2890.1 required a grade of only 5% along the length of parking bays. The road has a grade of up to 25%, far in excess of the required maximum for parallel parking.
It is not possible for passengers to get into or out of a car when it is parked.
Two independent Traffic Engineer assessments were also submitted on behalf of the representors with the detail included under the Council's Development Engineer's assessment.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Urban Mixed Use Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The existing use of the site is for Business And Professional Services which is a Permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 15 Urban Mixed Use Zone

6.4.2 E6.0 Parking and Access Code

6.5 The proposal relies on the following performance criteria to comply with the applicable standards:

6.5.1 Parking and Access Code:

Vehicular Passing Areas - E6.7.3 P1

Layout of Parking Areas - E6.7.5 P1

6.6 Each performance criterion is assessed below.

6.7 Parking and Access Code - Part E6.7.3 P1 Vehicular Passing Areas & Part E6.7.5 P1 Layout of Parking Areas

6.7.1 The proposed width of the access and car parking spaces do not satisfy the Acceptable Solutions under Part E6.7.3 A1 Vehicular Passing Areas & Part E6.7.5 A1 Layout of Parking Areas.

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

6.7.3 The performance criterion at clauses E6.7.3 P1 and E6.7.5 P1 provide (respectively) as follows:

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

.....

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 Council's Development Engineer has provided the following assessment:

6.7.4 **EXECUTIVE SUMMARY**

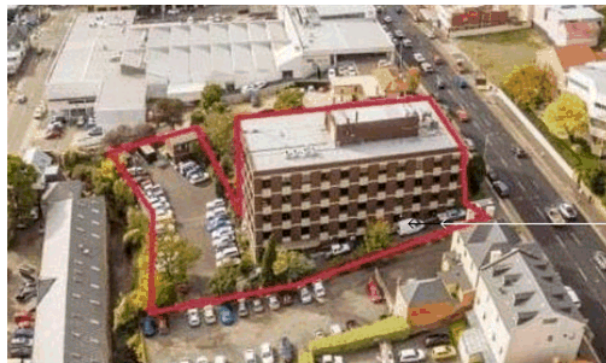


Fig.1 - Submitted image of subject-site showing informal parking in 2017.

Retrospective approval sought for Six (6) informal parallel parking bays located along a downhill sloping access driveway, recently line-marked in 2018 (See *Fig. 1*). A complaint citing significant access impediment and property damage, due to the spaces reducing the effective driveway width, was received & actioned by the City in late 2020 (see ENF-20-423). Planning refusal has been recommended due to the line-marked spaces;

1. Showing deficient bay dimensions and difficulties associated with use,
2. Reducing the already deficient driveway width from 5.1m to 2.5m,
3. Not allowing for two-way traffic, nor the safe passing of vehicles travelling in opposing directions,
4. Blocking the line of sight between entering and exiting vehicles,
5. Being located on a gradient 4 times greater than the maximum allowable 5% gradient for a parking space,
6. Not being considerate of high daily vehicle movements generated

- by the 38 parking spaces already on-site, and
7. Not accommodating safe pedestrian movement along the length of the access driveway.

Several note worthy representations have also been submitted (see summaries under *Representations* below) against the proposal, which included independent 3rd parties' expert analysis & opinions, recommending the line-marked spaces be removed, and modifications to the existing parking & access provisions on-site be performed.

RECOMMENDATION

Development Engineering does not support this proposal.

REFUSAL is recommended under clauses **E6.7.3 & E6.7.5** of the **Hobart Interim Planning Scheme 2015** (See details under **Assessment Matrix** in the Development Engineering report which is attached to this planning report). Note the assessment scope only includes the six (6) informally line-marked parking spaces, not the thirty eight (38) already existing on-site.

E6.7.3 P1 - NON COMPLIANT

The lack of passing opportunities is not intrinsic to the circulation roadway, this is an introduced hazard due to the informally line-marked spaces (see *Fig.2*). Through assessment, vehicle passing areas along the access have been determined to be a necessity, especially when considering the 38 existing car parking spaces located behind the lot. The large number of existing spaces will invariably produce a high volume of daily traffic needing to enter and exit the lot. This was evidently the design consideration of the original circulation roadway's geometry (i.e. two-way carriageway width). The lack of a practical passing area at the lot frontage access, would force vehicles to reverse onto the public road and into incoming traffic, or halt on the highway and block the access of 201 Macquarie Street, all of which are highly undesirable outcomes for the City and do not comply with *AS/NZS 2890.1:2004 Section 3.2.2*.

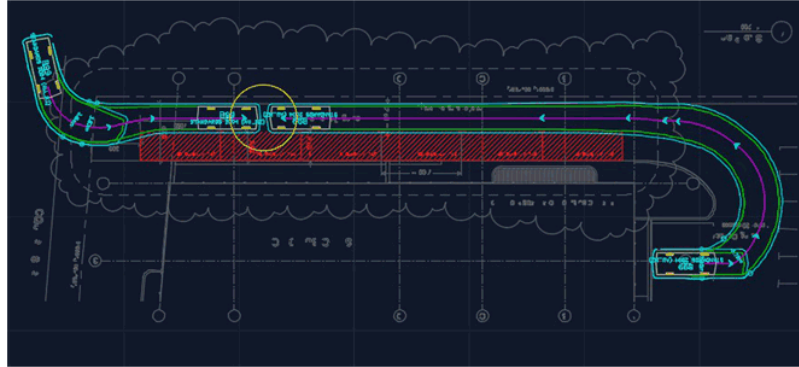


Fig. 2 - The informally line marked spaces (hatched, in red) occupy an entire vehicle lane required to avoid user conflict (encircled, in yellow), and facilitate two-way traffic.

E6.7.5 P1 - NON COMPLIANT

The 20% parking gradients, and the spaces' location limit the effective circulation roadway width to less than minimum. Perhaps more importantly, it is prudent to note such a layout would not in any case have been supported by Development Engineering, since it does not comply with national standards. During assessment, it was noted the submitted plans and documentation do not make particular reference or detail the unsuitable grades, bays' proximity to structural obstructions, and compromised manoeuvring clearances (see Fig.3). The proposed spaces also introduce a semi permanent obstruction within the circulation roadway, removing the principal circulatory function for the subject-site's car park, and introducing a sight line obstruction. Ultimately, compliance with other relevant design aspects (e.g. bay lengths) are inconsequential as all spaces are prohibited by default under AS/NZS 2890.1:2004, and the approval of these parking spaces would invariably conflict with the intended operation of the constructed carriageway.

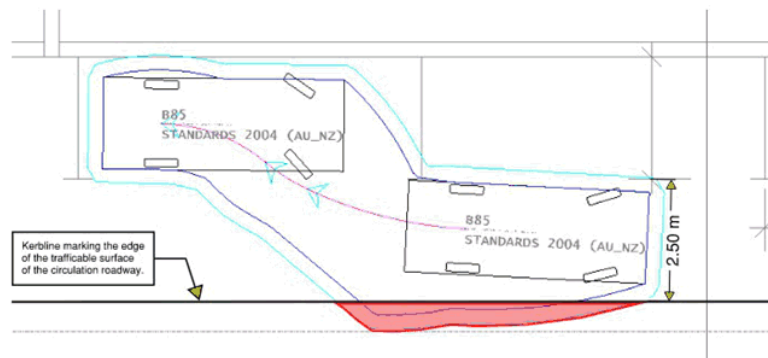


Fig.3. - A reverse entry swept path assessment provided by Midson Traffic showing, significant departure from the trafficable surface (outlined & shaded, in red), and why more than 2.5m of aisle width is required for manoeuvring despite the proposed lengthening of spaces to 7m.

REPRESENTATIONS

Two reports from experienced traffic engineers were provided in support of representations against the proposal.

First report

Concerns were raised regarding vehicles using neighboring land to enter and exit the subject site.

The first report, which was 8 pages, began by stating a 6-9m access is a categorical requirement due to the arterial nature of Macquarie Street, however should a 5m access be retained all parallel parking long the driveway should be removed in order to align the design closely with AS/NZS 2890.1:2004.

The report discussed the negative impact of vehicles waiting to turn into the subject site, highlighting potential halting in the highway roadway, or vehicles reversing back out onto the highway footpath. The report also surveyed the AM peak hour traffic of 199 Macquarie (26 trips), and discussed aggravated negative impacts due to combined traffic volumes from neighboring 201 Macquarie, and Macquarie Street itself.

The report advised of the historical two-way operation of the driveway and recommended the original 5.1m clearway width be maintained to provide the most appropriate solution with respect to the relevant performance criteria, and to mitigate any adverse impacts on Macquarie Street. It further advised civil design modifications for a compliant 5.5m access, and exploration of car stacking or car park redesign to address the parking shortfall from removal of the parallel bays along the driveway.

The report proceeded to challenge the deficient bay dimensions presented within the applicant's traffic report, and explained why a minimum 2.4m wide bay is needed to provide 300mm clearance from fencing adjacent to the bays, and why an unobstructed end space requires 5.4m to be compliant. The report also highlighted, how the swept path assessment undertaken was not in line with AS/NZS

2890.1:2004 Appendix B3.2, and how parking was not permitted on a 20% driveway, due to the gradient being much greater than the maximum 5% outlined in AS/NZS 2890.1:2004.

The report concluded by stating the applicant's traffic report is less than the minimal acceptable solution outlined in AS/NZS 2890.1:2004, and recognized the constraints of the site and requirement to address the performance criteria, however stated the proposal did not provide an alternative best practice design option.

Second report

Concerns were raised regarding vehicles using neighboring land as a passing area, impeded commercial vehicle access to the building rear, and wet driveway grade causing light vehicles to skid.

A further Traffic Engineer provided an expert opinion in the form of a 2 page report, to support a representation.

The report began by discussing the history of the line-marked spaces, stating that no car parking occurred along the circulation roadway for many years, and explained how informal parking commenced around 2018, and was only recently line-marked in an attempt to formalize the spaces. None of the marked bays' or circulation roadway's dimensions were found to be compliant with AS/NZS 2890.1:2004, and the 5m two-way circulation roadway width was determined to be deficient by at least 0.8m.

The report proceeded to discuss how the on-site car park's high two-way traffic movement throughout the day produced frequent opposing vehicle movements (hourly), and how the lack of an effective passing area and clear line of sight, along the circulation roadway, would cause entering vehicles to reverse back out, in order to give-way to those exiting the lot. Thus the likelihood for reversing vehicles halting in front of 201 Macquarie, and block access to that property, was identified.

The report pointed out that the lack of vehicle passing areas, for a 50m circulation roadway, did not comply with the planning scheme, and highlighted the possibility of future safety issues arising should parking on the circulation roadway continue. Should the required 2.4m bay width be provided, the available 2.6m carriageway width was determined to be less than the minimum 3m requirement for a one-way lane.

The report acknowledged the applicant's attempt to redesign and

lengthen the bays due to width constraints, however it was determined that the applicant's swept path assessments demonstrated a complex set of manoeuvres to occupy the bays, and showed conflicts with the roadway's kerbing. The report also stated the roadway grade was up to 25%, and that this was far in excess of the required maximum of 5%.

The report concluded by highlighting that passengers could not get into a vehicle parked in the bays, and passengers would have to walk a length of the driveway to access or leave car. The final statement of the report read, "There are too many particulars related to the geometric characteristic of the circulation road and adverse impacts of parallel parking along it to allow continued parking along the road".

6.7.5 The proposal does not comply with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Planning approval is sought for Alterations to Carparking 199 Macquarie Street, Hobart.

7.2 The application was advertised and received six(6) representations. The representations raised concerns including the following:

- Adjoining driveway being blocked by other vehicles trying to enter due to the reduced passing room of the driveway.
- The current and proposed car parking arrangements in the circulation road at Macquarie Street do not allow for an effective passing area clear of Macquarie Street.
- No appropriate passing bays
- No clear line of sight at the exit.
- Fire trucks not being able to access the rear of the property.
- Narrow width unsafe particularly when wet due to its steepness.
- Entry to the site requires vehicles mounting the curb.
- The provided swept paths by Midson Traffic show vehicles mounting the curb.
- None of the dimensions and parameters applying to the circulation road and marked parking bays meet current standards set out in AS 2890.1
- AS 2890.1 required a grade of only 5% along the length of parking bays. The road has a grade of up to 25%, far in excess of the required maximum for parallel parking.
- It is not possible for passengers to get into or out of a car when it is parked.

Two independent Traffic Engineer assessments were also submitted detailing concerns with proposal and its non-compliance with the relevant Australian Standards.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is not considered to satisfy the performance criteria under the Parking and Access code for Vehicular Passing Areas and Layout of Parking Areas.

There is significant concern in respect of the proposed parking in the existing driveway from Council's Development Engineer which is echoed in the submitted representations which included two independent Traffic Engineer assessments. The concern relates to the narrowing of the width of the driveway to below the standard of even a single vehicle access and as a result effecting the ability for a practical passing area and introducing sight line obstruction. This is of particular concern in respect of the frontage where it forces vehicles to reverse onto the public road and into incoming traffic, or halt on the highway and block the access of 201 Macquarie Street. The other issue is the gradient of car parking spaces at 20% which significantly exceeds the Australian Standard of 5%. This presents safety issues surrounding the ingress and egress of the car parking spaces. The Council's Development Engineer has stated that in no circumstance would car parking of that gradient be approved by Council Officer's as it essentially prohibited under the Australian Standards. It is also noted that the submission by the applicant does not address the grade of the driveway and car parking spaces.

The Council's Development Engineer recommends refusal of the car parking for the following reasons:

The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.7.3 A1 and P1 of the Hobart Interim Planning Scheme 2015 because vehicular passing areas have not been provided in sufficient number, dimension, and siting so that the access is safe, efficient and convenient. No regard to the avoidance of conflicts between users, avoidance of unreasonable interference with the flow of traffic, suitability for the volume of traffic generated, and ease of accessibility and recognition for users, has been given.

The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.7.5 A1 and P1 of the Hobart Interim Planning Scheme 2015 because the layout of car parking spaces, access aisles, circulation roadways and ramps are not safe and don't ensure ease of access, egress and manoeuvring on-site.

- 7.4 The proposal is recommended for refusal.

8. Conclusion

- 8.1 The proposed Alterations to Carparking 199 Macquarie Street, Hobart does not satisfy 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 refuse the application for Alterations to Carparking 199 Macquarie Street, Hobart for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.7.3 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because vehicular passing areas have not been provided in sufficient number, dimension, and siting so that the access is safe, efficient and convenient. No regard to the avoidance of conflicts between users, avoidance of unreasonable interference with the flow of traffic, suitability for the volume of traffic generated, and ease of accessibility and recognition for users, has been given.
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E6.7.5 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because the layout of car parking spaces, access aisles, circulation roadways and ramps are not safe and don't ensure ease of access, egress and manoeuvring on-site.



(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.



(Karen Abey)

Manager Development Appraisal

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

Date of Report: 27 January 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Development Engineering Report

Hobart City Council
GPO Box 503
Hobart Tasmania 7001



19 January 2021

RE: 199 MACQUARIE STREET, HOBART

Planning Application

Further to correspondence between Page Seager, acting on behalf of Wandoo (Building Owner) and Hobart City Council, a Planning Application has been lodged with Hobart City Council to seeking approval for historical parking alongside the driveway of the property at the above address.

When the present owner purchased the property in June 2017, the car spaces alongside the driveway were already in use. The owner was unaware the spaces were not approved and only came aware of the issue following a complaint and the actions of HCC.

This application comprises the following documents:

1. Covering Letter prepared by Xsquared Architects
2. Traffic Engineer's Report by Midson Traffic
3. Plan of driveway parking prepared by Xsquared Architects
4. Property Title
5. Letter of Authority to Lodge Application from Wandoo

Yours faithfully,

Peter Scott
Director
Xsquared Architects Pty Ltd

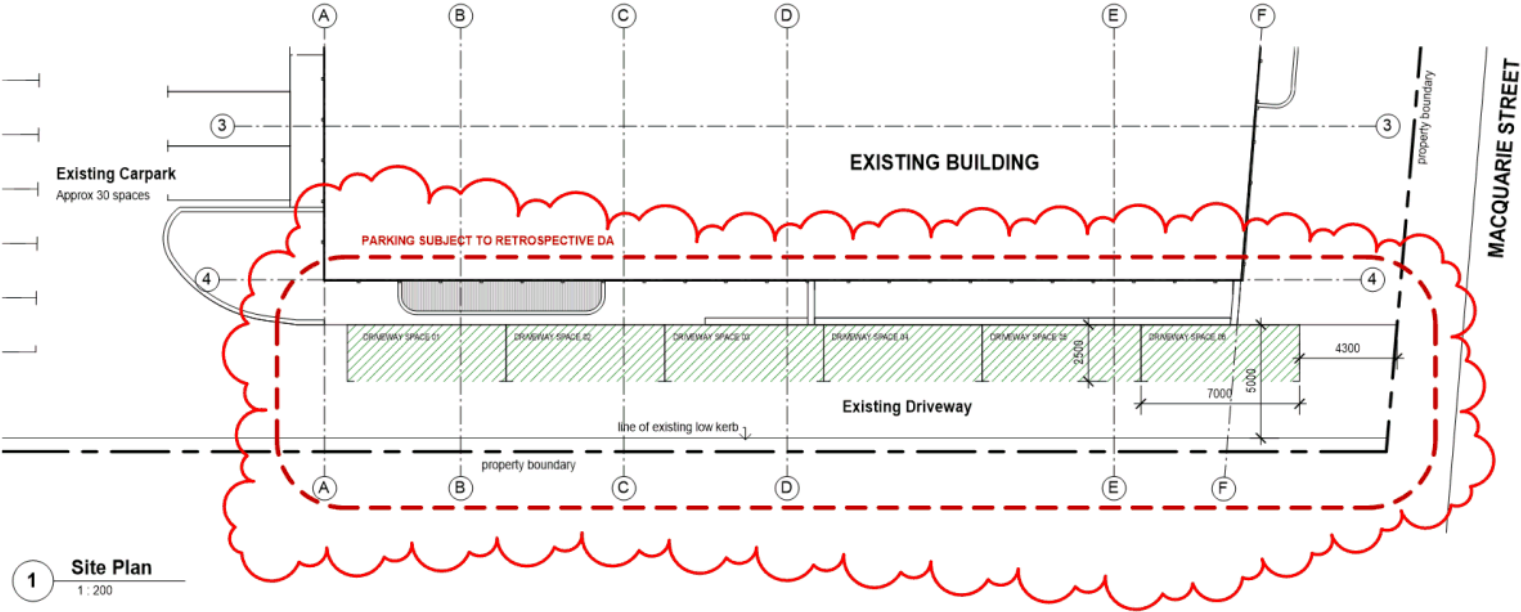
HOBART
1st Floor
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Hobart Tasmania 7000
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Peter Scott FRAIA - Director
m. 0400 530 306
Alex Newman RAIA - Director
m. 0437 356 641

www.xsa.net.au





Historical parking alongside driveway.
Photo taken from sale documentation
prior to purchase by current owners.
Approximate photo date : 2017

PLANNING APPLICATION

REVISIONS
A 14/09/2021 Parking Amendment

DRAWING
Driveway Parking Layout

PROJECT TITLE
199 Macquarie Street

PRINCIPAL
Wandoo Pty Ltd

PROJECT ADDRESS
199 Macquarie Street,
Hobart 7000

JOB NUMBER
1701

DATE
SEP 2021

SCALE @ A3
1 : 200

DRAWN
KM
CHECKED
PS

A01

A



HOBART
1st Floor, 125 Collins Street
Hobart Tasmania 7000
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LAUNCESTON
Suite 4, 1st Floor, 39 Paterson Street
Launceston Tasmania 7250
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Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

14th September 2021

Peter Hart
Wandoo
Level 2, 141 Flinders Lane
Melbourne VIC 3000

Dear Peter,

199 MACQUARIE STREET – RESPONSE TO COUNCIL REQUEST

This letter has been prepared in response to Council's letter dated 4th February 2021 regarding the driveway design and associated parking at the abovementioned address.

Midson Traffic prepared a technical assessment of the driveway and car parking in a letter dated 14th January 2021. This assessment identified that the car parking and driveway did not comply with the requirements of Australian Standards, AS2890.1, but concluded that the existing car parking within the driveway ensures ease of access, egress and manoeuvring on-site.

The following sections provide additional information and detail in response to Council's letter.

1. PA3 – 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 view of vehicular passing areas every 30m along the vehicular access driveway, with the first passing area at the kerb.

Where the design drawing(s) do not comply with the above clauses, provide a certification by a suitably qualified engineer that the design provides for a safe, efficient and convenient access. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015".

Response

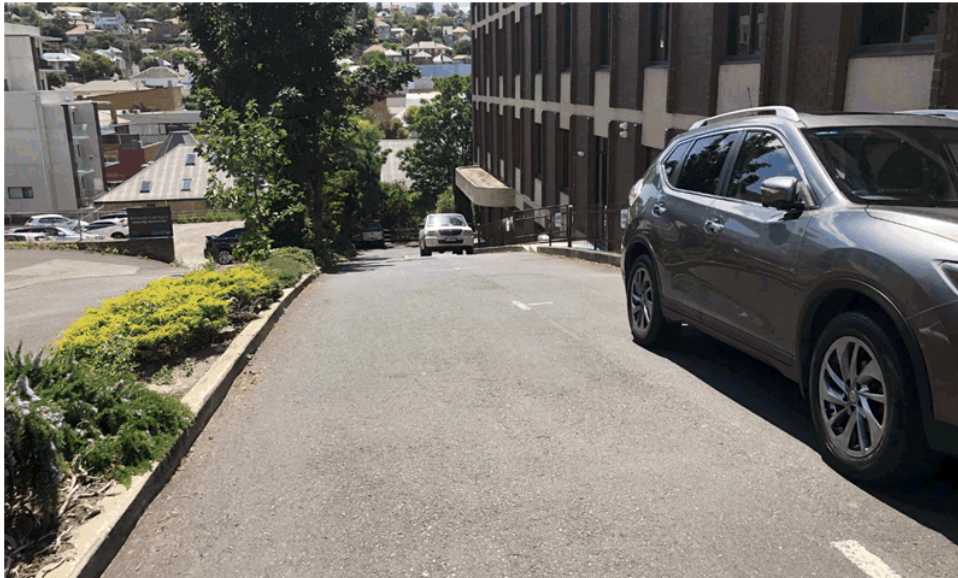
The Acceptable Solution A1 of Clause E6.7.3 of the Hobart Interim Planning Scheme 2015 states:

"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".*

In this case the Acceptable Solution requires passing bays to be included. Two-way traffic is permitted in the driveway and no formal passing bay is provided. A single passing bay is available immediately behind the Macquarie Street kerb, however it measures 5.1 metres wide not 5.5 metres in accordance with A1:E6.7.3(b). No additional passing bay is provided along the length of the driveway, which measures approximately 40 metres in length. The driveway is shown in Figure 1.

Figure 1 Driveway Sight Lines



The Performance Criteria P1 of Clause E6.7.3 of the Planning Scheme 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 requirements for passing bays within the driveway were assessed in accordance with AS2890.1 and the Performance Criteria.

AS2890.1 provides the following guidance on the provision of passing bays:

"Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m".

In this case the following is relevant:

- The driveway connects to an arterial road and is longer than 30 metres.
- Sight distance is not constrained from one end of the driveway to the other.
- The car park does not generate 30 movements per hour during peak periods.
- The site provides a passing bay immediately behind the kerb, but it is 5.1 metres wide, not 5.5 metres.
- No additional passing bays are provided along the driveway adjacent to the building structure.
- The driveway has been in continuous operation for many years without issue.

The driveway width is constrained due to the building structure in relation to the property boundary. It would not be possible to provide a driveway width of 5.5 metres even if car parking were removed.

Passing opportunities are available in two locations: immediately behind the kerb; and at the western end of the driveway, a distance of approximately 40 metres. Whilst this distance exceeds 30 metres, it is not an unreasonable length and good sight distance is available in both directions along the driveway. Traffic generation within the driveway is relatively low and the car park is only used by familiar users. The narrow width of the driveway ensures a low-speed traffic, thus providing a relatively safe environment.

On this basis, I am satisfied that the driveway is satisfactory in terms of safety and efficiency. The driveway meets the requirements of Performance Criteria P1 of Clause E6.7.3 of the Planning Scheme.

2. PA5.1 – Car Parking Space Design

Council have requested:

"Scaled and dimensioned plan(s) showing the layout of car parking spaces, turning areas, driveway and access designed to comply with AS/NZS 2890.1:2004 or a design which ensures that parking areas enable safe, easy and efficient use.

To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.5 Acceptable Solution A1 the scaled and dimensioned design drawings must include:

- *A layout of car parking spaces, and driveway that is designed to comply with Section 2 of AS/NZS 2890.1:2004.*

Where the design drawing(s) do not comply with the above clauses, provide a certification by a suitably qualified engineer that the design is safe and ensures ease of access, egress and manoeuvring on site. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015.

To satisfy clauses E6.7.5 Acceptable Solution A1, AS/NZS 2890.1:2004 Section 2 and AS/NZS 2890.1:2004 Section 5.3, scaled and dimensioned design drawings must include:

- *Plan view showing the layout of car parking space(s);*
- *Plan view showing the minimum width of entire driveway;*
- *Plan view and long section along the proposed driveway centreline;*

Where the design drawing(s) do not comply with the above clause and/or AS/NZS 2890.1:2004 provide a certification by a suitably qualified engineer that the design provides for a safe and efficient access, this will then be assessed under Performance Criteria of the Hobart Interim Planning Scheme 2015".

The car parking spaces are designated for staff of the various tenancies within the building. The spaces are defined as Class 1A, 'Residential, domestic and employee parking', under AS2890.1. Class 1A parking requires the following dimensions for parallel parking:

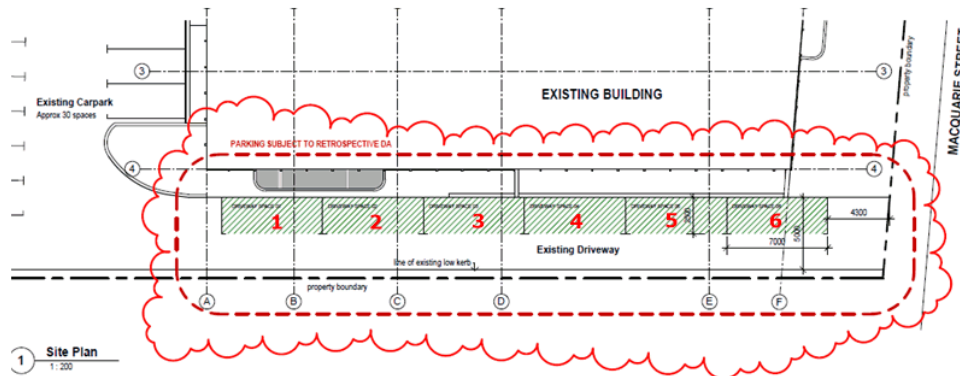
- | | |
|---|--|
| ▪ Space width | 2.1 metres minimum |
| ▪ Space length | 6.3 metres (for aisle width of 3.0 metres) |
| ▪ Space length (unobstructed end space) | 5.4 metres |
| ▪ Aisle width | 3.0 metres |

The spaces do not comply with these requirements and the access was assessed against the requirements of Performance Criteria P1 of Clause E6.7.5 of the Planning Scheme which states "*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*".

The following is relevant with respect of the driveway and parking:

- The parking arrangements within the driveway has been in place for many years. The driveway and parking have functioned efficiently and safely during this time.
- The AS2890.1 required combined parking and aisle widths equates to 5.1 metres. The available combined width is 5.0 metres, a shortfall of 0.1 metres. This width is measured to the kerb. Additional width is available beyond the kerb on the southern side of the driveway (catering for vehicle overhang such as side mirrors, etc).
- Both the driveway and parking spaces are utilised by familiar users (staff with designated spaces).
- Macquarie Street has one-way flow. Driveway access is via left-in/ left-out manoeuvres. Vehicles entering the driveway can give way to vehicles exiting the driveway without blocking flow.
- The first space within the driveway is located 4.3 metres back from the footpath. When including the width of the footpath there is sufficient available width for entering and exiting vehicles to pass in opposing directions safely.
- There are many examples of narrow driveways (ie. aisle width less than 3.0m) in the Greater Hobart area (numerous similar examples can be found in Macquarie Street and Davey Street). Often these narrow driveways are the result of constraints due to building structures and/or fences (as is the case for this site).
- The width of a B85 vehicle is 1.87 metres – the available 2.5m caters for the passage of a B85 vehicle with 0.3 metres clearance either side of the vehicle. It is further noted that the width of the parking spaces is excessive resulting in additional aisle width up to 0.4 metres (resulting in an effective aisle width up to 2.9 metres).
- The driveway has straight geometry along its full length. The adjacent obstructions (parking) are clear and obvious for all users. Vehicle access speeds within the driveway will be very low when entering or leaving these spaces.

The car space lengths are less than the AS2890.1 requirement of 6.3 metres. This results in complex and tight manoeuvring to access parking spaces. The car parking has therefore been reconfigured by lengthening the spaces to 7.0 metres (space width is retained at 2.5 metres). This provides improved entry and exit manoeuvring (as discussed in Section 3) and results in the loss of one parking space. The reconfigured spaces are shown in Figure 2.

Figure 2 Car Parking Space Reconfiguration

3. PA5.2 – Swept Paths

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 the driveway, passing area(s), and all the proposed car parking space(s), ensuring swept paths do not conflict with adjacent parking spaces, structures or fixed objects.

Where the design drawing(s) do not comply with the above clauses, provide a certification by a suitably qualified engineer that the design is safe and ensures ease of access, egress and manoeuvring on site. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015".

Swept paths were tested at all car parking spaces in the revised layout using a B85 template. Preliminary testing of the existing layout identified that accessibility to each car parking space was tight, requiring multiple-point turns for entry and exit manoeuvres. This is due to the narrow carriageway width adjacent to the parking spaces. Parking spaces were reconfigured as discussed in Section 2, with increased space lengths of 7.0 metres and the loss of one space.

The following constraints were noted with the swept path analysis:

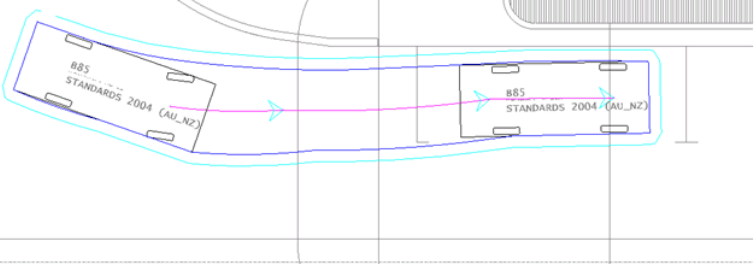
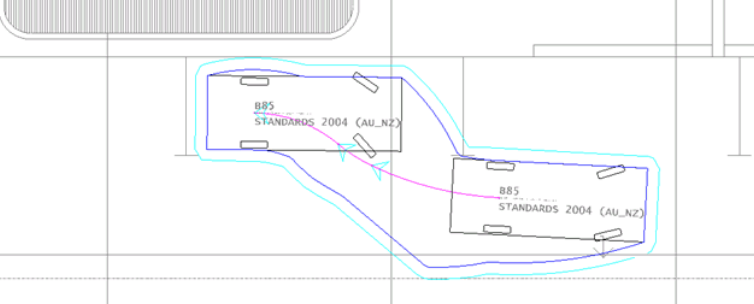
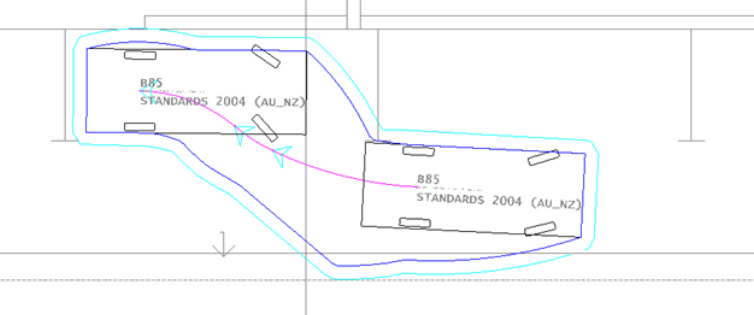
- The low kerb located along the southern edge of the driveway could not permit the passage of vehicle wheels but could permit the extremities of the vehicle (bonnet of car) to pass over it.
- The 300mm buffer around the vehicle was not permitted to cross the property boundary.
- The vehicle envelope could not pass into the adjacent parking spaces or the building wall.
- The 300mm buffer around the vehicle could pass into the adjacent parking spaces.

The swept paths are shown in Figure 3 and

Figure 4 for entry and exit manoeuvres respectively.

It can be seen that all spaces can be accessed by a single turn entry and exit. Based on the findings of the swept path analysis in conjunction with the findings in Section 2 of this report and subject to the recommendation of lengthened spaces, it is my professional opinion that the car parking within the driveway ensures ease of access, egress and manoeuvring on-site. The Performance Criteria P1 of Clause E6.7.5 of the Planning Scheme is therefore met and the parking should be approved.

Figure 3 B85 Swept Path Entry Manoeuvres

	<p>Space 1 Entry End space.</p>
	<p>Space 2 Entry Mid space.</p>
	<p>Space 3 Entry Mid space.</p>

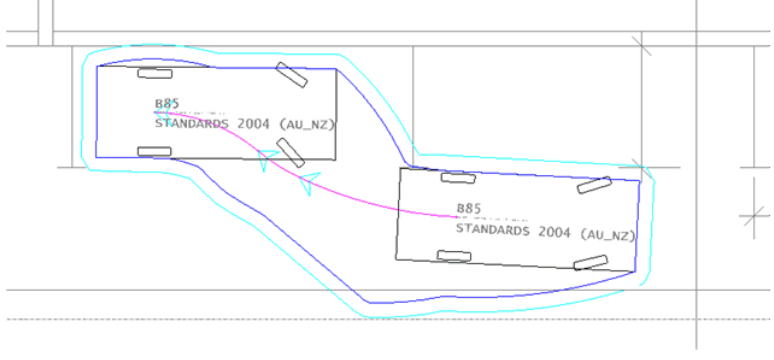
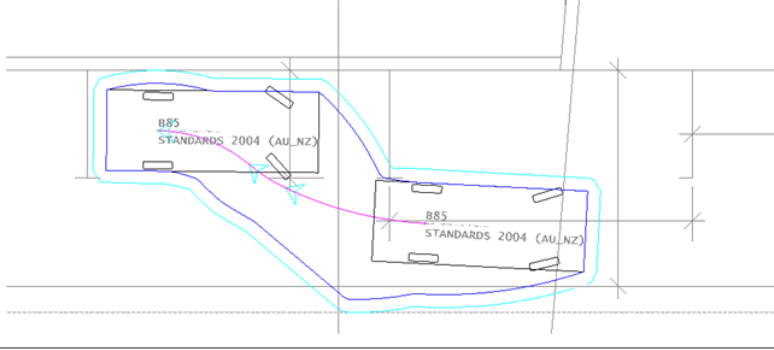
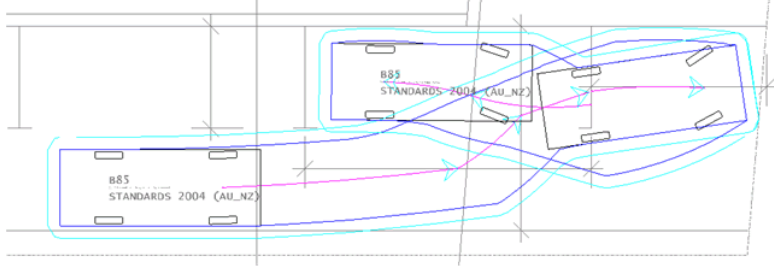
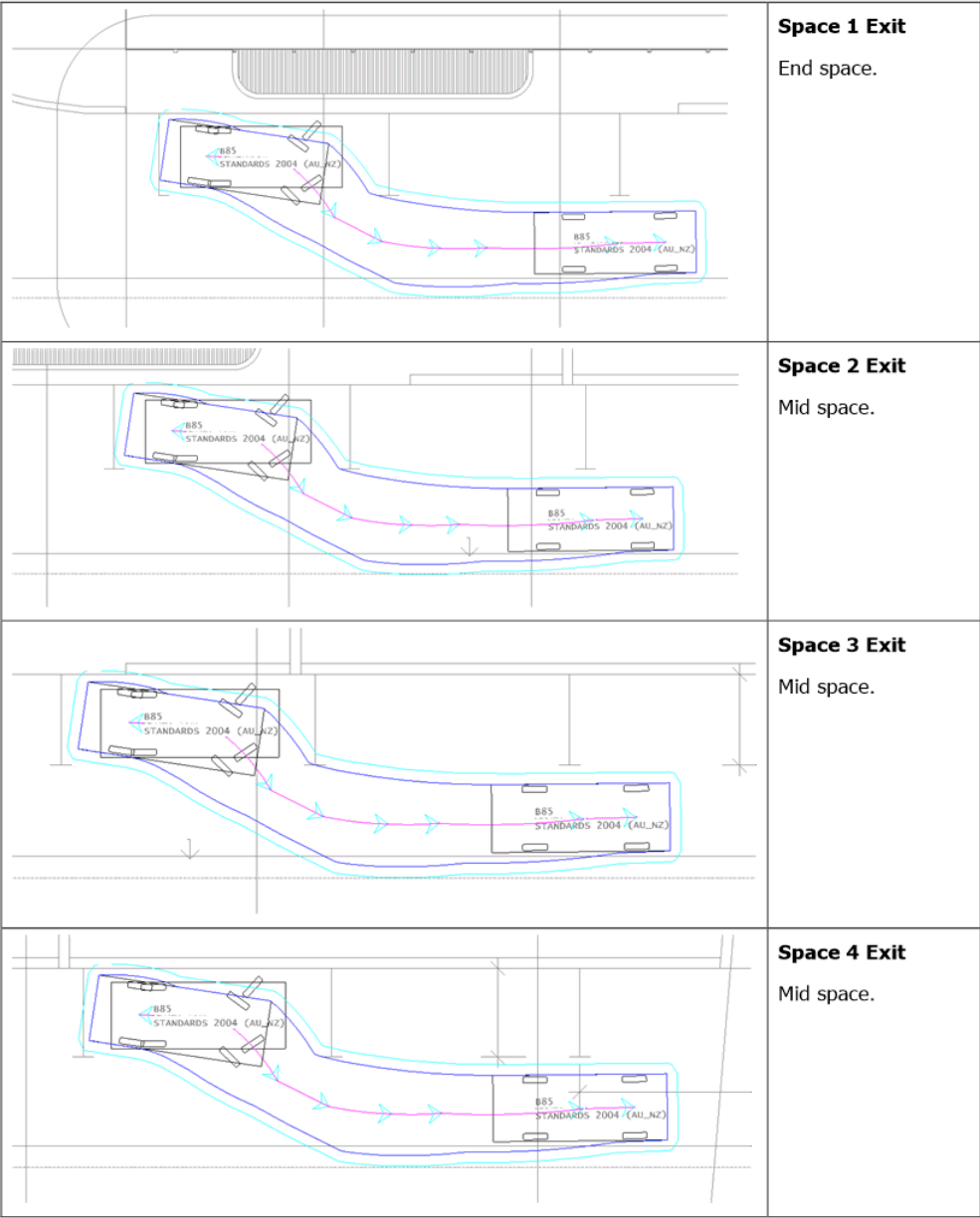
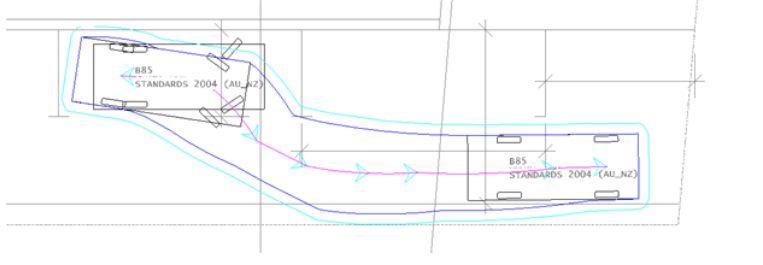
	<p>Space 4 Entry</p> <p>Mid space.</p>
	<p>Space 5 Entry</p> <p>Mid space.</p>
	<p>Space 6 Entry</p> <p>End space.</p>

Figure 4 B85 Swept Path Exit Manoeuvres



	Space 5 Exit Mid space.
	Space 6 Exit End space.

4. Conclusions

This report details the findings of a car parking assessment of the spaces located adjacent to the building structure within the driveway of 199 Macquarie Street, Hobart.

The parking spaces have been in continuous use for many years. The seven existing car parking spaces do not comply with the dimensional requirements of AS2890.1. Notably the aisle width and space lengths are deficient.

This report recommends lengthening the spaces to 7.0 metres resulting in the loss of 1 car parking space. This facilitates single turn entry and exit manoeuvres for a B85 vehicle for all spaces. The revised layout of the parking complies with the requirements of Performance Criteria P1 of Clause E6.7.5 of the Planning Scheme.

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



Keith Midson
Midson Traffic Pty Ltd
25 Hinman Drive
Kingston TAS 7050
0437 366 040

14 January 2021

Peter Scott
Xsquared Architects
1st Floor, 125 Collins Street
Hobart TAS 7000

Dear Peter,

199 MACQUARIE STREET – ASSESSMENT OF PARKING WITHIN DRIVEWAY

Further to our recent discussions I confirm that I have investigated the existing car parking that is located in the driveway of 199 Macquarie Street, Hobart.

1. Background

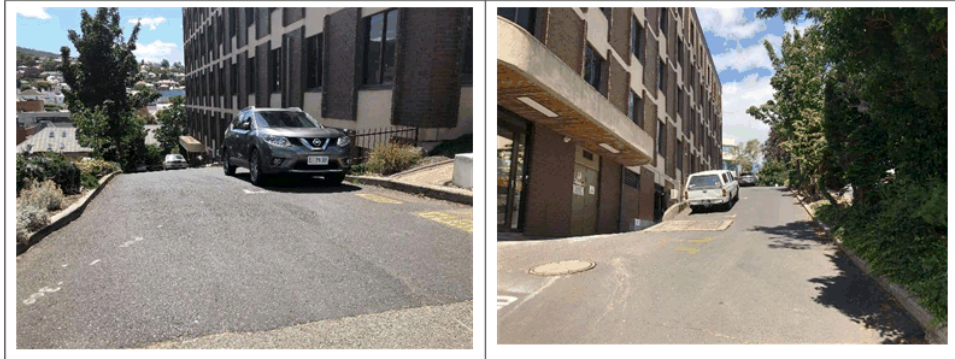
The City of Hobart (Council) issued an enforcement notice relating to the existing car parking located within the driveway access of 199 Macquarie Street, Hobart.

2. Existing Car Parking

The existing access provides a total of 7 parallel parking spaces along the northern side of the driveway, a distance of approximately 43 metres. The parking spaces typically measure 2.5 metres wide x 6.0 metres long. The driveway width is 5.0 metres along its full length adjacent to the building structure (consisting of 2.5m parking space width + 2.5m aisle width). The driveway is single lane and permits one-way flow (inward or outward at any one time).

The driveway provides access to a car park at the rear of the site. The car park caters for approximately 30 cars (excluding the 7 cars parked within the driveway).

The access driveway and parking is shown in Figure 1.

Figure 1 Access Driveway and Parking

3. Planning Scheme Requirements

The Acceptable Solution A1 of Clause E6.7.5 of the Hobart Interim Planning Scheme 2015 (Planning Scheme) states: "*The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard*".

The car parking spaces are designated for staff of the various tenancies within the building. The spaces are defined as Class 1A, '*Residential, domestic and employee parking*', under AS2890.1. Class 1A parking requires the following dimensions for parallel parking:

- Space width 2.1 metres minimum
- Space length 6.3 metres (for aisle width of 3.0 metres)
- Space length (unobstructed end space) 5.4 metres
- Aisle width 3.0 metres

The spaces do not comply with these requirements and the access was assessed against the requirements of Performance Criteria P1 of Clause E6.7.5 of the Planning Scheme which states "*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*".

The following is relevant with respect of the driveway and parking:

- The parking arrangements within the driveway has been in place for many years. The driveway and parking have functioned efficiently and safely during this time.
- The AS2890.1 required combined parking and aisle widths equates to 5.1 metres. The available combined width is 5.0 metres, a shortfall of 0.1 metres. This width is measured to the kerb. Additional width is available beyond the kerb on the southern side of the driveway (catering for vehicle overhang such as side mirrors, etc).
- Both the driveway and parking spaces are utilised by familiar users (staff with designated spaces).

- Macquarie Street has one-way flow. Driveway access is via left-in/ left-out manoeuvres. Vehicles entering the driveway can give way to vehicles exiting the driveway without blocking flow.
- The first space within the driveway is located 4.3 metres back from the footpath. When including the width of the footpath there is sufficient available width for entering and exiting vehicles to pass in opposing directions safely.
- There are many examples of narrow driveways (ie. aisle width less than 3.0m) in the Greater Hobart area (numerous similar examples can be found in Macquarie Street and Davey Street). Often these narrow driveways are the result of constraints due to building structures and/or fences (as is the case for this site).
- The width of a B85 vehicle is 1.87 metres – the available 2.5m caters for the passage of a B85 vehicle with 0.3 metres clearance either side of the vehicle. It is further noted that the width of the parking spaces is excessive resulting in additional aisle width up to 0.4 metres (resulting in an effective aisle width up to 2.9 metres).
- The driveway has straight geometry along its full length. The adjacent obstructions (parking) are clear and obvious for all users. Vehicle access speeds within the driveway will be very low when entering or leaving these spaces.

Based on the above findings, it is my professional opinion that the car parking within the driveway ensures ease of access, egress and manoeuvring on-site. The Performance Criteria P1 of Clause E6.7.5 of the Planning Scheme is therefore met and the parking should be approved.

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

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 9220	FOLIO 3
EDITION 9	DATE OF ISSUE 17-Feb-2020

SEARCH DATE : 18-Jan-2021

SEARCH TIME : 05.19 PM

DESCRIPTION OF LAND

City of HOBART
Lot 3 on Sealed Plan 9220
(Formerly Lots 1 & 2 on SP 9220)
Derivation : Whole of 0A-2R-16Ps. and Part of 0A-1R-34Ps. Gtd.
to Thomas Smith
Prior CT 3615/43

SCHEDULE 1

M629668 TRANSFER to WANDOO PTY LTD Registered 16-Jun-2017
at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: Right of Drainage [appurtenant to the
balance of the land in Conveyance 38/4844) over the
drainage easement shown on SP 9220
SP 9220 FENCING PROVISION in Transfer
E209657 MORTGAGE to Westpac Banking Corporation Registered
17-Feb-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



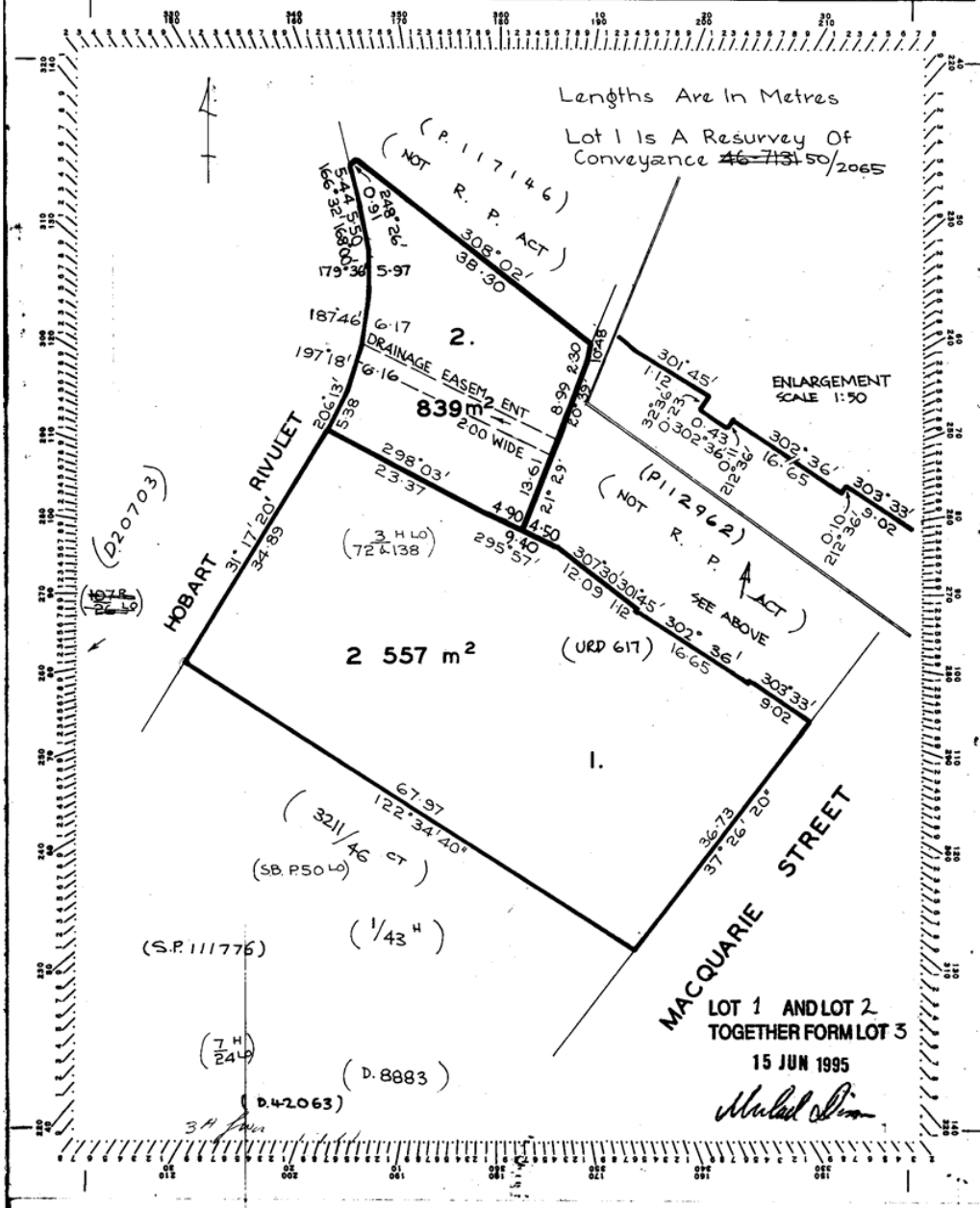
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Retirement Benefits Fund Invest. A 55755 SP 9220 5710 - 18/6/76 Owner: Survey Nominees Pty Ltd. & The Victoria League In Tasmania Title Reference: Cons. 46-7131 & 38-4844 50/2065 Grantee: Whole Of 2 nd 16 th And Portion Of 1 st 34 th Gtd to Thomas Smith		PLAN OF SURVEY by Surveyor G.W. Griggs of land situated in the CITY OF HOBART Scales 1:500 & 1:50	Registered Number: S.P9220 Effective from: 23 JUN 1977 P/I Recorder of titles
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Planning: #223070

Property

199 MACQUARIE STREET HOBART TAS 7000

People

Applicant

*

Wandoo
Peter Hart
Level 2, 141 Flinders Lane
MELBOURNE VIC 3000
0458 447 710
hartp@live.com.au

Owner

*

Wandoo
Peter Hart
Level 2, 141 Flinders Lane
MELBOURNE VIC 3000
0458 447 710
hartp@live.com.au

Entered By

XSQUARED ARCHITECTS
03 6224 9370
admin@xsa.net.au

Use

Commercial

Details

Have you obtained pre application advice?

☒ No

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

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

*

☒ No

Is the application for SIGNAGE ONLY? If yes, please enter \$0 in the cost of development, and you must enter the number of signs under Other Details below.

*

<input type="radio"/> No		
If this application is related to an enforcement action please enter Enforcement Number ENF-20-423		
Details		
What is the current approved use of the land / building(s)? *		
Office		
Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage) *		
Approval for seven historical parking spaces alongside driveway		
Estimated cost of development *		
3500.00		
Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
Carparking on Site		
		N/A
Total parking spaces	Existing parking spaces	<input type="radio"/> Other (no selection chosen)
37	30	
Other Details		
Does the application include signage? *		
<input type="radio"/> No		
How many signs, please enter 0 if there are none involved in this application? *		
0		
Tasmania Heritage Register		
Is this property on the Tasmanian Heritage Register? • <input type="radio"/> No		
Documents		
Required Documents		
Title (Folio text and Plan and Schedule of Easements) *		
199 Macquarie Street - Title.pdf		
Plans (proposed, existing) *		
199 Macquarie Street - Driveway Parking.pdf		
Covering Letter 199 Macquarie Street - Covering Letter.pdf		
Supporting Documents		
Traffic Impact Assessment 199 Macquarie Street - Car Parking in Driveway Assessment.pdf		
Letter of Authority 199 Macquarie Street - Letter of Authority.pdf		

Application Referral Development Engineering - Response

From:	Eswaren Shanmugam
Recommendation:	
Date Completed:	
Address:	199 MACQUARIE STREET, HOBART
Proposal:	Alterations to Carparking
Application No:	PLN-21-33
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

EXECUTIVE SUMMARY



Historical parking alongside driveway.
Photo taken from sale documentation
prior to purchase by current owners.
Approximate photo date : 2017

Fig.1 - Submitted image of subject-site showing informal parking in 2017.

Retrospective approval sought for Six (6) informal parallel parking bays located along a downhill sloping access driveway, recently line-marked in 2018 (See *Fig.1*). A complaint citing significant access impediment and property damage, due to the spaces reducing the effective driveway width, was received & actioned by the City in late 2020 (see ENF-20-423). Planning refusal has been recommended due to the line-marked spaces;

1. Showing deficient bay dimensions and difficulties associated with use,
2. Reducing the already deficient driveway width from 5.1m to 2.5m,
3. Not allowing for two-way traffic, nor the safe passing of vehicles travelling in opposing directions,
4. Blocking the line of sight between entering and exiting vehicles,
5. Being located on a gradient 4 times greater than the maximum allowable 5% gradient for a parking space,
6. Not being considerate of high daily vehicle movements generated by the 38 parking spaces already on-site, and
7. Not accommodating safe pedestrian movement along the length of the access

driveway.

Several note worthy representations have also been submitted (see summaries under *Representations* below) against the proposal, which included independent 3rd parties' expert analysis & opinions, recommending the line-marked spaces be removed, and modifications to the existing parking & access provisions on-site be performed.

REFERRAL RULE

In a Council related engineering context, Development Engineering shall not support this proposal in principal, and advises the following conditions and advice.

REFUSAL is recommended under clauses E6.7.3 & E6.7.5 of the Hobart Interim Planning Scheme 2015 (See details under Assessment Matrix below). Note the assessment scope only includes the Six (6) informally line-marked parking spaces, not the Thirty Eight (38) already existing on-site.

E6.7.3 P1 - NON COMPLIANT

The lack of passing opportunities is not intrinsic to the circulation roadway, this is an introduced hazard due to the informally line-marked spaces (see Fig.2). Through assessment, vehicle passing areas along the access have been determined to be a necessity, especially when considering the 38 existing car parking spaces located behind the lot. The large number of existing spaces will invariably produce a high volume of daily traffic needing to enter and exit the lot. This was evidently the design consideration of the original circulation roadway's geometry (i.e. two-way carriageway width). The lack of a practical passing area at the lot frontage access, would force vehicles to reverse onto the public road and into incoming traffic, or halt on the highway and block the access of 201 Macquarie Street, all of which are highly undesirable outcomes for the City and prohibited under AS/NZS 2890.1:2004 Section 3.2.2.

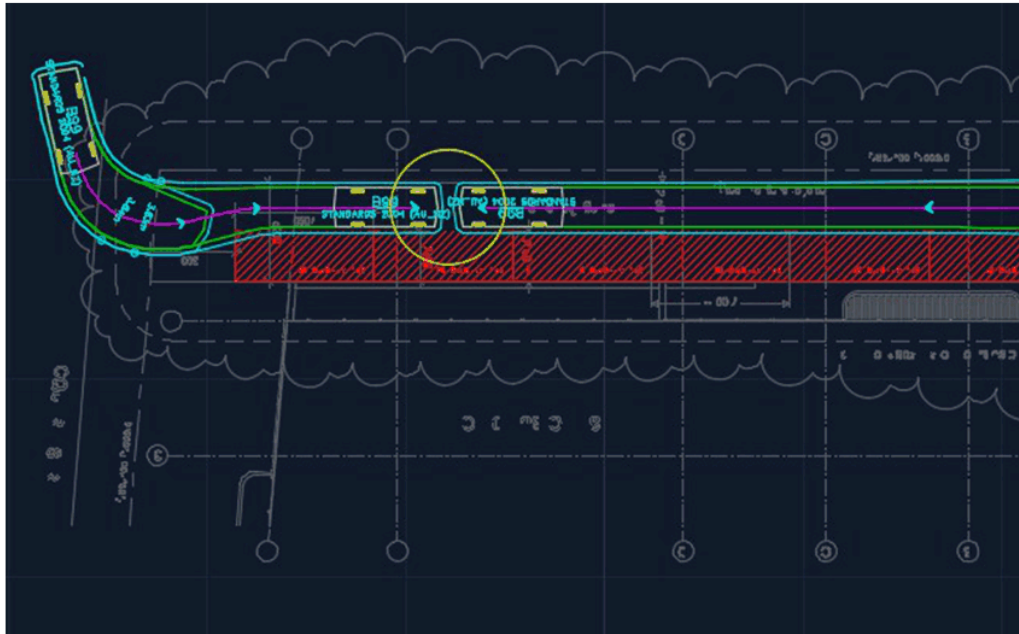


Fig.2 - The informally line marked spaces (hatched, in red) occupy an entire vehicle lane required to avoid user conflict (encircled, in yellow), and facilitate two-way traffic.

E6.7.5 P1 - NON COMPLIANT

The 20% parking gradients, and the spaces' location limit the effective circulation roadway width to less than minimum. Perhaps more importantly, it is prudent to note such a layout would not in any case have been approved by the City, as it is essentially prohibited by design by national standards. During assessment, it was noted the submitted plans and documentation do not make particular reference or detail the unsuitable grades, bays' proximity to structural obstructions, and compromised manoeuvring clearances (see Fig.3). The proposed spaces also introduce a semi permanent obstruction within the circulation roadway, removing the principal circulatory function for the subject-site's car park, and introducing a sight line obstruction. Ultimately, compliance with other relevant design aspects (e.g. bay lengths) are inconsequential as all spaces are prohibited by default under AS/NZS 2890.1:2004, and the approval of these parking spaces would invariably conflict with the intended operation of the constructed carriageway.

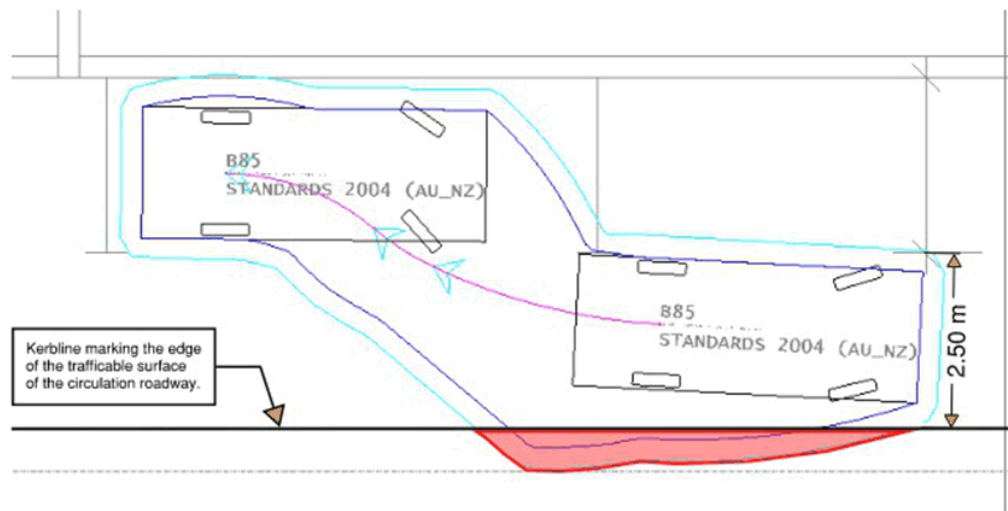


Fig.3. - A reverse entry swept path assessment provided by Midson Traffic showing, significant departure from the trafficable surface (outlined & shaded, in red), and why more than 2.5m of aisle width is required for manoeuvring despite the proposed lengthening of spaces to 7m.

REPRESENTATIONS

Trim Record Number: DA-21-54876

Concerns were raised regarding vehicles using neighboring land to enter and exit the subject site.

Traffic Engineer Joanne Fisher, of Howarth Fisher & Associates, provided an expert analysis. The 8 page report began by stating a 6-9m access is a categorical requirement due to the arterial nature of Macquarie Street, however should a 5m access be retained all parallel parking long the driveway should be removed in order to align the design closely with AS/NZS 2890.1:2004.

The report discussed the negative impact of vehicles waiting to turn into the subject site, highlighting potential halting in the highway roadway, or vehicles reversing back out onto the highway footpath. The report also surveyed the AM peak hour traffic of 199 Macquarie (26 trips), and discussed aggravated negative impacts due to combined traffic volumes from neighboring 201 Macquarie, and Macquarie Street itself.

The report advised of the historical two-way operation of the driveway and recommended the original 5.1m clearway width be maintained to provide the most appropriate solution with respect to the relevant performance criteria, and to mitigate any adverse impacts on Macquarie Street. It further advised civil design modifications for a compliant 5.5m access, and exploration of car stacking or car park redesign to address the parking shortfall from removal of the parallel bays along the driveway.

The report proceeded to challenge the deficient bay dimensions presented within the applicant's traffic report, and explained why a minimum 2.4m wide bay is needed to provide 300mm clearance from fencing adjacent to the bays, and why an unobstructed end space requires 5.4m to be compliant. The report also highlighted, how the swept path assessment undertaken was not in line with AS/NZS 2890.1:2004 Appendix B3.2, and how parking was not permitted on a 20% driveway, due to the gradient being much greater than the maximum 5% outlined in AS/NZS 2890.1:2004.

The report concluded by stating the applicant's traffic report is less than the minimal acceptable solution outlined in AS/NZS 2890.1:2004, and recognized the constraints of the site and requirement to address the performance criteria, however stated the proposal did not provide an alternative best practice design option.

TRIM Record Number: DA-21-54738

Concerns were raised regarding vehicles using neighboring land as a passing area, impeded commercial vehicle access to the building rear, and wet driveway grade causing light vehicles to skid.

Traffic Engineer Milan Prodanovic, provided an expert opinion in the form of a 2 page report.

The report began by discussing the history of the line-marked spaces, stating that no car parking occurred along the circulation roadway for many years, and explained how informal parking commenced around 2018, and was only recently line-marked in an attempt to formalize the spaces. None of the marked bays' or circulation roadway's dimensions were found to be compliant with AS/NZS 2890.1:2004, and the 5m two-way circulation roadway width was determined to be deficient by at least 0.8m.

The report proceeded to discuss how the on-site car park's high two-way traffic movement throughout the day produced frequent opposing vehicle movements (hourly), and how the lack of an effective passing area and clear line of sight, along the circulation roadway, would cause entering vehicles to reverse back out, in order to give-way to those exiting the lot. Thus the likelihood for reversing vehicles halting in front of 201 Macquarie, and block access to that property, was identified.

The report pointed out that the lack of vehicle passing areas, for a 50m circulation roadway, did not comply with the planning scheme, and highlighted the possibility of future safety issues arising should parking on the circulation roadway continue. Should the required 2.4m bay width be provided, the available 2.6m carriageway width was determined to be less than the minimum 3m requirement for a one-way lane.

The report acknowledged the applicant's attempt to redesign and lengthen the bays due to width constraints, however it was determined that the applicant's swept path assessments demonstrated a complex set of manoeuvres to occupy the bays, and showed conflicts with the roadway's kerbing. The report also stated the roadway grade was up to 25%, and that this was far in excess of the required maximum of 5%.

The report concluded by highlighting that passengers could not get into a vehicle parked in the bays, and passengers would have to walk a length of the driveway to access or leave car. The final statement of the report read, "There are too many particulars related to the geometric characteristic of the circulation road and adverse impacts of parallel parking along it to allow continued parking along the road".

ASSESSMENT MATRIX

E5.0 Road and railway access code

E5.1 Purpose		<p data-bbox="662 1458 1299 1491">E5.1.1</p> <p data-bbox="662 1514 1299 1547">The purpose of this provision is to:</p> <p data-bbox="662 1570 1299 1630">(a) protect the safety and efficiency of the road and railway networks; and</p> <p data-bbox="662 1653 1299 1713">(b) reduce conflicts between sensitive uses and major roads and the rail network.</p>

E5.2 Application of this Code	NO	
		This Code applies to use or development of land:
	No	(a) that will require a new vehicle crossing, junction or level crossing; or
	No	(b) that intensifies the use of an existing access; or
	No	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	No	(i) a rail network;
	No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment		Comments / Discussion (in bold)
Clause 5.5.1 Existing road accesses and junctions		<u>Documentation submitted to date appears not to invoke clause E5.5.1.</u>
NOT APPLICABLE		No intensification of existing road accesses and/or junctions proposed.
Clause 5.5.2 Existing level crossings		<u>Documentation submitted to date appears not to invoke clause E5.5.2.</u>
NOT APPLICABLE		No intensification of an existing level crossings proposed.
Clause 5.6.1 development adjacent to roads and railways		<u>Documentation submitted to date appears not to invoke clause E5.6.1.</u>
NOT APPLICABLE		No development adjacent to category 1 or category 2 road proposed.
Clause 5.6.2 road and access junctions		<u>Documentation submitted to date appears not to invoke clause E5.6.2.</u>
NOT APPLICABLE		No new accesses or access junctions proposed.
Clause 5.6.3 new level crossings		<u>Documentation submitted to date appears not to invoke clause E5.6.3.</u>
NOT APPLICABLE		No new level crossings proposed.
Clause 5.6.4 sight distance at access and junctions		<u>Documentation submitted to date appears not to invoke clause E5.6.4.</u>
NOT APPLICABLE		No new accesses (road) and/or junctions proposed.

E 6.0 Parking and Access Code

E6.1 Purpose			E6.1.1
			The purpose of this provision is to:
	Yes		(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes		(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes		(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes		(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes		(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes		(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
		N/A	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	Yes		(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	—	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)
Clauses 6.6's are all to do with parking number assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.			The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.6's.</u>
NOT APPLICABLE			Submitted documentation appears to indicate no car parking requirements.

<p>Clause 6.7.1 number of vehicle accesses</p> <p>NOT APPLICABLE</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.1.</u></p> <p>Submitted documentation appears to indicate no changes proposed to the number of vehicle accesses.</p>
<p>Clause 6.7.2 design vehicle access</p> <p>NOT APPLICABLE</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.2.</u></p> <p>Submitted documentation appears to indicate no changes proposed to the existing vehicle access.</p>
<p>Clause 6.7.3 vehicle passing</p> <p>PERFORMANCE CRITERIA</p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.3 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable solution - A1: - NON COMPLIANT Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; - YES (ii) is more than 30 m long; - YES (iii) it meets a road serving more than 6000 vehicles per day; - YES (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - NO (c) have the first passing area constructed at the kerb; - NO (d) be at intervals of no more than 30 m along the access. - NO</p> <p>Performance Criteria - P1: - NON COMPLIANT 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; - The proposed parallel parking aisle will present a semi-permanent obstruction to available sight lines</p>

		<p>used to facilitate un-signalized & intuitive passing, making it difficult for users to avoid conflicts with the defined users.</p> <p>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; - The lack of any passing opportunities for the length of the proposed parallel parking aisle would invariably cause vehicle to halt, either prior to entering or exiting the subject site, or worse reverse to give way for one or the other. This presents avoidable interference with the flow of traffic, on the highway, neighboring (up-stream) properties, or in the subject site itself.</p> <p>(c) suitability for the type and volume of traffic likely to be generated by the use or development; - The lack of a passing area/opportunity due to the proposed parallel parking aisle is not suitable for the type and volume of traffic being generated by the subject site.</p> <p>(d) ease of accessibility and recognition for users; - The passing areas identified as available are either, located in an oncoming lane, greater than 30m away, or are deficient in terms of geometry, thus detracting from ease of accessibility and recognition of users.</p> <p><i>Based on the above assessment and given the submitted documentation, the proposal may not be accepted under the relevant Performance Criteria. This is in part due to the adverse effects on user amenity, and safety, identified.</i></p>
<p>Clause 6.7.4 on site turning</p> <p>NOT APPLICABLE</p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.4.</u></p> <p><u>Acceptable solution - A1:</u> On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; - COMPLIES (b) it meets a road carrying less than 6000 vehicles per day. - COMPLIES</p> <p>Submitted documentation appears to indicate no changes proposed to the existing facility/requirement for on-site turning.</p>

Clause 6.7.5 layout of parking area

**PERFORMANCE
CRITERIA**

The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria.

Acceptable Solution A1: - NON COMPLIANT

The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.

Performance Criteria - P1: - NON COMPLIANT

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.

- Car Parking Space Dimensions (AS2890.1 Fig 2.5):
- Submitted documentation appears unable to satisfy this requirement, deficient bay dimensions proposed.

DEVENG Analysis:

Referring to AS2890.1:2004, Section 2.4.4, Fig. 2.5, Minimum Space Length and Aisle Width Combinations for Parallel Parking Manoeuvre, the required dimensions were calculated for the deficient (one way) Aisle Width W . Therefore for $W = 2.5\text{m}$, the Space length $L = -0.67W + 8.3$, and Space length unobstructed L^U , were;

- $L = 6.63\text{m}$
- $L^U = 5.4\text{m}$

Complaint* discretionary dimensions were shown with respect to bay length. Noting the minimum bay width as $2.1\text{m} + 0.3\text{m}$ min. clearance to a structure (e.g. wall $>300\text{mm}$ high), the minimum width requirement is 2.4m . based on the submitted plans this is applicable to;

- Driveway Space 03, 04, 05, and 06.

Non Compliant* dimensions were shown, for the above spaces.

**Note that compliance is ultimately inconsequential as all spaces are prohibited by national standards, due to being located on a circulation roadway, and exhibiting a gradient in excess of the 5% maximum.*

- Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side):
- Submitted documentation appears unable to satisfy this requirement, **no design envelope shown.**
- Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance):
- Submitted documentation appears able to satisfy this requirement, no apparent overhead obstruction.
- Parking Space Gradient (5%):
- Submitted documentation appears unable to satisfy this requirement, **greater than 5% (20%) space gradient proposed.**
- Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A):
- Submitted documentation appears able to satisfy this requirement, **less than 3m min. (2.5m) proposed.**
- Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m width for 7m wide apron):
- N/A
- Parking Module Gradient (AS2890.1 5% Acceptable, City 10% Performance):
- Submitted documentation appears unable to satisfy this requirement, **greater than 10% (20%) module proposed.**
- Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m):
- Submitted documentation appears able to satisfy this requirement, **less than 3m minimum (2.5m) proposed.**
- Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag = 2m transition):
- N/A
- Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope):
- N/A
- Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra):
- N/A
- "Jockey Parking" (Performance Assessment):
- N/A

Based on the above assessment and given the submitted documentation, the proposal may not be accepted under the relevant Performance Criteria.

			<i>This is in part due to the layout of car parking spaces being unsafe and unable to ensure ease of access, ingress/egress, and manoeuvring on-site.</i>
Clause 6.7.6 surface treatment			The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.6.
NOT APPLICABLE			Submitted documentation appears to indicate no changes proposed to the existing surface treatment within a car parking area.
Clause 6.7.7 Lighting of parking area Planner and health unit to assess	—	—	Planner to assess
Clause 6.7.8 Landscaping Planner to assess	—	—	Planner to assess
Clause 6.7.9 motor bike parking			The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.9.
NOT APPLICABLE			Acceptable Solution A1 (E6.6.3): The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced. NO REQUIREMENT (<19 car parking spaces).

<p>Clause 6.7.10 bicycle parking</p> <p>NOT APPLICABLE</p>			<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.10.</u></p> <p><u>Acceptable Solution A1:</u> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p><u>Acceptable Solution A2:</u> The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.</p> <p>User Class: Residential</p> <p>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</p> <p>NO REQUIREMENT</p>
<p>Clause 6.7.11 bicycle end trip</p> <p>Planner to assess</p>	—	—	Planner to assess
<p>Clause 6.7.12 siting of car parking</p> <p>Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area</p>	—	—	Planner to assess
<p>Clause 6.7.13 facilities for commercial vehicles</p> <p>NOT APPLICABLE</p>			<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.13.</u></p> <p>Submitted documentation appears to indicate no commercial vehicles loading, unloading or manoeuvring.</p> <p>No apparent service bay or on-site facilities detailed, nor use class requirement(s) identified.</p>

Clause 6.7.14 access to a road			The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.14.</u>
NOT APPLICABLE			Submitted documentation appears to indicate no changes proposed to the existing access to a road.

**7.1.3 82 MOLLE STREET, HOBART - PARTIAL DEMOLITION,
ALTERATIONS AND EXTENSION
PLN-21-496 - FILE REF: F22/9920**

Address: 82 Molle Street, Hobart

Proposal: Partial Demolition, Alterations and Extension

Expiry Date: 8 March 2022

Extension of Time: Not applicable

Author: Victoria Maxwell

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 extension at 82 Molle Street HOBART TAS 7000 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-21-496 82 MOLLE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

Approval is granted for a single dwelling only.

Reason for condition

To clarify the scope of the permit.

PLN s2

Window W14 must be changed to a pedestrian accessible sliding or bi-fold window.

Reason for this condition

To facilitate access between the existing dwelling and the proposed Winter garden and extension, ensuring the development retains a single dwelling use.

PLN s3

Reference to the Bed and Breakfast on plans is not approved.

Reason for this condition

To clarify the permit.

Note: The Bed and Breakfast use could be granted under clause 3.1 (b) of Planning Directive No. 6 Exemption and Standards for Visitor Accommodation in Planning Schemes, being exempt from requiring a permit, if the dwelling is used by the owner or occupier as their main place of residence.

PLN s4

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement showing:

1. Amended plans for windows W06 and W07 showing privacy screening with a transparency of no more than 25%

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

Reason for condition

To minimise direct views into the private open space of 106 Goulburn Street.

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.

ENG sw6

All stormwater from the proposed development (including hardstand runoff) must be discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to first occupation. All costs associated with works required by this condition are to be met by the owner.

Design drawings and calculations of the proposed stormwater drainage and connections to the Council's stormwater infrastructure must be submitted and approved prior to the commencement of work. The design drawings and calculations must:

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

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

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), detention for stormwater discharges from the development must be installed.

A stormwater management report and design must be submitted and approved, 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.

SW 13

All structures within the flood zone including buildings and flood mitigation measures must be inspected by a suitably qualified and accredited engineer.

Certification from a suitably qualified and accredited engineer that the installation has been constructed in accordance with the approved design must be provided to the City of Hobart prior to occupancy or commencement of use (whichever occurs first).

SW 14

All structures within the flood zone must be inspected by a registered surveyor.

Certification from a registered surveyor that the finished floor levels are at or above the relevant minimum levels shown on the approved engineering drawings must be provided to the City of Hobart prior to occupancy or commencement of use (whichever occurs first).

ENG 1

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

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

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

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

Reason for condition

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

ENV 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.

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 10

The demolition of the chimney stacks and chimney breasts is not approved. The chimney stacks and chimney breasts must be retained.

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 retention and support of the chimney stacks in accordance with the above requirement.

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

Reason for condition

To ensure that demolition in whole or part of a heritage precinct does not result in the loss of historic cultural heritage values.

Advice:

The plan, "Ground Floor Plan - Proposed shown as Sheet 02.0 Rev B" submitted to Council 18 January 2022 depict a floor plan with internal walls and retained chimney breasts that would satisfy this condition.

HER 11

All original timber sash windows and frames on the side and Molle Street elevation must be retained in situ. The windows must also be repaired and conserved.

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 retention of all windows in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 17a

The palette of exterior colours, materials and finishes must reflect the palette of colours, materials and finishes within the local streetscape and precinct.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement

showing exterior colours, materials and finishes in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

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.

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.

HERITAGE

The applicant is advised that reinstating a modest 1.2m picket fence and cottage garden between the house and the street would be a good cultural heritage outcome and that a PLN/PAM maybe required for such landscaping.

- | | |
|---------------|---|
| Attachment A: | PLN-21-496 - 82 MOLLE STREET HOBART TAS
7000 - Planning Committee or Delegated Report ↓
 |
| Attachment B: | PLN-21-496 - 82 MOLLE STREET HOBART TAS
7000 - CPC Agenda Documents ↓  |
| Attachment C: | PLN-21-496 - 82 MOLLE STREET HOBART TAS
7000 -Amended plans ↓  |

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 15 February 2022
Expiry Date: 8 March 2022
Application No: PLN-21-496
Address: 82 MOLLE STREET , HOBART
Applicant: QINGWEI WANG
38 WATERLOO CRESCENT
Proposal: Partial Demolition, Alterations and Extension
Representations: Seven (7) representations received.
Performance criteria: Building Envelope
Privacy
Demolition and new works in Heritage Precinct.

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, Alterations and Extension at 82 MOLLE STREET HOBART TAS 7000.
- 1.2 More specifically the proposal includes:
- Internal demolition of front room walls of the existing dwelling, (amended plans now propose to retain chimneys and fireplaces),
 - replace the existing dwelling roof,
 - demolition of rear portion of the existing dwelling;
 - construction of new two (2) storey extension, connected to existing dwelling by covered garden area (Winter garden),
 - the extension will comprise main living, kitchen dining space on ground floor with separate guest bedroom and ensuite,
 - upstairs two bedrooms, each with ensuite and small balcony within the pitch of the roof facing south,
 - skylight windows are proposed on the northern side over the two storey void adjacent to the upper floor walkway/corridor,
 - the upper floor en-suites are set into a substantial south facing dormer wing,
 - the western end of the ground floor to the extension was originally proposed as visitor accommodation, this has been converted to a domestic bedroom as a consequence of representations.

- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Inner Residential Zone - Building Envelope, Privacy
 - 1.3.2 Historic Heritage Code - Heritage Precinct - Demolition and New Works
- 1.4 Seven (7) representation objecting to the proposal were received within the statutory advertising period between 24th November and 8th December 2021.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council, because there were seven (7) representations.

2. Site Detail

- 2.1 The site is located on the south western corner of the intersection of Molle and Goulburn Streets. Surrounding uses are predominantly residential with a combination of single and multiple dwellings located to the north and west. To the south and east there is a mix of commercial and residential development. The site is directly adjacent to a small public park with play equipment on the intersection to Goulburn Street. The southern neighbour provides a parapet wall ranging between 5 and 8m approximately, that runs along the entire southern boundary, being a former light industrial workshop. This is in the process of redevelopment to residential also.

The site lies within the surface stormwater flow path during significant rain events. There is a large stormwater main that snakes through 106 Goulburn Street and into the adjacent Council reserve, which lies uphill of the site. Council records note that the site and surrounding properties to the south east has flooded a number of times in recent history.



Figure 1: Site Plan (Geo Cortex, 2021)

The site contains a small late Georgian brick and iron single storey cottage. The original facade remains relatively intact. Rear extensions were undertaken over time when the building was used for carpenters workshop, amongst other commercial uses. Two (2) informal car spaces are located either side of the front door, with a double crossover allowing vehicle access over the footpath.



Figure 2: View of Molle Street frontage (Officer photo, 2022)

The rear of the old dwelling contains a number of skillion extensions, which are proposed to be removed. The site then steps up approximately 1m to a rear garden, surrounded on two sides by parapet walls to the north and south and a retaining wall approximately 600mm high on the rear boundary, with a 1.5m high paling fence above this. The northern property boundary runs behind the Council playground and 106 Goulburn St, which has a number of outbuildings and structures with parapet walls of varying heights on the mutual boundary.



Figure 3: Rear garden (Officer photo, 2022)



The internal edge of the retaining wall appears to be the property boundary, with the fence setback approximately 200mm and steel supports for a canvas canopy attached to the retaining wall and on the subject property side of the fence.



Figure 4: Rear boundary showing retaining wall, fence and shade sail supports (Officer photo 2022)

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition, Alterations and Extension at 82 MOLLE STREET HOBART TAS 7000.

3.2 More specifically the proposal includes:

- Internal demolition of front room walls of the existing dwelling, (amended plans now propose to retain chimneys and fireplaces),
- replace the existing dwelling roof,
- demolition of rear portion of the existing dwelling;
- construction of new two (2) storey extension, connected to existing dwelling by covered garden area (Winter garden),
- the extension will comprise main living, kitchen dining space on ground floor with separate guest bedroom and ensuite,
- upstairs two bedrooms, each with ensuite and small balcony within the pitch of the roof facing south,
- skylight windows are proposed on the northern side over the two storey void adjacent to the upper floor walkway/corridor,
- the upper floor en-suites are set into a substantial south facing dormer wing,
- the western end of the ground floor to the extension was originally proposed as visitor accommodation, this has been converted to a domestic bedroom as a consequence of representations.



Figure 5: Applicant Site Plan (BeeHive Design, 2021)

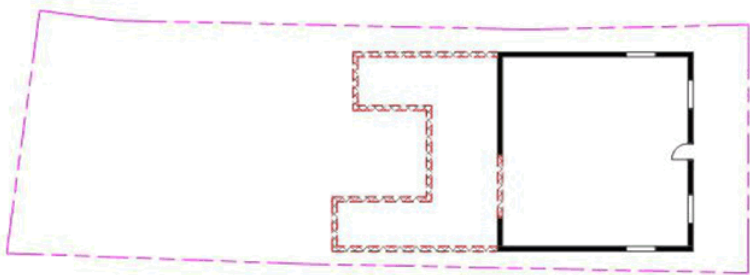


Figure 6: Demolition Plan (BeeHive Design, 2021)

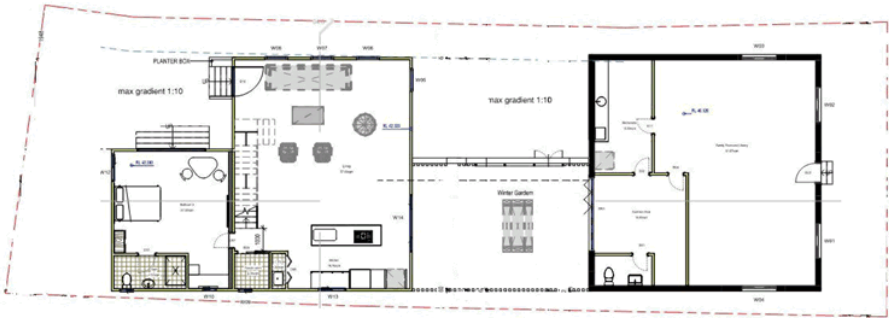


Figure 7: Ground Floor Plan (BeeHive Design, 2021)



Figure 8: Upper Floor Plan (BeeHive Design, 2021)

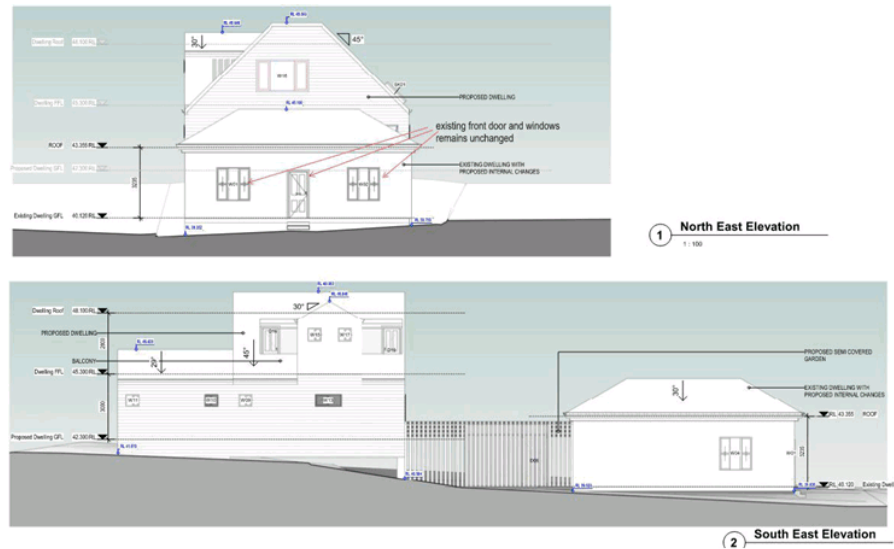
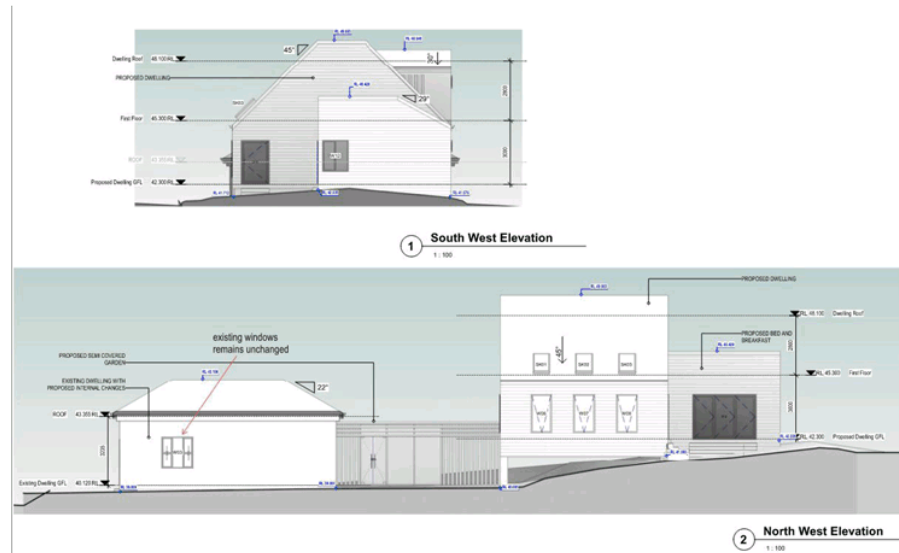


Figure 9: Front and side elevations (BeeHive Design, 2021)



Rear and side elevations (BeeHive Design, 2021)

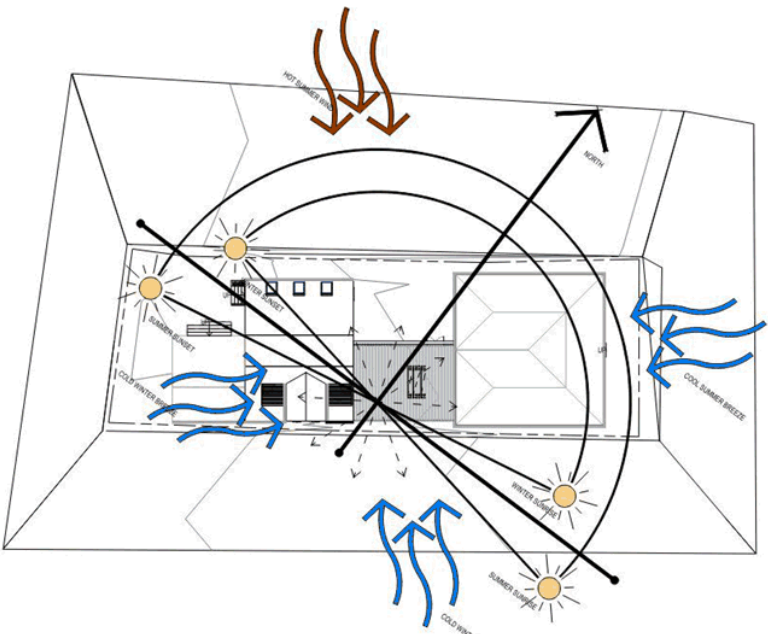


Figure 10: Solar Access Diagram (BeeHive Design, 2021)



Figure 11: Concept images (BeeHive Design, 2021)

4. Background

- 4.1 PLN-78-48 - Change of Use to Antique furniture restoration - 1 parking space
PLN-951161 - Partial change of use from Shop to Residential (front rooms remaining retail) - 2 parking spaces noted and permit had no conditions.

There are no other relevant background matters to this proposal or site.

5. Concerns raised by representors

- 5.1 Seven (7) representations objecting to the proposal were received within the statutory advertising period between 24th November and 8th December 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.

Heritage
Object to reroofing and internal alterations to heritage dwelling
Use
The redesign appears to be for commercial use not easily family living space (3)
Concern all bedrooms have ensuites.
Large open space in the original cottage appears to be for use other than residential
The existing and proposed dwellings are separated by a Winter garden 7.7m long.
There is no entrance to the proposed dwelling from the Winter Garden, being at the rear (right) of the building (2).
With no direct access to the proposed dwelling from the existing, we strongly suggest that the proposed building is a completely new dwelling - not an extension (3).
Whilst the proposal is described as an extension, there is no relationship to the heritage building. This smacks of an additional dwelling, not extension.
This is a new use, especially with the Bed and Breakfast notation on some plans.
Being a separate dwelling, this increases the density under the planning scheme.
This is definitely a non-residential application, so use standards apply.

Privacy
The size and height of the addition looks over 106 Goulburn St.
Given the lower aspect of western neighbours, the proposed dwelling appears to look directly into the living space of unit 5/ 114 Goulburn St. This is not acceptable.
The building is so high and close to the western boundary that it will affect privacy and solar access.
Clause 11.4.6 requires windows 1m above existing ground level are to have a setback not less than 3m from a side boundary.
Information is incorrect in the planning report regarding overlooking of windows to north west. There are in fact windows in the walls on the NW boundary, which open onto a small area which is used as a habitable room (library) in 106 Goulburn St. These windows may be visible from the proposed building's windows through the polycarbonate roof.
Bulk and scale/ Overshadowing
The proposal will shade 106 and 108 Goulburn St and impact on the solar utility for that site. The plans show sun trajectories, but do not show shadowing on these neighbouring properties (5)
Due to the potential for overshadowing, the building should be setback a minimum of 3m from the North West boundary.
Shadow diagrams are required for 106, 108 and 114 Goulburn St and 82 Molle St. It appears the proposal will overshadow these and the loss of morning sun will increase heating costs (3).
It would be useful to a shading plan with 3D representation showing impact on surrounding properties.
The bulk and scale will look across Goulburn St, destroying neighbours amenity through external and internal lighting.
The extension is not "minor" as indicated by the applicant, being 9.7m+ (4m higher than the 5.7m high cottage on site) (3)
The proposed development is not "respectful of the neighbourhood character", the sheer size will dominate neighboring properties (3)
Poor design should not be a reason to ignore the planning scheme and build outside the building envelope, when a better outcome could be achieved by complying with the scheme parameters (2).
The excessive height and location so close to the southern boundary will unreasonably impact on the proposed development on 78-80 Molle Street (currently under assessment with council).

The shared boundary with 108 Goulburn St has a 60cm high retaining wall and behind that a 50cm paling fence and steel pole supporting the patio sale. The paling fence is not the boundary, the retaining wall most likely is.
None of the plans show the separation between the new building and the southern boundary retaining wall, so there is no proof of compliance with the requirements.
The ground level of the building is too high. The RL is indicated as 42.3m. The past two floods in the past 40 years only entered the Molle St end of the property, enabling the floor level to be reduced at least by the amount of the build up along the boundary. Skylights could be raised proportionately.
"Amenity" is defined as the "quality of being pleasant or agreeable". The application dismisses the criterion that the "siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to (ii) overshadowing private open space of a dwelling on an adjoining property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property..."
The privacy of the open space of the adjoining dwelling (106 Goulburn St) currently provides a very agreeable and pleasant experience for owners and visitors. The garden has won First Place in a recent garden competition. Privacy is the essence of this experience.
The large bulk and windows of the proposal in relation to the small building at 106 Goulburn St is excessive and overbearing.
Private Open Space
The loss of garden on site, including the orchard will result in no garden amenity, relying on the covered area linking the buildings as being designated garden area.
The DA has a page to indicate which trees and shrubs will be lost, but it has been left blank. This information should be provided as it is important to know how the development will be screened from adjoining properties and the impact of root removal under the boundary retaining wall (2)
The plans lack detail on the leveling for the private open space and its impact on the boundary retaining wall on the southern boundary. Further detail on the strengthening or replacement of this is requested (3).

Because previous occupiers of the subject site have allowed soil to accumulate above the retaining wall concrete footings if the fence is to be replaced, do they intend the new fence to rely on the higher soil level? If so, that extra height would block all light to windows in 106 Goulburn St.
Access and Parking
The access and use of the front forecourt are not suitable for 1, never mind 2 vehicles (3).
Traffic and parking in Molle St already a problem.
If the large space in the existing cottage becomes a meeting venue, there will be grossly inadequate parking and only one bus service (route 540)
General
The site does not have any easy access for during construction for material and equipment to be moved onto the site. Requires a traffic management plan/solution to manage such impact on the cycle and traffic lanes.
Was the site surveyed before DA lodgment? And from this can we assume the plans are accurate?
The application cites 74-80 Molle St as a warehouse, implying commercial standards. This incorrect as that property is residential.
We are not against development at 82 Molle St, but ask that amendments be made to reflect the planning scheme and protect neighbours' rights to privacy and sunlight.
Council must consider the substance of the application and form its own conclusion as to the relevant use class(es) when assessing the proposal against the planning scheme (as set out in Meander Valley Council v RMPAT decision (2018) TASSC 9 at [62]. Council cannot simply rely on the proponent statements.
The proposal states that "no new use is proposed for the site", however it appears that it includes a new Visitor Accommodation use in the form of the bed and breakfast.
There is some confusion with labelling on plans as bedroom 3 and also proposed bed and breakfast.
The planning reports do not address the relevant visitor accommodation standards within the scheme or Planning Directive No 6, suggesting that there is insufficient documentation within the proposal to demonstrate compliance with the applicable Visitor Accommodation standards, including parking provision (contrary to clause 6.6.1 of the scheme).

Because the plans do not indicate finished levels in relation to adjacent properties, there is a risk that the chimney flue from 106 Goulburn St may be lower than the proposed extension. It is understood that there is a requirement for flues to be a minimum of 1m above the roof of neighbouring properties that are within 3m.
There is contradiction between Ace Civil Stormwater P/L which states the site area as 469.86m ² , compared to the Irene Inc report which quotes 546m ² (p.35). If the actual size is the smaller, then perhaps the new building should be smaller.
The design has some very good design features, showing consideration of neighbouring properties (eg sloping skylights and recessed balconies), but it is very large in relation to the lot size.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Inner Residential zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use is Residential - Single Dwelling. The proposed use is Residential - Single Dwelling. The existing use is a No Permit Required use in the zone. The proposed use is a No Permit Required use in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D - 11.0 Inner Residential Zone
 - 6.4.2 Part E - 7.0 Stormwater Management Code
 - 6.4.3 Part E -13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Inner Residential Zone:

Building Envelope - Part D 11.4.2 P3

Privacy – Part D 11.4.6 P1: P2

6.5.2 Historic Heritage Code:

*Demolition and New Works in a Heritage Precinct - E13.8.1 P1 and E
13.8.2 P1-4*

6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope Part D 11.4.2 P3

6.7.1 The acceptable solution at clause 11.4.2 A3 requires development to fit within a three dimensional building envelope.

6.7.2 The proposal includes a two storey extension to the existing dwelling with a large south facing dormer wing that extends beyond the building envelope.

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

6.7.4 The performance criterion at clause 11.4.2 P3 provides as follows:

The siting and scale of a dwelling must:

(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:

(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;

(ii) overshadowing the private open space of a dwelling on an adjoining property;

(iii) overshadowing of an adjoining vacant property; or

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.

6.7.5 Whilst the southern dormer wing extends beyond the building envelope, it is not considered to significantly affect the solar access of the adjacent

properties. A number of representations raised concerns about the impact of overshadowing on adjacent properties, as well as the bulk and scale of the proposal when viewed from neighbouring properties.

The property to the south is a converted light industrial building with a parapet wall of a similar height to the dormer roof. The overall roof is approximately 800mm above the parapet wall of 76-80 Molle Street. The dormer wing is at a similar height to the parapet wall at that point (approximately 7.3m). The overshadowing is of no consequence to that wall, having no habitable room windows. That neighbour currently has a proposal to develop further residential uses on site. Whilst there is open space proposed to the south west, it will be screened and is of a similar height to the proposal. The slightly higher roof profile is some 4.5m away from the mutual boundary. Therefore it is considered unlikely that this proposal will cause any impact on that neighbour.

Whilst the proposed extension will be visible to the south western, western and northern neighbours, the setback for the upper floor is some 9 metres from the western boundary. That boundary has a substantial Photinea hedge planted in front of the retaining wall. The south western neighbour unit 5 of 114 Goulburn Street, will overlook the site, but the bulk of the building is not considered unreasonable given the setback from the boundary and the fact that that neighbour is elevated above the subject site (see photo below). There will be no significant overshadowing of these units, given their elevated position.

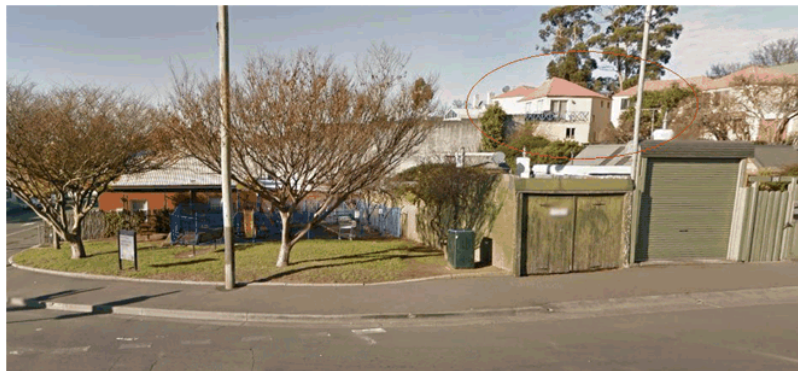


Figure 11: Streetscape of the site in relation to the units on 114 Goulburn St (Google Streetview, 2015)

The western neighbour at 108 Goulburn St is also elevated from the subject site, although only by about 600mm. However given the 9m setback from this boundary, it is considered that the degree of impact will be minimal by the development and only in the early morning. Sunshade

diagrams were not required in this instance, because the separation between this neighbour (the only neighbour likely to be negatively affected by loss of sun) and the two storey section was considered acceptable. Again, whilst the two storey section may be slightly visible over the side fence of 108 Goulburn St, the separation is considered acceptable.

The northern residential neighbour, 108 Goulburn St, is a complex of buildings of various ages. It has three differently levelled parapet walls on the mutual boundary. The main bulk of the two storey section will be screened by the two storey structure on the boundary (see photo below).



Figure 12: View of rear boundary of 108 Goulburn St (Officer photo, 2022)

The vertical wall of the proposed extension will be around 3m in height. Whilst it will be the pitch of the roof that is mostly visible to this neighbour, it is pitching away from this property. The views of this section will be broken up by the two storey structure centrally located on the mutual boundary. The upper floor windows are set into the pitch of the roof and over the void above the sitting room. Views are not considered to be possible to the private open space of this property, because of the distance from the internal upper corridor and these angled low skylights. Whilst there may be views across to properties on the northern side of Goulburn St, these are some 40 metres away, which is not of concern.

Whilst the extension will be visible to Council's playground, there are screening shrubs already established within the south west corner of the

Council reserve that will provide privacy to the future residents and screening to users of the playground.

Residents across Goulburn Street, may see the extension between the structures on 108 Goulburn Street, but given the backdrop of the existing parapet wall on 76-80 Molle Street to the south, the slight extension above this is not considered unreasonable, in addition to the separation in excess of 40 metres. Neighbours across Goulburn and Molle Streets intersection will be screened from significant viewing by existing vegetation within the council reserve.

Finally, the properties across Molle Street to the east, would appear likely to see the extension from the elevations provided. However, site inspection proved that it is not possible to see the rear of the parapet wall on the southern neighbour from across on the eastern side of Molle Street. Therefore the extent of the upper floor that will be visible is unlikely to be much and is considered acceptable. In addition, it should be noted that both of the affected properties are commercial uses.

The proposal is unlikely to cause an unreasonable reduction in amenity to any of the adjoining properties by way of loss of sunlight to habitable rooms, or private open space on adjoining properties. Nor is it likely to cause a significant visual impact on neighbours, because the two storey section is proposed to be only slightly higher than the existing parapet wall on the southern boundary and is under 8 metres in length within an overall development of new works spanning more than 20 metres.

The setback generally pursues the side setbacks for the existing dwelling and so is consistent with existing setback to boundaries on site.

Given the above, the representations regarding overshadowing and bulk and scale are not supported.

6.7.6 The proposal complies with the performance criterion.

6.8 Inner Residential zone - Privacy Decks - 11.4.6 P1

6.8.1 The acceptable solution at clause 11.4.6 A1 requires decks more than 1 metres above ground and within 3 metres of a side or rear boundary to have privacy screening.

6.8.2 The proposal includes upper balconies on the south side within the

dormer wing, with a setback from the side boundary of 1.75 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 11.4.6 P1 provides as follows:

A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:

(a) a dwelling on an adjoining property or its private open space; or

(b) another dwelling on the same site or its private open space.

6.8.5 A representation was submitted raising concerns of overlooking and loss of privacy for the property to the south.

The upper floor level will be some 3.3 metres below the gable height of the dormer wing, and the ridge height is calculated to be of a similar height to the existing parapet wall on the southern boundary. Therefore, it is considered unlikely that the proposed south facing balconies will be able to see into the proposed residential development on 76-80 Molle Street. Notwithstanding this, that development already has privacy screening proposed for new areas of private open space. A large central void is proposed on the neighboring property, that will be screened by the existing parapet wall.



Figure 13: External concept view, showing south elevation with dormer wing and balconies (BeeHive Designs, 2021)

It is considered unlikely that this southern neighbour will have any loss of privacy from the proposed upper floor balconies. All other boundaries are more than 3 metres away. Even so, because the balconies are to be cut into the roof, opportunities for viewing to the rear are restricted by the pitch of the main roof and privacy screening along the sides.

The representation is not supported.

6.8.6 The proposal complies with the performance criterion.

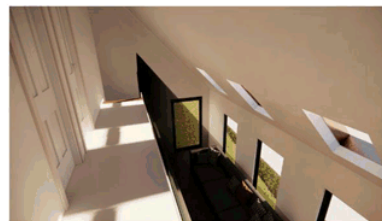
6.9 Inner Residential zone - Privacy Windows - 11.4.6 P2

6.9.1 The acceptable solution at clause 11.4.6 A2 requires windows in habitable rooms with floor levels more than 1 metre above existing ground level must either have sill height of 1.7m above floor level or be screened.

6.9.2 The proposal includes skylights in the sitting room void, more than 1.7m above floor level (note whilst the skylights will be able to be viewed through by the upper corridor, this is not a habitable room) and three north facing windows on the lower floor with sills 350mm above floor level and a floor level of 1.2m at the shortest point and 1.8 metres at the highest point.



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Figure 14: Internal concept view of the north facing windows (BeeHive Designs, 2021)

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

6.9.4 The performance criterion at clause 11.4.6 P2 provides as follows:

A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:

- (a) a window or glazed door, to a habitable room of another dwelling; and
(b) the private open space of another dwelling.

- 6.9.5 The middle of the windows will be at the same level as the eaves of the existing dwelling on site. This level is also very close to the ridgeline of the single storey dwelling on 106 Goulburn Street.

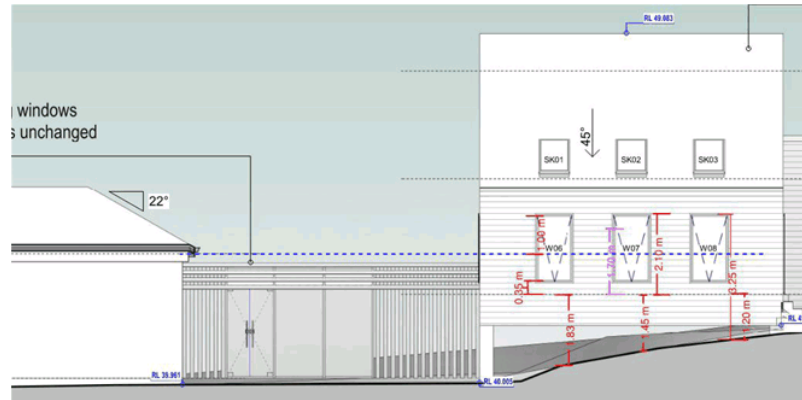


Figure 15: North facing windows with floor level more than 1m aboveground level (BeeHive Designs (annotated) 2021).

The proposed windows will have a maximum height above the floor 2.1 metres. With the 350mm lower sill, it is likely that an adult standing by the window will look out of the upper portion of window and over the low ridgeline of the single storey structure and into the garden beyond. There will clearly be portions of garden screened from view, for example close to the eaves of the dwelling and directly adjacent to the main section of the dwelling in the western part of the property. However, it is highly likely that overlooking will occur in some sections of the garden.

A representation was received concerned with potential loss of privacy for 106 Goulburn St.

The applicant was requested to respond to the representation. They reiterated comments in the application report; that in their opinion, the windows met the Acceptable Solution. They stated the following;

"The windows facing the above mentioned property will be (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;

(ii) is to have a sill height of not less than 1.7m above the floor level or

have fixed obscure glazing extending to a height of at least 1.7m above the floor level; or

(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%".

Given that there are no windows facing the property, this is not relevant. It has already been stated that the sill height is 400mm (less than 1.7m). This also is not met. Whilst the plans do not indicate privacy screening, this would achieve compliance with the Acceptable Solution.

Given that the plans and report do not discuss window obscuring, consideration of the Performance Criteria is required. This demands assurance that affected windows are located or designed to minimise direct views to habitable rooms of other dwellings, or their private open space. It is considered that this is not achieved for the two eastern windows. Window W08 will be completely screened by the two storey parapet wall. However W06 and W07 will not be directly screened and so a condition should be imposed to address this.

The representation is supported.

6.9.6 The proposal can be conditioned to comply with the performance criterion.

6.10 Historic Heritage Code - Heritage Precinct - Demolition - 13.8.1 P1

6.10.1 There is no acceptable solution for 13.8.1.

6.10.2 The proposal includes demolition of the rear portion and internal walls of the existing dwelling.

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

6.10.4 The performance criterion at clause 13.8.1 P1 provides as follows:

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) fabric or landscape elements, including plants, trees, fences, paths,*

outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;
unless all of the following apply;
(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(ii) there are no prudent or feasible alternatives;
(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

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

The proposal is for partial demolition and a rear extension to a house in the West Hobart 6 Heritage Precinct as described in Table E13.2 of the Historic Heritage Code of the Scheme.

Inner Hillside Housing/ Liverpool Street and Forest Road has the following statements of significance:

This precinct is significant for reasons including:

1. The quality and quantity of Colonial/Victorian/Federation period housing stock exemplifies the economic boom period of the early to mid nineteenth/early twentieth centuries and its role as a residential area.
2. A large number of individual houses are intact examples of early to late nineteenth/early twentieth-century architecture of high quality, many of which have landmark qualities.
3. The continuous single-storey timber, brick and sandstone facades and the general uniformity of scale within Liverpool Street create a distinctive visual impression and strong streetscape.
4. Places of community focus (St John the Baptist Church and the Goulburn Street Primary School) have social value to the local and broader community.

The existing dwelling is a red brick late Georgian/early Victorian era cottage with two brick chimneys and intact windows with stone lintels. Sprent's 1846 Plan shows the lot in its current configuration. The house, which is not shown on the Sprent plan, does appear on a 1909 plan held by Council. This house, located centrally in the inner city, has a rear garden. Plans held by Council from 1911 show two small structures which appear to have been incorporated into the main house as it has been extended over time. The house has a symmetrical front facade with a central front door and original multi-pane sash windows on either side.

The house has two intact chimneys. It has a traditional setback from the front boundary, but lacks a front fence and garden. This area is paved with red bricks and used for the parking of vehicles. Photographs from 1983 held by Council confirm that the space in front of the house was converted for car parking around 40 years ago.

Despite all the change that has occurred, the house makes a positive contribution to the precinct by virtue of its design, materiality, form and scale. It has a modesty and scale which is typical and charming. The absence of any front fence or garden is regrettable but reversible.

To the left of the proposed development a masonry warehouse was built in the 20th century. It is single storey at the street edge. This property has a stepped boundary wall which increases in height from the front to the back of the property.

To the right of the proposed development a public reserve and playground occupy the corner block. At 118 Golbourn Street – which sits directly behind No 82 Molle, units have been built which are discernible over the rooftops from Molle Street. Unit development has also been constructed at the rear of 72 Molle Street. The roofs of modern development are visible from Molle Street. The streetscape has thus acquired has a layered built character, the sense of which is emphasised by the rising hillside.

The house at number 82 Molle Street is a remnant of another time. It sits with an inner urban neighborhood with a layered, evolving history.



Figure 12: Subject site at 82 Molle St. (Officer photo, 2022)

Representations:

Council received seven (7) representations and the following heritage related comments were received:

- "We believe the proposed dwelling is an inappropriate building with respect to the heritage cottages and houses that front Molle and Goulburn Streets."
- "The essential point we disagree with is that: The applicant refers to the proposed development as - 'Minor scale' - 'respectful of the neighbourhood character'"
- "The difference in overall height of the two dwellings shows that the proposed dwelling is 4m higher and is thus not a 'minor, 'respectful of the neighbourhood character' "
- "Objections to the re-roofing and removal of internal walls of the Federation House the house seems to be designed for commercial use not easy family living all bedrooms having ensuites and having large open areas in the old house seems to be for a use other than residential."
- "Loss of the Garden in 82 Molle St as well as the fruit orchard in the rear"

Assessment:

The proposal involves demolition and works and therefore E13.8.1 P1 Demolition and E 13.8.2 P1 Works in a heritage precinct apply.

Demolition

From the Planning Scheme, E13.8.1 P1 states:

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;
 - (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;
- unless all of the following apply;
- (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
 - (ii) there are no prudent or feasible alternatives;
 - (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

Assessment against E13.8.1 P1

The removal of trees and plants are exempt in heritage precinct. The applicant is proposing to remove the rear portion of the house in order to facilitate development.

Drawings indicate that a rear skillion and outbuilding at the rear of the existing house is proposed to be demolished. This structure is lower in height than the portion of the house that fronts Molle Street. Oblique glimpses of the rear portion of the house are perceivable from Molle Street and Goulburn Street.



Figure 14: Rear of subject property showing skillion and outbuildings to be demolished. (Officer photo, 2022)

The advertised plans show that there are no internal rooms or structures in the existing building or existing chimneys and that original windows are to be demolished. These plans were amended by the applicant to show the windows are not to be demolished. A site inspection revealed that there are internal walls and that the windows were shown incorrectly on the drawings. A later drawing set was provided to 'correct' this omission, but failed to show the chimneys. It is recommended that should a permit be issued, a condition be included to ensure the windows are retained as is and that the chimneys and supporting structure will also be retained, as agreed by the applicant.

The proposed demolition of external built fabric located at the rear of the house will not result in the loss of fabric of significance to the precinct and satisfies E13.8.1 P1.

6.10.6 The proposal complies with the performance criterion.

6.11 Historic Heritage Code - Heritage Precinct - New Works - 13.8.2 P1-5

6.11.1 There is no acceptable solution for 13.8.2.

6.11.2 The proposal includes extension of a single dwelling in the Heritage Precinct.

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

6.11.4 The performance criteria at clause 13.8.2 P1- P5 provide as follows:

P1 Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2

P2 Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.

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

P4 New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.

P5 The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.

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

The works can be summarised as:
a single storey 'winter garden' that is 7.7 metres deep
connected to double storey house with three bathrooms approximately 4
metres above the ridge of the existing house.
singles storeyself contained unit to the rear,
the proposed house would have a steeply pitched roof form with a flat roof
on top
street facing window located asymmetrically
gabled dormer wing facing 80 Molle Street
drawing show it is to be clad in weatherboard, although this is lacking
clarity

Works

Clause E13.8.2 P1 applies and it states:

Design and siting of buildings and works must not result in detriment to
the historic cultural heritage significance of the precinct, as listed in Table
E13.2.

Assessment against E13.8.2 P1

The proposed development will be a full storey higher than the existing
house but also set 7.7m behind it. The proposed roof form is a pitched
design. The asymmetrical window placement and differentiated pitch
would distinguish old forms from new. The drawings appear to indicate
that the proposed structure would be clad in horizontal boards. It is
possible to place a condition to ensure colours and finishes are consistent
with the character of the heritage precinct. The proposed mass and form
would be bulky and high but unlikely to be greatly in excess of other nearby
historic and modern development in the vicinity. Because the land rises
upwards, the house at 82 Molle Street has a visual backdrop of
development and the proposed development is unlikely to a major
anomaly when viewed from public space and streetscape. Plans provided
by the applicant indicate that the proposed development will be similar in
total height to the adjacent warehouse wall. Behind the proposed
development there are modern infill units which would exceed the height of
proposed development. The scale of the proposed development would
not be inconsistent with adjacent existing development and thus there will
be no detriment to the significance of the precinct (visually defined as it
is). The proposed development is uninformed by the modesty and
proportions of the 19th century house at 82 Molle Street. It would be a
bulky and upright form when viewed from the private rear gardens of
adjacent neighbours properties. Such is the Planning Scheme however,
that despite this, the proposed development will not appear to be sited or
designed in a manner that looks incongruous from public space. The

proposed development would not be to the visual detriment of the heritage precinct and thus E13.8.2 P1 is met.

Clause E13.8.2 P3 states:

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

Assessment against E13.8.2 P3

The proposed development would be set back 20m from the street. The rising terrain would result in the proposed development being visible above the existing period house. The siting and design of the development would be high and bulky but because it is setback, the development would be unlikely to visually dominate the period house and historic streetscape. The development is defined as an 'extension' but spatially it would read as an entirely separate entity. The proposed development would be seen from both Molle and Goulburn Streets rising over and above the period houses of the heritage precinct. The proposed siting and design is sympathetic with the historic character of the heritage precinct because it has a pitched roof form, horizontal board cladding and is part of an area of inner urban Hobart with rising terrain, period houses which are higher than the proposed development and existing modern infill.

Historic houses at 108 and 114 Goulburn Street are double storey or have double storey elements and to the rear of proposed development, The proposed development would be larger than the house at 82 Molle Street but will not appear incongruous with the general scale of development in the heritage precinct which includes properties in Goulburn and Liverpool street which rise with the land.

The proposed extension to the house at 82 Molle Street will not detract from the historic cultural heritage significance of the precinct – because this is very narrowly defined as that which is seen from public space. Because of the depth that the proposed extension is set back from the street edge and because the locale contains several higher rear infill structures, the proposed development will not appear visually incongruous from public space. E 13.8.3 P3 is met.

Conclusion

It is curious given the age and quality of the house that the building at which development is proposed is not a listed place. It is certainly a good example of its type. The protection afforded to a house in a heritage

precinct is akin to a stage set. It is defined by the Planning Scheme as having only visual rather than any spatial value. In the context of this well understood assumption, the design and siting of the proposed development is unlikely to result in visual detriment to the precinct. The proposed works would be visible, but would not appear dominant, in a streetscape which includes period homes on rising terrain. The proposed extension is unlikely to detract from the visual appearance of the remaining historic cultural heritage assets of this part of Molle Street (and Goulburn Street) as viewed from public space thus E 13.8.1 P1, E13.8.2 P1 and P3 are met.

This application is recommended for approval with conditions regarding the chimney, windows, colours and finishes.

6.11.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Partial Demolition, Alterations and Extension at 82 MOLLE STREET HOBART TAS 7000.

7.2 The application was advertised and received seven (7) representations. The representations raised concerns including heritage impact, concerns over the indicated use, privacy, bulk and scale, overshadowing, parking and access, private open space and inconsistencies in the report.

A number of representations raised issues over the proposed use, because both the existing dwelling and extension appear to be able to function as independent living spaces, suggesting that the proposal may instead be a multiple dwelling, or a non residential use. If this were the case there would be a deficiency in parking provision. The applicant has confirmed he intends to live on site and use the house as a single dwelling with his family. Conditions will be included, approving the use as a single dwelling. These representations are not supported.

Concern over the lack of connection between the existing house and the extension was raised, especially given the fact that there was not connection to the Winter Garden from extension. In order to use this, residents would have to exit the external door in the north west corner and walk around the outside of the house to access the winter garden space, further reinforcing representor concerns that the extension was proposed to be used as a separate dwelling. Amended plans were submitted in response to the representations, which changed the east facing kitchen window to sliding glass doors, with steps down into the Winter garden,

providing direct access to this private open space. The amended plans are provided in the Supplementary Documents and are recommended to be adopted as the approved plans. The representors have all be contact to discuss this and those that still wished to be involved were happy with this change. These representations are not supported.

Further concerns were raised regarding the inclusion on some plans for the rear downstairs bedroom in the extension to be used as Visitor Accommodation (bed and Breakfast). Whilst residents can let up to four (4) bedrooms in their principal place of residence without the need for a permit under Planning Directive No 6 in the Inner Residential zone, the applicant has confirmed that he does not intend to operate a Visitor Accommodation use on site and that rear bedroom will be made available for visiting friends and family. To clarify the contradiction in the applicant's comments and plans, a condition with advisory note of the exemption under Planning Directive No 6 is included in the permit. These representations are not supported.

A number of representations raised concerns about the loss of trees and shrubs on site and impact on loss of screening between neighbours. The planning scheme does not protect vegetation in private gardens, unless they are listed as significant. There are no significant trees (etc) on site. The applicant indicated that the substantial trees on site are outside the building area and so should not be touched during construction. Because there is no vegetation protection in private gardens under the scheme, these representations are not supported.

The parking arrangements raised a number of concerns. It is accepted that the two parking spaced indicated on plan do not comply with contemporary parking requirements. However, PLN-951161 approved the partial change of use from shop to residential, with the front two rooms remaining commercial use. The approved plans for this show the two parking spaces. Historical photos of this area show continual use of these two spaces. Therefore the ongoing use is acknowledged and able to continue. These representations are not supported.

Access to the site during construction was also raised as an issue, suggesting a traffic management plan would be required. It is acknowledged that access to the rear of the existing house is via a narrow walkway only. Either materials will need to be brought in by hand or craned in over the top of the dwelling. Should construction of delivery vehicles require use of the road reserve, this will be licensed with a traffic management plan at the building stage. This is not a matter the planning scheme considers. This representation is not supported.

A number of queries were raised in representations about contradictions or incorrect assertions in the planning report. Generally these inconsistencies did not

affect assessment or the understanding of the proposal and so these representations are not supported.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Stormwater Engineer, Cultural Heritage Officer, and Open Space Planner. 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 Extension at 82 MOLLE STREET HOBART TAS 7000 satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for Partial Demolition, Alterations and Extension at 82 MOLLE STREET HOBART TAS 7000 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-21-496 82 MOLLE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

Approval is granted for a single dwelling only.

Reason for condition

To clarify the scope of the permit.

PLN s2

Window W14 must be changed to a pedestrian accessible sliding or bi-fold window.

Reason for this condition

To facilitate access between the existing dwelling and the proposed Winter garden and extension, ensuring the development retains a single dwelling use.

PLN s3

Reference to the Bed and Breakfast on plans is not approved.

Reason for this condition

To clarify the permit.

Note: The Bed and Breakfast use could be granted under clause 3.1 (b) of Planning Directive No. 6 Exemption and Standards for Visitor Accommodation in Planning Schemes, being exempt from requiring a permit, if the dwelling is used by the owner or occupier as their main place of residence.

PLN s4

Prior to the issue of any approval under the **Building Act 2016**, revised plans must be submitted and approved as a Condition Endorsement showing:

1. **Amended plans for windows W06 and W07 showing privacy screening with a transparency of no more than 25%**

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

Reason for condition

To minimise direct views into the private open space of 106 Goulburn Street.

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.

ENG sw6

All stormwater from the proposed development (including hardstand runoff) must be discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to first occupation. All costs associated with works required by this condition are to be met by the owner.

Design drawings and calculations of the proposed stormwater drainage and connections to the Council's stormwater infrastructure must be submitted and approved prior to the commencement of work. The design drawings and calculations must:

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

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

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), detention for stormwater discharges from the development must be installed.

A stormwater management report and design must be submitted and approved, 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.

SW 13

All structures within the flood zone including buildings and flood mitigation measures must be inspected by a suitably qualified and accredited engineer.

Certification from a suitably qualified and accredited engineer that the installation has been constructed in accordance with the approved design must be provided to the City of Hobart prior to occupancy or commencement of use (whichever occurs first).

SW 14

All structures within the flood zone must be inspected by a registered surveyor.

Certification from a registered surveyor that the finished floor levels are at or above the relevant minimum levels shown on the approved engineering drawings must be provided to the City of Hobart prior to occupancy or commencement of use (whichever occurs first).

ENG 1

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

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

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

A photographic record of the Council's infrastructure (e.g. existing property

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

Reason for condition

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

ENV 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.

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 10

The demolition of the chimney stacks and chimney breasts is not approved. The chimney stacks and chimney breasts must be retained.

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 retention and support of the chimney stacks in accordance with the above

requirement.

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

Reason for condition

To ensure that demolition in whole or part of a heritage precinct does not result in the loss of historic cultural heritage values.

Advice: The plan, "Ground Floor Plan - Proposed shown as Sheet 02.0 Rev B" submitted to Council 18 January 2022 depict a floor plan with internal walls and retained chimney breasts that would satisfy this condition.

HER 11

All original timber sash windows and frames on the side and Molle street elevation must be retained in situ. The windows must also be repaired and conserved.

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 retention of all windows in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 17a

The palette of exterior colours, materials and finishes must reflect the palette of colours, materials and finishes within the local streetscape and precinct.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement showing exterior colours, materials and finishes in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

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.

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.

HERITAGE

The applicant is advised that reinstating a modest 1.2m picket fence and cottage garden between the house and the street would be a good cultural heritage outcome and that a PLN/PAM maybe required for such landscaping.



(Victoria Maxwell)

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



(Karen Abey)

Manager Development Appraisal

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

Date of Report: 27 January 2022

Attachment(s):

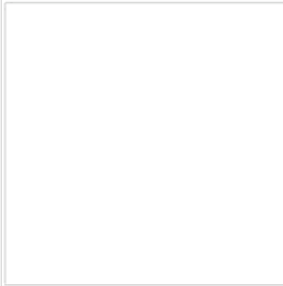
Attachment B - CPC Agenda Documents

Attachment C - Supplementary Documents (Amended plans in response to the Representations)

Planning: #237418

Property

82 MOLLE STREET HOBART TAS 7000

**People**

Applicant

*

QINGWEI WANG

0424 282 341

wqw1588@gmail.com

Owner

*

QINGWEI WANG

0424 282 341

wqw1588@gmail.com

Entered By

QINGWEI WANG

0424 282 341

wqw1588@gmail.com

Use

Single dwelling

Details

Have you obtained pre application advice?

☒ No

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

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

*

☒ No

Is the application for SIGNAGE ONLY? If yes, please enter \$0 in the cost of development, and you must enter the number of signs under Other Details below.

*

☒ No

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

Details

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

*

residential

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

*

partial demolition and extension

Estimated cost of development

*

200000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

Carparking on Site

N/A

Total parking spaces

Existing parking spaces

☐ Other (no selection chosen)

Other Details

Does the application include signage?

*

☐ No

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

*

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

• ☐ No

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)

*

FolioText-227440-1 (1) (1).pdf

Plans (proposed, existing)

*

FolioPlan-227440-1 (1) (1).pdf

Supporting Documents

Planning Report

Updated Planning Report - 82 Molle Street 200721.pdf

82 MOLLE STREET, HOBART



ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

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

82 MOLLE STREET, HOBART

Development Application to Hobart City Council

Last Updated - 20 July 2021

Author - Fiona Davidson

Reviewed - Irene Duckett

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ireneinc PLANNING & URBAN DESIGN

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1. INTRODUCTION

IreneInc Planning & Urban Design has been engaged to prepare a planning report to accompany a development application for the site at 82 Molle Street, Hobart.

1.1 THE SITE

The subject site is located at 82 Molle Street, Hobart (CT 227440/1). This property has a north-easterly aspect and is approximately 470m² in size with frontage to Molle Street in the northeast. The subject site is described in the following figure.

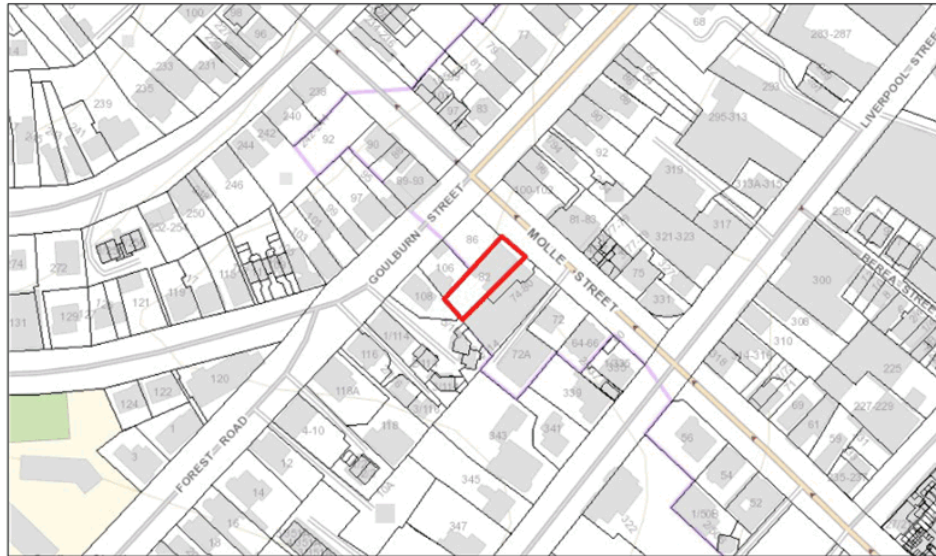


Figure 1: Site Locality with cadastre, street names & topographic map (source: www.thelist.tas.gov.au © State of Tasmania).

There is an existing single storey brick dwelling located on the site with outbuilding. Two car parking spaces are located on the site at the frontage on Molle Street between the existing dwelling and the street. The site is not listed in the Tasmanian Heritage Register however it is located within a heritage precinct. The following aerial image further describes the site.



Figure 2: Aerial image with cadastre and site outline in red (source: www.thelist.tas.gov.au © State of Tasmania)

1.2 SITE SURROUNDS

The site is located to the southwest of the Hobart CBD. The area surrounding the site is categorised by a mix of commercial and residential uses which reflects the proximity of the site to the Inner Residential, Urban Mixed use and Central Business zones.

The land adjoining the site to the northwest on Molle St is a public park. The property immediately to the southeast is a large warehouse. The properties on Molle Street towards Davey Street to the southeast are a mix of commercial and residential uses. The residential uses include single dwellings and multiple dwellings such as the adjacent apartments at 77 Molle Street.

The residential area to the north and west of the site is characterised by generally 1-2 storey buildings and supports a number of heritage listed properties.



Figure 3: Street view illustrating Molle Street looking east, along with nearby commercial businesses (source: Google Street View 2021)

As shown on the following figure, the site is located on a slope that has a north to north-easterly aspect and increases in elevation towards the rear of the site and up Goulburn Street in the west. Hence the properties adjacent to the site to the south and southeast are largely positioned at a higher elevation to the site.

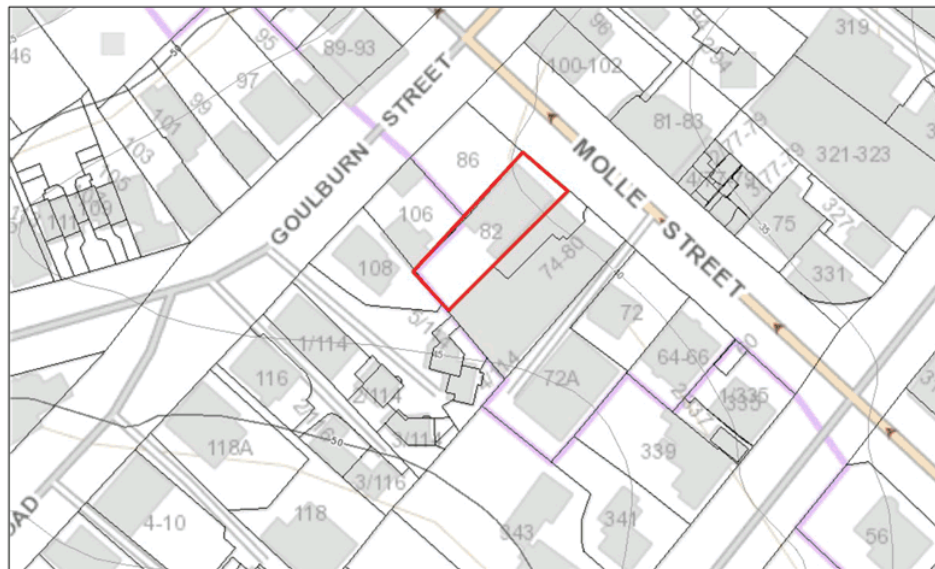


Figure 4 Topographic map with site location and 5m contour lines (source: www.thelist.tas.gov.au © State of Tasmania)

2. PROPOSAL

The application is for partial demolition and development of a new extension to the existing residential dwelling on the site. No new use is proposed for the site.

A small portion of the existing dwelling and outbuildings located at the rear of the site will be demolished. The majority of the demolition scope is comprised of contemporary extensions and not part of the original dwelling on the site. The proposal also includes replacement of the roof of the existing dwelling. The proposal is described in the following figures:

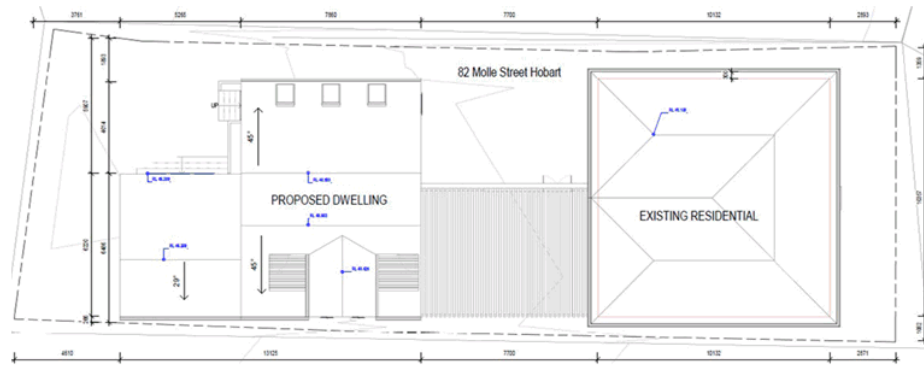


Figure 5 Site Plan showing existing dwelling to be retained and proposed extension at the rear of the site (Beehive Design, 2021)

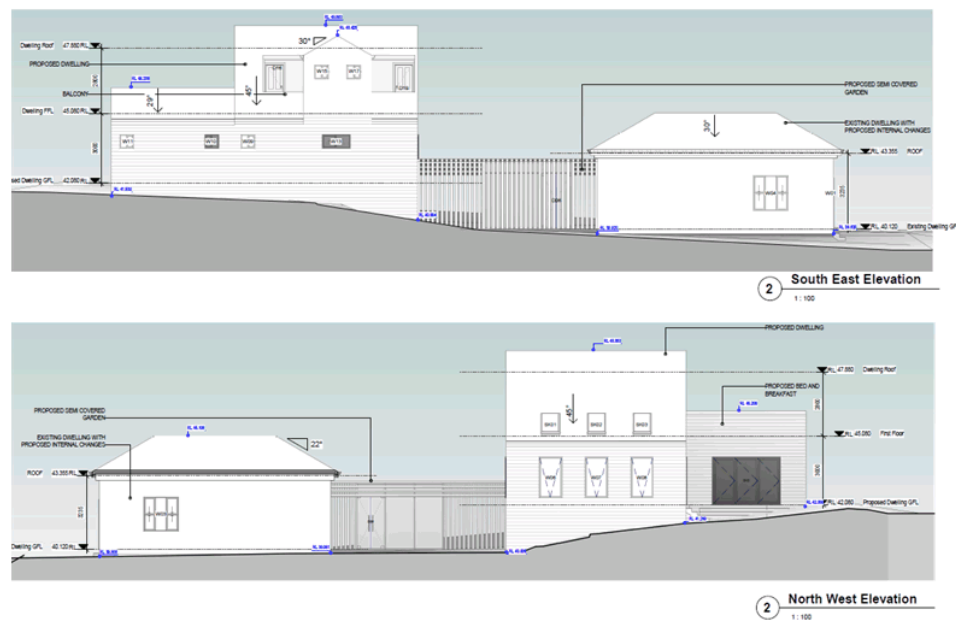


Figure 6 Southeast and Northwest Elevations showing existing dwelling and proposed extension (Beehive Design, 2021)

3. PLANNING SCHEME PROVISIONS

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

3.1 ZONING

As shown in Figure 7, the site is located within the Inner Residential Zone (red), as are the immediately adjoining properties to the south, east and west.

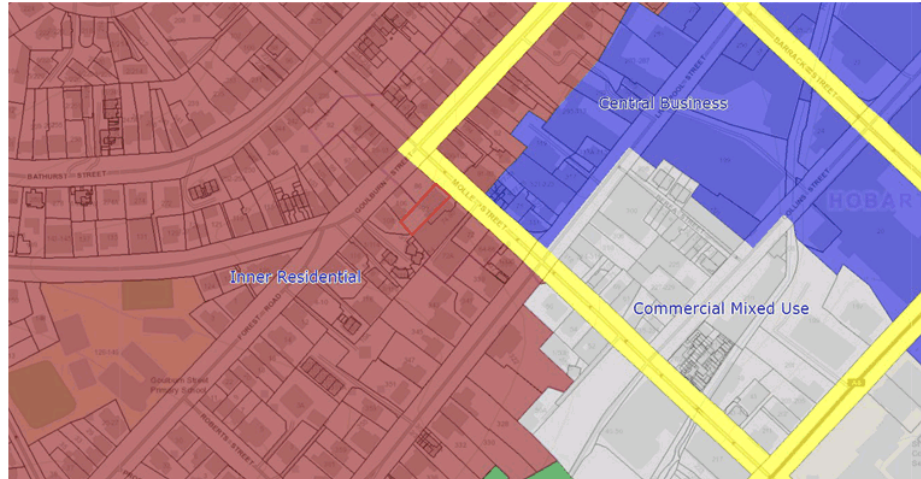


Figure 7: Zone plan with cadastre (source: www.thelist.tas.gov.au © the State of Tasmania)

3.1.1 ZONE PURPOSE

The Purpose Statements for the zone are:

11.1.1 Zone Purpose Statements

11.1.1.1 - To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.

The proposal is an extension to an existing single dwelling and therefore is of a similar dwelling type to that evident within the locality (1-2 storey single and multiple dwellings). The area is characterised by medium density residential development, which is in response to the historically narrow lot sizes and lots with multiple dwellings.

The proposed dwelling extension is well setback from the frontage on Molle St by being located at the rear of the site and respects the existing variation and pattern in lot sizes, setbacks, height, and scale in the area.

11.1.1.2 - To provide for compatible non-residential uses that primarily serve the local community.

No non-residential uses are proposed.

11.1.1.3 - To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.

The proposed development is an extension to an existing residential dwelling within the locality and will not significantly alter the prevailing residential density of the locality which is measured in number of dwellings per area.

Notwithstanding, the site is within reasonable walking distance of the Hobart CBD and is near key public transport corridors which ensures that alternate modes of transportation can be adopted by residents.

11.1.1.4 - To encourage residential development that respects the neighbourhood character.

The proposal is of a minor scale and does not increase the existing site density, therefore it is considered consistent and thereby respectful of the neighbourhood character.

11.1.1.5 - To provide a high standard of residential amenity.

The proposal provides a reasonable area of private open space for the dwelling on the site and the scale of the building is consistent with that in the locality. The residential amenity provided by the proposal for the site is high with ample living and recreation space including sunroom, library and winter garden. In addition, the height and overall scale of the building also ensures minimal impacts from overshadowing adjoining or adjacent properties, ensuring that residential amenity within the immediate area is protected.

11.1.1.6 - To allow commercial uses which provide services for the needs of residents of a neighbourhood and do not displace an existing residential use or adversely affect their amenity particularly through noise, traffic generation and movement, and the impact of demand for on-street parking.

Not applicable.

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

3.1.2 USE STATUS & USE STANDARDS

Residential use is a no permit required use within the zone and no change is proposed to the use of the site in this development application.

The use standards in the zone apply to non-residential use and visitor accommodation, therefore the use standards do not apply.

3.1.3 DEVELOPMENT STANDARDS

11.4.2 Setbacks and building envelope

Objective: That the siting and scale of dwellings:

- (a) provides reasonably consistent separation between dwellings and their frontage within a street;
- (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; and
- (c) provides separation between dwellings on adjoining properties to allow a reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

Acceptable Solution	Performance Criteria
A1	P1

<p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the site; ...</p>	<p>A dwelling must have a setback from a frontage that is compatible with the streetscape having regard to any topographical constraints.</p>
---	---

RESPONSE

No change to the existing setback from the frontage is proposed.

<p>A2</p> <p>A garage or carport must have a setback from a frontage of at least:</p> <p>(a) 4m, or alternatively 1m behind the façade of the dwelling; or</p> <p>(b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	<p>P2</p> <p>The setback of a garage or carport from a frontage must:</p> <p>(a) provide separation from the frontage that complements or enhances the existing streetscape, taking into account the specific constraints and topography of the site; and</p> <p>(b) allow for passive surveillance between the dwelling and the street.</p>
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RESPONSE

No additional garage or carport is proposed.

<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 11.1, 11.2 and 11.3) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and</p>	<p>P3</p> <p>The siting and scale of a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>(iii) overshadowing of an adjoining vacant property; or</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and</p>
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<p>(b) only have a setback within 1.5m of a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser)</p> <p><i>This acceptable solution does not apply to Battery Point Heritage Precinct (BP1)L1.</i></p>	<p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.</p>
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RESPONSE

As shown on the accompanying architectural documents, the proposed dwelling extension falls outside of the permitted envelope on the south-eastern side. Therefore, a response to the performance criteria P3 is required:

(a)(i) The proposed development will not impact the adjoining properties. The property at 74-80 Molle Street is a warehouse, built to the site boundary with no adjoining windows to habitable rooms. The proposal will therefore not cause any reduction in sunlight to habitable rooms. The proposed development results in a minor, but not unreasonable increase in overshadowing to the adjoining properties at Unit 2, 3, 4 & 5 / 114 Goulburn Street. The approximate gradient of the slope from the southeast rear corner of the site to the southern rear corner of 114 Goulburn Street is 1:4.5. The topography of the land ensures that the extent of overshadowing is minor, as the adjoining properties sit at a significantly higher elevation than the subject site. Therefore, the proposal is not considered to result in an unreasonable impact on amenity.

(a)(ii) The proposed building will not cause overshadowing of the private open space of a dwelling on an adjoining property. With regard to the adjoining property at Unit 5 and Unit 4 / 114 Goulburn Street, the dwellings are double storey and contain private open space on the first floor that is not determined to be overshadowed by the development due to the higher elevation.

(a)(iii) Not relevant

(a)(iv) The overall form of the building is also consistent with that in the locality, consisting of generally 1-2 storey residential dwellings and commercial buildings. The visual impacts as a result of scale/bulk are not considered to be substantially different over existing, with the existing change in slope.

(b) The proposed separation between the development and dwellings on adjoining properties to the west, south and east is considered consistent with that existing on established properties in the area and the Inner Residential Zone. A high proportion of properties surrounding the site are located on or within 1.5m of the side or rear boundaries.

Therefore, proposal is determined capable of complying with P3 (a) and (b).

11.4.3 Site coverage and private open space for all dwellings**Objective:**

That dwellings are compatible with the amenity and character of the area and provide:

- (a) for outdoor recreation and the operational needs of the residents;
- (b) opportunities for the planting of gardens and landscaping; and

(c) private open space that is conveniently located and has access to sunlight

Acceptable Solution	Performance Criteria
<p>A1</p> <p>Dwellings must have:</p> <p>(a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 40m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the ground level (excluding a garage, carport or entry foyer).</p>	<p>P1</p> <p>Dwellings must have:</p> <p>(a) site coverage consistent with that existing on established properties in the area;</p> <p>(b) private open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate:</p> <p>(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p> <p>(c) reasonable space for the planting of gardens and landscaping.</p>

RESPONSE

The site area is 470m². The proposal will result in a total site coverage of approximately 274m² / 58% (inclusive of the semi-enclosed garden) which is less than 65% and therefore the proposal is in accordance with A1 (a).

<p>A2</p> <p>A dwelling must have private open space that:</p> <p>(a) is in one location and is not less than:</p> <p>(i) 24m²; or</p> <p>(ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	<p>P2</p> <p>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</p> <p>(a) conveniently located in relation to a living area of the dwelling; and</p> <p>(b) orientated to take advantage of sunlight.</p>
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RESPONSE

The dwelling will have an area of private open space at the rear of the site that is in one location and greater than 24m² which satisfies A2 (a) (i):

- (b) the private open space will have a minimum horizontal dimension of greater than 4m
- (c) the space is not located between the dwelling and the frontage
- (d) the private open space is approximately 1:11 and will likely be further graded; therefore not steeper than 1:10.

The proposal complies with A2.

11.4.4 Sunlight to private open space of multiple dwellings & 11.4.5 Width of openings for garages and carports for all dwellings are not relevant to the proposal.

11.4.6 Privacy for all dwellings

Objective: To provide a reasonable opportunity for privacy for dwellings.

Acceptable Solution	Performance Criteria
A1	P1
A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a...	A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:
(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;	(a) a dwelling on an adjoining property or its private open space; or
(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and	(b) another dwelling on the same site or its private open space.
(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:	
(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or	
(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.	

RESPONSE

The proposal includes two balconies located on the first floor on the southeast elevation. The balconies are located within 3m of the southeast side boundary therefore P1 applies.

The balconies are designed to minimise overlooking of dwellings or private space on adjoining properties by being small in scale and inset into the roof pitch. The balconies are strategically located facing the southeast boundary that adjoins an existing warehouse which does not contain any windows or private open space on its northwest elevation.

Therefore, the proposal is considered in accordance with P1(a).

A2	P2
<i>A window or glazed door, to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</i>	<i>A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</i>
<i>(a) the window or glazed door:</i>	<i>(a) a window or glazed door, to a habitable room of another dwelling; and</i>
<i>(i) is to have a setback of not less than 3m from a side boundary;</i>	<i>(b) the private open space of another dwelling.</i>
<i>(ii) is to have a setback of not less than 4m from a rear boundary;</i>	
<i>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</i>	
<i>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</i>	
<i>(b) the window or glazed door:</i>	
<i>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</i>	
<i>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of at least 1.7m above the floor level; or</i>	
<i>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</i>	

RESPONSE

A portion of the finished floor level of the ground floor of the proposed dwelling extension will be located greater than 1m above NGL due to the topography of the site. The only habitable rooms above 1m from NGL are those provided to the living room on the northwest elevation.

The proposal is considered to satisfy A1(b) (i) as the proposed lower glazed windows will not be located within 1.5m of the edge of a window or glazed door to the habitable room of another dwelling. The three upper windows have a sill height over 1.7m above the floor level and are set into the roofline so are not positioned to face the side boundary.

Therefore, the proposal complies with A1.

A3	P3
<i>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</i>	<i>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</i>
(a) 2.5m; or	
(b) 1m if:	
(i) it is separated by a screen of not less than 1.7m in height; or	
(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.	

RESPONSE

Not applicable

11.4.7 Frontage fences Not applicable

3.2 ROAD AND RAILWAY ASSETS CODE

The Road and Railway Assets Code is not considered applicable to the proposed development as no new vehicle crossing is proposed and the use of an existing access is not intensified.

3.3 PARKING AND ACCESS CODE

No changes to the current parking or access provision on the site are proposed, however the following use and development standards have been assessed against the proposal.

3.3.1 USE STANDARDS

E6.6.1 Number of Car Parking Spaces

Objective: To ensure that:

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

Acceptable Solution	Performance Criteria
A1 <i>The number of on-site car parking spaces must be:</i> (a) <i>no less than the number specified in Table E6.1;</i> <i>except if:</i> (i) <i>the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</i> (ii) <i>the site is subject to clauses E6.6.5, E6.6.6, E6.6.7, E6.6.8, E6.6.9 or E6.6.10 of this planning scheme.</i>	P1 <i>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i> (a) <i>car parking demand;</i> (b) <i>the availability of on-street and public car parking in the locality;</i> (c) <i>the availability and frequency of public transport within a 400m walking distance of the site;</i> (d) <i>the availability and likely use of other modes of transport;</i> (e) <i>the availability and suitability of alternative arrangements for car parking provision;</i>

RESPONSE

Single dwellings containing 2 or more bedrooms require 2 car parking spaces to be provided per dwelling. Two parking spaces are provided on the site therefore the proposal complies with A1.

3.3.2 DEVELOPMENT STANDARDS

E6.7.1 Number of Vehicular Accesses

Objective: To ensure that:

- (a) *safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:*
 - (i) *the number of vehicle access points; and*
 - (ii) *loss of on-street car parking spaces;*
- (b) *vehicle access points do not unreasonably detract from the amenity of adjoining land uses;*
- (c) *vehicle access points do not have a dominating impact on local streetscape and character.*

Acceptable Solution	Performance Criteria
A1 <i>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.</i>	P1 <i>The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</i> (a) <i>access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</i> (b) <i>whether the additional access points can be provided without compromising any of the following:</i>

RESPONSE

No change is proposed to the existing vehicle access arrangement for the site. Therefore, the proposal is considered in accordance with A1.

E6.7.2 Design of Vehicular Accesses

Objective: To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.

Acceptable Solution	Performance Criteria
A1	P1
Design of vehicle access points must comply with all of the following:	Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:
(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 - "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;	(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;
(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.	(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.

RESPONSE

No change to the existing vehicle access points of the site is proposed.

The existing access is understood to be constructed in accordance with the relevant Australian Standards for non-commercial vehicle access, therefore the proposal complies with A1.

E6.7.3 Vehicular Passing Areas Along an Access, E6.7.4 On-Site Turning not applicable.

E6.7.5 Layout of Parking Areas

Objective: To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

Acceptable Solution	Performance Criteria
A1	P1

The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.

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

RESPONSE

No change to the existing vehicle parking space layout is proposed. The existing parking spaces are understood to comply with the relevant Australian Standard. The proposal complies with A1.

E6.7.6 Surface Treatment of Parking Areas

Objective: To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

Acceptable Solution	Performance Criteria
A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	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.

RESPONSE

The existing parking spaces are sealed and drained to the public stormwater system in accordance with A1.

E6.7.7 Lighting of Parking Areas, E6.7.8 Landscaping of Parking Areas, E6.7.9 Design of Motorcycle Parking Areas, E6.7.10 Design of Bicycle Parking Facilities, E6.7.11 Bicycle End of Trip Facilities Not applicable.

E6.7.12 Siting of Car Parking

Objective: To ensure that the streetscape, amenity and character of urban areas is not adversely affected by siting of vehicle parking and access facilities.

Acceptable Solution	Performance Criteria
A1	P1

Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.

Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone may be located in front of the building line where topographical or other site constraints dictate that this is the only practical solution because of one or more of the following:

- (a) there is a lack of space behind the building line to enable compliance with A1;*
- (b) it is not reasonably possible to provide vehicular access to the side or rear of the property;*

....

and only if designed and located to satisfy all of the following:

- (i) does not visually dominate the site;*
- (ii) maintains streetscape character and amenity;*
- (iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;*

RESPONSE

The parking spaces are located at the frontage of the site between the dwelling and the street. Although no change to the existing parking provision is proposed for the site, a response to the performance criteria P1 is provided.

P1(b) There is no alternative room available for access to the side or rear of the lot.

The provision of the parking spaces maintains the streetscape character, does not dominate the site and does not result in a poor quality of amenity for the occupants of adjoining properties.

The proposal complies with P1 where applicable.

E6.7.13 Facilities for Commercial Vehicles Not applicable.

E6.7.14 Access to a Road

Objective: To ensure that access to the road network is provided appropriately.

Acceptable Solution	Performance Criteria
A1	P1
<i>Access to a road must be in accordance with the requirements of the road authority.</i>	<i>No Performance Criteria.</i>

RESPONSE

No change to the existing approved access is proposed.

3.4 STORMWATER MANAGEMENT CODE

3.4.1 DEVELOPMENT STANDARDS

<i>E7.7.1 Stormwater Drainage and Disposal</i>	
<i>Objective: To ensure that stormwater quality and quantity is managed appropriately.</i>	
Acceptable Solution	Performance Criteria
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>

RESPONSE

Stormwater will continue to be directed via gravity to public stormwater infrastructure.

The proposal complies with A1.

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

The new impervious area generated by the roof extensions is well below 600m², the site does not provide for more than 6 cars and no subdivision is proposed. Therefore, WSUD principals are not required.

A3 <i>A minor stormwater drainage system must be designed to comply with all of the following:</i> <i>(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned</i>	P3 <i>No Performance Criteria.</i>
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- land, when the land serviced by the system is fully developed;
- (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

RESPONSE

As a result of the proposal the extent of roofed area on the site will be increased by 48m² over existing. This stormwater runoff is anticipated to be accommodated within existing public infrastructure and accommodate a 20 year ARI storm event. The proposal is therefore considered to comply with A3.

3.5 HISTORIC HERITAGE CODE

The site and surrounding area is located within the extent of the WH6 Heritage Precinct. As listed in Table E13.2 the heritage precinct WH6 is significant for reasons including:

1. The quality and quantity of Colonial/Victorian/Federation period housing stock exemplifies the economic boom period of the early to mid nineteenth/early twentieth centuries and its role as a residential area.
2. A large number of individual houses are intact examples of early to late nineteenth/early twentieth-century architecture of high quality, many of which have landmark qualities.
3. The continuous single-storey timber, brick and sandstone facades and the general uniformity of scale within Liverpool Street create a distinctive visual impression and strong streetscape.
4. Places of community focus (St John the Baptist Church and the Goulburn Street Primary School) have social value to the local and broader community.

Therefore, the following provisions are relevant.

3.5.1 DEVELOPMENT STANDARDS FOR HERITAGE PRECINCTS**E13.8.1 Demolition**

Objective: To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

Acceptable Solution	Performance Criteria
A1 No Acceptable Solution.	P1 Demolition must not result in the loss of any of the following: (a) buildings or works that contribute to the historic cultural heritage significance of the precinct; (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute

to the historic cultural heritage significance of the precinct;

unless all of the following apply;

- (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
- (ii) there are no prudent or feasible alternatives;
- (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

RESPONSE

The proposal includes demolition of a small part of the existing dwelling with the extent located entirely at the rear of the site (not visible from the streetscape) and the replacement of the roof of the existing dwelling. The roof will be replaced to match the existing roof which is currently Colourbond/corrugated iron. It is highlighted that the demolition is limited in scale and scope with only contemporary elements of the dwelling and shed and laundry outbuildings at the rear of the site to be removed. The proposal is therefore not considered to result in the loss of any buildings, works, fabric or landscape elements that contribute to the historic cultural heritage of the precinct and therefore is considered in compliance with P1.

E13.8.2 Buildings and Works other than Demolition

Objective: To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

Acceptable Solution	Performance Criteria
A1 No Acceptable Solution..	P1 Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

RESPONSE

The proposal is designed and sited to comply with P1 as follows; the proposal maintains the existing single storey, brick frontage and will improve the site appearance from the street by replacing the roof of the dwelling to match the existing. The double storey extension is sited and designed to be subservient to the existing single storey dwelling. The extension will appear to be of small scale and will be predominantly obscured when viewed from the streetscape as it is located at the rear of the site, approximately 20.7m from the frontage. The proposal will therefore maintain the continuity of the street and not impact the existing visual impression of the area by being of an imposing scale or character. Therefore the proposal is considered to comply with P1.

A2	P2
No Acceptable Solution	Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2,

except if a heritage place of an architectural style different from that characterising the precinct.

RESPONSE

While there are no specific design criteria or conservation policy relevant to the proposal in Table E13.2, the proposal is considered to comply with the significance of the heritage precinct that is noted for its continuous single storey facades, uniformity of scale and quality of colonial housing stock. The proposed double storey dwelling extension is located at the rear of the site, approximately 20.7m from the frontage and is sited and designed to be subservient to the existing single storey dwelling on the site. The proposal will have minimal impact on the streetscape therefore it is considered in accordance with P2.

A3

No Acceptable Solution

P3

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

RESPONSE

The proposed double storey extension located at the rear of the site, approximately 20.7m from the frontage. The proposal will not detract from the historic cultural heritage significance of the precinct as it will appear to be of small scale and will be predominantly obscured when viewed from the streetscape. The proposal will therefore maintain the continuity of the street and not impact the existing visual impression of the area by being of an imposing scale or character. Therefore, the proposal is considered to comply with P3.

A4

New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.

P4

New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.

RESPONSE

No front fence or gate is proposed therefore the proposal complies with A4.

A5

Areas of landscaping between a dwelling and the street must be retained.

P5

The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.

RESPONSE

No landscaping is existent between the dwelling and the street therefore the proposal complies with A5.

4. SUMMARY

The proposed development is for minor demolition, re-roofing and the construction of an extension to an existing dwelling on the site 82 Molle Street, Hobart.

The proposal will result in a development that is consistent with the surrounding area and purposes of the Inner Residential Zone and will provide a development of high residential amenity.

The proposal relies on discretion for the following Development Standards; *Setbacks and building envelope 11.4.2 P1, Privacy for all dwellings 11.4.6 P1 and Demolition E1.8.2 P1*. However as demonstrated in the report, the design, scale and siting of the proposal will ensure impacts on adjoining or adjacent residential use are limited.

Because the development is within a heritage precinct it also relies on a number of performance criteria regarding the Historic Heritage Code, however the criteria are determined to be addressed through the design and siting of the proposal which ensures that the historic cultural heritage of the precinct is maintained.

PLN Fi1

1. Identification of the private open space on plans;
See Orange Markup on page 01.0 Rev B of Architectural plan.
The size measurement is also marked on the plan.
2. confirmation of the private open space gradient
See 02.0 Rev B of the architectural plan. The maximum gradient is 1:10.

PLN Fi2

1. Confirmation of the clause relied upon for the living room
North West facing windows.

11.4.6 Privacy for all dwellings**A2**

A window or glazed door, to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):

- (a) the window or glazed door:
 - (i) is to have a setback of not less than 3m from a side boundary;
 - (ii) is to have a setback of not less than 4m from a rear boundary;
 - (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and
 - (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.
- (b) the window or glazed door:
 - (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;
 - (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of at least 1.7m above the floor level; or
 - (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.

PLN Fi3

1. The windows described in the email dated 8 August 2021 are not those windows referenced in the HER Fi 1. The windows that are shown to be altered are W01, W02 and W03. (dated ???). Provide a written statement as to how their removal complies with the relevant demolition provisions of the Historic Heritage Code of the Scheme.

As it shows in the architectural drawings, The W01, W02, W03 window and front door remain unchanged and will not be touched during the renovation.

10/5/21, 9:53 AM

Gmail - Planning Report - 82 Molle Street



James Clarkson <capf050@gmail.com>

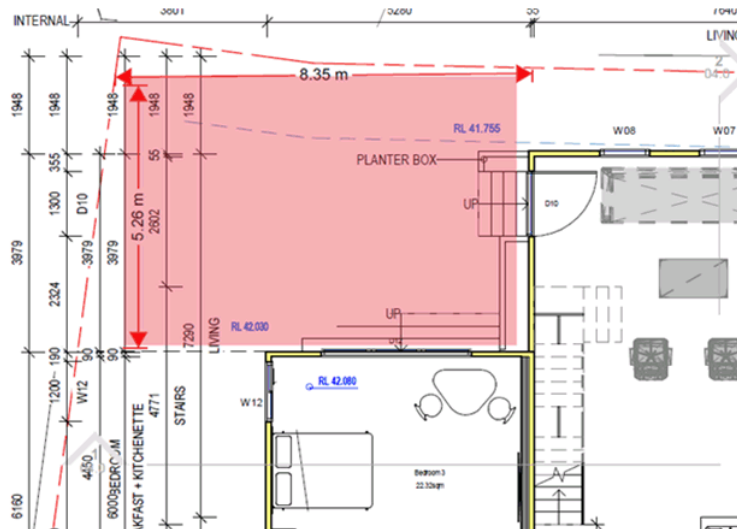
Planning Report - 82 Molle Street

Irene Duckett <planning@ireneinc.com.au>
To: James Clarkson <capf050@gmail.com>

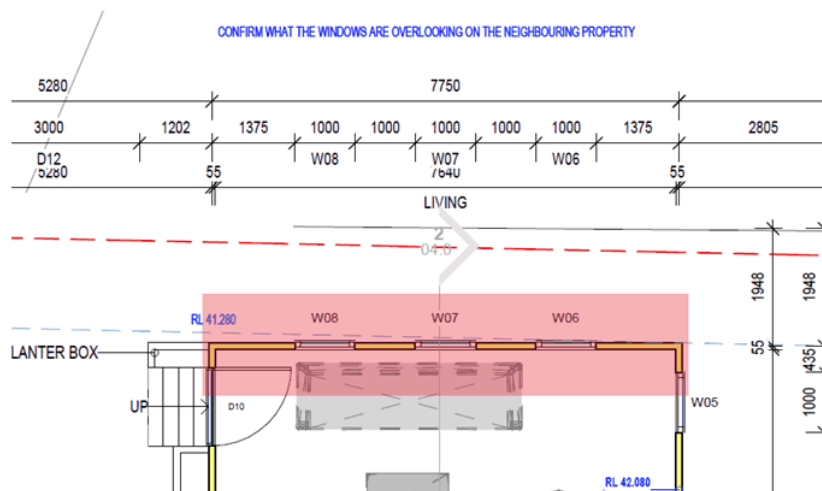
Mon, Aug 16, 2021 at 1:03 PM

Hi James, my apologies. I thought that Fi had sent this to you already.

1. Please update site plan to indicate the area of private open space at the rear of the site. As per markup below, please show dimensions and confirm levels (which I extracted from the elevations). It will be helpful for the Council assessor to see the levels and area dimensions on the plans to show that the gradient is not steeper than 1:10.



3. Please annotate on the plans the neighbouring building edge condition to confirm that the northwest facing windows of the living room are not overlooking any windows or glazed doors to a neighbouring dwellings habitable room. We understand they are facing a blank wall and private open space. However, it would be helpful to confirm this on the plans for Council's ease of review. If this is not the case, the windows will need to show screening or obscured glazing up to a height of 1.7m above FFL to achieve compliance.



<https://mail.google.com/mail/u/0?ik=08f07787ac&view=pt&search=all&permmsgid=msg-f%3A1708217380927526575&dsqt=1&simpl=msg-f%3A1...> 1/3

10/5/21, 9:53 AM

Gmail - Planning Report - 82 Molle Street

Fiona Davidson
Graduate Planner

ireneinc PLANNING & URBAN DESIGN

49 Tasma Street

North Hobart TAS 7001

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Fax 03 6231 4727

Email fi@ireneinc.com.au

Website ireneinc.com.au



TASMANIA
PLANNING INSTITUTE OF AUSTRALIA
AWARDS FOR PLANNING EXCELLENCE 2020

From: Irene Duckett <planning@ireneinc.com.au>
Sent: Monday, 9 August 2021 8:50 AM
To: Fi Davidson <fi@ireneinc.com.au>
Subject: FW: Planning Report - 82 Molle Street

Can you draft a response to the RFI please?

From: James Clarkson <capf050@gmail.com>
Sent: Sunday, 8 August 2021 8:41 PM
To: Irene Duckett <planning@ireneinc.com.au>
Cc: Jeremy Lim <kingsleyclarksonlim@gmail.com>; Fi Davidson <fi@ireneinc.com.au>
Subject: Re: Planning Report - 82 Molle Street

Hello Irene
Could you answer the first three questions from the council?

We are not going to demo the chimneys.

Also for the window, it is facing the private open space or the neighbour's solid wall.

----- Forwarded message -----

From: Irene Duckett <planning@ireneinc.com.au>
Date: Mon, Jul 19, 2021 at 6:37 PM
Subject: Planning Report - 82 Molle Street
To: James Clarkson <capf050@gmail.com>, Jeremy Lim <kingsleyclarksonlim@gmail.com>
Cc: Fi Davidson <fi@ireneinc.com.au>

Hi James and Jeremy,

Please find planning report attached.

Regards

Irene

From: Vincent Wang <wqw1588@gmail.com>
Sent: Wednesday, 10 November 2021 9:40 AM
To: Megan Baynes
Subject: Re: PLN-21-466

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

Hi Megan,

Hope this email finds you well.

I have been trying to call you a few times yesterday but no luck

As per the previous responses, **there won't be any work on the chimney. No demolition will be done during the project.**

If you need any other information please let me know.

Regards
Vincent

On Tue, 9 Nov 2021 at 14:30, Megan Baynes <baynesm@hobartcity.com.au> wrote:

Hello

Please call me on 62382585 to discuss chimneys.

Thankyou

Megan Baynes

Cultural Heritage Officer | Planning Policy and Heritage



930am – 530pm Mon

930am – 230pm Tues and Wed, Thurs

930am - 530pm Fri

www.hobartcity.com.au

Telephone (03) 6238 2585

*We respectfully acknowledge the Traditional Custodians
of the lands on which we work and pay respect to their
Elders past, present and emerging.*


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Please consider the environment - Do you really need to print this email?





SITE ADDRESS: 82 Mollie St, Hobart
LOT: NA | SEC: | DP: NA
ISSUED FOR: Issued for DA
PROJECT TYPE: Design

SCALE: DATE: Sept 2021 REV: A SHEET NO: 00

Project No: P45

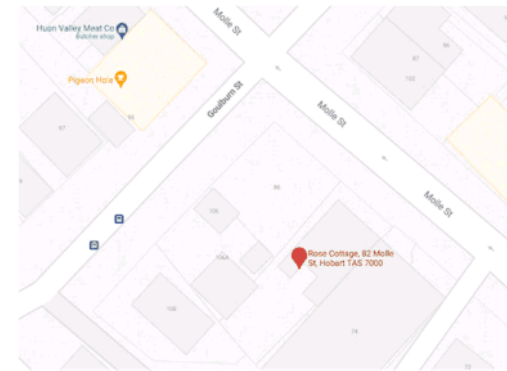
DEVELOPMENT DATA

LOT SIZE: 546m ²		
SEPP (EXEMPT AND COMPLYING DEVELOPMENT CODES) 2008 PART 3B LOW RISE MEDIUM DENSITY HOUSING CODE		
COMPLIANCE AUTHORITY	PROVIDED	COMPLY
Division 1 Requirements for complying development under this code		
3B.1 Development that can be complying development under this code	3B.1 Secondary Dwelling	3B.1 Y
3B.2 Development that is not complying development under this code	3B.2 N/A	3B.2 N/A
3B.3 Determining lot type	3B.3 Rectangle Block	3B.3 Y
3B.4 Complying development on bush fire prone land	3B.4 N/A	3B.4 N/A
3B.5 Complying development on flood control lots	3B.5 N/A	3B.5 N/A
3B.6 Development standards for land near Siding Spring Observatory	3B.6 N/A	3B.6 N/A
Division 2 Development standards for certain dual occupancies and attached development		
Subdivision 1 Application of Division		
3B.7 Application of Division	3B.7 N/A	3B.7 N/A
Subdivision 2 Built form development standards		
3B.8 Lot requirements	3B.8 546sqm	3B.8 Y
3B.9 Maximum building height	3B.9 3600	3B.9 Y
3B.10 Maximum gross floor area of all buildings	3B.10 59.6 + 80.3 + 20.5 = 160.4sqm	3B.10 Y
3B.11 Minimum setbacks and maximum height and length of boundary walls	3B.11 N/A	3B.11 N/A
• Primary road setbacks	• N/A	• N/A
• Side setbacks	• 3000	• Y
• Rear setbacks	• 3000	• Y
• Secondary road setbacks for corner lots	• N/A	• N/A
• Dual occupancy (detached) on a corner lot	• N/A	• N/A
• Parallel road setbacks for parallel road lots	• N/A	• N/A
• Classified road setbacks	• N/A	• N/A
• Public reserve setbacks	• N/A	• N/A
3B.12 Exceptions to setbacks	3B.12 N/A	3B.12 N/A
3B.13 Dwelling configuration on lot	3B.13 Configuration taken into account	3B.13 Y
3B.14 Other development standards for new balconies, decks, patios, terraces and verandahs attached to side or rear of dual occupancy	3B.14 All standards have been accounted for	3B.14 Y
Subdivision 3 Landscape development standards		
3B.15 Minimum landscaped area	3B.15 Proposed landscape area = 54.5sqm (for Secondary Dwelling) POS = 75.6sqm	3B.15 Y
Subdivision 4 Amenity development standards		
3B.17 Privacy screens for windows and certain attached development	3B.17 Privacy accounted for in design	3B.17 Y
3B.18 Car parking and vehicle access requirements	3B.18 N/A	3B.18 N/A
3B.19 Building design	3B.19 Building design consistent with criteria	3B.19 Y

AERIAL MAP



LOCATION MAP



SHEET SCHEDULE

00	Cover Page
0.1	Title Page
0.2	Specification Page
01.0	Site Plan
01.1	Site Analysis
01.2	Demolition Plan
02.0	Ground Floor Plan
02.1	First Floor Plan
03.0	Elevation - 01
03.1	Elevation - 02
04.0	Sections
05.0	3D Perspectives
06.0	Schedules

BEEHIVE
DESIGN

NOTES:
* Architectural documents are to be used in conjunction with relevant structural, services, mechanical, electrical, civil and landscaping documents.
* Do not use drawings after specified date without written approval of any control bodies or other conditions and documents. Contractor to verify all dimensions on site before commencing work.
* No work shall be undertaken until all relevant approvals and permits are obtained and all necessary insurance is in place.
* All materials, appliances, fittings and finishes are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are stamped and signed by Building Surveyor.
* These documents may only be used for the purposes for which was commissioned and in accordance with the Terms of Engagement.

SITE ADDRESS: 82 Mollie St, Hobart
LOT 1108 | SEC: | DP:259016
ISSUED FOR: Issued for CDC
PROJECT TYPE: Design

SCALE: 1:100 DATE: Sept 2021 REV: A SHEET NO: 0.1



PROJECT NO: P45

STANDARD SPECIFICATION

BE ADVISED : SOME CLAUSES IN THIS SPECIFICATION MAY NOT BE RELEVANT TO THIS PROJECT

1.0 GENERAL

- 1.1 ALL DIMENSIONS SHALL BE CHECKED ON SITE PRIOR TO COMMENCEMENT ANY WORK.
- 1.2 ALL MATERIALS SHALL COMPLY WITH RELEVANT CURRENT AUSTRALIAN STANDARDS AND SHALL BE NEW AND THE BEST OF THEIR RESPECTIVE KINDS AND SUITABLE FOR THEIR INTENDED PURPOSES.
- 1.3 ALL WORKMANSHIP SHALL COMPLY WITH RELEVANT CURRENT AUSTRALIAN STANDARDS AND TO GOOD TRADE PRACTICES.
- 1.4 ALL WORK SHALL BE IN ACCORDANCE WITH REQUIREMENTS OF THE RESPECTIVE AUTHORITY HAVING JURISDICTION OVER THE WORKS.
- 1.5 THE ARCHITECTURAL DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE SPECIFICATION, SCHEDULES AND CONSULTANTS DRAWINGS THAT FORM PART OF THE CONSTRUCTION DOCUMENTS REFERRED TO IN THE "BUILDING CONTRACT". DO NOT SCALE FROM DRAWINGS, NOTIFY OF ANY ERRORS OR DISCREPANCIES BEFORE PROCEEDING WITH ANY WORKS.
- 1.7 ENSURE THAT BACKGROUNDS ARE SUITABLE FOR THE INTENDED SUBSEQUENT FINISHES. COMMENCEMENT OF WORK ON THE BACKGROUNDS (UPON ACCEPTANCE BY THE SUBCONTRACTOR OF THE BACKGROUNDS ON WHICH FINISHES ARE APPLIED).
- 1.8 SUPPLY ALL EQUIPMENT NECESSARY FOR THE COMPLETION OF RESPECTIVE WORKS.
- 1.9 PROGRESSIVELY CLEAN UP AFTER THE COMPLETION OF RESPECTIVE WORKS.

2.0 EARTHWORKS

- 2.1 UNLESS OTHERWISE STATED, REDUCED TO A MINIMUM DEPTH OF 200mm INCLUDING ALL ROOTS, AND OTHER MATTER, AND REQUIRED BY THE SOIL CONDITION AND/OR THE BUILDING. PROVIDE SUITABLE CLEAN FILLING SAND AND COMPACT IN LAYERS NOT GREATER THAN 300mm TO REDUCE LEVELS AS SHOWN.
- 2.2 EXCAVATE AND FILLING AND SAND/SUB GRADES UNDER FOOTINGS AND SLAB TO OBTAIN 15% SEVEN (7) DAYS PER 300mm IN A STANDARD TEST. SAND PENETROMETER TEST (AS PER AS 1289 FILE).
- 2.3 DO NOT EXCAVATE SERVICES TRENCHES WITHIN AN ANGLE OF 45 DEGREES DOWN FROM BOTTOM EDGE OF FOOTING.
- 2.4 ALL RETAINING WALLS TO BE TREATED WITH "BUTITE" WATERPROOFING AGENT.

3.0 CONCRETE

- 3.1 CONCRETE REINFORCEMENT AND FORMWORK SHALL BE TO A STRUCTURAL ENGINEERS DETAILS, RELEVANT BUILDING CODES AND STANDARDS.
- 3.2 ALL CONCRETE TO CONFORM TO THE REQUIREMENTS OF AS 3600 CONCRETE STRENGTH GRADE 12.5. AGGREGATE 20mm, SLAB 30mm.
- 3.3 SLAB TO BE CURED FOR 7 DAYS MIN. & SLAB REINFORCEMENT PLACED ON APPROVED CHAIRS TO AVOID CRACKS/CONTROL.
- 3.4 THE FOOTING AND SLAB CONSTRUCTION IS TO COMPLY WITH AS 2870.
- 3.5 PROVIDE A PROTECTORY VAPOR BARRIER WHICH CONSISTS OF HIGH IMPACT RESISTANT POLYETHYLENE FILM 1500µm THICK WHICH HAS BEEN INVENTED AND BRANDED BY THE MANUFACTURER.
- 3.6 VAPOR PROTECTION: PROVIDE ANTI-SEEPAGE TREATMENT UNDER THE BUILDING AREAS IN ACCORDANCE WITH AS 2087, AS 3660.1 AND APPENDIX D, FOR REGULATED SUBSTRATE. BULKER SHALL PROVIDE "GUMMAY" (NANO SPRAYED ORGANOPHOSPHATE) OR SIMILAR APPROVED ANTI-SEEPAGE TREATMENT IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARD CODES.

4.0 BRICKWORK

- 4.1 BRICK WORK SHALL COMPLY WITH:
 - AS 1700 MASONRY CODE
 - AS 4000 MASONRY CODE
 - MORTAR FOR MASONRY CONSTRUCTION
- 4.2 BRICK GAUGE 7 STANDARD COURSE & 600mm.
- 4.3 ALL BRICKS SHOULD HAVE 15% COMPRESSED STRENGTH OF 20MPa AND AS FOLLOWS:
 - EXTERNAL FACE WORK: 230x110x76mm
 - EXTERNAL RENDER: 300x140x60mm MAX BRICK ON VERT COURSE
 - WINDOW SILL: 2x FACE BRICK EXPOSED SILL
 - WINDOW HEADS: SOLID FACE BRICK COURSE
 - INTERNAL WALLS: 300x140x60mm MAX BRICK ON VERT COURSE
 - WITH BED JOINT AND PERPENDICULAR FLIES
 - 300x140x60mm LIMEWASH OR JUMBO FOR COURSE ADJUSTMENT
- 4.4 MORTAR: 1:3:6 CEMENT:LIME:SAND
- 4.5 MORTAR FACE BRICK COLOR TO MATCH EXISTING AS SELECTED
- 4.6 TIES SHALL BE 3.2mm DIAMETER GALVANIZED WIRE WOUND FOR AND BUILT IN EVERY 5TH COURSE AT APPROXIMATELY 800mm CENTRES, WITH ADDITIONAL TIES AT THE RATE OF 1 TIE/500mm HEIGHT OF OPENINGS AND VERTICAL CONTROL JOINTS AND WITHIN 150mm OF THE OPENINGS. BUILD TIES INTO EACH LEAF AT LEAST 30mm. VERTICAL CONTROL JOINTS SHALL BE 150mm WIDE
- 4.7 FILLED AT COMPLETION WITH "COMPABOND" CONTINUOUS FILLER STRIP.

- 4.8 KEEP OUTRIGS CLEAR OF MORTAR. PROVIDE GUTTY BOARDS, TEMPORARILY DRAFT BRICKS TO REINFORCE BACKING OF GUTTY BOTTOMS.
- 4.9 FORTH KEEP HOLES EVERY FOURTH PERPENDICULAR FLASHING AND GUTTY FILL. KEEP CLEAR OF MORTAR. DO NOT LOCATE HOLES CLOSER THAN 800mm TO JOINTS IN DAMP PROOF COURSES OR FLASHINGS.
- 4.10 PROVIDE DAMP PROOF COURSES (DPC) IN THE BOTTOM OF COURSES OF BRICK WORK AND SLAB AND/OR FOOTINGS. DPC ADJOINING SHALL BE CLEAR IN ALL FACEWORK.
- 4.11 SETOUT BROWNWORK ACCURATELY, PLUMB, LEVEL AND PROPERLY BONDED. RISING WORK TO BE RAVED BACK, JAMBS, REVEALS, CORNERS, PERPENDICULAR, ETC. TO BE TRUE, PLUMB, AND IN LINE WITH PERPENDICULAR TO LINE.
- 4.12 SETOUT DOOR FRAMES NEAR PERPENDICULAR WALL WITH A MARGIN OF 100mm OR GREATER THAN 100mm.
- 4.13 WOODEN ALL EXTRUDED BRICKS BEFORE LAYING.
- 4.14 PROVIDE 10mm PLASTERING MARGIN BETWEEN WINDOW FRAME AND INTERNAL BRICKWORK TO BE PLASTERED.
- 4.15 WHERE NECESSARY REINFORCE BELOW AND OVER OPENINGS WITH GALVANIZED WOVEN WIRE FABRIC 75mm WIDE IN CENTRE OF EACH LEAF LOCATED IN 2 COURSES BELOW SILL AND IN THE 2 COURSES ABOVE ANY OPENING EXTENDING A MINIMUM OF 800mm BEFORE THE OPENING.
- 4.16 BUILD IN ALCOVE FLASHINGS AS FOLLOWS:
 - WHENEVER SHOWN ON DRAWINGS.
 - CAVITY WALLS BUILT OF SLAB ON GROUND (WHERE NOT PARALLEL)
 - OVER LAYERS TO BE BONDED, PROVIDE:
 - FULL WIDTH OF OUTER LEAF CONTINUOUS ACROSS CAVITY 30mm INTO INNER LEAF 2x ABOVE.
 - OVER ROOF:
 - FULL WIDTH OF EXTERNAL LEAF, STEPED TO ROOF SLOPE TURNED DOWN MIN. 30mm OVER BASE FLASHING. TURN UP IN CAVITY SLOPING INWARDS AND BUILT INTO INNER LEAF 2x ABOVE.
 - OVER WINDOW STUDS:
 - FULL HEIGHT 150mm WIDE FIBRE TO FRAMES INTERLAVED WITH SILL AND HEAD FLASHINGS AT EACH END.
 - STRUCTURE OR SERVICES WITHIN 300mm OF OUTER BRICK LEAF IN CAVITY:
 - VERTICAL FLASHINGS CONTINUOUS BELOW FLY TO ABOVE STRUCTURE OR FRAME. NOMINAL 300mm WIDE, TOP-WIDE DENTAL STRUCTURES / SERVICES CONTINUOUS FLASHING BUILT IN AS FOR OVER LAYERS.
 - AT CAVITY WALLS WITH GLASS BLOCKS 300mm WIDE FIBRE TO GLASS BLOCK FRAME AND TURNED AWAY IN CAVITY FROM OTHER LEAF.

4.11 LINTELS

MAX SPAN (mm)	LINTEL SIZE (VERY X HIGRE X THICK)	SPACING EACH END (mm)
750	75x110	150
1200	75x150	150
1500	80x80x100	150
1800	100x75x100	230
2100	125x75x100	230
2400	125x75x100	230
2700	150x100x100	230
3000	170x80x100	230

5.0 CARPENTRY WORK

- 5.1 ROOF AND CEILING FRAMING SHOULD COMPLY WITH AS 1684 LIGHT TIMBER FRAMING CODE. DRAW STRAP PRINALLY OVER WALL PLATE AND SECURE TO TOP OF PLATE BY 2x80mm GALV. CLOUTENAP.
- 5.2 REFER TO AS 1684 FOR ROOF FRAMING SIZES UNLESS SPECIFIED ON DRAWINGS.
- 5.3 SUPPLY AND FIX ALL BULKHEADS & FALSE CEILINGS AS SHOWN ON THE DRAWINGS.

6.0 METALWORK

- 6.1 ELECTRIC AND GAS METER BOXES AS SHOWN IN DRAWINGS.
- 6.2 WINDOW FRAMES SHALL BE RESIDENTIAL OR COMMERCIAL SECTION WITH POLYURETHANE FILLING AS SELECTED BY OTHER. ALLOW FOR FLOORSIDE TO ALL WINDOWS. REFER TO ADDENDUM. ANGLE OF WINDOW UNITS SHALL BE FACTORY MADE AND FIXED AND DELIVERED ON SITE AS COMPLETE UNIT.
- 6.3 CLOTHES HOOK. REFER TO ADDENDUM.

7.0 ROOFING

- 7.1 SELECTED ROOFING MATERIAL SHALL BE INSTALLED AND FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION AND RELEVANT BUILDING CODES.
- 7.2 GUTTER, RASDA, DOWN PIPES, PLAININGS SHALL BE IN LOWEST POSSIBLE LENGTH AND SHALL MATCH EXISTING.

11.0 PAVING

- 11.1 GENERALLY, WHEN PAVING IS INCLUDED IN THE BUILDING CONTRACT, THE FOLLOWING SHALL APPLY AS A MINIMUM STANDARD.
- 11.2 SUPPLY AND LAY ALL PAVING TO EXTERNAL AREAS AS SHOWN ON WORKING DRAWINGS.
- 11.3 CUT, FILL AND COMPACT SAND TO REQUIRED LEVELS, SLOPED TO UNIFORM THICKNESS AND LEVELS.
- 11.4 PROVIDE BRICK EDGES RETAINING FOOTINGS EMBEDDED IN MORTAR BENEATH THE PAVING BRICK. GENERALLY, TO DRIVEWAY AREAS, PROVIDE NOMINAL 800x300mm CONCRETE FOOTINGS ALONG PERIMETER OF DRIVEWAY AND BED EDGES BRICK IN MORTAR.
- 11.5 PROVIDE 100mm COMPACTED LIMESTONE BASE TO DRIVEWAY TOPPED WITH 50mm CLEAN SAND AND GRADE TO FALLS.
- 11.6 PAVING PATTERN. REFER TO ADDENDUM.
- 11.7 BRICK PAVING SHALL BE:
 - TRAFFICABLE AREAS: 150x 60mm SOLID CLAY OR CONCRETE
 - PROBETRAIN AREAS: 150x 60mm SOLID CLAY OR CONCRETE

8.0 JOINERY

- 8.1 ALL JOINERY SHALL BE OF HIGHEST QUALITY MATERIALS TO MEET TRADE PRACTICES AND HIGH QUALITY FINISH.
- 8.2 EXTERNAL DOOR FRAMES SHALL BE 130x40 DOUBLE BEADED FRAME WITH 130x40 WEIGHTED THRESHOLD U.L.S.
- 8.3 SUPPLY AND BUILD IN TIMBER DOOR FRAMES TO EXTERNAL LOCATIONS AS SHOWN ON ARCHITECTURAL DRAWINGS.

9.0 CEILINGS

- 9.1 CEILINGS SHALL BE RECESSED 80x80mm MAXIMUM 30mm PLASTERGLASS OR GYPOCK.
- 9.2 PLUMB, LEVEL, SMOOTH, HEADS, AND OTHER BLINDS IN THE BATHS LINES APPROVED DISTANCE TO PROVIDE A FLUSH SMOOTH CONTINUOUS SURFACE.
- 9.3 PROVIDE AND FIX ALL FUSH TOP BEADS & CASING READS TO ALL CORNERS & EDGES.
- 9.4 PROVIDE ALL SELECTED VOLSIBLES AND CORNICES TO ALL CEILINGS AS STATED IN ARCHITECTURAL DOCUMENTS.

10.0 PLASTERING

- 10.1 INTERNAL WALL FINISHES INCLUDING CUPBOARD, SKIN, & PROBE RECESSES, ETC. SHALL BE OTHER THAN FACE FINISHES ON WHERE COVERED BY FEATURE MATERIALS. PLASTER AND SET IN HARDWALL PLASTER. V.I.C.
- 10.2 PLASTERED WALLS SHALL BE NOMINAL 12mm THICK CONSISTING OF 1:1:6 CEMENT:LIME:SAND RENDER, AND FINISHED WITH NOMINALLY 30mm HARDWALL PLASTER.
- 10.3 SUPPLY AND FIX EXTERNAL CORNER BEARDS TO ALL EXTERNAL CORNERS.
- 10.4 PROVIDE STOP BEAD WHERE PLASTER WORKS ADJUTS TIMBER FRAMES, OR FACEWORK.
- 10.5 EXTERNAL RENDER WHEN APPLICABLE SHALL BE 2 COAT SAND FINISH. (FOR PAINTING)
- 10.6 USE IN INTERNAL CORNERS ADJACENT TO DOOR FRAMES GREATER THAN 400mm SHALL NOT BE PLASTERED UP WITH FRAMES.
- 10.7 PROVIDE VENTS IN RENDER & FINISHING PLASTER WHEN BRICK WORK ADJUTS OR JOINING TO CONCRETE WORK.

11.0 GLAZING

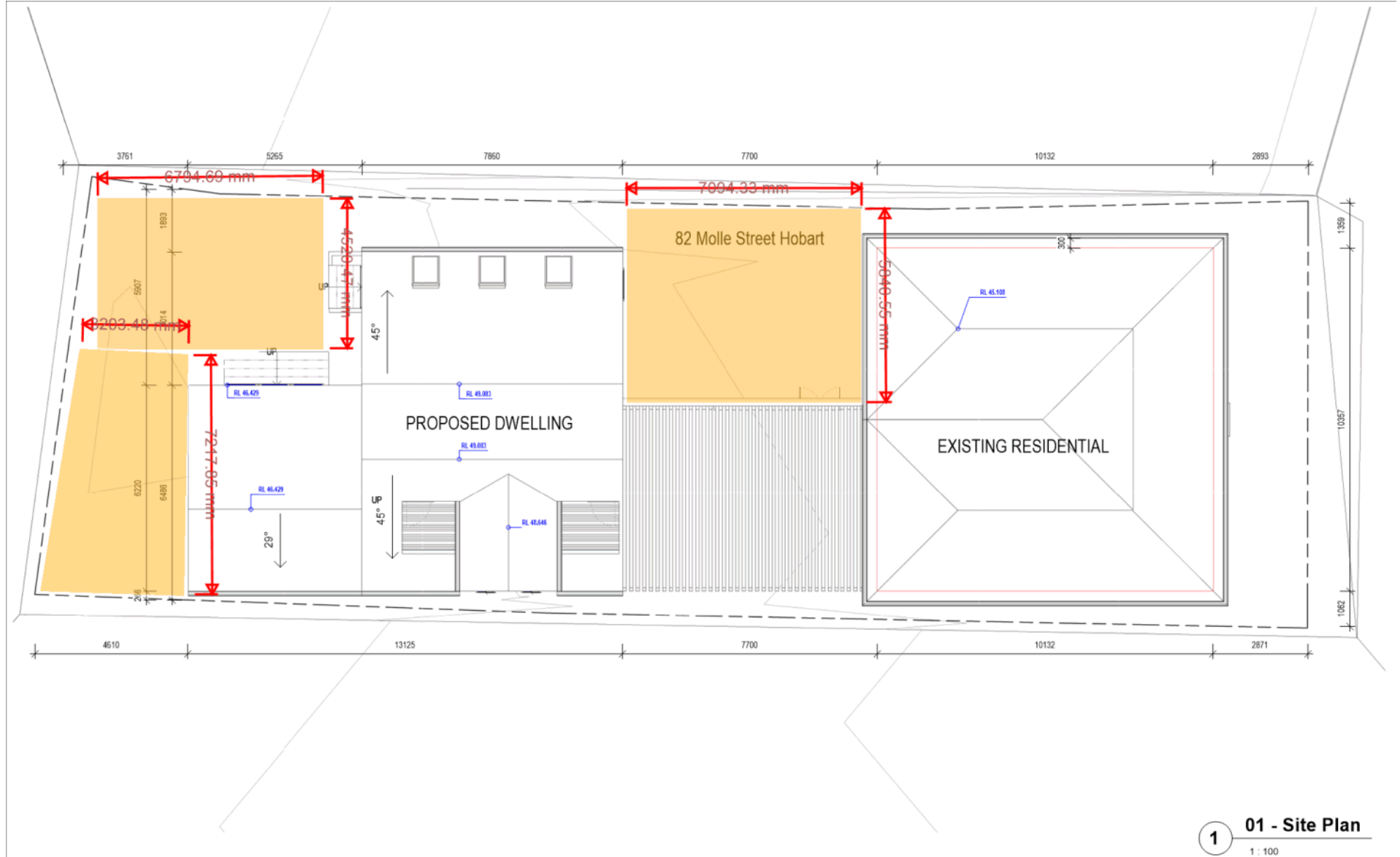
- 11.1 CLEAR GLASS GENERALLY. OBTAIN GLASS TO BATHROOMS, REFER TO DRAWINGS.
- 11.2 ALL TO THE RELEVANT AUSTRALIAN STANDARDS.
- 11.3 WHERE GLASS BLOCKS HAVE BEEN NOMINATED, THEY SHALL BE IN FRAMES AND INSTALLED TO MANUFACTURERS SPECIFICATIONS.

12.0 FLOORING FINISHES

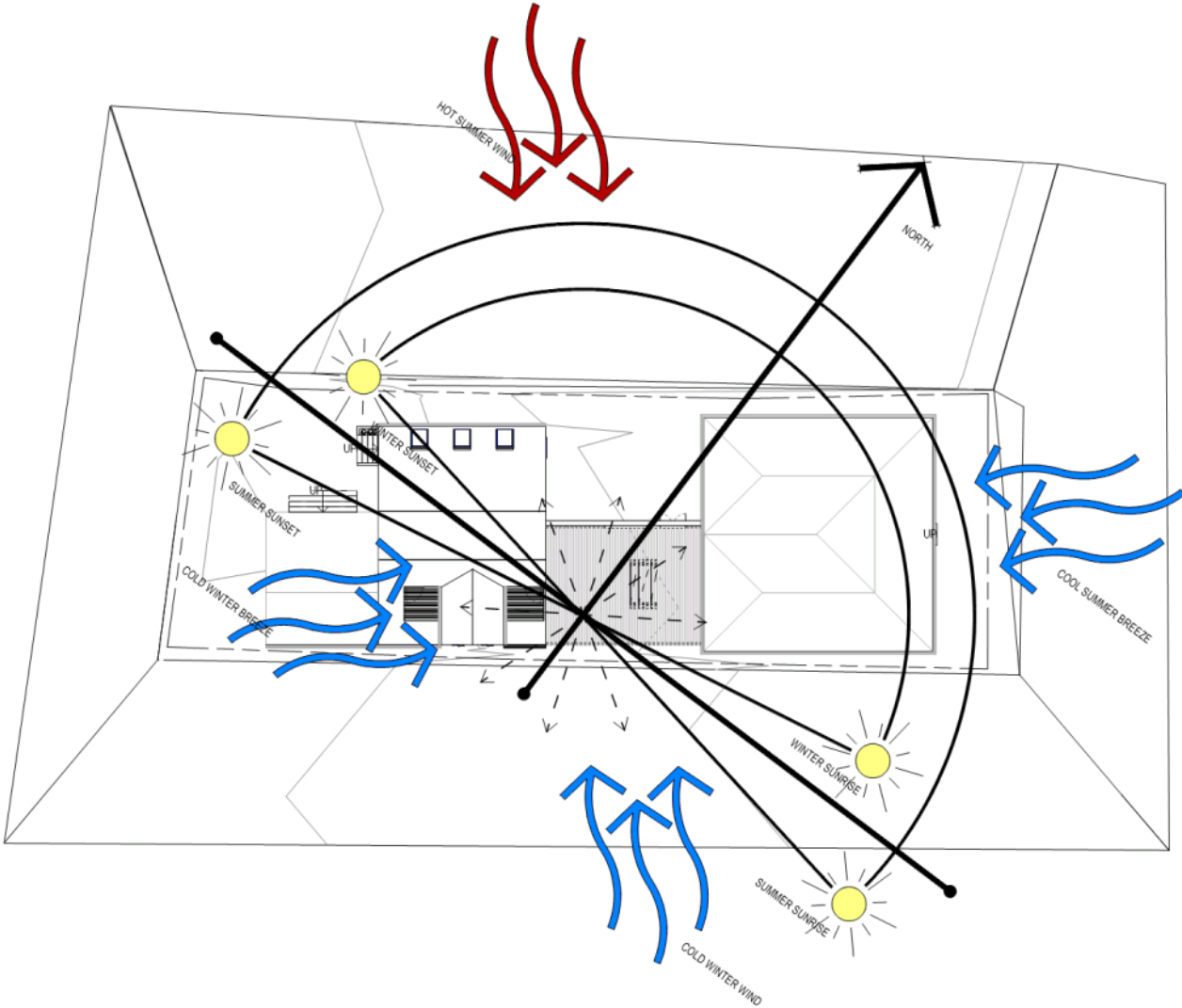
- 12.1 CARPET FLOOR COVERINGS TO NOMINATED AREAS COMPLETE WITH SELECTED UNDERLAY, BINDER, EDGES, DRAPING STRIPS ETC. TO COMPLETE THE WORKS.
- 12.2 REFER TO DRAWINGS & FINISHES SCHEDULE.
- 12.3 PROVIDE TILED FLOOR FINISHES TO NOMINATED AREAS COMPLETE WITH ALL MATERIALS, ANGLE TRIMS, ETC TO COMPLETE THE WORKS.
- 12.4 REFER TO DRAWINGS & FINISHES SCHEDULE.
- 12.5 PROVIDE TIMBER FLOOR FINISHES TO NOMINATED AREAS COMPLETE WITH ALL MATERIALS, DRAPING STRIPS, ETC. TO COMPLETE THE WORKS. FLOOR BOARDS TO BE SAVED & POLISHED TO HIGH STANDARD WITH PREMIUM QUALITY SEALER (2 COATS).
- 12.6 REFER TO DRAWINGS & FINISHES SCHEDULE.

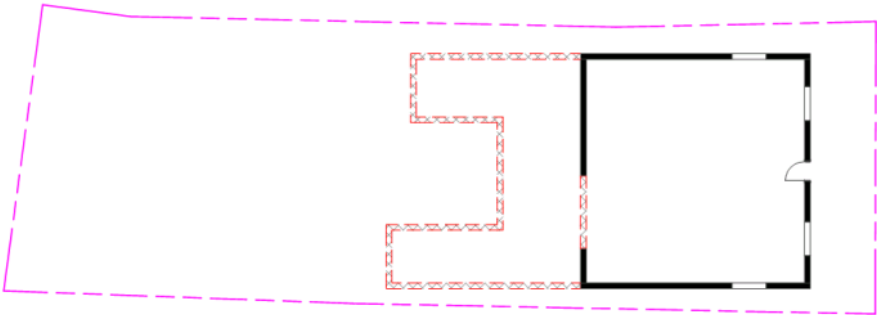
13.0 SIGNAGE

- 13.1 WHERE NECESSARY SUPPLY & FIX SELECTED UNIT AND HOUSE NUMBERS TO EACH UNIT AND TO DIFFERENCES AS SCHEDULED.
- 13.2 "SUPERMARKET" RESERVE THE RIGHT TO ERECT A BUILDING SIGN ON THE PROPERTY FACING THE STREET PROVIDED IN COMPLIANCE WITH AUTHORITY REQUIREMENTS.



1 01 - Site Plan
1 : 100





Demolition Notes:

- * All Demolition Work To Comply To AS 2601
- * Builder To Ensure Removal And Disposal Of All Existing Asbestos Linings To Be In Accordance With Contamination Report And Local Authorities Guidelines
- * Builder To Confirm All Existing Well Construction Build-ups When Retained
- * Builder To Maintain Sedimentation Control Measures In Accordance With Council Requirements
- * Builder To Cap Off Plumbing & Electrical, And Relocate Pipework/Conduits To Suit New Works Where Required For Reused Service Points

Demolition Legend:

Trees to be removed

Trees to be maintained

Existing structures to be Demolished

NOTES:
* Architectural documents are to be read in conjunction with relevant structures, the services, mechanical, electrical, plumbing and demolition documents.
* Do not make alterations, and figures dimensions etc. shown included of any omitted, between site conditions and documents. Contractor to verify all dimensions on site before commencing work.
* Any extra work included hereafter must be claimed and approval obtained before proceeding otherwise no work will be allowed for.
* All materials, equipment, fittings and fixtures are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are signed and sealed by Building Services.
* These documents may only be used for the purposes for which was commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.06.21	Initial Design	AA
B	07.09.21	Revision 1	AA

DRAWING TITLE: Demolition Plan
DRAWN BY: KB
CHECKED BY: A.Amirashairi
LOT: 139 | SEC: | DP: 14156
COUNCIL AREA:



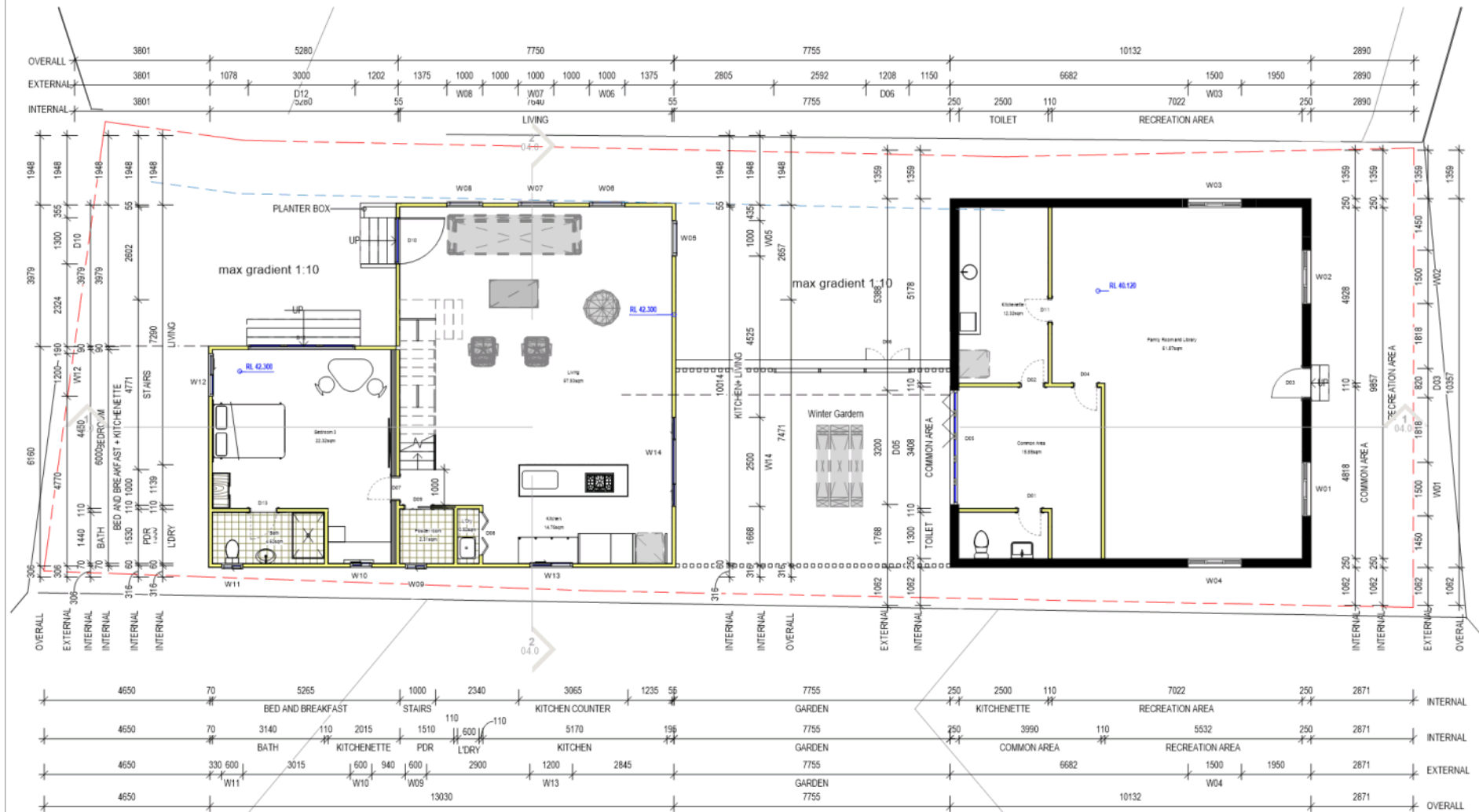
SITE ADDRESS: 82 Mollie St, Hobart
CLIENT: JJ
ISSUED FOR: Issued for DA
PROJECT TYPE: Design
SCALE: As indicated
DATE: Sept 2021
REV: B
SHEET NO: 01.2

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North Strathfield
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Phone: 0405 841 829
A.B.N: 55 044 232 708

1

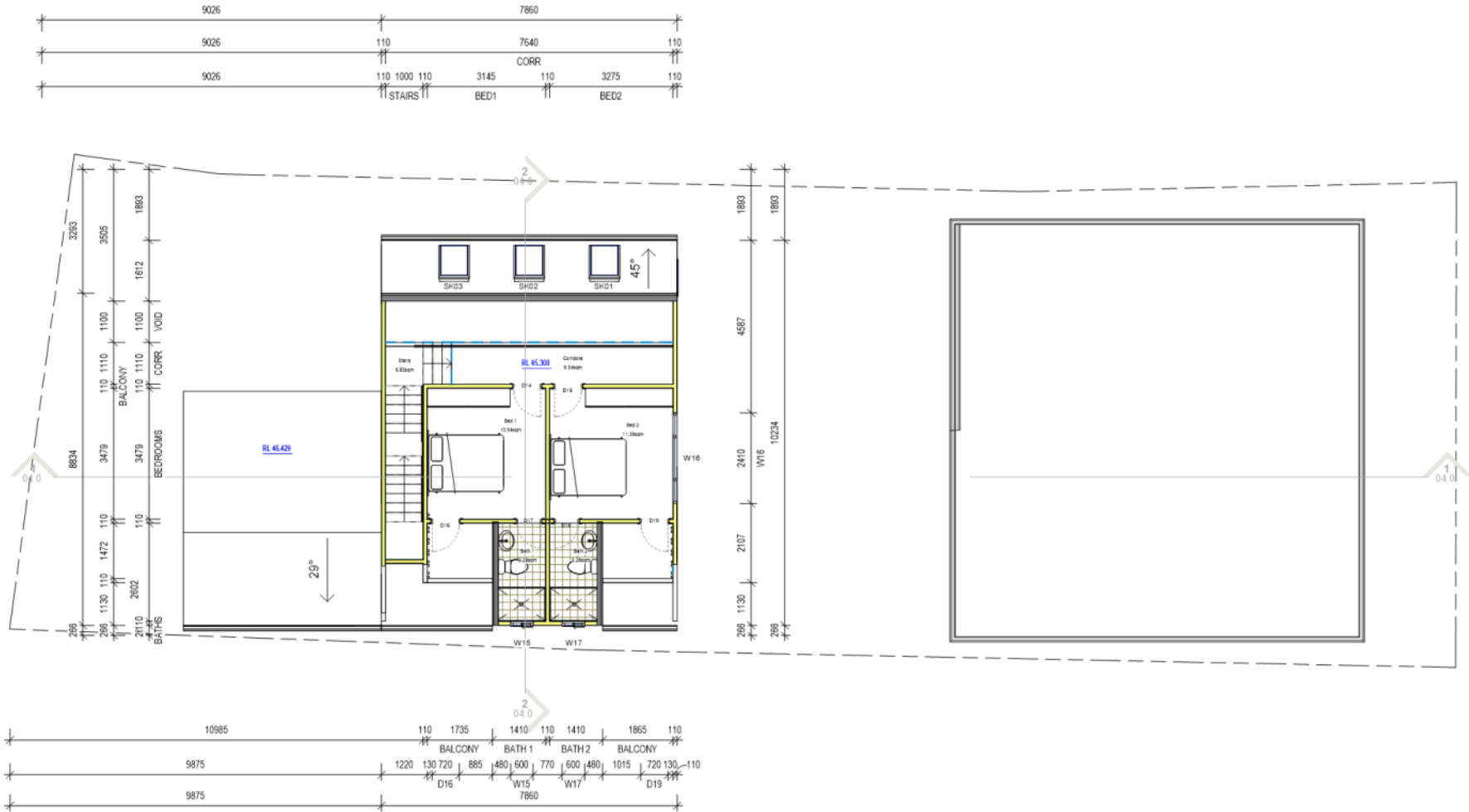
02.1 - Demolition Plan

1 : 200



1 Ground Floor Plan - Proposed
1 : 100

<p>NOTE:</p> <p>1. Architectural documents are to be read in conjunction with relevant structural, fire, service, mechanical, electrical, plumbing, and landscape documents.</p> <p>2. Do not scale dimensions. All figures are approximate and should be verified by the client.</p> <p>3. Any data or notes included hereafter must be checked and approved (initials) by the client.</p> <p>4. No materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards.</p> <p>5. These drawings are not to be used for construction unless drawings are sealed and signed by a registered professional.</p> <p>6. These documents may only be used for the purposes for which they are commissioned and in accordance with the Terms of Engagement.</p>	CONSULTANTS:		REV	DATE	DESCRIPTION	INITIAL	DRAWING TITLE:	Ground Floor Plan	SITE ADDRESS:	82 Mollie St, Hobart	Level 1, 5 George St North Strathfield
			A	17.05.21	Initial Design	AA	DRAWN BY:	KB	CLIENT:	JJ	www.beehivedesign.com.au
			B	07.09.21	Revision 1	AA	CHECKED BY:	A.Amirashari	ISSUED FOR:	Issued for DA	contact@beehivedesign.com.au
							LOT: NA SEC:	DP: NA	PROJECT TYPE:	Design	Phone: 0405 841 829
							COUNCIL AREA:		SCALE:	1 : 100	DATE:
								REV:	B	SHEET NO:	02.0
										A.B.N. 55 044 232 708	



1 Dwelling FFL
1 : 100

NOTES:
* Architectural documents are to be read in conjunction with relevant structural, fire, services, mechanical, electrical, plumbing, civil and landscaping documents.
* Do not scale drawings. All figures are dimensions only. Always include all dimensions on site plans.
* On the drawings, the figures are dimensions only. Always include all dimensions on site plans.
* Any extra work indicated hereafter must be carried and approved in accordance with the relevant building codes and standards.
* All materials, appliances, fittings and fixtures are to be installed in accordance with the relevant building codes and standards.
* These drawings are not to be used for construction unless approved by the relevant building authority.
* These documents may only be used for the purposes for which they were commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.05.21	Initial Design	AA
B	07.09.21	Revision 1	AA

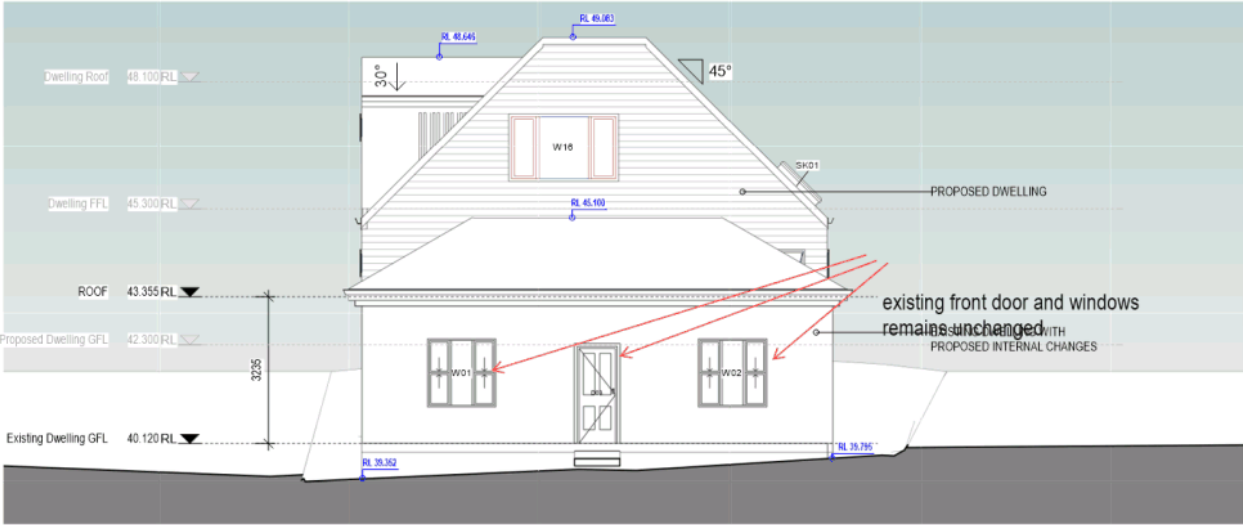
DRAWING TITLE: First Floor Plan
DRAWN BY: KB
CHECKED BY: A.Amirashari
LOT: NA | SEC: | DP: NA
COUNCIL AREA:



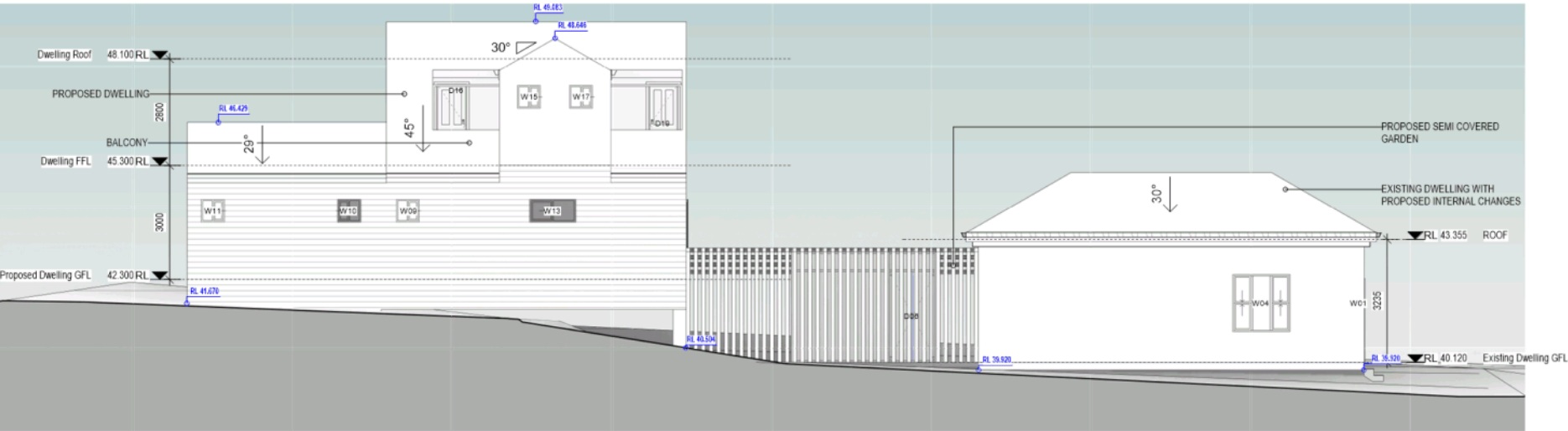
SITE ADDRESS: 82 Mollie St, Hobart
CLIENT: JJ
ISSUED FOR: Issued for DA
PROJECT TYPE: Design
SCALE: 1 : 100
DATE: Sept 2021
REV: B
SHEET NO: 02.1

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Phone: 0405 841 829
A.B.N. 55 044 232 708

Project No: P45



1 North East Elevation
1 : 100



2 South East Elevation
1 : 100

NOTE:
* Architectural documents are to be read in conjunction with relevant structural, fire, service, mechanical, plumbing, electrical, civil and landscaping documents.
* Do not scale drawings, and figure dimensions only. Always refer to all dimensions on title sheet.
* Any extra work indicated hereafter must be checked and approved (obtained before) proceeding otherwise no extra will be covered for.
* All materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's instructions and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are signed and sealed by a Building Practitioner.
* These documents may only be used for the purposes for which they were commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

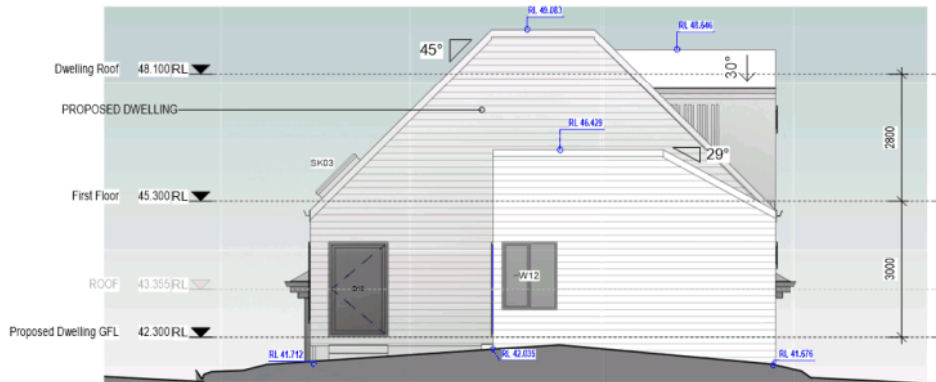
REV	DATE	DESCRIPTION	INITIAL
A	17.06.21	Initial Design	AA
B	07.09.21	Revision 1	AA

DRAWING TITLE:	Elevation - 01
DRAWN BY:	KB
CHECKED BY:	A.Amirashari
LOT: NA	SEC:
DP: NA	

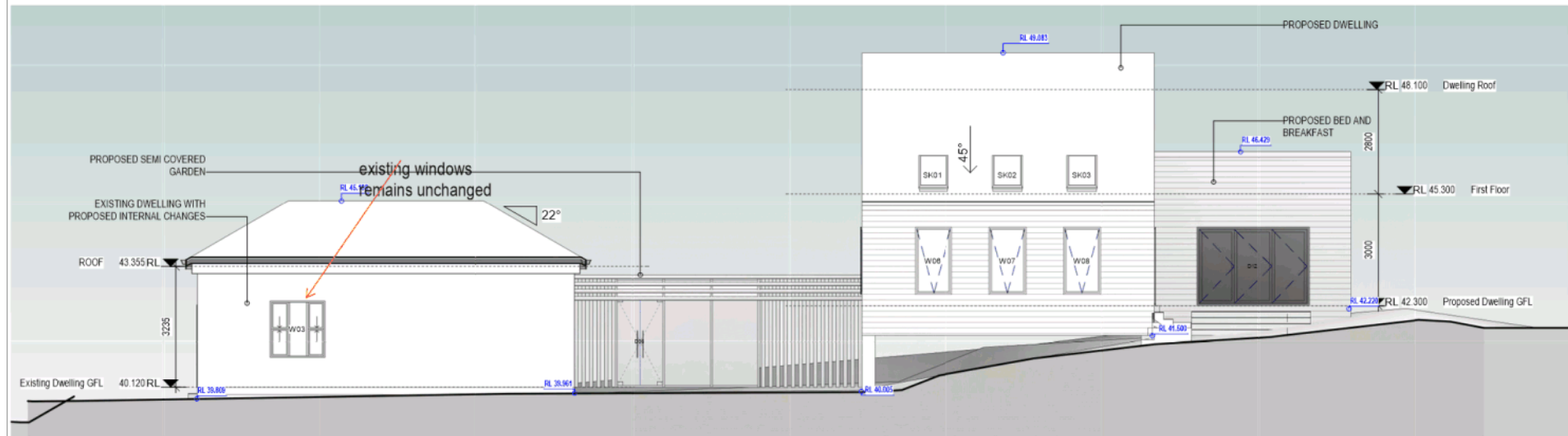
SITE ADDRESS:	82 Mollie St, Hobart
CLIENT:	JJ
ISSUED FOR:	Issued for DA
PROJECT TYPE:	Design

SCALE:	1 : 100
DATE:	Sept 2021
REV:	B
SHEET NO:	03.0

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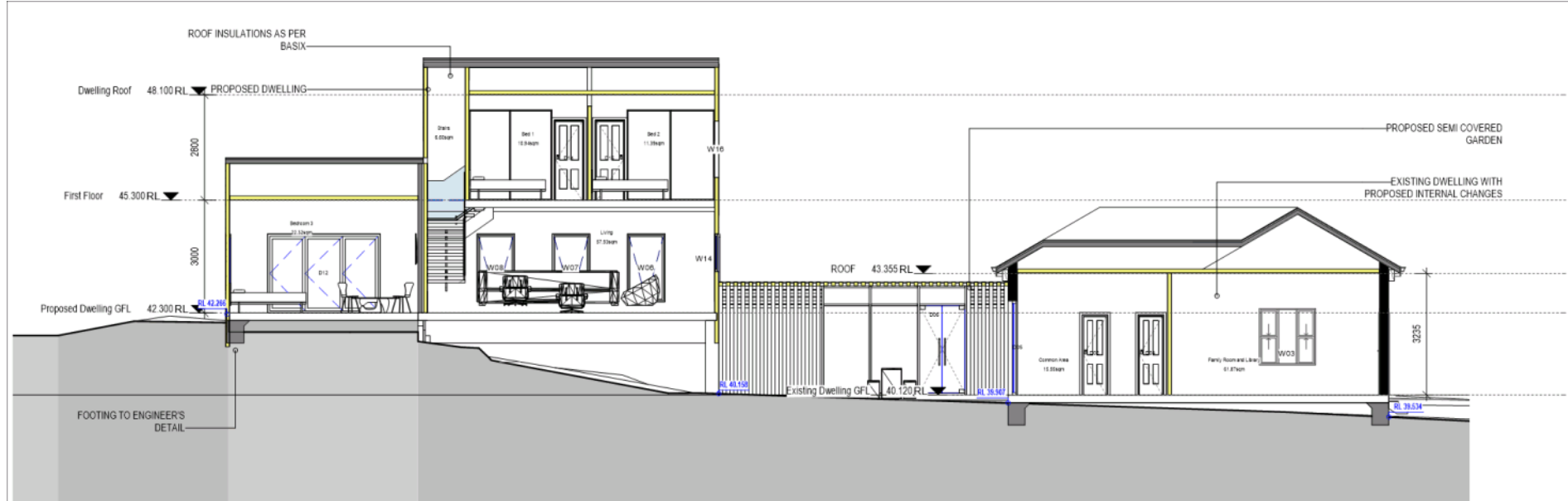


1 South West Elevation
1 : 100

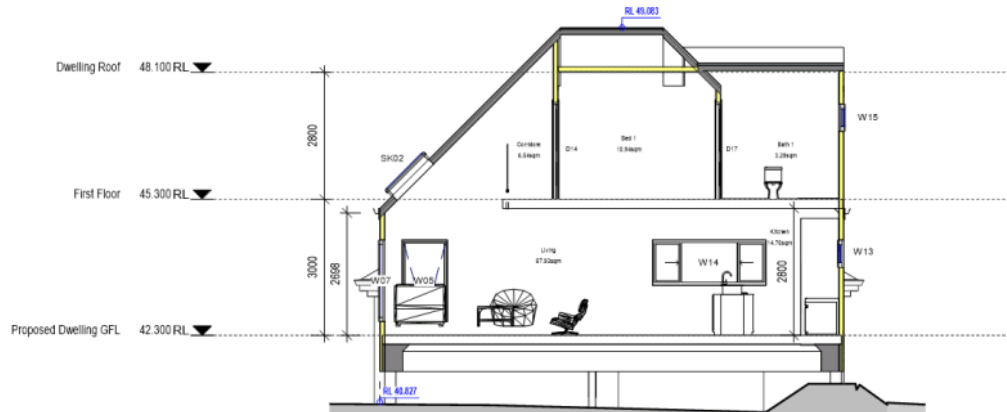


2 North West Elevation
1 : 100

NOTE:		CONSULTANTS:		REV DATE DESCRIPTION INITIAL		DRAWING TITLE: Elevation - 02		SITE ADDRESS: 82 Mollie St, Hobart		Level 1, 5 George St	
* Architectural documents are to be read in conjunction with relevant structural, fire, services, mechanical, plumbing, electrical, civil and landscaping documents.				A 17.06.21 Initial Design AA		DRAWN BY: KB		CLIENT: JJ		North Strathfield	
* Do not make changes, add figures/dimensions etc. without approval of any parties.				B 07.09.21 Revision 1 AA		CHECKED BY: A.Amirashahi		ISSUED FOR: Issued for DA		www.beehivedesign.com.au	
* Any extra items included hereafter must be clearly and approval obtained before proceeding otherwise no extra will be added for.						LOT: NA SEC: DP: NA		PROJECT TYPE: Design		contact@beehivedesign.com.au	
* These drawings are not to be used for construction unless drawings are signed and sealed by a registered professional.						COUNCIL AREA:		SCALE: 1 : 100		Phone: 0405 841 829	
* These documents may only be used for the purposes for which they are commissioned and in accordance with the Terms of Engagement.								DATE: Sept 2021		A.B.N: 55 044 232 708	
								REV: B		SHEET NO: 03.1	



1 Long Section
1 : 100



2 Short Section
1 : 100

NOTE:
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* Do not scale drawings. All figures are dimensions only. Always include all dimensions on site before commencing work.
* Any extra work required hereafter must be claimed and approval obtained before proceeding otherwise no work will be allowed for.
* All materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are signed and sealed by a Building Practitioner.
* These documents may only be used for the purposes for which they are commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.05.21	Initial Design	AA
B	07.09.21	Revision 1	AA

DRAWING TITLE:	Sections
DRAWN BY:	KB
CHECKED BY:	A.Amirashari
LOT: NA	SEC:
DP: NA	
COUNCIL AREA:	

SITE ADDRESS:	82 Mollie St, Hobart
CLIENT:	JJ
ISSUED FOR:	Issued for DA
PROJECT TYPE:	Design
SCALE:	1 : 100
DATE:	Sept 2021
REV:	B
SHEET NO:	04.0



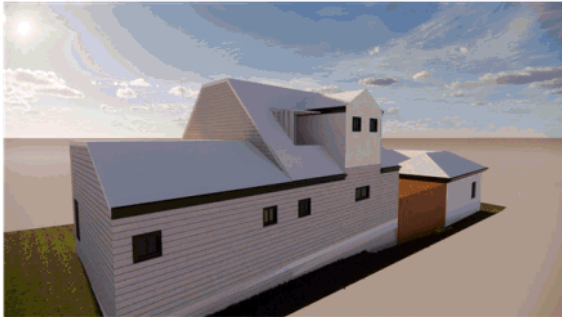
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A.B.N: 55 044 232 708



Project No. P45



EXTERNAL VIEW



EXTERNAL VIEW



GARDEN VIEW



BEDROOM 3



VOID



KITCHEN+LIVING



LIVING



CORRIDOR



BEDROOM 2

Door Schedule		
Mark	Height	Width

D01	2100	620
D02	2100	620
D04	2100	620
D05	2500	3200
D06	2325	1208
D07	2100	620
D08	2100	1210
D09	2100	700
D10	2100	1300
D11	2100	620
D12	2100	3000
D13	2100	720
D14	2100	720
D15	2100	720
D16	2100	720
D17	2100	620
D18	2100	620
D19	2100	720

Grand total: 18

Window Schedule			
Mark	Window Style	Height	Width

SK01	Skylight - Fixed	1180	780
SK02	Skylight - Fixed	1180	780
SK03	Skylight - Fixed	1180	780
W01	Sliding	1500	1500
W02	Sliding existing window	1500	1500
W03	Sliding existing window	1500	1500
W04	Sliding existing window	1500	1500
W05	Fixed	1800	1000
W06	Fixed	1800	1000
W07	Fixed	1800	1000
W08	Fixed	1800	1000
W09	Sliding	600	600
W10	Sliding	600	600
W11	Sliding	600	600
W12	Sliding	1500	1200
W13	Sliding	600	1200
W14	Sliding	1000	2500
W15	Sliding	600	600
W16	Sliding	1500	2410
W17	Sliding	600	600

NOTE: W01, W02, W03 are existing windows remain unchanged.

NOTES:

* Architectural documents are to be read in conjunction with relevant structural, fire, service, mechanical, electrical, plumbing, civil and landscaping documents.
 * Do not scale drawings. All figure dimensions are given in millimetres (mm) unless otherwise stated.
 * All dimensions are to be confirmed and approved by the relevant authorities.
 * Any extra work required hereafter must be claimed and approved in writing before proceeding otherwise no extra will be paid for.
 * All materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards.
 * These drawings are not to be used for construction unless drawings are clearly marked as Building Drawings.
 * These documents may only be used for the purposes for which they are commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:

REV	DATE	DESCRIPTION	INITIAL
A	17.06.21	Initial Design	AA
B	07.09.21	Revision 1	AA

DRAWING TITLE: Schedules
 DRAWN BY: MS
 CHECKED BY: AA
 LOT: NA | SEC: | DP: NA

COUNCIL AREA:

SITE ADDRESS: 82 Mollie St, Hobart
 CLIENT: JJ
 ISSUED FOR: Issued for DA
 PROJECT TYPE: Design

SCALE:

DATE: Sept 2021

REV: B

SHEET NO: 06.0



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 A.B.N: 55 044 232 708



82 MOLLE STREET, HOBART

PROPOSED RESIDENTIAL DEVELOPMENT

STORMWATER CONCEPT PLANS





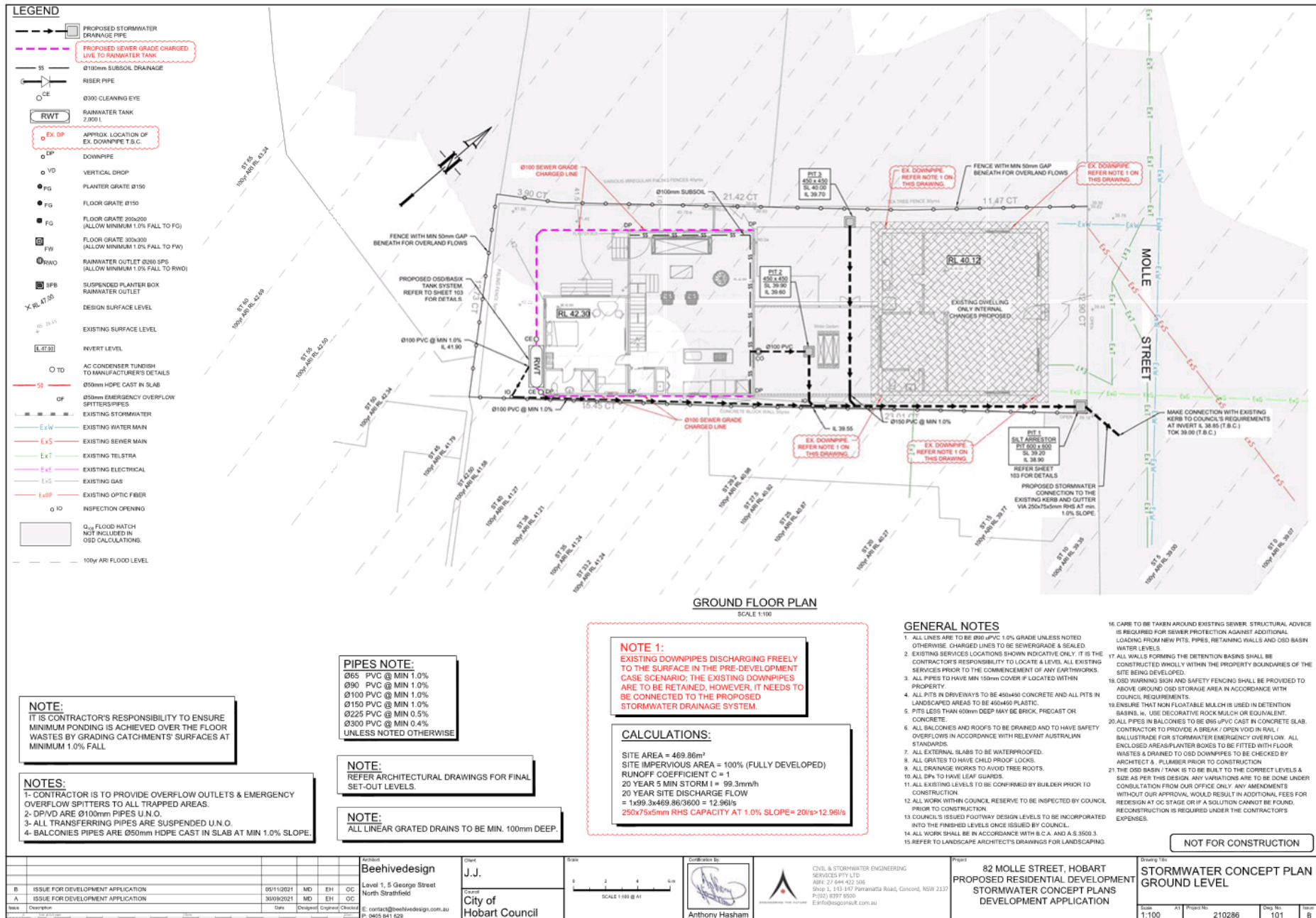
LOCALITY PLAN
N.T.S.

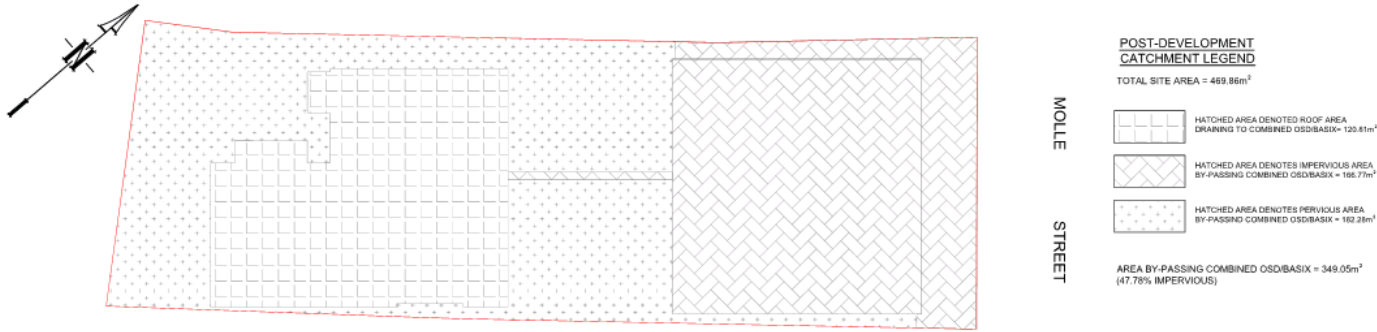
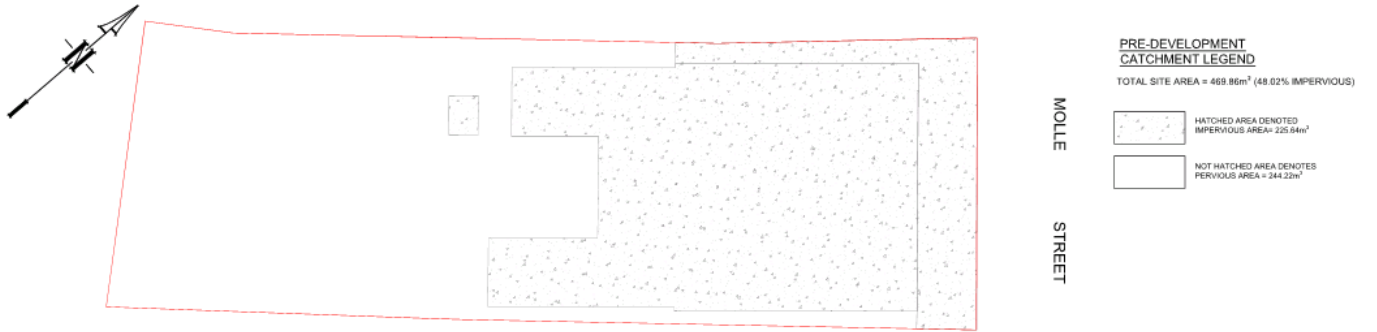
DRAWING INDEX	
Drawing No.	DESCRIPTION
000	COVER SHEET PLAN
101	STORMWATER CONCEPT PLAN GROUND LEVEL
102	MAINTENANCE SCHEDULE & CATCHMENT PLAN
103	COMBINED OSD/BASIX DETAILS
104	SEDIMENT & EROSION CONTROL PLAN & DETAILS

FIRE SEALING OF PENETRATIONS	
1.	PENETRATIONS THROUGH CONCRETE SLABS SHALL BE SEALED TO PROVIDE A MINIMUM TWO HOUR FRL TO AS1530.
2.	PENETRATIONS THROUGH FIRE RATED WALLS SHALL BE SEALED TO PROVIDE A MINIMUM TWO HOUR FRL TO AS530.
3.	THE CONTRACTOR SHALL SUBMIT IN WRITING AND SEEK APPROVAL FROM THE PRINCIPAL CERTIFYING AUTHORITY FOR THE INTENDED METHODS TO BE USED FOR FIRE SEALING PENETRATIONS PRIOR TO THEIR SUPPLY AND INSTALLATION.
4.	WHERE UPVC PIPES PENETRATE CONCRETE SLABS OR FIRE RATED WALLS, THEY SHALL BE PROVIDED WITH AN APPROVED FIRE RATED COLLAR HAVING THE SAME FIRE RATING OR GREATER THAN THE ELEMENT BEING PENETRATED.
5.	WHERE SERVICES OTHER THAN UPVC PENETRATE CONCRETE OR MASONRY BUILDING ELEMENTS, SEAL ANY GAPS BETWEEN THE SERVICES AND THE ELEMENT WITH AN APPROVED SILICON FIRE STOP FOAM HAVING THE SAME FIRE RATING OR GREATER THAN THE ELEMENT BEING PENETRATED.

NOT FOR CONSTRUCTION




Architect Beehivedesign Level 1, 5 George Street North Strathfield E: contact@beehivedesign.com.au P: 0455 641 629										Client J.J. Council City of Hobart Council		Scale		Confidence by  Anthony Hasham		 CIVIL & STORMWATER ENGINEERING SERVICES PTY LTD ABN: 27 644 432 036 Shop 1, 143-147 Parramatta Road, Concord, NSW 2137 P: (02) 8397 6500 E: info@bepdesign.com.au		Project 82 MOLLE STREET, HOBART PROPOSED RESIDENTIAL DEVELOPMENT STORMWATER CONCEPT PLANS DEVELOPMENT APPLICATION		Drawing Title COVER SHEET PLAN	
A		ISSUE FOR DEVELOPMENT APPLICATION								30/09/2021		MD		EH		OC					
Issue		Description		Date		Designed		Engineered		Checked		Scale		Project No.		Sheet No.		Sheet			
N.T.S.				210286		000		A													

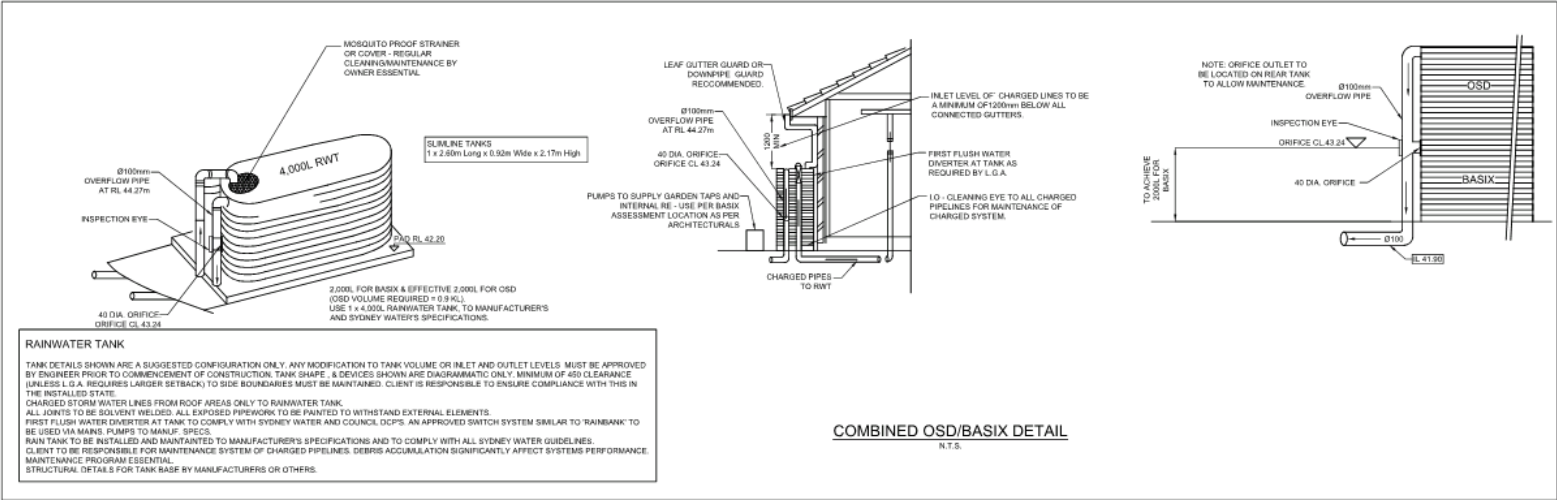




Stormwater Drainage System Maintenance Schedule			
Maintenance Action	Frequency	Responsibility	Procedure
General			
Inspect roof drainage system of building and remove any debris/sludge	Six Monthly	Strata/Maintenance Contractor	Remove any leaves or debris and sludge from gutters of building and flush downpipes of building to remove any blockages. Pits downstream of downpipes to be cleaned of flushed debris.
Inspect pits and trench drains on site and remove debris/litter/sludge	Monthly or following Rain Period	Strata/Maintenance Contractor	Remove grate. Remove any debris/litter/sludge from within pits.
Inspect site for litter and floatable debris and remove	Fortnightly	Strata/Maintenance Contractor	Remove litter from site and sweep all driveway and pathways in order to remove leaves or sediments that may enter into the drainage system.
Outlets			
Inspect RWT sump & remove any sediment/sludge	Six monthly	Strata/Maintenance Contractor	Remove grate(s). Remove sediment/sludge build-up.
Storage			
Inspect storage & remove any sediment/sludge in pit	Six monthly	Strata/Maintenance Contractor	Remove grate(s). Remove sediment/sludge build-up.
Inspect areas draining to the storage(s) & remove debris/mulch/litter etc likely to block grates	Six monthly	Strata/Maintenance Contractor	Remove debris and floatable material likely to be carried to grates.
Compare storage volume to volume approved. (Rectify if loss > 5%)	Annually	Strata/Maintenance Contractor	Compare actual storage available with Work-as Executed plans. If volume loss is greater than 5%, arrange for reconstruction to replace the volume lost. Council to be notified of the proposal.
Inspect storages for subsidence near pits	Annually	Strata/Maintenance Contractor	Check along drainage lines and at pits for subsidence likely to indicate leakages.

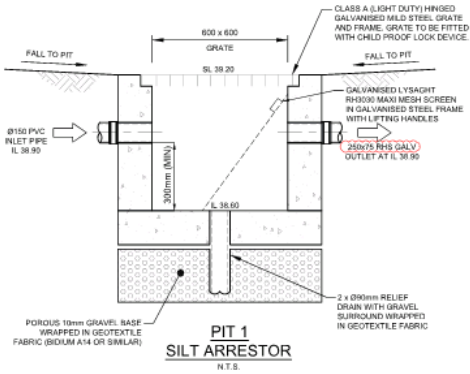
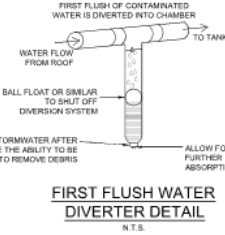
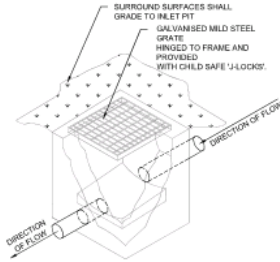
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Architect Beehivedesign Level 1, 5 George Street North Strathfield E: contact@beehivedesign.com.au P: 0455 641 629				Client J.J. Council City of Hobart Council	Scale  SCALE 1:100 @ A1	Confirmed By  Anthony Hasham	 CHS & STORMWATER ENGINEERING SERVICES PTY LTD ABN: 27 644 422 506 Shop 1, 145-147 Pennantua Road, Concord, NSW 2131 P(02) 6397 0550 E:info@csconsult.com.au	Project 82 MOLLE STREET, HOBART PROPOSED RESIDENTIAL DEVELOPMENT STORMWATER CONCEPT PLANS DEVELOPMENT APPLICATION	Drawing Title MAINTENANCE SCHEDULE & CATCHMENT PLAN
A ISSUE FOR DEVELOPMENT APPLICATION				30/09/2021	MD	EH	OC		
Issue Description				Date	Designed	Engineered	Checked		
Scale 1:100									
Project No. 210286									
Sheet No. 102									
Revised A									



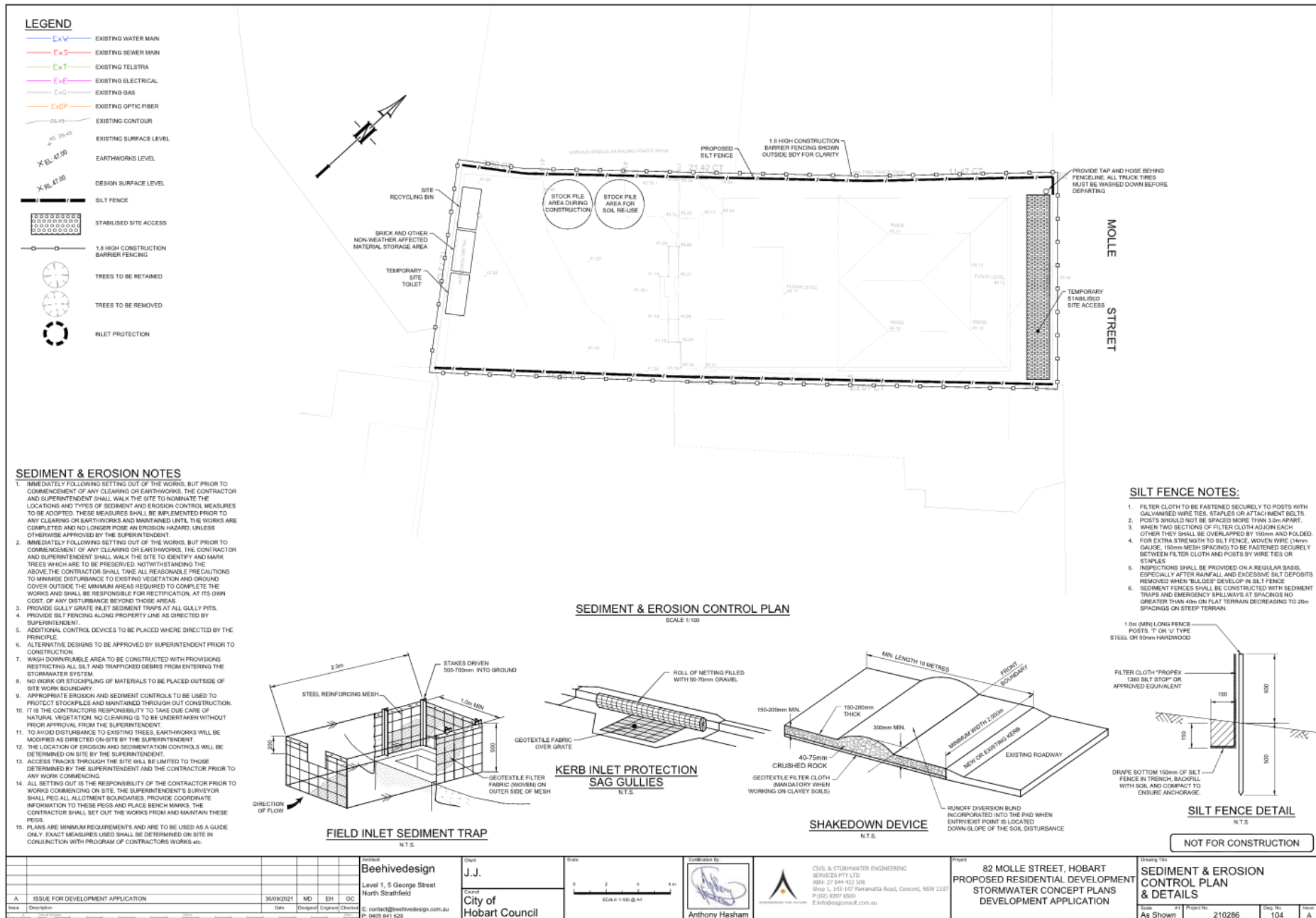
DRAINS RESULTS		
YEAR (event)	PRE DEVELOP FLOWS (l/s)	POST DEVELOP FLOWS INCLUDING BY-PASS (l/s)
5	4	4
10	6	6
20	8	7
50	11	10
100	13	12

DRAINS RESULT



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Level 1, 5 George Street North Strathfield		City of Hobart Council	Anthony Hasham					
Issue Description		Date	Designed	Engineered	Checked	Project No.	Sheet No.	Page No.
A ISSUE FOR DEVELOPMENT APPLICATION		05/11/2021	MD	EH	OC	210286	103	212
B ISSUE FOR DEVELOPMENT APPLICATION		30/09/2021	MD	EH	OC			





ACE CIVIL STORMWATER PTY LTD
ABN: 27 644 422 506



ACE Civil Stormwater Services Pty Ltd

Flood Impact Assessment

Proposed Residential Development
82 Molle Street, Hobart, TAS 7000

Prepared For
City of Hobart Council

Client
Qingwei Wang

Project No.
ACE210286

Issue A September 2021



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ACE CIVIL STORMWATER PTY LTD
ABN: 27 644 422 508



Document Information

Project No: ACE210286				
Report Type: Flood Impact Assessment				
Site Address: 82 Molle Street, Hobart TAS 7000				
Document Filename: ACE210286.FIA.DA - 82 Molle Street, Hobart, revA.doc				
Issue A		Position	Date	Comments
Prepared By	Katrina Salloum	Civil Engineer	8 September 2021	Nil
Reviewed By	Osman Chowdhury	Director	9 September 2021	Nil

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Client	Comments
Qingwei Wang	Nil

Disclaimer

The advice and information contained within this report relies on the quality of the records and other data provided by the Client and obtained from Council along with the time and budgetary constraints imposed.



ACE CIVIL STORMWATER PTY LTD
ABN: 27 644 422 508



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ACE CIVIL STORMWATER PTY LTD
ABN: 27 644 422 508



1 INTRODUCTION

ACE Civil Stormwater Services have been commissioned to undertake a Flood Impact Assessment for the Proposed Residential Development at 82 Molle Street, Hobart.

This report will:

1. Determine the existing stormwater characteristics of the overland flowpath hydraulics and capacity;
2. Define the flood risk for the proposed development in accordance with the *City of Hobart Council* Flood Risk Management Policy;
3. Set development levels for the proposed development in accordance with Council's guidelines;
4. Discuss risk management in accordance with Council's Flood Risk Management Guidelines; and
5. Provide flood risk management procedures for the proposed development.

This report has been prepared generally in accordance with City of Hobart Council advice, Council's Flood Risk Management Policies and other reference documents.



ACE CIVIL STORMWATER PTY LTD
ABN: 27 644 422 508



2 SITE DETAILS

2.1 Location

The proposed development site is located within the municipality of City of Hobart Council. The property has a total site area of approximately 469.86m² by title. The site is bounded by Molle Street to the east and by built up allotments to the west, north and south.

Figure 2-1 below shows the site's location outlined in red and the overland flowpath in blue arrows.

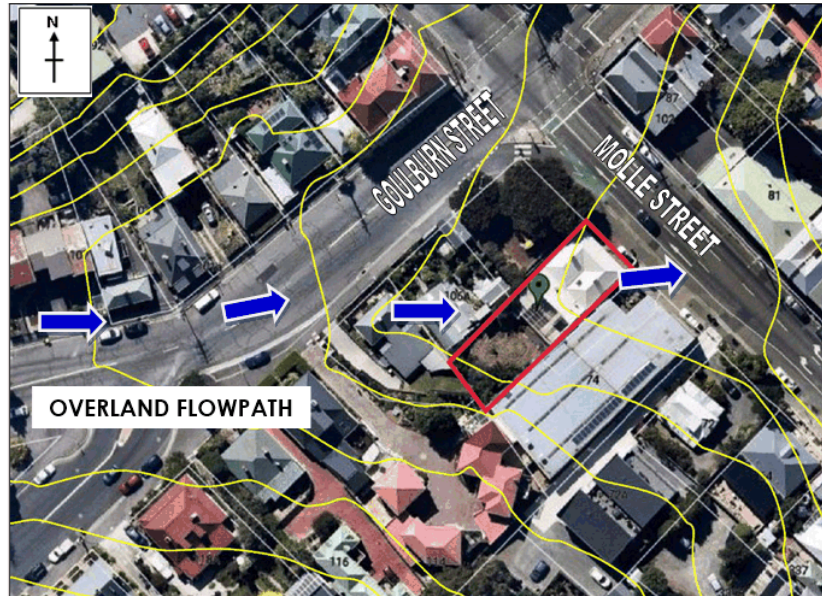


Figure 2-1– Approximate Site Location



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2.2 Proposed Development

The proposed development will see additions and alterations to the existing development along with the construction of a residential dwelling to the rear of the site. Access to the site shall be via Molle Street.

Refer to **Figure 2-2** for the site plan, and **Appendix B** for the architectural plans of the proposed development.

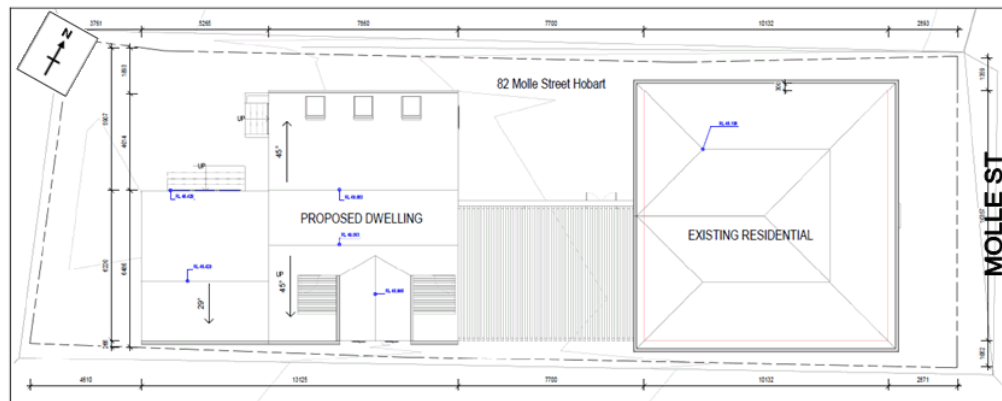


Figure 2-2 – Site Plan



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2.3 Topography and Drainage

The topography of the upstream catchment is entirely urbanised area.

Available LIDAR data illustrate the subject site forms part of a local overland flowpath with a catchment area of approximately **83.05ha** in size.

Figure 2-3 below shows the upstream catchment area in blue.

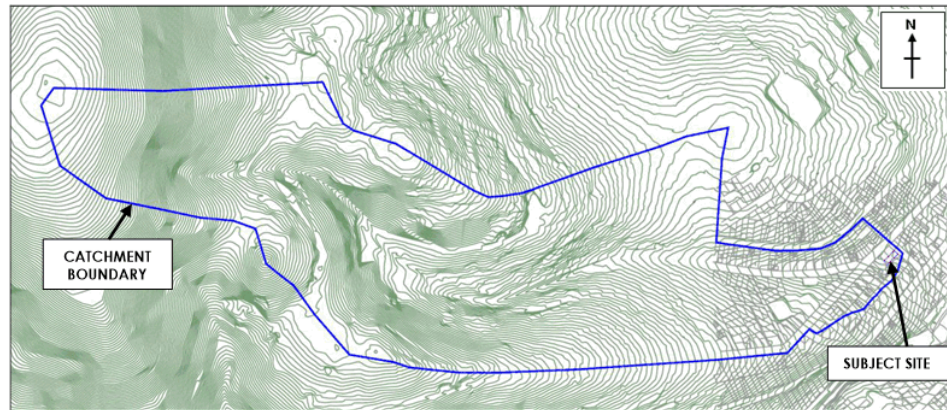


Figure 2-3 - Catchment Map



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3 FLOOD IMPACTS

3.1 External Catchment Flow

DRAINS ILSAX model was used for the 1 in 100 year ARI event to analyse the existing catchment and determine the volume of overland flow entering the site.

DRAINS is an integrated hydrological and hydraulic model. It is capable of modelling the hydrology through an ILSAX module including detention storages. Model parameters for sub catchment storages have been selected from recommended design values from the following data sources:

- Catchment roughness values – Based on aerial photography, site inspections and previous experience with similar hydrologic assessment; and
- Intensity-Frequency-Duration (IFD) values and rainfall temporal patterns were sourced from the Australian Government, Bureau of Meteorology.

As requested by City of Hobart Council, the rainfall intensity has been increased by 30% to take into consideration the projected climate change and 1% AEP flows for the year 2100.

The model result for the overland flowpath's existing urban catchment is shown in the table below:

Table 3-1 – Catchment Flow

Scenario	100 year Peak Flow for the year 2100 (m ³ /s)
83.05ha Existing Overland Flow Catchment	17.70

Refer to **Appendix C** for *DRAINS Model Layout* results.

There are several hydraulic parameters often used to simulate overland flows. As seen in **Table 3-2** below, this was not required in this instance.

Table 3-2 - Hydraulic Parameters

Scenario	100 year Peak Flow Capacity (m ³ /s)
Upstream Pipe Network Storage (An allowance for upstream pipe storage has not been made)	N/A
Catchment Bypass (An allowance for bypass such as intercepting roads have not been made as mentioned above)	N/A



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3.2 Hydraulic Analysis

The open channel flow hydraulic analysis in HEC-RAS was conducted for the 'pre-development' and 'post-development' scenarios.

A Manning's 'n' value of 0.035 for grass and 0.013 for road pavement areas were adopted.

The existing structures within the subject site have been modelled as complete blockage in the pre-development scenario.

The existing structures within the neighbouring property have been also modelled as full obstruction in the pre-development and post-development scenarios.

For the post development scenario, the proposed residential dwelling was originally modelled as a complete blockage to the flowpath. This produced adverse impact on water levels. It was found that safe unobstructed passage for flows is required under a portion of the proposed dwelling to ensure no water level impact to the site or adjoining properties.

The Kitchen and Living room were elevated above ground with open subfloor underneath, while Bedroom 3 was modelled as complete blockage.

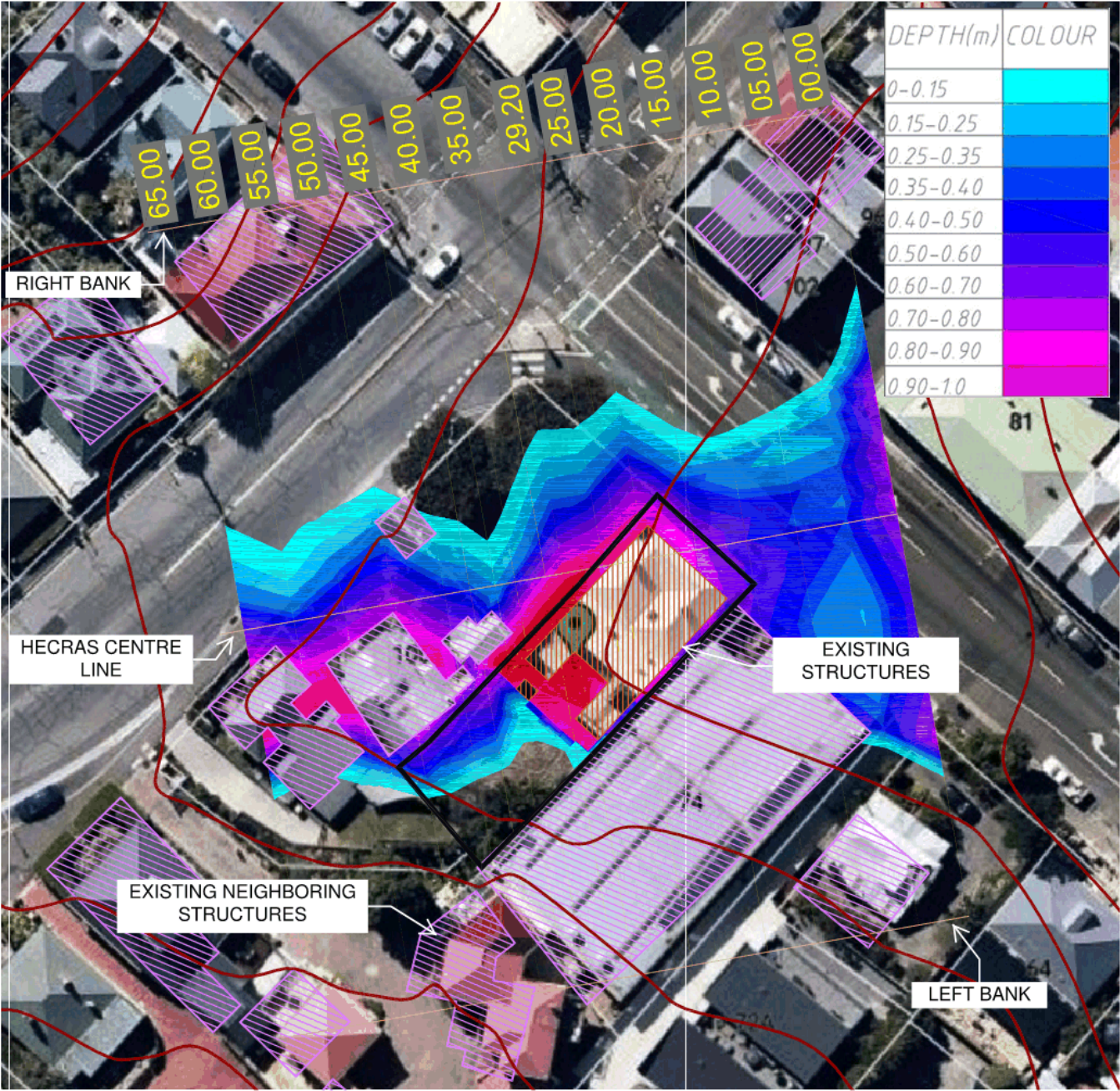
The proposed winter garden was also included within the model as complete blockage.



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Figure 3-1 - Hec-Ras sections and Pre Development Flood Extent

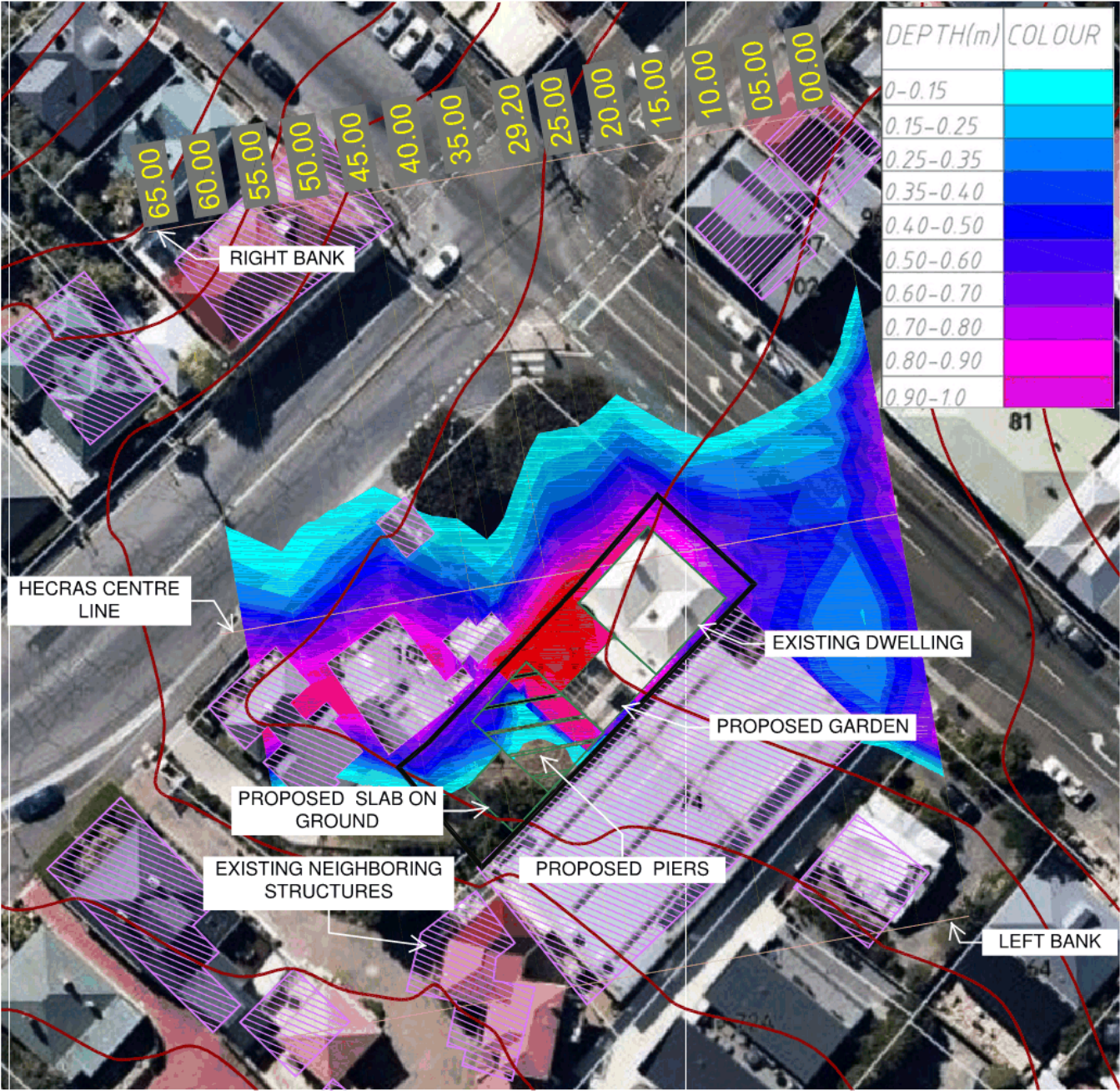




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Figure 3-2 - Hec-Ras sections and Post Development Flood Extent





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Tabulated below in **Table 3-3**, **Table 3-4**, & **Table 3-5** are the calculated site flood levels, depths and velocities from the external catchment draining onto the proposed development site.

Table 3-3 - Pre-Development Flood Data

Chainage	100 year Peak Flow (m3/s)	Water Surface Level (m)	Flow Depth (m)	Velocity (m/s)	vd
65	17.700	43.240	1.080	2.090	2.26
60	17.700	42.690	1.030	2.270	2.34
55	17.700	42.500	0.940	2.080	1.96
50	17.700	42.340	0.860	2.130	1.83
45	17.700	41.790	0.780	2.030	1.58
42.5	17.700	41.570	0.940	2.040	1.92
40	17.700	41.260	1.260	2.150	2.71
38	17.700	41.240	1.240	1.360	1.69
35	17.700	41.260	1.260	0.980	1.23
33.2	17.700	41.260	1.260	1.010	1.27
29.8	17.700	41.010	1.020	2.270	2.32
27.5	17.700	40.940	1.030	2.270	2.34
25	17.700	40.890	1.020	2.280	2.33
20	17.700	40.280	0.780	2.230	1.74
15	17.700	39.770	0.590	2.080	1.23
10	17.700	39.350	0.470	1.840	0.86
5	17.700	39.000	0.400	1.640	0.66
0	17.700	39.070	0.750	0.630	0.47

Table 3-4 - Post-Development Flood Data

Chainage	100 year Peak Flow (m3/s)	Water Surface Level (m)	Flow Depth (m)	Velocity (m/s)	vd
65	17.700	43.240	1.080	2.090	2.26
60	17.700	42.690	1.030	2.270	2.34
55	17.700	42.500	0.940	2.080	1.96
50	17.700	42.340	0.860	2.130	1.83
45	17.700	41.790	0.780	2.040	1.59
42.5	17.700	41.580	0.950	2.110	2.00
40	17.700	41.270	1.270	2.160	2.74
38	17.700	41.210	1.210	1.330	1.61
35	17.700	41.240	1.240	0.850	1.05
33.2	17.700	41.240	1.240	0.900	1.12
29.2	17.700	40.980	1.010	2.260	2.28
27.5	17.700	40.920	1.020	2.240	2.28
25	17.700	40.870	1.010	2.290	2.31
20	17.700	40.270	0.770	2.230	1.72
15	17.700	39.770	0.590	2.080	1.23
10	17.700	39.350	0.470	1.840	0.86
5	17.700	39.000	0.400	1.640	0.66
0	17.700	39.070	0.750	0.630	0.47



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Table 3-5 - Pre-Development Vs Post Development Data

Chainage	Flow Depth Difference (m)	Pre-Development VD	Post Development VD	Difference VD
65	0.000	2.26	2.26	0.00
60	0.000	2.34	2.34	0.00
55	0.000	1.96	1.96	0.00
50	0.000	1.83	1.83	0.00
45	0.000	1.58	1.59	0.01
42.5	0.010	1.92	2.00	0.09
40	0.010	2.71	2.74	0.03
38	-0.030	1.69	1.61	-0.08
35	-0.020	1.23	1.05	-0.18
33.2	-0.020	1.27	1.12	-0.16
29.2	-0.030	2.32	2.28	-0.03
27.5	-0.020	2.34	2.28	-0.05
25	-0.020	2.33	2.31	-0.01
20	-0.010	1.74	1.72	-0.02
15	0.000	1.23	1.23	0.00
10	0.000	0.86	0.86	0.00
5	0.000	0.66	0.66	0.00
0	0.000	0.47	0.47	0.00

It is important to note that although there is a slight increase in the water level and VD product, the water level and VD product are considered acceptable taking into account the software's limitation and capabilities.

Additional flood storage is witnessed at the subject site which also lead to a lower VD product.



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4 CRITERIA FOR SETTING FLOOR LEVELS

All precautions within the planning and design stages of the proposed development should be taken to ensure that the risk of flood impacts are minimised.

The habitable floor level will be set at 1% AEP flood level (upstream of the proposed dwelling) plus 0.5m freeboard.

The minimum required floor level of the proposed dwelling shall be set at RL 42.3m AHD (*interpolating between the water level of station 45 & 50 plus 0.5m freeboard*).

5 FLOOD CLASSIFICATION

Three Flood Classifications have been defined as follows:

1. **High Flood Risk Precinct;** This has been defined as the area of land below the 100-year flood event that is either subject to a high hydraulic hazard or where there are significant evacuation difficulties.

The high flood risk precinct is where high flood damages, potential risk to life or evacuation problems would be anticipated, or development would significantly and adversely effect flood behaviour. Most development should be restricted in this precinct. In this precinct, there would be a significant risk of flood damages without compliance with flood related building and planning controls.

2. **Medium Flood Risk Precinct;** This has been defined as land below the 100 year flood event that is not within a High Flood Risk Precinct. This is land that is not subject to a high hydraulic hazard or where there are no significant evacuation difficulties.

In this precinct there would still be a significant risk of flood damage, but these damages can be minimised by the application of appropriate development controls

3. **Low Flood Risk Precinct;** This has been defined as all land within the floodplain (ie. Within the extent of the probable maximum flood) but not identified within either a High Flood Risk or a Medium Flood Risk Precinct. The Low Flood Risk Precinct is that area above the 100 year flood event.

The Low Flood Risk Precinct is where risk of damages are low for most land uses. The Low Flood Risk Precinct is that area above the 100 year flood and most land uses would be permitted within this precinct.

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6 FLOOD SAFETY AND AMENITY ISSUES

The subject site is identified as **Medium to High Flood Risk**. Council has adopted some restrictions for the following:

1. To ensure the proposed development does not result in unreasonable social, economic or environmental impacts upon the amenity or ecology of an area;
2. To minimise the safety risk by ensuring the provision of reliable access from areas affected by flooding;
3. To minimise the damage to private property and council assets;
4. To ensure the proposed development does not have an adverse impact on other properties;
5. To ensure all occupants a safe refuge within the site or establish evacuation procedures to a safe refuge above the flood levels outside the site;
6. Set all external power points, air conditioning units, hot water systems and pumps for rainwater tanks above the habitable floor levels.

7 FLOOD RESTRICTIONS

Floor Levels: The floor level of the proposed development are to be in accordance with the advice given in this report (**Section 4**).

Building Components: All proposed structures in the flooded area are to have flood compatible building components below the flood levels. A structural assessment is advised prior to occupation of building by an accredited Structural Engineer.

In order for the proposed development to not have adverse impacts on surrounding properties, it is recommended that open style fencing should be adopted within the floodway area (if fencing are to be replaced) to ensure no blockages/obstructions to external flows. It is also recommended that no OSD basin retaining walls, garden bed etc. impeded flows within the floodway.

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8 FLOOD RISK MANAGEMENT

Existing Development

As the existing development being one-storied, there might be no area on the site above the PMF level. Therefore, vertical evacuation within the dwelling is not considered a possible evacuation strategy for this dwelling.

Early evacuation is the preferred management strategy for the existing dwelling in this area.

The residents should be warned as soon as possible and made aware of rising water levels so they can evacuate early to a place of refuge above the PMF flood waters, in the surrounding area. Residents shall evacuate to higher ground or to the north of Molle Street.

It is recommended that adequate warning signs be placed in areas which are visible to ensure occupants are educated with regards to evacuation locations and procedures. All residential tenancies within the subject site are also to be made aware and educated about flood evacuation requirements and procedures. Residents should also familiarise themselves with the following emergency contact numbers:

City of Hobart After Hours Emergency Telephone Number: 03 6238 2711

Storm and Flood Emergency Assistance: 132 500

Critical emergency: 000 for Police or Ambulance.

Proposed Development

The proposed development complies with Council's flood evacuation requirements. In order to evacuate, residents would not have to travel through deep water to reach a place of refuge above the PMF flood waters.

It is anticipated that able residents could seek refuge above the PMF within the proposed units on the first floor.

9 CONCLUSION

This Flood Impact Assessment has been prepared to support the Proposed Residential Development at 82 Molle Street, Hobart.

The report concluded the below:

- The subject site is affected by the 100-year storm event.
- Portion of the proposed development must be elevated on piers to allow for overland flow underneath.
- Floor level for the proposed development is addressed and stated within **Section 4** of the report.

This report shows that the requirements of the Council can be achieved, and therefore recommends that the proposed development proceeds.



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10 REFERENCES

1. Australia Government, Bureau of Meteorology Website
<http://www.bom.gov.au/>
2. City of Hobart Council – Hobart Interim Planning Scheme 2015
3. New South Wales Government – Floodplain Development Manual – The management of flood liable land, April 2005



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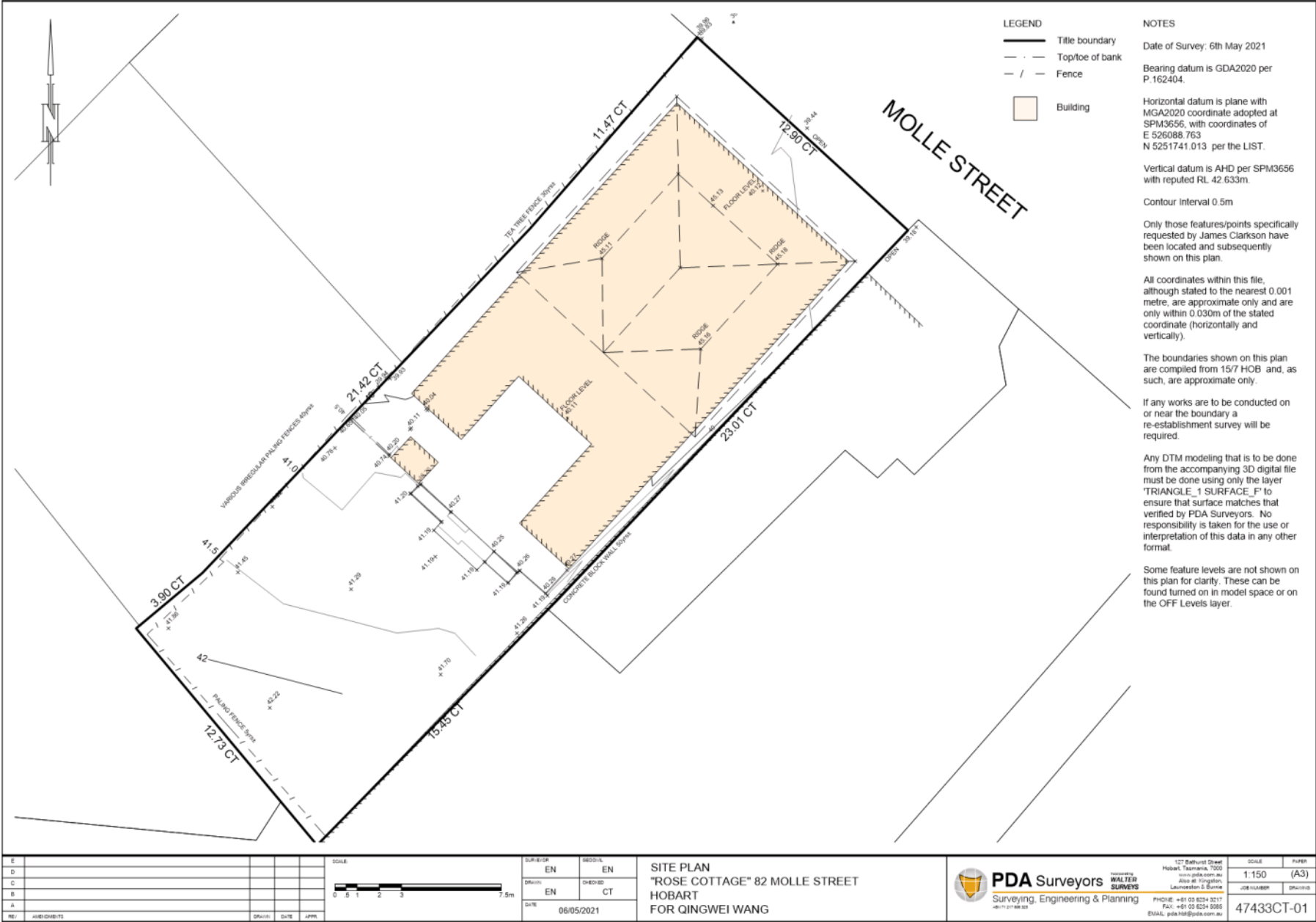
11 APPENDICES



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Appendix A SURVEY PLAN

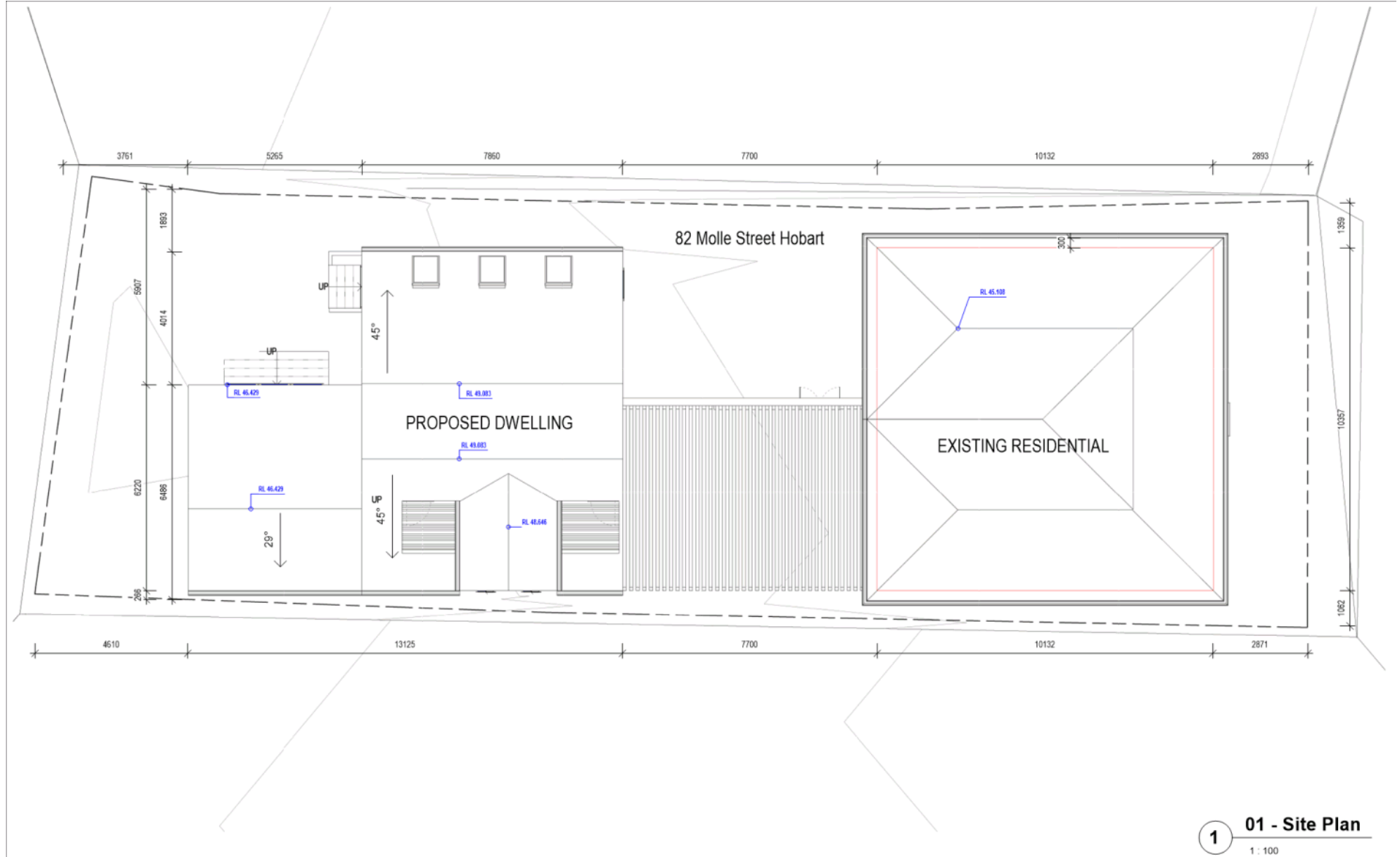




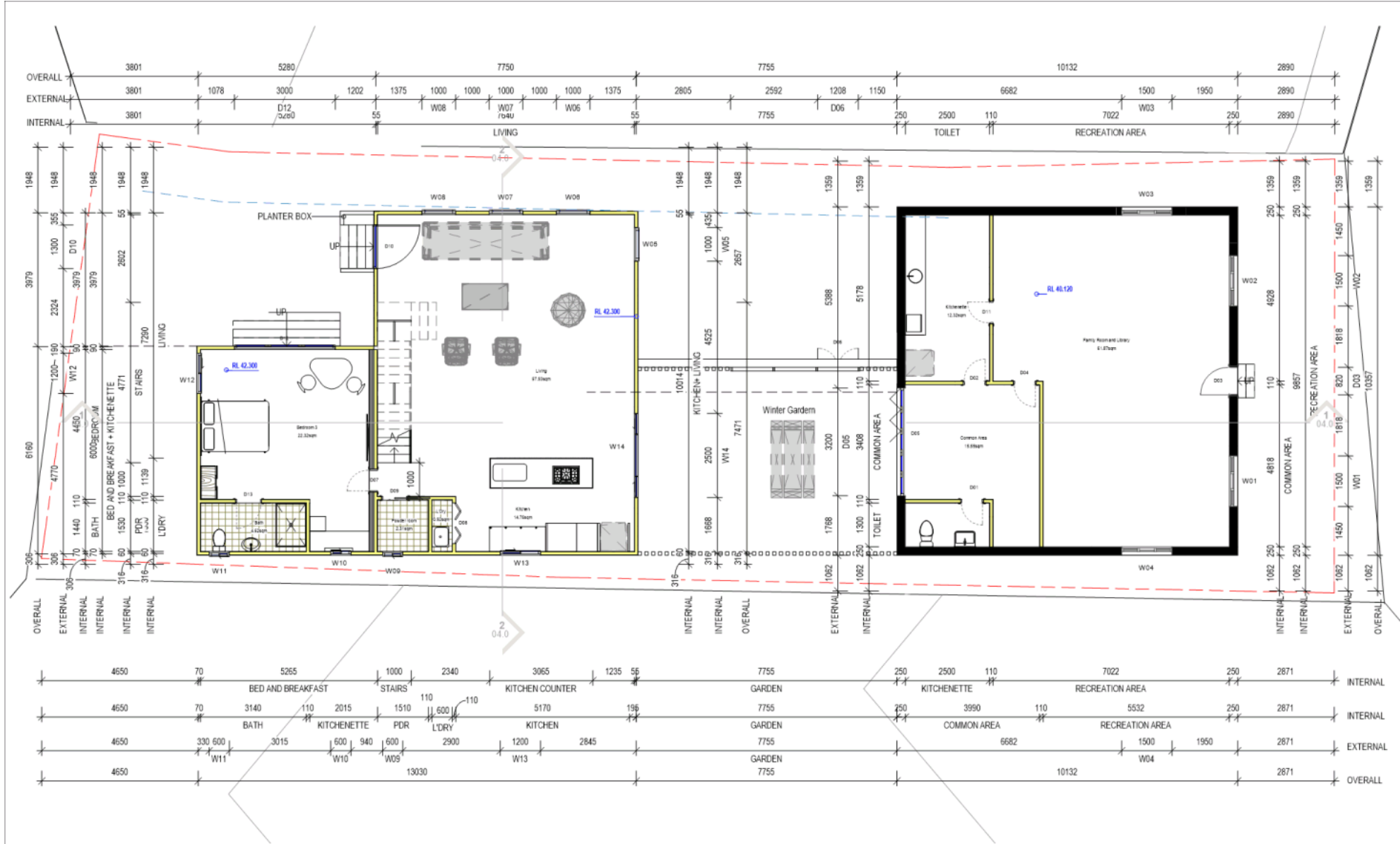
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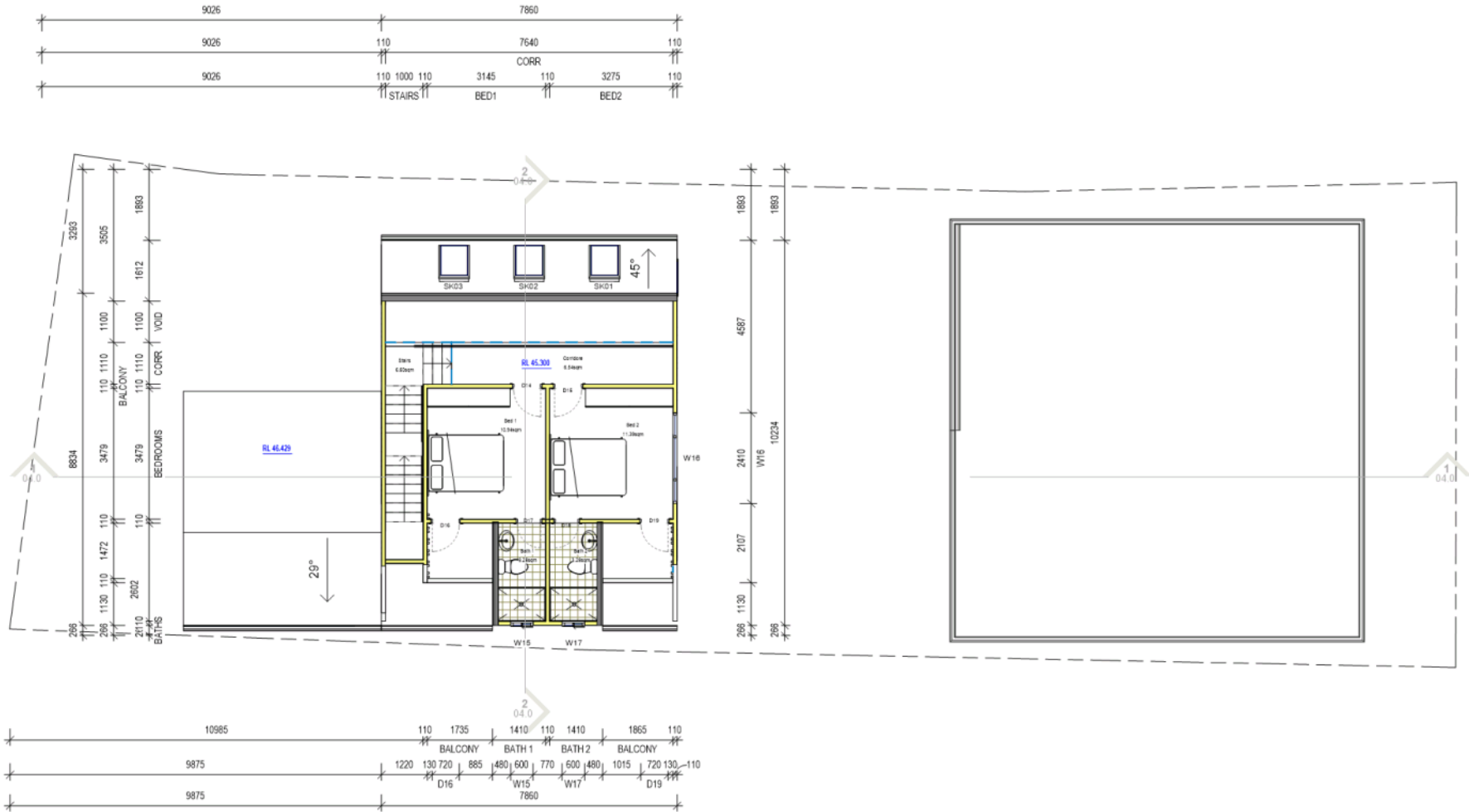
Appendix B DEVELOPMENT LAYOUT PLANS



1 01 - Site Plan
1 : 100



1 Ground Floor Plan - Proposed
1 : 100



1 Dwelling FFL
1 : 100

NOTES:
1. Architectural documents are to be read in conjunction with relevant structural, fire, services, mechanical, electrical, plumbing, civil and landscaping documents.
2. Do not scale drawings. All figures dimensions etc. shown included or any omitted, between site conditions and documents. Contractor to verify all dimensions on site before commencing construction.
3. Any extra work indicated hereafter must be claimed and approved in writing before proceeding otherwise no extra will be allowed for.
4. All materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards.
5. These drawings are not to be used for construction unless drawings are signed and sealed by a registered professional.
6. These documents may only be used for the purposes for which they were commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.05.21	Initial Design	AA
B	07.09.21	Revision 1	AA

DRAWING TITLE: First Floor Plan
DRAWN BY: KB
CHECKED BY: A.Amirashari
LOT: NA | SEC: | DP: NA
COUNCIL AREA:



SITE ADDRESS: 82 Mollie St, Hobart
CLIENT: JJ
ISSUED FOR: Issued for DA
PROJECT TYPE: Design
SCALE: 1 : 100
DATE: Sept 2021
REV: B
SHEET NO: 02.1



Level 1, 5 George St
North Strathfield
www.bendanddesign.com.au
contact@bendanddesign.com.au
Phone: 0405 841 829
A.B.N: 55 044 232 708



Project No. P45



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Appendix C DRAINS MODEL LAYOUT & RESULTS



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DRAINS Model Layout with results (1 in 100 year ARI)

Sub-Catchment Data
✕

Sub-catchment name

Sub-catchment area (ha)

Hydrological Model

☒ Default model

☐ You specify

Use

☐ abbreviated data

☒ more detailed data

Note: The additional times you specify will be added to the times calculated from flow path length, slope and roughness to get the total times of concentration.

	Paved	Supplementary	Grassed
Percentage of area	<input type="text" value="70"/>	<input type="text" value="0"/>	<input type="text" value="30"/>
Additional time (mins)	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Flow path length (m)	<input type="text" value="2305"/>	<input type="text" value="0"/>	<input type="text" value="2305"/>
Flow path slope (%)	<input type="text" value="14.5"/>	<input type="text" value="0"/>	<input type="text" value="14.5"/>
Retardance coefficient n*	<input type="text" value="0.012"/>	<input type="text" value="0"/>	<input type="text" value="0.035"/>

Notes

OK

Cancel

Customise Storms

Help



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DRAINS Results Output (1 in 100 year ARI)

DRAINS results prepared from Version 2021.01							
PIT / NODE DETAILS				Version 8			
Name	Max HGL	Max Pond HGL	Max Surface Flow Arriving (cu.m/s)	Max Pond Volume (cu.m)	Min Freeboard (m)	Overflow (cu.m/s)	Constraint
SUB-CATCHMENT DETAILS							
Name	Max Flow Q (cu.m/s)	Paved Max Q (cu.m/s)	Grassed Max Q (cu.m/s)	Paved Tc (min)	Grassed Tc (min)	Supp. Tc (min)	Due to Storm
Cat1	17.658	15.761	1.898	14.49	27.54		0 1% AEP, 15 min burst, Storm 7



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Appendix D

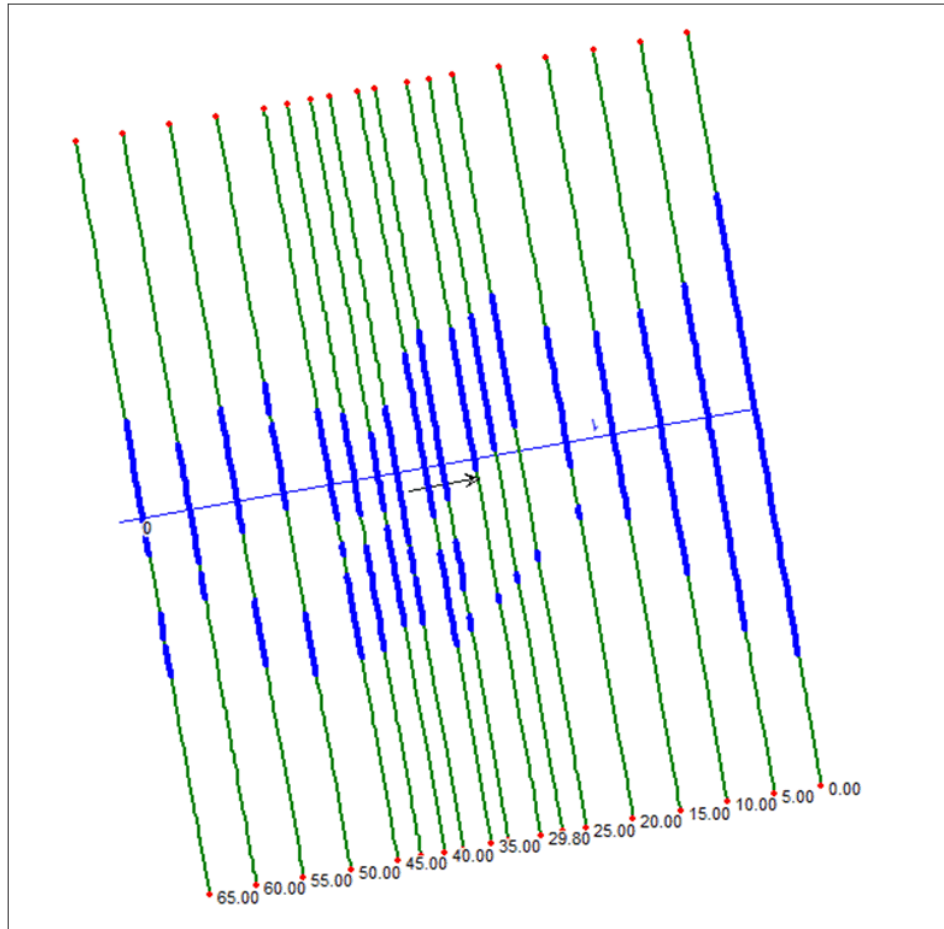
HEC-RAS OUTPUT DATA



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HEC-RAS Plan View (Pre-Development Scenario)

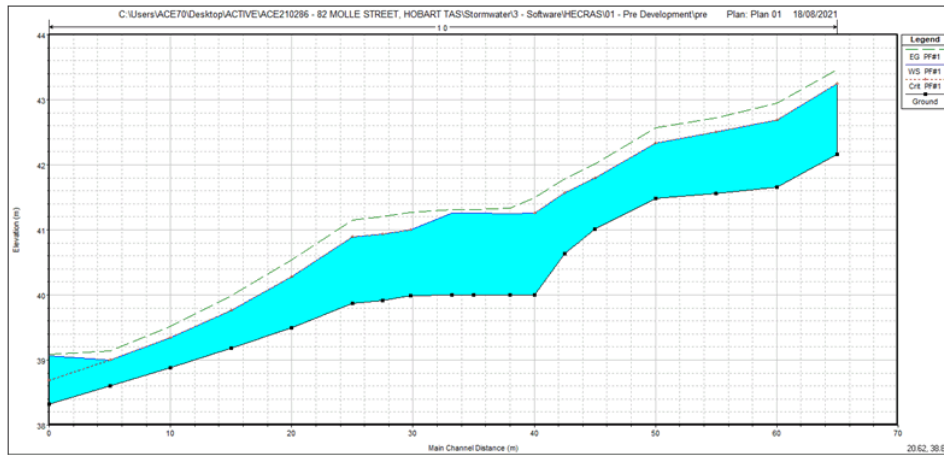




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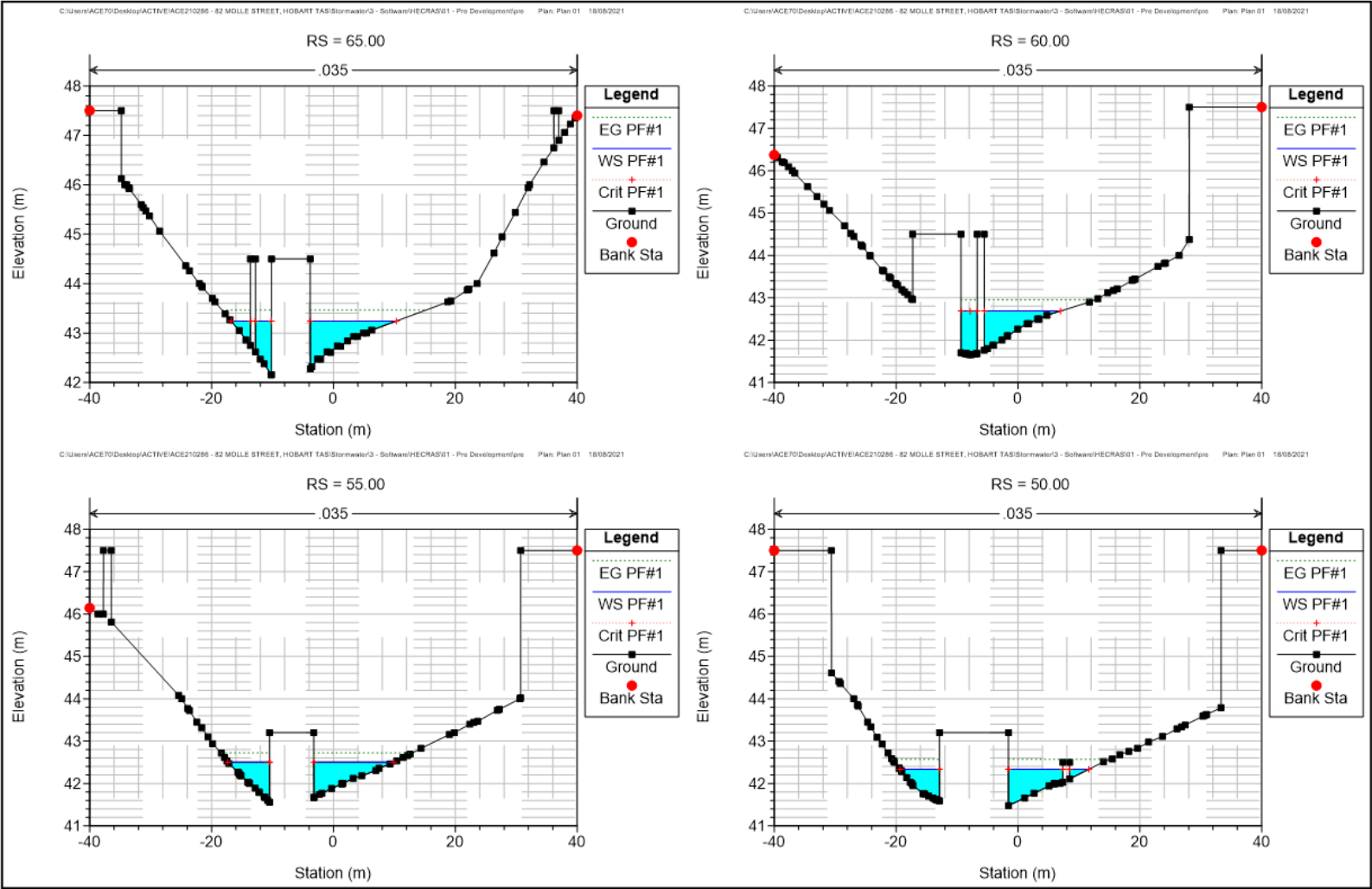


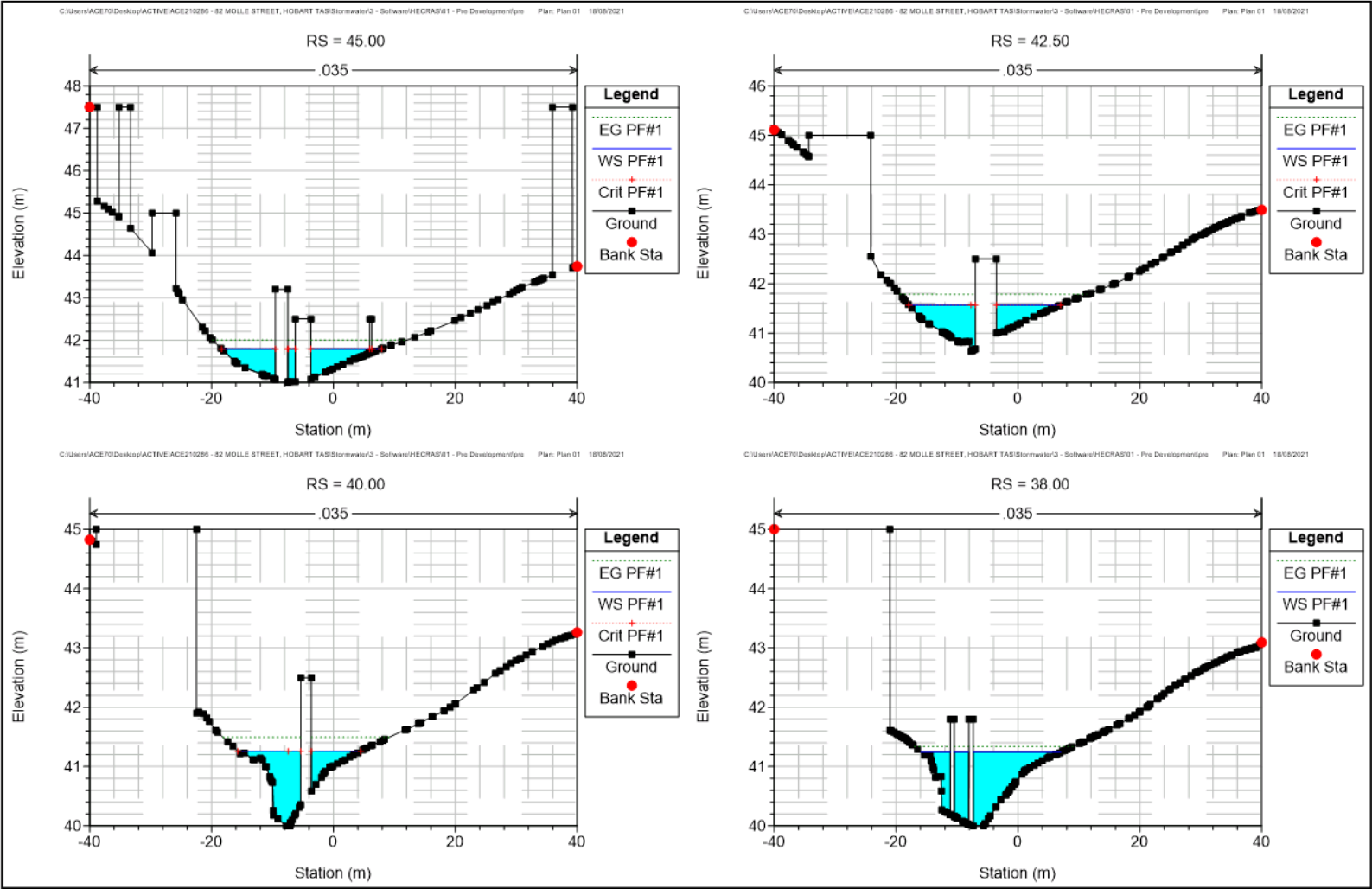
HEC-RAS Long Section (Pre-Development Scenario)

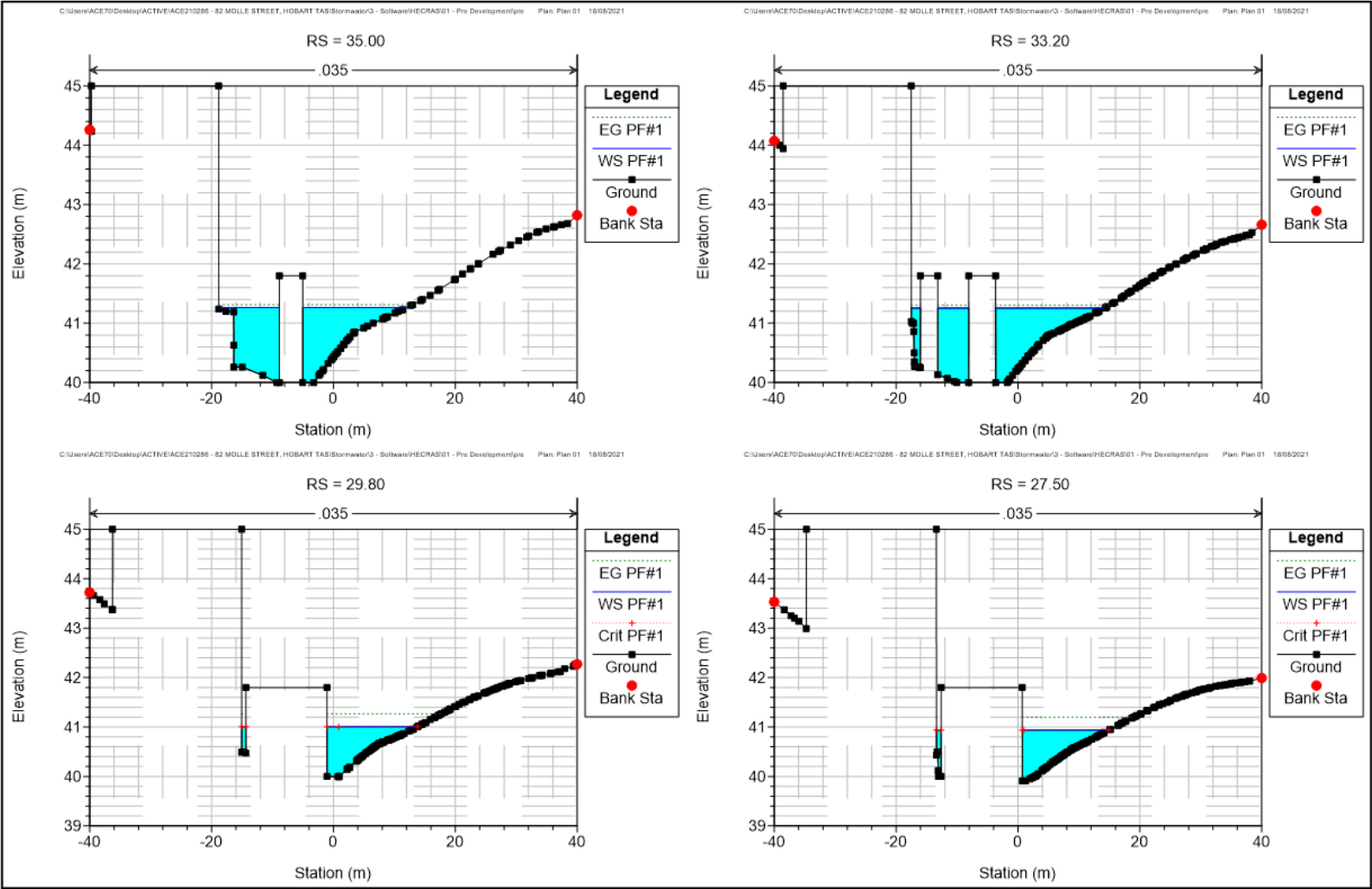


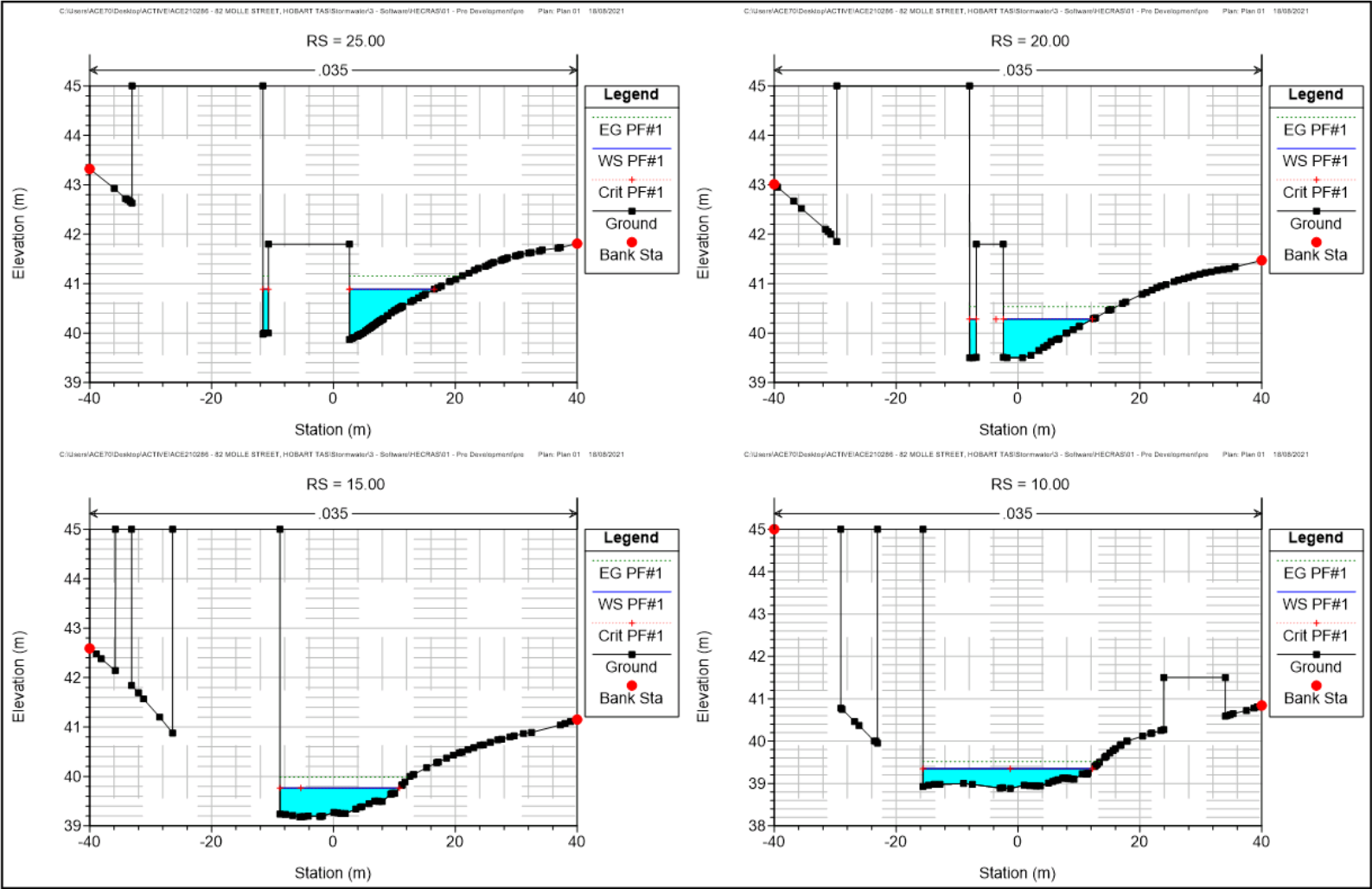
HEC-RAS Tabulated Results (Pre-Development Scenario)

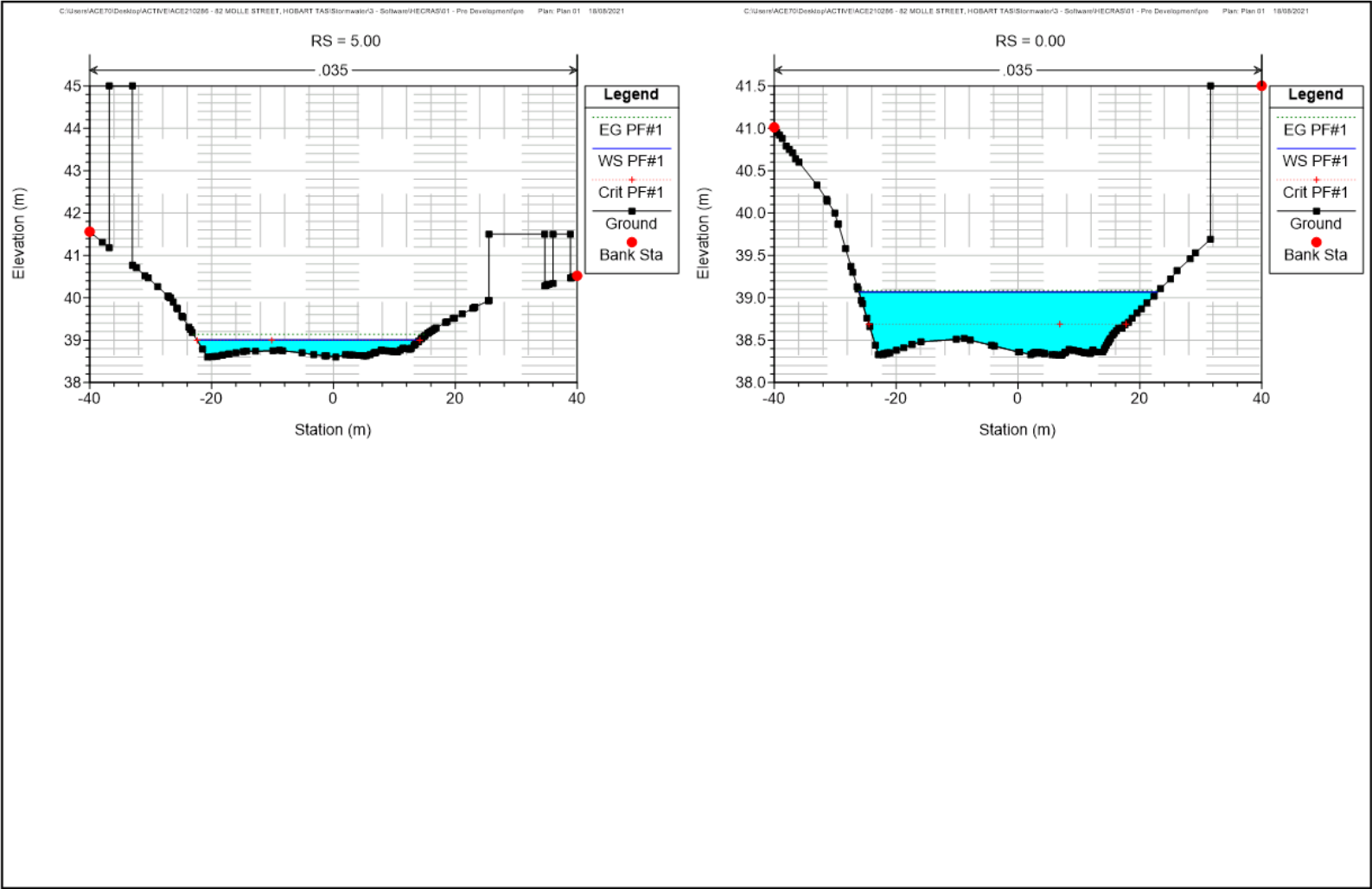
HEC-RAS Plan: Plan 01 River: 1 Reach: 0 Profile: PF#1												
Reach	River Sta	Profile	Q Total (m3/s)	Min Ch El (m)	W.S. Elev (m)	Crit W.S. (m)	E.G. Elev (m)	E.G. Slope (m/m)	Vel Chnl (m/s)	Flow Area (m2)	Top Width (m)	Froude # Chl
0	65.00	PF#1	17.70	42.16	43.24	43.24	43.47	0.020424	2.09	8.48	19.94	1.02
0	60.00	PF#1	17.70	41.66	42.69	42.69	42.95	0.019313	2.27	7.81	15.16	1.01
0	55.00	PF#1	17.70	41.56	42.50	42.50	42.72	0.018615	2.08	8.51	19.99	1.02
0	50.00	PF#1	17.70	41.48	42.34	42.34	42.57	0.018706	2.13	8.33	18.56	1.01
0	45.00	PF#1	17.70	41.01	41.79	41.79	42.01	0.020116	2.03	8.71	21.30	1.01
0	42.50	PF#1	17.70	40.63	41.57	41.57	41.78	0.018717	2.04	8.67	21.40	1.02
0	40.00	PF#1	17.70	40.00	41.26	41.26	41.49	0.019223	2.15	8.23	18.42	1.03
0	38.00	PF#1	17.70	40.00	41.24		41.34	0.005904	1.36	13.05	21.66	0.56
0	35.00	PF#1	17.70	40.00	41.26		41.31	0.002382	0.98	18.03	27.01	0.38
0	33.20	PF#1	17.70	40.00	41.26		41.31	0.002545	1.01	17.54	24.48	0.38
0	29.80	PF#1	17.70	39.99	41.01	41.01	41.27	0.018619	2.27	7.81	15.52	1.02
0	27.50	PF#1	17.70	39.91	40.94	40.94	41.20	0.019063	2.27	7.80	14.96	1.00
0	25.00	PF#1	17.70	39.87	40.89	40.89	41.15	0.019119	2.28	7.75	14.80	1.01
0	20.00	PF#1	17.70	39.50	40.28	40.28	40.54	0.018372	2.23	7.92	15.72	1.01
0	15.00	PF#1	17.70	39.18	39.77	39.77	39.99	0.016768	2.08	8.50	19.59	1.01
0	10.00	PF#1	17.70	38.88	39.35	39.35	39.52	0.017430	1.84	9.62	27.81	1.00
0	5.00	PF#1	17.70	38.60	39.00	39.00	39.14	0.016854	1.64	10.79	36.62	0.96
0	0.00	PF#1	17.70	38.32	39.07	38.69	39.09	0.001001	0.63	28.29	48.97	0.26









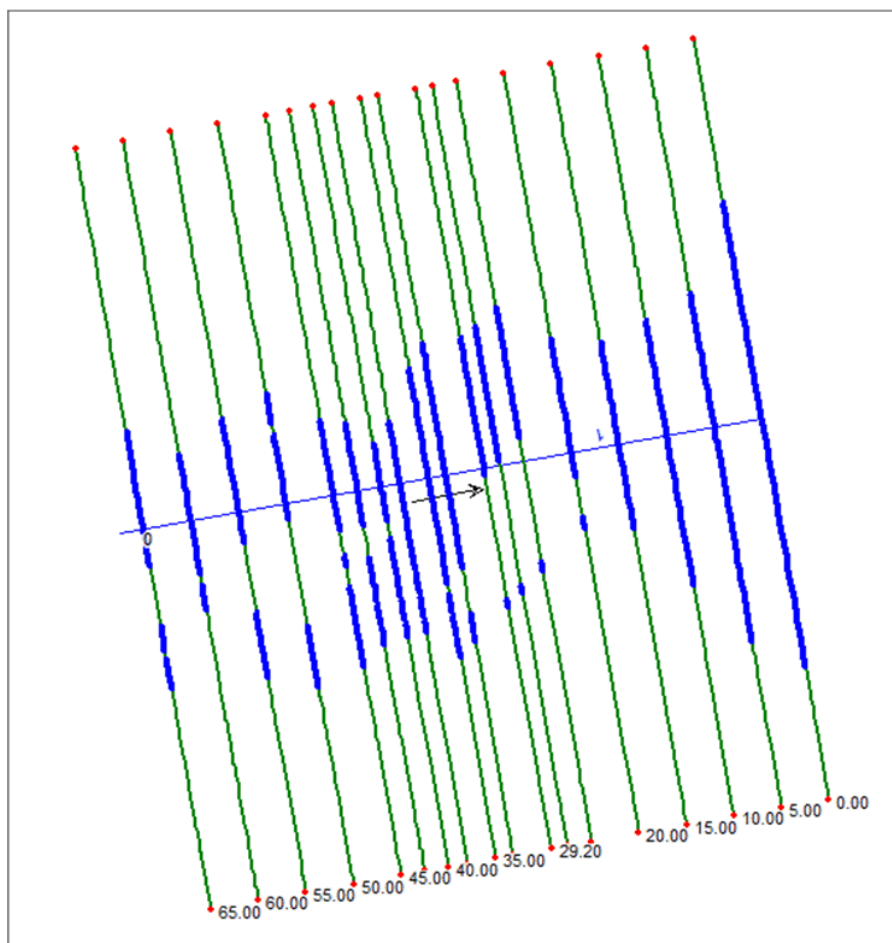




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HEC-RAS Plan View (Post-Development Scenario)

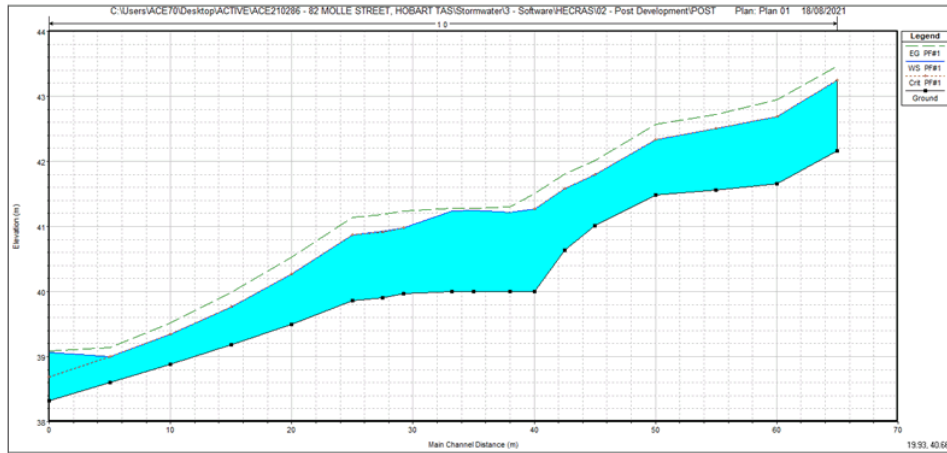




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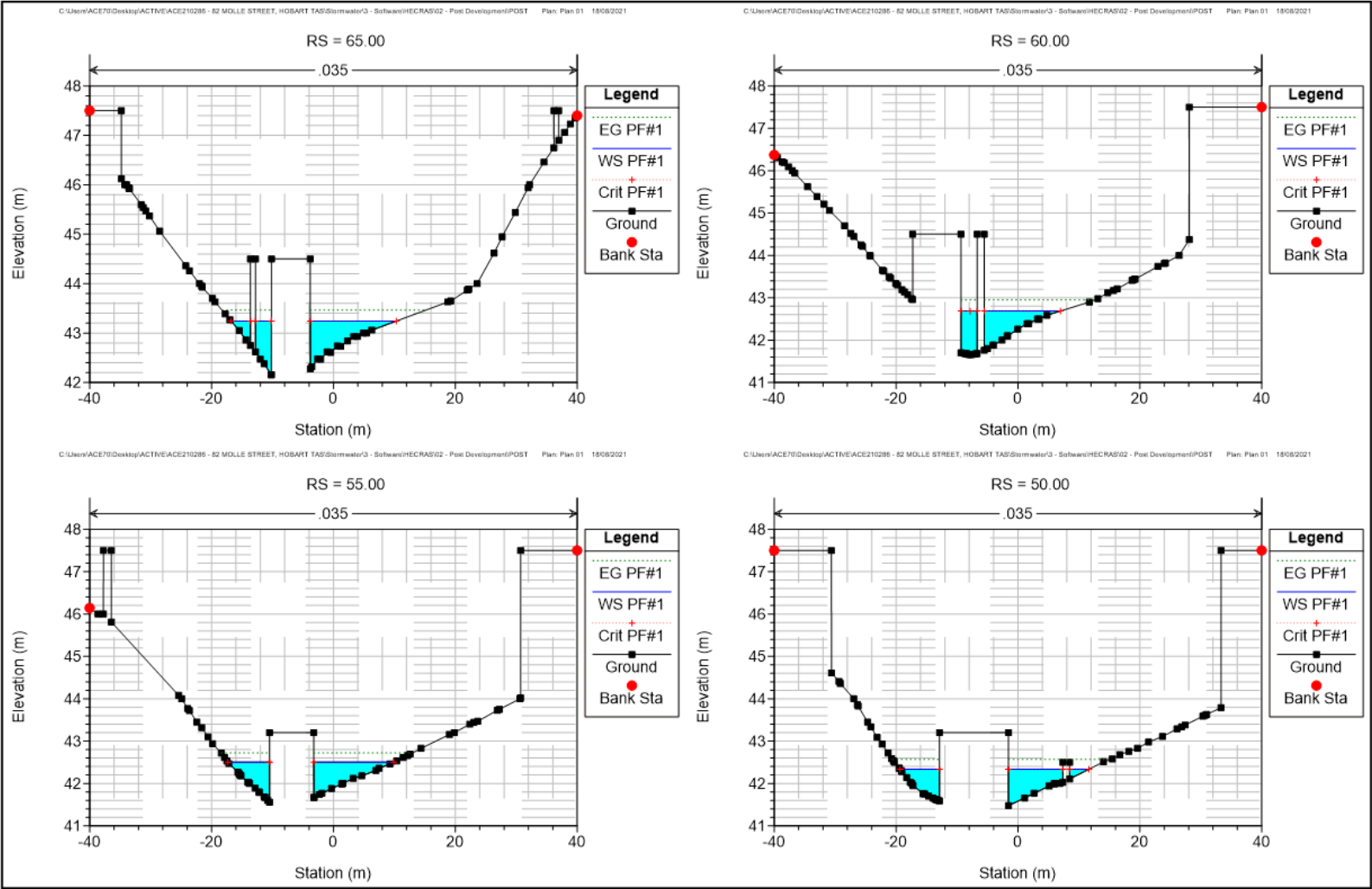


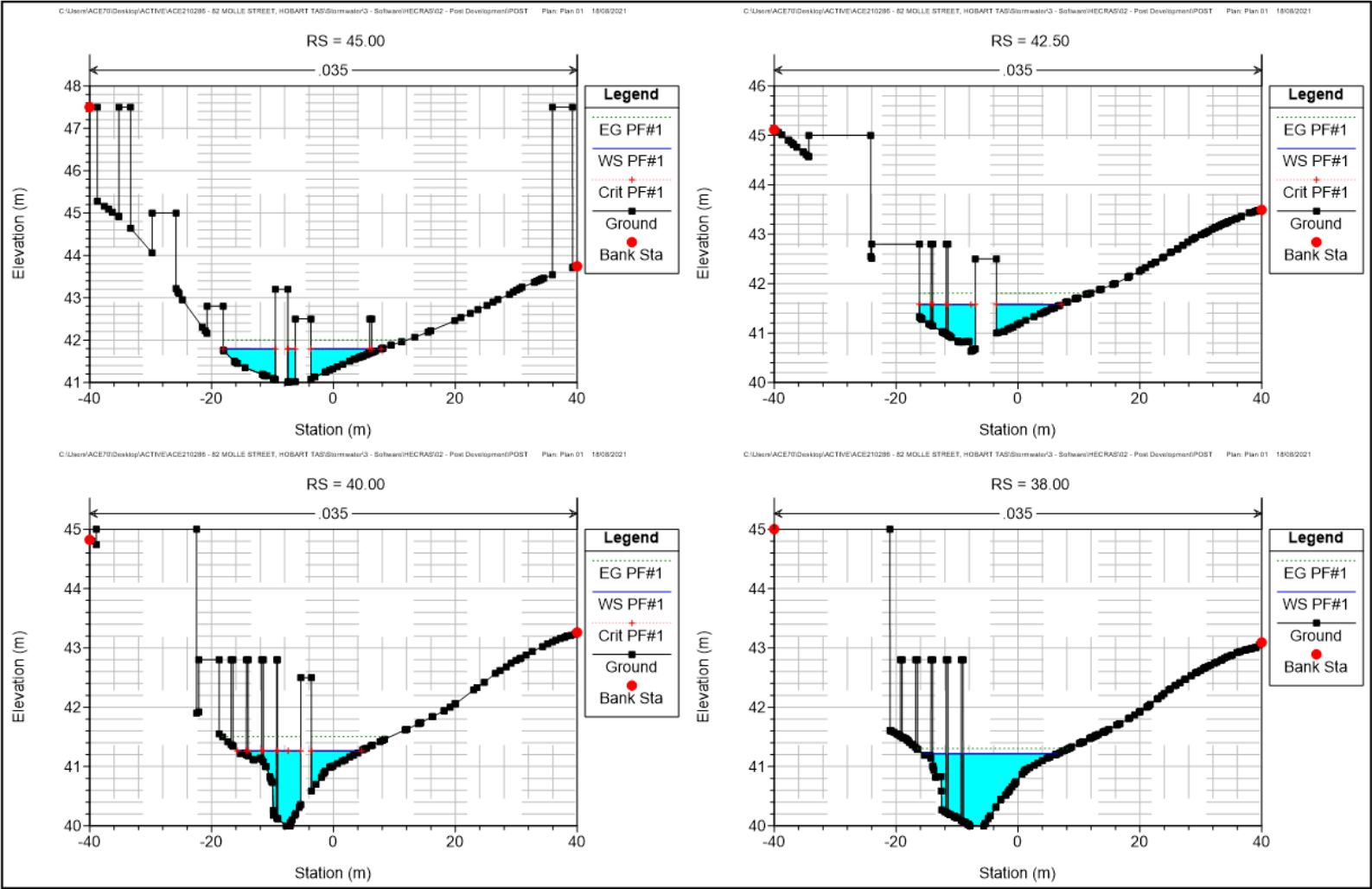
HEC-RAS Long Section (Post-Development Scenario)

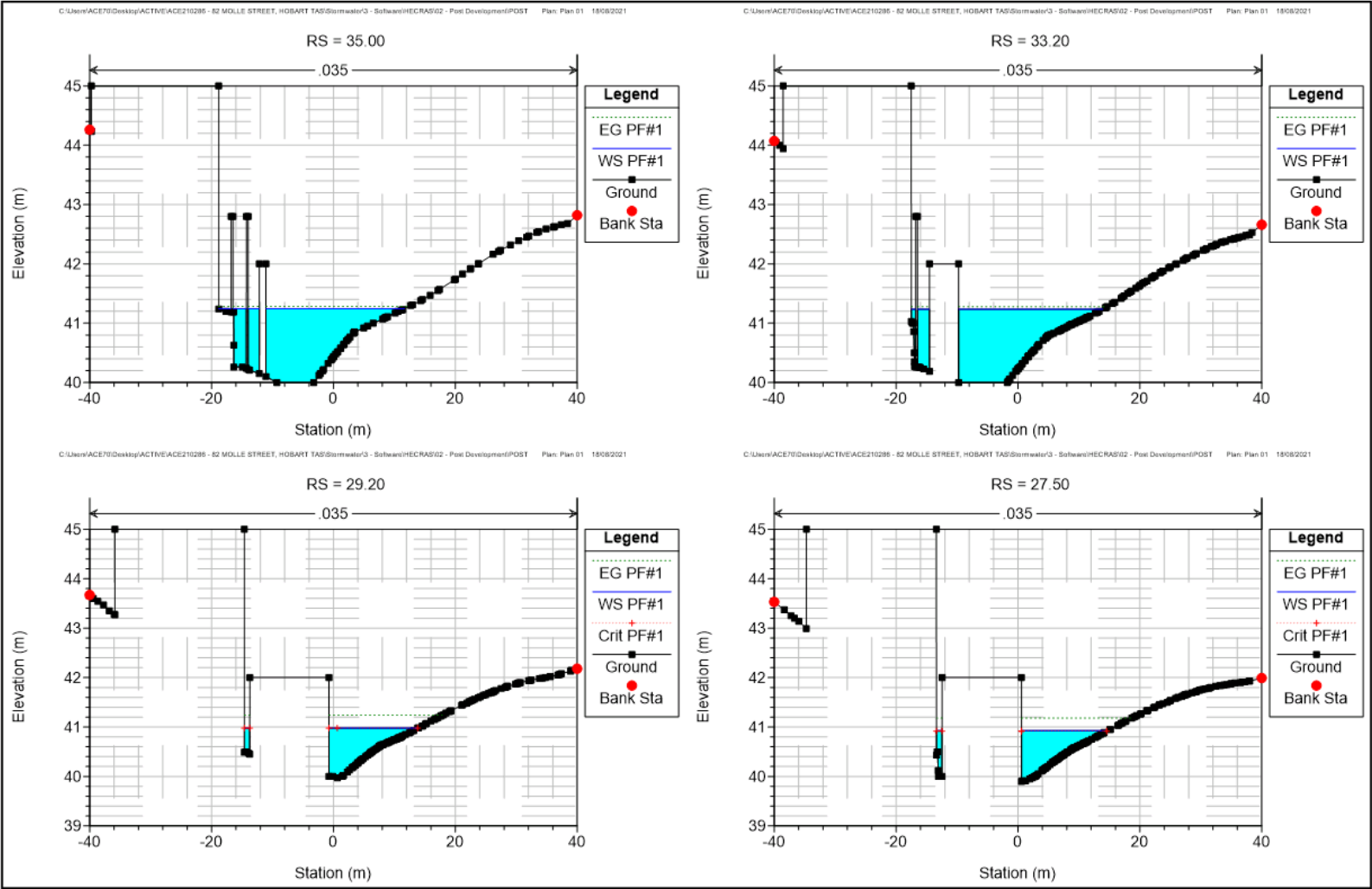


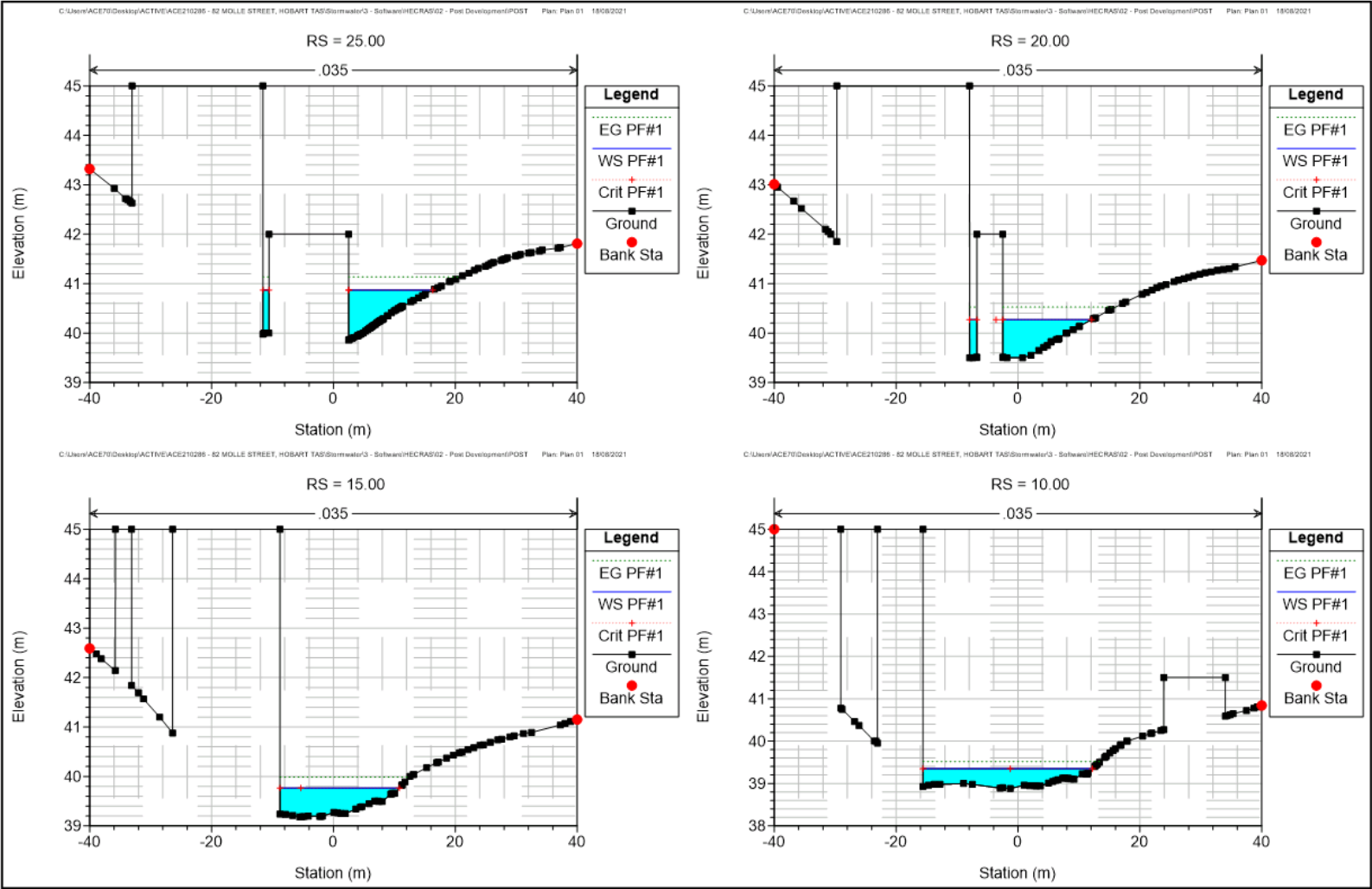
HEC-RAS Tabulated Results (Post-Development Scenario)

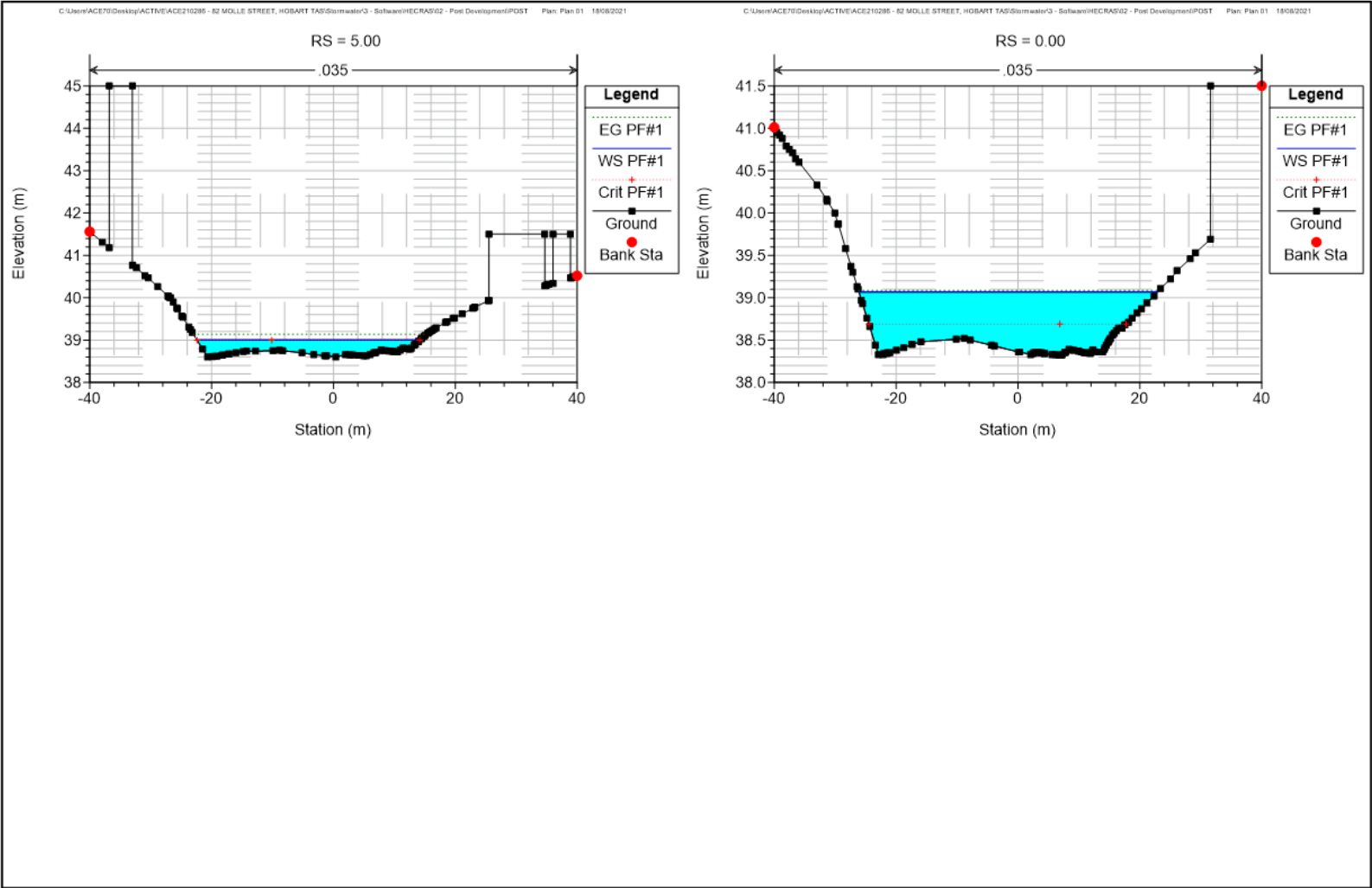
HEC-RAS Plan: Plan 01 River: 1 Reach: 0 Profile: PF#1												
Reach	River Sta	Profile	Q Total (m ³ /s)	Min Ch El (m)	W.S. Elev (m)	Chit W.S. (m)	E.G. Elev (m)	E.G. Slope (m/m)	Vel Chnl (m/s)	Flow Area (m ²)	Top Width (m)	Froude # Chl
0	65.00	PF#1	17.70	42.16	43.24	43.24	43.47	0.020424	2.09	8.48	19.94	1.02
0	60.00	PF#1	17.70	41.66	42.69	42.69	42.95	0.019313	2.27	7.81	15.16	1.01
0	55.00	PF#1	17.70	41.56	42.50	42.50	42.72	0.018615	2.08	8.51	19.99	1.02
0	50.00	PF#1	17.70	41.48	42.34	42.34	42.57	0.018706	2.13	8.33	18.56	1.01
0	45.00	PF#1	17.70	41.01	41.79	41.79	42.01	0.020199	2.04	8.66	20.99	1.02
0	42.50	PF#1	17.70	40.63	41.58	41.58	41.81	0.021174	2.11	8.37	19.24	1.02
0	40.00	PF#1	17.70	40.00	41.27	41.27	41.50	0.022505	2.16	8.18	17.89	1.02
0	38.00	PF#1	17.70	40.00	41.21		41.31	0.005436	1.33	13.28	21.23	0.54
0	35.00	PF#1	17.70	40.00	41.24		41.28	0.001739	0.85	20.71	28.78	0.32
0	33.20	PF#1	17.70	40.00	41.24		41.28	0.001821	0.90	19.77	26.35	0.33
0	29.20	PF#1	17.70	39.97	40.98	40.98	41.24	0.018184	2.26	7.84	15.44	1.01
0	27.50	PF#1	17.70	39.90	40.92	40.92	41.18	0.018415	2.24	7.89	15.03	0.99
0	25.00	PF#1	17.70	39.86	40.87	40.87	41.14	0.019174	2.29	7.74	14.80	1.01
0	20.00	PF#1	17.70	39.50	40.27	40.27	40.53	0.018390	2.23	7.92	15.78	1.01
0	15.00	PF#1	17.70	39.18	39.77	39.77	39.99	0.016768	2.08	8.50	19.59	1.01
0	10.00	PF#1	17.70	38.88	39.35	39.35	39.52	0.017430	1.84	9.62	27.81	1.00
0	5.00	PF#1	17.70	38.60	39.00	39.00	39.14	0.016854	1.64	10.79	36.62	0.96
0	0.00	PF#1	17.70	38.32	39.07	38.69	39.09	0.001001	0.63	28.29	48.97	0.26













Civil & Stormwater Engineering Services Pty Ltd
Drawing Issue Register

Shop 1, 143-147 Parramatta Road, Concord, NSW 2137 | Ph: (02) 8397 6500 | Email: info@esgoconsult.com.au | ABN: 27 644 422 506

JOB No: **210286**

**RESIDENTIAL DEVELOPMENT
82 MOLLE STREET, HOBART
TAS 7000**

[illegible][illegible][illegible]

Page 1 of 1

A APPROVAL C CONSTRUCTION R REVISION P PRELIMINARY O OUTLINES
I INFORMATION Co CO-ORDINATION T TENDER FT FORMWORK TENDER

S COSTING N CONTRACT SIGNING CC - CONSTRUCTION CERTIFICATE

E - EMAIL M - MAIL P - PICK UP D - DISK C - COURIER

SENT BY : Elias El Hawat

[illegible][illegible]

SENT VIA

[illegible]

DRAWINGS AUTHORIZED BY: Osman Chowdhury

CERTIFICATE OF THE RESPONSIBLE DESIGNER

Section 94
Section 106
Section 129
Section 155Form **35**

To: Owner name
 Address
 Suburb/postcode

Designer details:

Name: MOHAMMED CHOWDHURY Category: Civil Engineer
 Business name: CIVIL & STORMWATER ENGINEERING SERVICES PTY LTD Phone No: (02) 8397 6500
 Business address: SHOP 1, 143-147 PARRAMATTA ROAD,
 CONCORD, NSW2137 Fax No:
 Licence No: DEP0001706 Email address: OsmanC@esgconsult.com.au

Details of the proposed work:

Owner/Applicant Designer's project reference No.
 Address: Lot No:

 Type of work: Building work ☐ Plumbing work ☐ (X all applicable)

Description of work:

PROPOSED RESIDENTIAL DEVELOPMENT, STORMWATER CONCEPT PLANS

(new building / alteration /
 addition / repair / removal /
 re-erection
 water / sewerage /
 stormwater /
 on-site wastewater
 management system /
 backflow prevention / other)

Description of the Design Work (Scope, limitations or exclusions): (X all applicable certificates)

Certificate Type:	Certificate	Responsible Practitioner
	<input type="checkbox"/> Building design	Architect or Building Designer
	<input type="checkbox"/> Structural design	Engineer or Civil Designer
	<input type="checkbox"/> Fire Safety design	Fire Engineer
	<input checked="" type="checkbox"/> Civil design	Civil Engineer or Civil Designer
	<input type="checkbox"/> Hydraulic design	Building Services Designer
	<input type="checkbox"/> Fire service design	Building Services Designer
	<input type="checkbox"/> Electrical design	Building Services Designer
	<input type="checkbox"/> Mechanical design	Building Service Designer
	<input type="checkbox"/> Plumbing design	Plumber-Certifier, Architect, Building Designer or Engineer
	<input type="checkbox"/> Other (specify)	
Deemed-to-Satisfy: <input checked="" type="checkbox"/>	Performance Solution: <input type="checkbox"/>	(X the appropriate box)

Other details:

Design documents provided:	
-----------------------------------	--

The following documents are provided with this Certificate –

Document description:

Drawing numbers: 000 – Rev A, 101 – Rev B, 102 – Rev A, 103 – Rev B, 104 – Rev A	Prepared by: CIVIL & STORMWATER ENGINEERING SERVICES PTY LTD	Date: 05/11/2021
Schedules:	Prepared by:	Date:
Specifications:	Prepared by:	Date:
Computations:	Prepared by:	Date:
Performance solution proposals:	Prepared by:	Date:
Test reports:	Prepared by:	Date:

Standards, codes or guidelines relied on in design process:	
--	--

AS 3500.3 Plumbing and Drainage – Stormwater
BCA 2019 Amdt 1 Clause 3.12


Any other relevant documentation:	
--	--

Attribution as designer:	
---------------------------------	--

I MOHAMMED CHOWDHURY am responsible for the design of that part of the work as described in this certificate;

The documentation relating to the design includes sufficient information for the assessment of the work in accordance with the *Building Act 2016* and sufficient detail for the builder or plumber to carry out the work in accordance with the documents and the Act;

This certificate confirms compliance and is evidence of suitability of this design with the requirements of the National Construction Code.

	Name: (print)	Signed	Date
Designer:	MOHAMMED CHOWDHURY		05/11/2021

Licence No: DEP0001706

Assessment of Certifiable Works: (TasWater)

Note: single residential dwellings and outbuildings on a lot with an existing sewer connection are not considered to increase demand and are not certifiable.

If you cannot check ALL of these boxes, LEAVE THIS SECTION BLANK.

TasWater must then be contacted to determine if the proposed works are Certifiable Works.

I confirm that the proposed works are not Certifiable Works, in accordance with the Guidelines for TasWater CCW Assessments, by virtue that all of the following are satisfied:

- ☐ The works will not increase the demand for water supplied by TasWater
- ☐ The works will not increase or decrease the amount of sewage or toxins that is to be removed by, or discharged into, TasWater's sewerage infrastructure
- ☐ The works will not require a new connection, or a modification to an existing connection, to be made to TasWater's infrastructure
- ☐ The works will not damage or interfere with TasWater's works
- ☐ The works will not adversely affect TasWater's operations
- ☐ The work are not within 2m of TasWater's infrastructure and are outside any TasWater easement
- ☐ I have checked the LISTMap to confirm the location of TasWater infrastructure
- ☐ If the property is connected to TasWater's water system, a water meter is in place, or has been applied for to TasWater.

Certification:

I being responsible for the proposed work, am satisfied that the works described above are not Certifiable Works, as defined within the *Water and Sewerage Industry Act 2008*, that I have answered the above questions with all due diligence and have read and understood the Guidelines for TasWater CCW Assessments.

Note: the Guidelines for TasWater Certification of Certifiable Works Assessments are available at: www.taswater.com.au

	Name: (print)	Signed	Date
Designer:			

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 227440	FOLIO 1
EDITION 8	DATE OF ISSUE 02-Jul-2019

SEARCH DATE : 21-Jul-2021

SEARCH TIME : 02.12 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 227440

Derivation : The Allotment Sec. B.b. Gtd. to E.B. Milne

Prior CT 3052/51

SCHEDULE 1M755922 TRANSFER to QINGWEI WANG Registered 02-Jul-2019 at
12.01 PMSCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1459

TASMANIA

REAL PROPERTY ACT, 1862, as amended

NOTE—REGISTERED FOR OFFICE

CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book

Vol. Fol.

3052 51

Cert. of Title Vol. 817. Fol. 57.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.



DESCRIPTION OF LAND

CITY OF HOBART
EIGHTEEN PERCHES AND ONE HALF OF A PERCH on the Plan hereon

FIRST SCHEDULE (Continued overleaf)

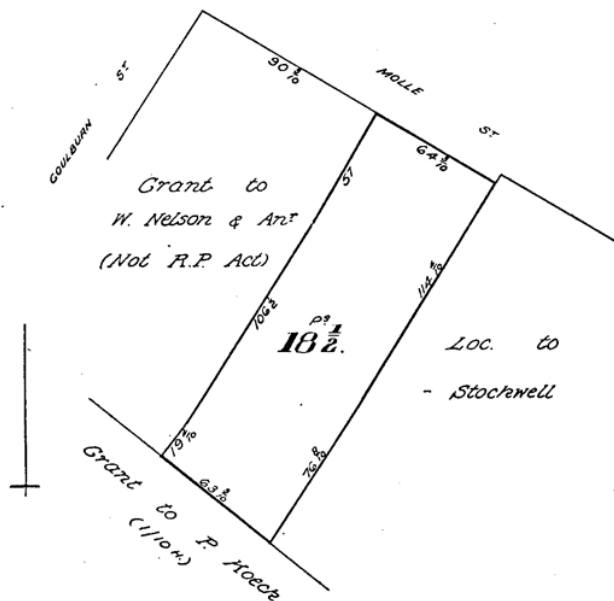
WILLIAM JOSEPH GOURLAY of Hobart, Waterside Worker and

BETTY DAWN GOURLAY of Hobart, Home Duties

SECOND SCHEDULE (Continued overleaf)
NIL.


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

REGISTERED NUMBER
227440



The Allotment Sec.B.b. Gtd. to E.B. Milne Meas.in Links
FIRST Edition. Registered 15/7 H.
Derived from C.T. Vol.817.Fol.57. Transfer A325774 H.S. Gurlay & Anor.





SITE ADDRESS: 82 Mollie St, Hobart
LOT: NA | SEC: | DP: NA
ISSUED FOR: Issued for DA
PROJECT TYPE: Design

SCALE: DATE: Sept 2021 REV: A SHEET NO: 00

Project No: P45

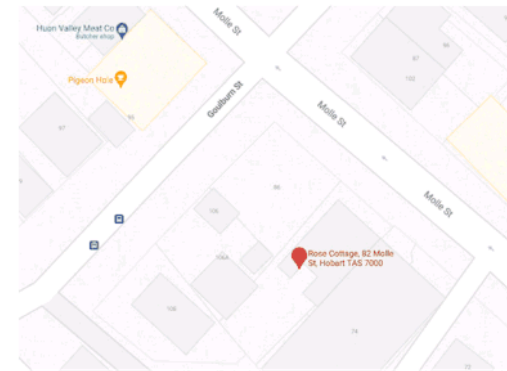
DEVELOPMENT DATA

LOT SIZE: 546m ²		
SEPP (EXEMPT AND COMPLYING DEVELOPMENT CODES) 2008 PART 3B LOW RISE MEDIUM DENSITY HOUSING CODE		
COMPLIANCE AUTHORITY	PROVIDED	COMPLY
Division 1 Requirements for complying development under this code		
3B.1 Development that can be complying development under this code	3B.1 Secondary Dwelling	3B.1 Y
3B.2 Development that is not complying development under this code	3B.2 N/A	3B.2 N/A
3B.3 Determining lot type	3B.3 Rectangle Block	3B.3 Y
3B.4 Complying development on bush fire prone land	3B.4 N/A	3B.4 N/A
3B.5 Complying development on flood control lots	3B.5 N/A	3B.5 N/A
3B.6 Development standards for land near Siding Spring Observatory	3B.6 N/A	3B.6 N/A
Division 2 Development standards for certain dual occupancies and attached development		
Subdivision 1 Application of Division		
3B.7 Application of Division	3B.7 N/A	3B.7 N/A
Subdivision 2 Built form development standards		
3B.8 Lot requirements	3B.8 546sqm	3B.8 Y
3B.9 Maximum building height	3B.9 3600	3B.9 Y
3B.10 Maximum gross floor area of all buildings	3B.10 59.6 + 80.3 + 20.5 = 160.4sqm	3B.10 Y
3B.11 Minimum setbacks and maximum height and length of boundary walls	3B.11 N/A	3B.11 N/A
• Primary road setbacks	• N/A	• N/A
• Side setbacks	• 3000	• Y
• Rear setbacks	• 3000	• Y
• Secondary road setbacks for corner lots	• N/A	• N/A
• Dual occupancy (detached) on a corner lot	• N/A	• N/A
• Parallel road setbacks for parallel road lots	• N/A	• N/A
• Classified road setbacks	• N/A	• N/A
• Public reserve setbacks	• N/A	• N/A
3B.12 Exceptions to setbacks	3B.12 N/A	3B.12 N/A
3B.13 Dwelling configuration on lot	3B.13 Configuration taken into account	3B.13 Y
3B.14 Other development standards for new balconies, decks, patios, terraces and verandahs attached to side or rear of dual occupancy	3B.14 All standards have been accounted for	3B.14 Y
Subdivision 3 Landscape development standards		
3B.15 Minimum landscaped area	3B.15 Proposed landscape area = 54.5sqm (for Secondary Dwelling) POS = 75.6sqm	3B.15 Y
Subdivision 4 Amenity development standards		
3B.17 Privacy screens for windows and certain attached development	3B.17 Privacy accounted for in design	3B.17 Y
3B.18 Car parking and vehicle access requirements	3B.18 N/A	3B.18 N/A
3B.19 Building design	3B.19 Building design consistent with criteria	3B.19 Y

AERIAL MAP



LOCATION MAP



SHEET SCHEDULE

00	Cover Page
0.1	Title Page
0.2	Specification Page
01.0	Site Plan
01.1	Site Analysis
01.2	Demolition Plan
02.0	Ground Floor Plan
02.1	First Floor Plan
03.0	Elevation - 01
03.1	Elevation - 02
04.0	Sections
05.0	3D Perspectives
06.0	Schedules

BEEHIVE
DESIGN

NOTES:
* Architectural documents are to be used in conjunction with relevant structural, services, mechanical, electrical, civil and landscaping documents.
* Do not use drawings after 12 months from issue date without approval of the architect.
* No part of these drawings shall be used for construction without the written approval of the architect.
* These drawings are not to be used for construction unless drawings are stamped and signed by the architect.
* These drawings may only be used for the purposes for which was commissioned and in accordance with the Terms of Engagement.

SITE ADDRESS: 82 Mollie St, Hobart
LOT 1108 | SEC: | DP:259016
ISSUED FOR: Issued for CDC
PROJECT TYPE: Design

SCALE: 1:100 DATE: Sept 2021 REV: A SHEET NO: 0.1



STANDARD SPECIFICATION

BE ADVISED : SOME CLAUSES IN THIS SPECIFICATION MAY NOT BE RELEVANT TO THIS PROJECT

1.0 GENERAL

- 1.1 ALL DIVISIONS SHALL BE CHECKED ON SITE PRIOR TO COMMENCEMENT ANY WORK.
- 1.2 ALL MATERIALS SHALL COMPLY WITH RELEVANT CURRENT AUSTRALIAN STANDARDS AND SHALL BE NEW AND THE BEST OF THEIR RESPECTIVE KINDS AND SUITABLE FOR THEIR INTENDED PURPOSES.
- 1.3 ALL WORKMANSHIP SHALL COMPLY WITH RELEVANT CURRENT AUSTRALIAN STANDARDS AND TO GOOD TRADE PRACTICES.
- 1.4 ALL WORK SHALL BE IN ACCORDANCE WITH REQUIREMENTS OF THE RESPECTIVE AUTHORITY HAVING JURISDICTION OVER THE WORKS.
- 1.5 THE ARCHITECTURAL DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE SPECIFICATION, SCHEDULES AND CONSULTANTS DRAWINGS THAT FORM PART OF THE CONSTRUCTION DOCUMENTS REFERRED TO IN THE "BUILDING CONTRACT". DO NOT SCALE FROM DRAWINGS, NOTIFY OF ANY ERRORS OR OMISSIONS BEFORE PROCEEDING WITH ANY WORKS.
- 1.7 ENSURE THAT BACKGROUNDS ARE SUITABLE FOR THE INTENDED SUBSEQUENT FINISHES. COMMENCEMENT OF WORK ON THE BACKGROUNDS (UPON ACCEPTANCE BY THE SUBCONTRACTOR OF THE BACKGROUNDS ON WHICH FINISHES ARE APPLIED).
- 1.8 SUPPLY ALL EQUIPMENT NECESSARY FOR THE COMPLETION OF RESPECTIVE WORKS.
- 1.9 PROGRESSIVELY CLEAN UP AFTER THE COMPLETION OF RESPECTIVE WORKS.

2.0 EARTHWORKS

- 2.1 UNLESS OTHERWISE STATED, REDUCED TO A MINIMUM DEPTH OF 200mm INCLUDING ALL ROOTS, AND OTHER MATTER, AND REQUIRED BY THE SOIL CONDITION AND/OR THE BUILDING. PROVIDE SUITABLE CLEAN FILLING SAND AND COMPACT IN LAYERS NOT GREATER THAN 300mm TO REDUCED LEVELS AS SHOWN. EXCAVATE AND FILL AND SAND/SUB GRADES UNDER FOOTINGS AND SLAB TO OBTAIN 15% SEVEN (7) BLOW PER 300mm ON A STANDARD PENETRATION TEST (AS PER AS 1289 TABLE).
- 2.3 DO NOT EXCAVATE SERVICES TRENCHES WITHIN AN ANGLE OF 45 DEGREES DOWN FROM BOTTOM EDGE OF FOOTING.
- 2.4 ALL RETAINING WALLS TO BE TREATED WITH "BUTITE" WATERPROOFING AGENT.

3.0 CONCRETE

- 3.1 CONCRETE REINFORCEMENT AND FORMWORK SHALL BE TO A STRUCTURAL ENGINEERS DETAILS, RELEVANT BUILDING CODES AND STANDARDS.
- 3.2 ALL CONCRETE TO CONFORM TO THE REQUIREMENTS OF AS 3600 CONCRETE STRENGTH GRADE 125. AGGREGATE 20mm, SLUMP 30mm.
- 3.3 SLAB TO BE CURED FOR 7 DAYS MIN. & SLAB REINFORCEMENT PLACED ON APPROVED CHAIRS TO MAINTAIN CRACK CONTROL.
- 3.4 THE FOOTING AND SLAB CONSTRUCTION IS TO COMPLY WITH AS 2870.
- 3.5 PROVIDE A PROPHETARY VAPOR BARRIER WHICH CONSISTS OF HIGH IMPACT RESISTANT POLYETHYLENE FILM 1500gsm THICK WHICH HAS BEEN REINVENTED AND BRANDED BY THE MANUFACTURER.
- 3.6 VAPOR PROTECTION: PROVIDE ANTI-PERMEATE TREATMENT UNDER THE BUILDING AREAS IN ACCORDANCE WITH AS 2087, AS 3660.1 AND APPENDIX D, FOR REGULATED DISTRICTS. BUILDER SHALL PROVIDE "GURSEBY" (NANO SPRAYED ORGANOPHOSPHATE) OR SIMILAR APPROVED ANTI-PERMEATE TREATMENT IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARD CODES.

4.0 BRICKWORK

- 4.1 BRICK WORK SHALL COMPLY WITH:
 - AS 1700 MASONRY CODE
 - AS 4000 MASONRY CODE
 - MORTAR FOR MASONRY CONSTRUCTION
- 4.2 BRICK GAUGE 7 STANDARD COURSE & 800mm.
- 4.3 ALL BRICKS SHOULD HAVE 15% COMPRESSED STRENGTH OF 20N/mm² AND AS FOLLOWS:
 - EXTERNAL FACE WORK: 230x110x76mm
 - EXTERNAL RENDER: 80x160x80mm MAX BRICK ON VERT COURSE
 - WINDOW SILL: 2x FACE BRICK EXPOSED SILL
 - WINDOW HEADS: SOLID FACE BRICK COURSE
 - INTERNAL WALLS: 80x160x80mm MAX BRICK ON VERT COURSE
 - WITH BED JOINT AND PERPENDICULAR FLIES
 - 30x120x60mm LIME BRICK OR JUMBO FOR COURSE ADJUSTMENT
- 4.4 MORTAR: 1:1:6 CEMENT:LIME:SAND
- 4.5 MORTAR FACE BRICK COLOR TO MATCH EXISTING AS SELECTED
- 4.6 TIES SHALL BE 3.2mm DIAMETER GALVANIZED WIRE WOUND FOR AND BUILT IN EVERY 5TH COURSE AT APPROXIMATELY 800mm CENTRES, WITH ADDITIONAL TIES AT THE RATE OF 1 TIE/500mm HEIGHT OF OPENINGS AND VERTICAL CONTROL JOINTS AND WITHIN 150mm OF THE OPENINGS. BUILD TIES INTO EACH LEAF AT LEAST 30mm. VERTICAL CONTROL JOINTS SHALL BE 150mm WIDE
- 4.7 FILLED AT COMPLETION WITH "COMPABOND" CONTINUOUS FILLER STRIP.

- 4.6 KEEP OUTRIGS CLEAR OF MORTAR. PROVIDE GUTTY BOARDS, TEMPORARILY DRAFT BRICKS TO REINVENT BACKING UP OF GUTTY BOARDS.
- 4.7 FORTH KEEP HOLES EVERY FOURTH PERPENDICULAR FLASHING AND GUTTY FILL. KEEP CLEAR OF MORTAR. DO NOT LOCATE HOLES CLOSER THAN 800mm TO JOINTS IN DAMP PROOF COURSES OR FLASHINGS.
- 4.8 PROVIDE DAMP PROOF COURSES (DPC) IN THE BOTTOM OF COURSES OF BRICK WORK AND SLAB AND/OR FOOTINGS. DPC ADJOINING SHALL BE CLEAR IN ALL FACEWORK.
- 4.9 SETOUT BROWWORK ACCURATELY, PLUMB, LEVEL AND PROPERLY BONDED. RISING WORK TO BE RAVED BACK, JAMBS, REVEALS, CORNERS, PERPENDICULARS, ETC. TO BE TRUE, PLUMB, AND IN LINE WITH PERPENDICULARS TO LINE. SETOUT DOOR FRAMES NEAR PERPENDICULAR WALL WITH A MARGIN OF 10mm OR GREATER THAN 20mm.
- 4.10 WOODEN ALL EXTRUDED BRICKS BEFORE LAYING.
- 4.11 PROVIDED 10mm PLASTERING MARGIN BETWEEN WINDOW FRAME AND INTERNAL BRICKWORK TO BE PLASTERED.
- 4.12 WHERE NECESSARY REINFORCE BELOW AND OVER OPENINGS WITH GALVANIZED WOVEN WIRE FABRIC 75mm WIDE IN CENTRE OF EACH LEAF LOCATED IN 2 COURSES BELOW SILL AND IN THE 2 COURSES ABOVE ANY OPENING EXTENDING A MINIMUM OF 800mm BEYOND THE OPENING.
- 4.13 BUILD IN ALCOVE FLASHINGS AS FOLLOWS:
 - WHENEVER SHOWN ON DRAWINGS.
 - CAVITY WALLS BUILT OF SLAB ON GROUND (WHERE NOT PARALLEL)
 - OVER UPSTAIRS TO BE BONDED, PROVIDED:
 - FULL WIDTH OF OUTER LEAF CONTINUOUS ACROSS CAVITY 30mm INTO INNER LEAF 2x ABOVE.
 - OVER ROOF:
 - FULL WIDTH OF EXTERNAL LEAF, STEPED TO ROOF SLOPE TURNED DOWN MIN. 30mm OVER BASE FLASHING. TURN UP IN CAVITY SLOPING INWARDS AND BUILT INTO INNER LEAF 1x ABOVE.
 - OODER / WINDOW STUDS:
 - FULL HEIGHT 150mm WIDE FIXED TO FRAMES INTERLEAVED WITH SILL AND HEAD FLASHINGS AT EACH END.
 - STRUCTURE OR SERVICES WITHIN 30mm OF OUTER BRICK LEAF IN CAVITY:
 - VERTICAL FLASHINGS CONTINUOUS BELOW FLT TO ABOVE STRUCTURE OR FRAME. NOMINAL 300mm WIDE, FOR NON-DRAINAGE STRUCTURES / SERVICES CONTINUOUS FLASHING BUILT IN AS FOR OVER LINTELS.
 - AT CAVITY WALLS WITH GLASS BLOCKS 300mm WIDE FIXED TO GLASS BLOCK FRAME AND TURNED AWAY IN CAVITY FROM OTHER LEAF.

4.11 LINTELS

MAX SPAN (mm)	LINTEL SIZE (VERT X HORIZ X THICK)	SPACING EACH END (mm)
750	75x150	150
1200	75x150	150
1500	80x80x150	150
1800	100x75x150	230
2100	125x75x150	230
2400	125x75x150	230
2700	150x100x150	230
3000	175x80x150	230

5.0 CARPENTRY WORK

- 5.1 ROOF AND CEILING FRAMING SHOULD COMPLY WITH AS 1684 LIGHT TIMBER FRAMING CODE. DRAW STRAP PRIVELY OVER WALL PLATE AND SECURE TO TOP OF PLATE BY 2x80mm GALV. CLOUTENAP.
- 5.2 REFER TO AS 1684 FOR ROOF FRAMING SIZES UNLESS SPECIFIED ON DRAWINGS.
- 5.3 SUPPLY AND FIX ALL BULKHEADS & FALSE CEILINGS AS SHOWN ON THE DRAWINGS.

6.0 METALWORK

- 6.1 ELECTRIC AND GAS METER BOXES AS SHOWN IN DRAWINGS.
- 6.2 WINDOW FRAMES SHALL BE RESIDENTIAL OR COMMERCIAL SECTION WITH POLYURETHANE FILLING AS SELECTED BY OTHER. ALLOW FOR FILLING TO ALL WINDOWS. REFER TO ADDENDUM. ANGLEWED WINDOW UNITS SHALL BE FACTORY MADE AND FIXED AND DELIVERED ON SITE AS COMPLETE UNIT.
- 6.3 CLOTHES HOOK. REFER TO ADDENDUM.

7.0 ROOFING

- 7.1 SELECTED ROOFING MATERIAL SHALL BE INSTALLED AND FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION AND RELEVANT BUILDING CODES.
- 7.2 GUTTER, RASDA, DOWN PIPES, PLAININGS SHALL BE IN LOWEST POSSIBLE LENGTHS AND SHALL MATCH EXISTING.

11.0 PAVING

- 11.1 GENERALLY, WHEN PAVING IS INCLUDED IN THE BUILDING CONTRACT, THE FOLLOWING SHALL APPLY AS A MINIMUM STANDARD.
- 11.2 SUPPLY AND LAY ALL PAVING TO EXTERNAL AREAS AS SHOWN ON WORKING DRAWINGS.
- 11.3 CUT, FILL AND COMPACT SAND TO REQUIRED LEVELS, SLOPED TO UNIFORM THICKNESS AND LEVELS.
- 11.4 PROVIDE BRICK EDGES RETAINING FOOTINGS EMBEDDED IN MORTAR BENEATH THE PAVING BRICK. GENERALLY, TO DRIVEWAY AREAS, PROVIDE NOMINAL 800x300mm CONCRETE FOOTINGS ALONG PERIMETER OF DRIVEWAY AND BED EDGES BRICK IN MORTAR.
- 11.5 PROVIDE 100mm COMPACTED LIMESTONE BASE TO DRIVEWAY TOPPED WITH 50mm CLEAN SAND AND GRADE TO FALLS.
- 11.6 PAVING PATTERN. REFER TO ADDENDUM.
- 11.7 BRICK PAVERS SHALL BE:
 - TRAFFICABLE AREAS: 150x 60mm SOLID CLAY OR CONCRETE
 - PROBETRAIN AREAS: 150x 60mm SOLID CLAY OR CONCRETE

8.0 JOINERY

- 8.1 ALL JOINERY SHALL BE OF HIGHEST QUALITY MATERIALS TO MEET TRADE PRACTICES AND HIGH QUALITY FINISH.
- 8.2 EXTERNAL DOOR FRAMES SHALL BE 130x40 DOUBLE BEADED FRAME WITH 130x40 WEIGHTED THRESHOLD U.L.S.
- 8.3 SUPPLY AND BUILD IN TIMBER DOOR FRAMES TO EXTERNAL LOCATIONS AS SHOWN ON ARCHITECTURAL DRAWINGS.

9.0 CEILING

- 9.1 CEILING SHALL BE RECESSED 80x110x15mm 30mm PLASTERGLASS OR GYPOCK.
- 9.2 PLUMB, LEVEL, SMOOTH HEADS, AND OTHER BLINDS IN THE BATHS UPON APPROVED DISTRICTS TO PROVIDE A FLUSH SMOOTH CONTINUOUS SURFACE.
- 9.3 PROVIDE AND FIX ALL FLUSH STOP BEADS & CASING BEADS TO ALL CORNERS & EDGES.
- 9.4 PROVIDE ALL SELECTED VOLUMES AND CORNICES TO ALL CEILINGS AS STATED IN ARCHITECTURAL DOCUMENTS.

10.0 PLASTERING

- 10.1 INTERNAL WALL FINISHES INCLUDING CUPBOARD, SKIN, & PROBE RECESSES, ETC. SHALL BE OTHER THAN FACE FINISHES ON WHERE COVERED BY FEATURE MATERIALS. PLASTER AND SET IN HARDWARE PLASTER. V.I.C.
- 10.2 PLASTERED WALLS SHALL BE NOMINAL 12mm THICK CONSISTING OF 1:1:6 CEMENT:LIME:SAND RENDER, AND FINISHED WITH NOMINALLY 3mm HARDWALL PLASTER.
- 10.3 SUPPLY AND FIX EXTERNAL CORNER BEADS TO ALL EXTERNAL CORNERS.
- 10.4 PROVIDE STOP BEAD WHERE PLASTER WORK ADJUTS TIMBER FRAMES, OR FACEWORK.
- 10.5 EXTERNAL RENDER WHEN APPLICABLE SHALL BE 2 COAT SAND FINISH. (FOR PAINTING)
- 10.6 USE IN INTERNAL CORNERS ADJACENT TO DOOR FRAMES GREATER THAN 400mm SHALL NOT BE PLASTERED UP WITH FRAMES.
- 10.7 PROVIDE VENTS IN RENDER & FINISHING PLASTER WHERE BRICK WORK ADJUTS OR JOINING TO CONCRETE WORK.

11.0 GLAZING

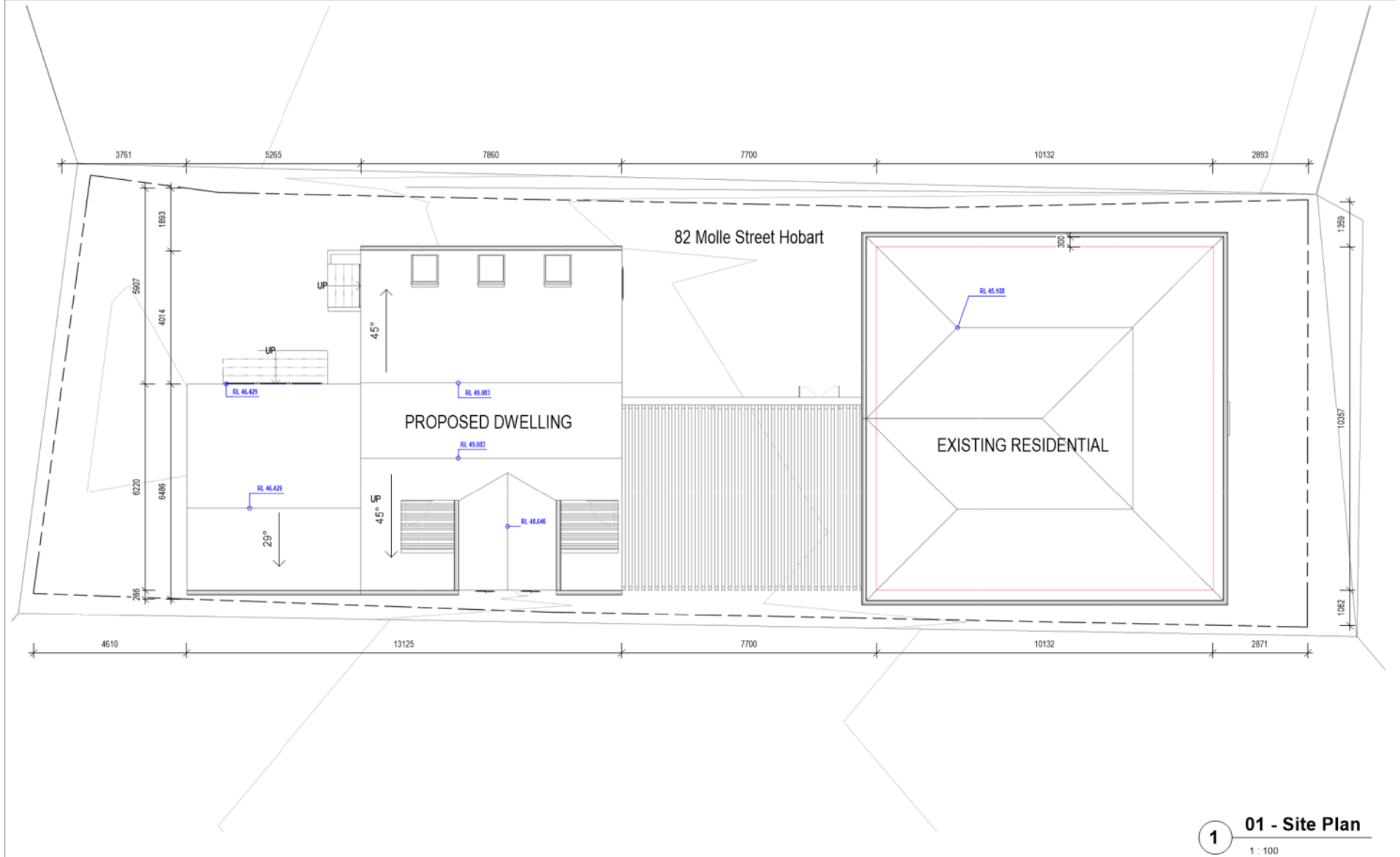
- 11.1 CLEAR GLASS GENERALLY. OCEANIC GLASS TO BATHROOMS. REFER TO DRAWINGS.
- 11.2 ALL TO THE RELEVANT AUSTRALIAN STANDARDS.
- 11.3 WHERE GLASS BLOCKS HAVE BEEN NOMINATED, THEY SHALL BE IN FRAMES AND INSTALLED TO MANUFACTURERS SPECIFICATIONS.

12.0 FLOORING FINISHES

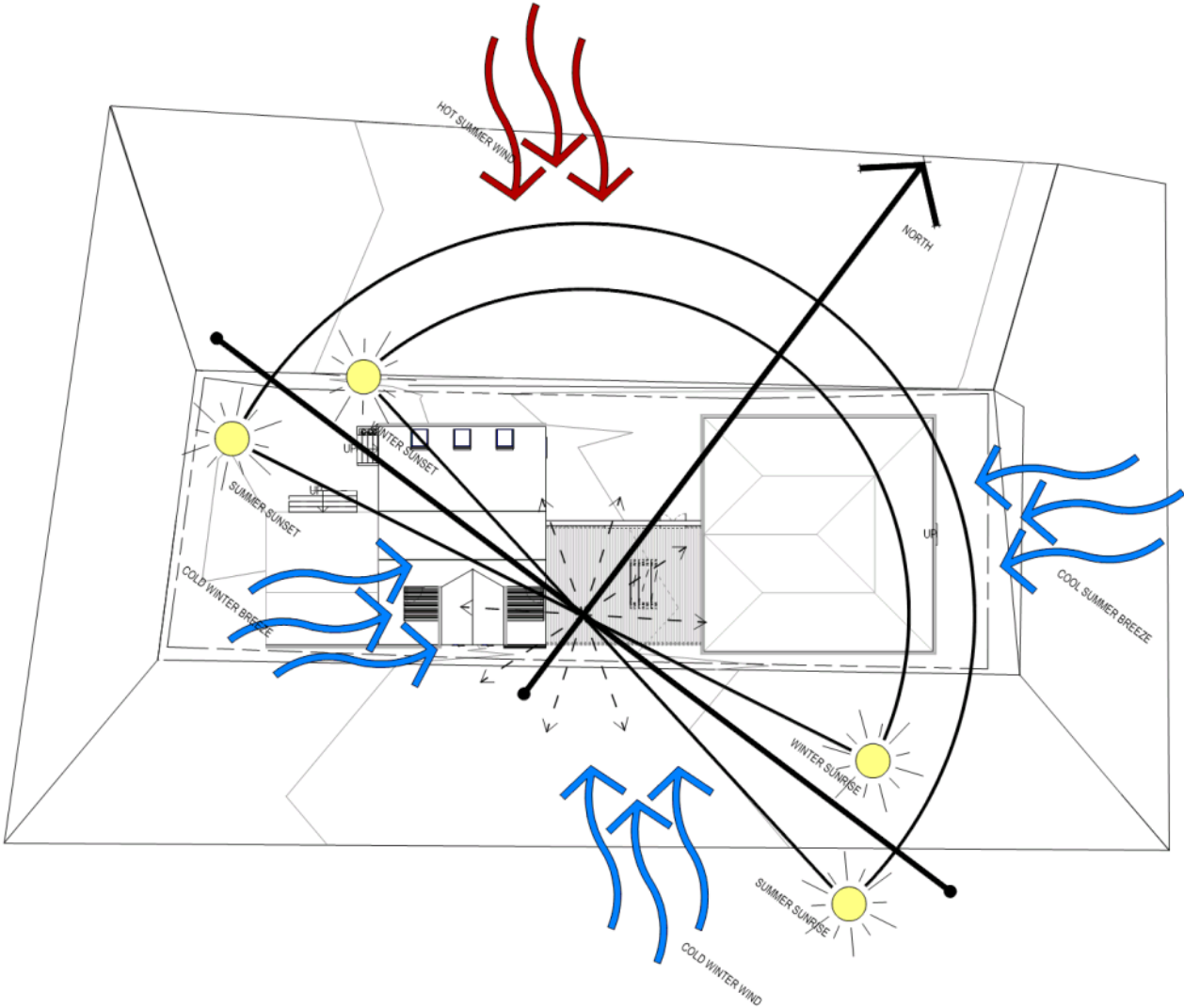
- 12.1 CARPET FLOOR COVERINGS TO NOMINATED AREAS COMPLETE WITH SELECTED UNDERLAY, BINDER, EDGES, DRIVINGS STRIPS ETC. TO COMPLETE THE WORKS. REFER TO DRAWINGS & FINISHES SCHEDULE.
- 12.2 PROVIDE TILED FLOOR FINISHES TO NOMINATED AREAS COMPLETE WITH ALL MATERIALS, ANGLE TRIMS, ETC TO COMPLETE THE WORKS. REFER TO DRAWINGS & FINISHES SCHEDULE.
- 12.3 PROVIDE TIMBER FLOOR FINISHES TO NOMINATED AREAS COMPLETE WITH ALL MATERIALS, DRIVINGS STRIPS ETC. TO COMPLETE THE WORKS. FLOOR BOARDS TO BE SAVED & POLISHED TO HIGH STANDARD WITH PREMIUM QUALITY SEALER (2 COATS). REFER TO DRAWINGS & FINISHES SCHEDULE.

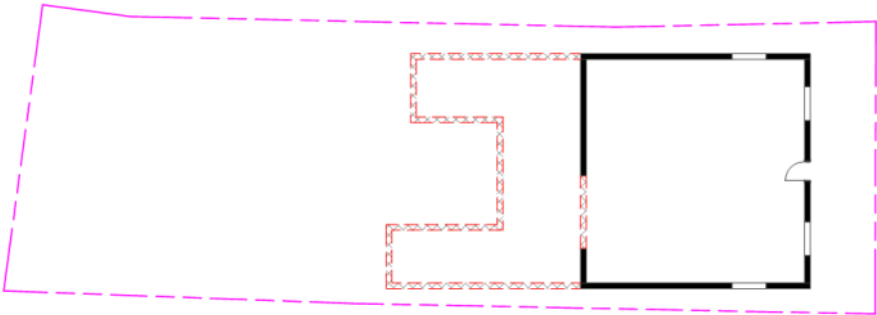
13.0 SIGNAGE

- 13.1 WHERE NECESSARY SUPPLY & FIX SELECTED UNIT AND HOUSE NUMBERS TO EACH UNIT AND TO LEFT HANDS AS SCHEDULED.
- 13.2 "SUPPLEMENT" RESERVE THE RIGHT TO ERECT A BUILDING SIGN ON THE PROPERTY FACING THE STREET PROVIDED IN COMPLIANCE WITH AUTHORITY REQUIREMENTS.



1 01 - Site Plan
1 : 100





Demolition Notes:

- * All Demolition Work To Comply To AS 2601
- * Builder To Ensure Removal And Disposal Of All Existing Asbestos Linings To Be In Accordance With Contamination Report And Local Authorities Guidelines
- * Builder To Confirm All Existing Wall Construction Build-ups When Retained
- * Builder To Maintain Sedimentation Control Measures In Accordance With Council Requirements
- * Builder To Cap Off Plumbing & Electrical, And Relocate Pipework/Conduits To Suit New Works Where Required For Reused Service Points

Demolition Legend:

Trees to be removed

Trees to be maintained

Existing structures to be Demolished

NOTES:
* Architectural documents are to be read in conjunction with relevant structures, the services, mechanical, electrical, plumbing and demolition documents.
* Do not reuse drawings, and figures/documents etc. without approval of any parties between site contractors and documents. Contractor to verify all dimensions on site before commencing work.
* Any extra work included hereafter must be claimed and approval obtained before proceeding otherwise no work will be allowed for.
* All materials, equipment, fittings and fixtures are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are signed and sealed by Building Services.
* These documents may only be used for the purposes for which was commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.06.21	Initial Design	AA
B	07.09.21	Revision 1	AA

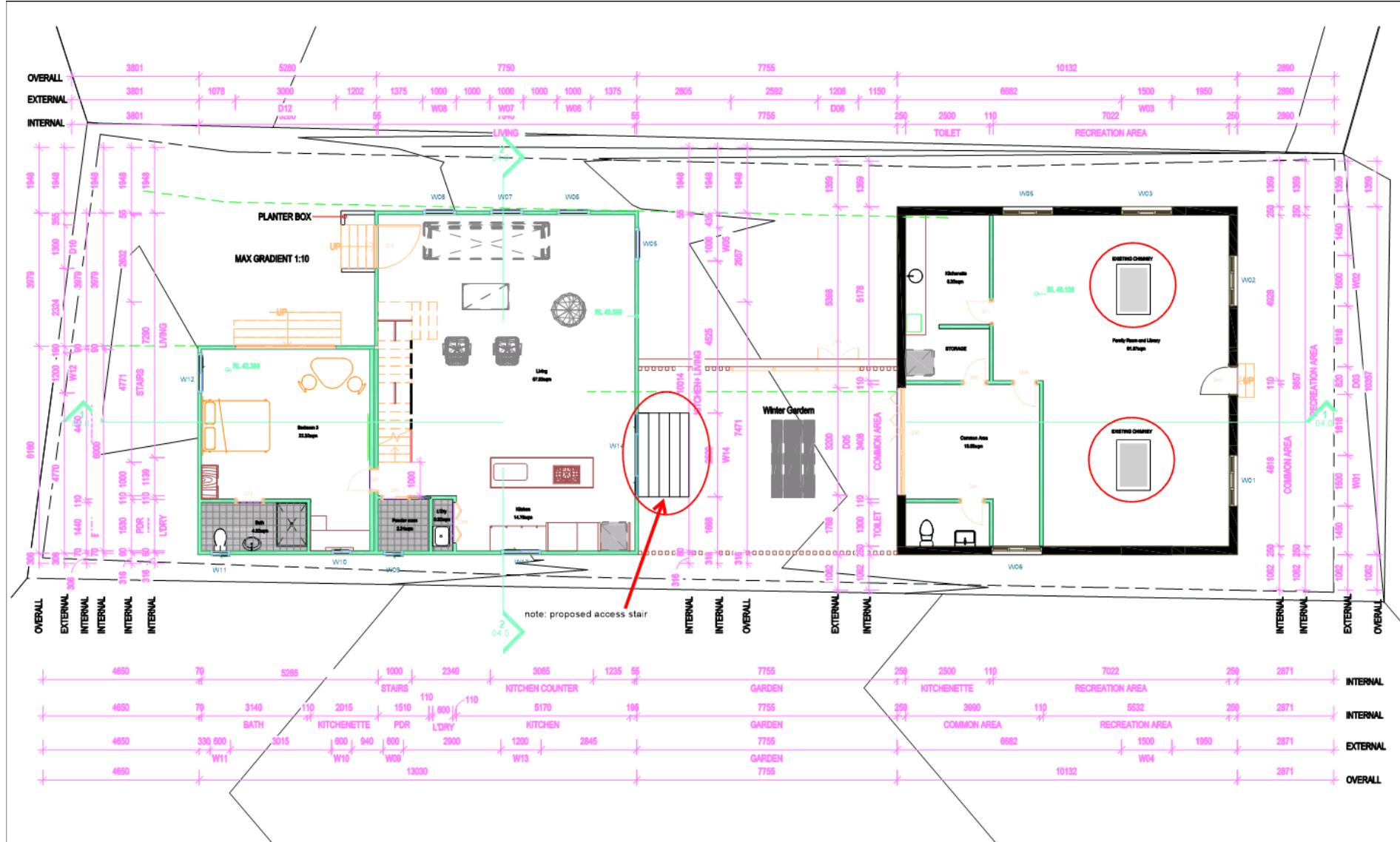
DRAWING TITLE: Demolition Plan
DRAWN BY: KB
CHECKED BY: A.Amirashairi
LOT: 139 | SEC: | DP: 14156
COUNCIL AREA:



SITE ADDRESS: 82 Mollie St, Hobart
CLIENT: JJ
ISSUED FOR: Issued for DA
PROJECT TYPE: Design
SCALE: As indicated
DATE: Sept 2021
REV: B
SHEET NO: 01.2

Level 1, 5 George St
North Strathfield
www.banddesign.com.au
contact@banddesign.com.au
Phone: 0405 841 829
A.B.N: 55 044 232 708

1 02.1 - Demolition Plan
1 : 200



1 Ground Floor Plan - Proposed
1 : 100

NOTE:
* Architectural documents are to be read in conjunction with relevant structural, fire, services, environmental, landscape, civil and landscaping documents.
* Client's own drawings, like signed documents only, shall be subject of any conflict between the architectural documents. Client's responsibility for any error or omission in their own drawings.
* Any other work related to this project must be checked and approved by the relevant authority.
* All materials, equipment, fittings and finishes are to be installed in accordance with the manufacturer's instructions and to comply with the relevant Code of Standards.
* These drawings are not to be used for construction unless they are stamped and signed by the architect.
* These documents may only be used for the purposes for which was commissioned and are subject to the Terms of Engagement.

CONSULTANTS:

REV DATE

A 17.05.21 Initial Design
B 07.09.21 Revision 1

DESCRIPTION

INITIAL

AA
AA

DRAWING TITLE: Ground Floor Plan

DRAWN BY: KB
CHECKED BY: A.Amirshahri

LOT: NA | SEC: | DP: NA

COUNCIL AREA:

SITE ADDRESS: 82 Mollie St, Hobart

CLIENT: JJ
ISSUED FOR: Issued for DA

PROJECT TYPE: Design

SCALE: 1 : 100

DATE: Sept 2021

REV: B

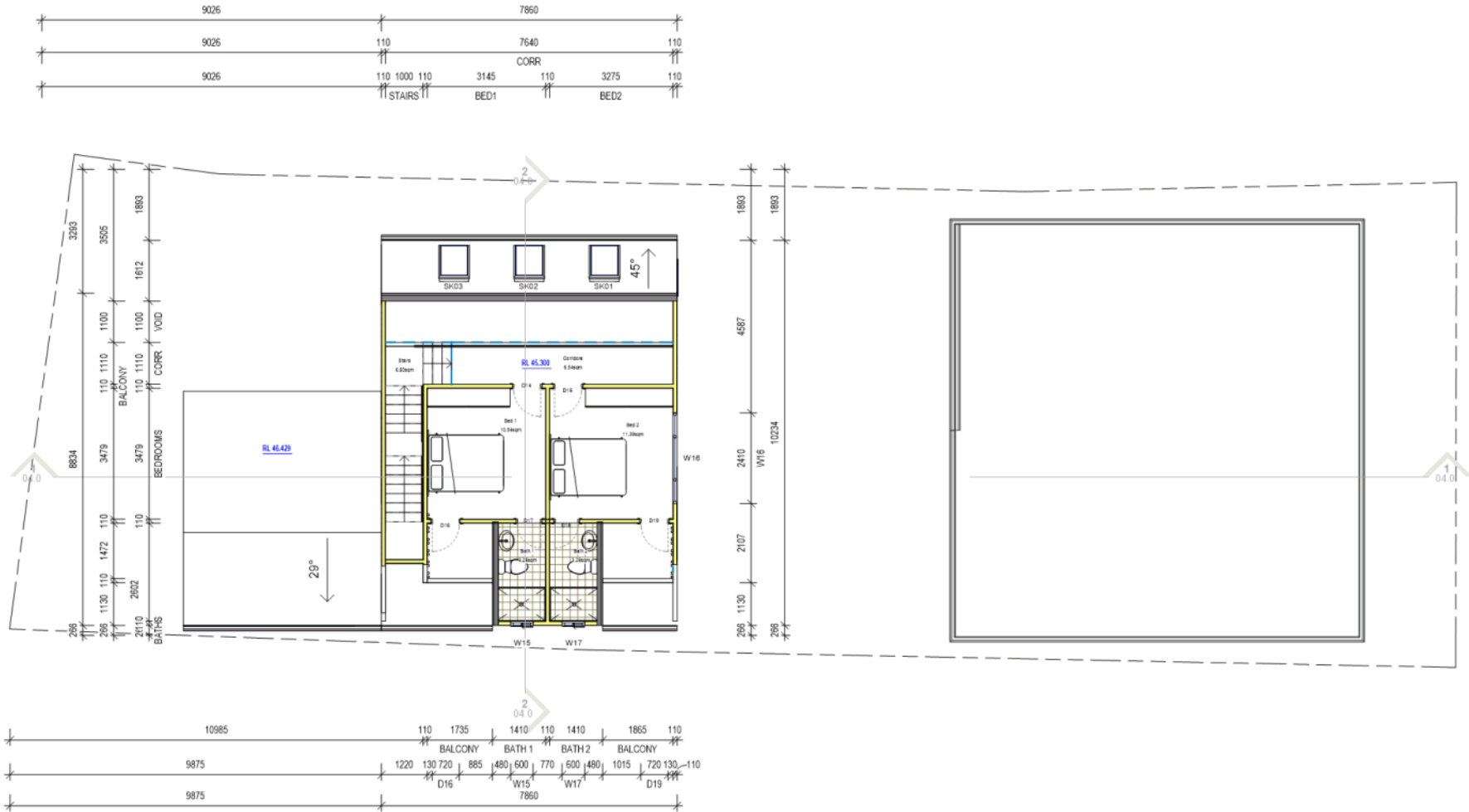
SHEET NO: 02.0



Level 1, 5 George St
North Hobart
www.barranddurrant.com.au
contact@barranddurrant.com.au
Phone: 0405 841 829
A.B.N. 55 644 232 708



PROJECT: P-45



1 Dwelling FFL
1 : 100

NOTES:
* Architectural documents are to be read in conjunction with relevant structural, fire, services, mechanical, electrical, plumbing, civil and landscaping documents.
* Do not scale drawings. All figures are approximate only. Always check dimensions on site before commencing construction.
* Any extra work indicated hereafter must be carried out and approved in writing before proceeding.
* All materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's instructions and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are signed and sealed by a Building Practitioner.
* These documents may only be used for the purposes for which they were commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.05.21	Initial Design	AA
B	07.09.21	Revision 1	AA

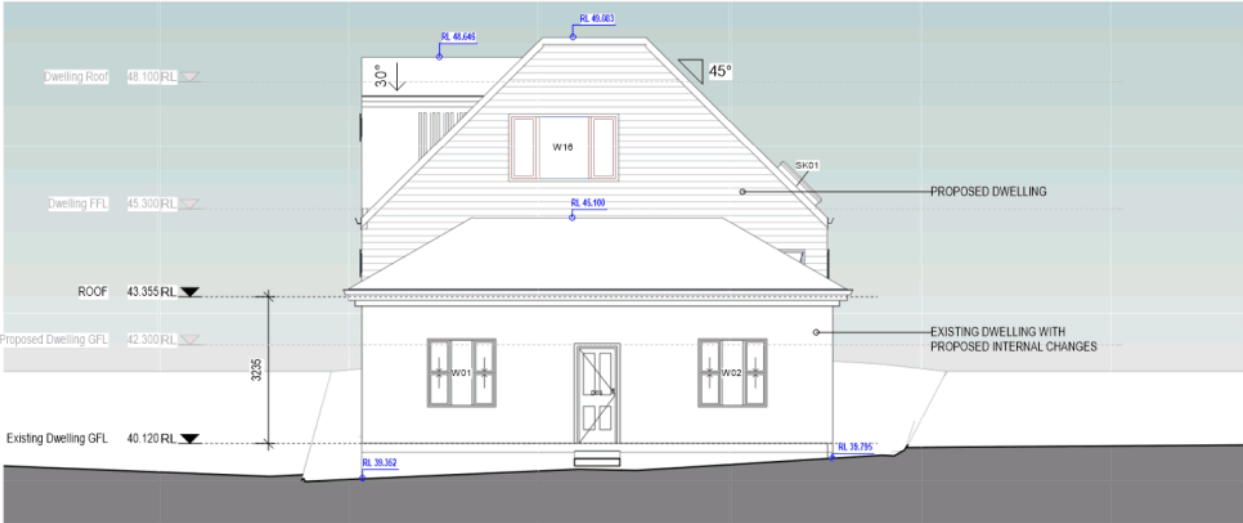
DRAWING TITLE: First Floor Plan
DRAWN BY: KB
CHECKED BY: A.Amirashari
LOT: NA | SEC: | DP: NA
COUNCIL AREA:



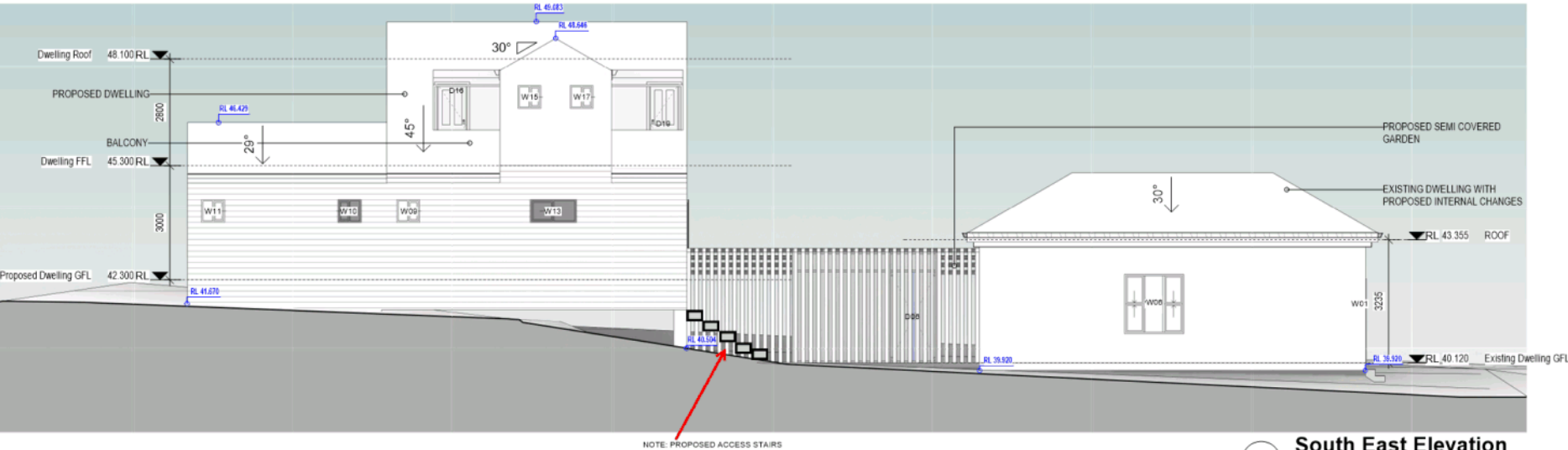
SITE ADDRESS: 82 Mollie St, Hobart
CLIENT: JJ
ISSUED FOR: Issued for DA
PROJECT TYPE: Design
SCALE: 1 : 100
DATE: Sept 2021
REV: B
SHEET NO: 02.1

BID
Level 1, 5 George St
North Strathfield
www.birdandson.com.au
contact@birdandson.com.au
Phone: 0405 841 829
A.B.N: 55 044 232 708

Project No: P45



1 North East Elevation
1 : 100



2 South East Elevation
1 : 100

NOTE:
* Architectural documents are to be read in conjunction with relevant structural, fire, service, mechanical, plumbing, electrical, civil and landscaping documents.
* Do not scale drawings, and figure dimensions only. Always check dimensions on site before commencing construction.
* Any extra work indicated hereafter must be checked and approved in writing before commencing construction.
* All materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's instructions and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are signed and sealed by a registered professional.
* These documents may only be used for the purposes for which they were commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.06.21	Initial Design	AA
B	07.09.21	Revision 1	AA

DRAWING TITLE:	Elevation - 01
DRAWN BY:	KB
CHECKED BY:	A.Amirashari
LOT: NA	SEC: DP: NA
COUNCIL AREA:	

SITE ADDRESS:	82 Mollie St, Hobart
CLIENT:	JJ
ISSUED FOR:	Issued for DA
PROJECT TYPE:	Design

SCALE:	1 : 100
DATE:	Sept 2021
REV:	B
SHEET NO:	03.0

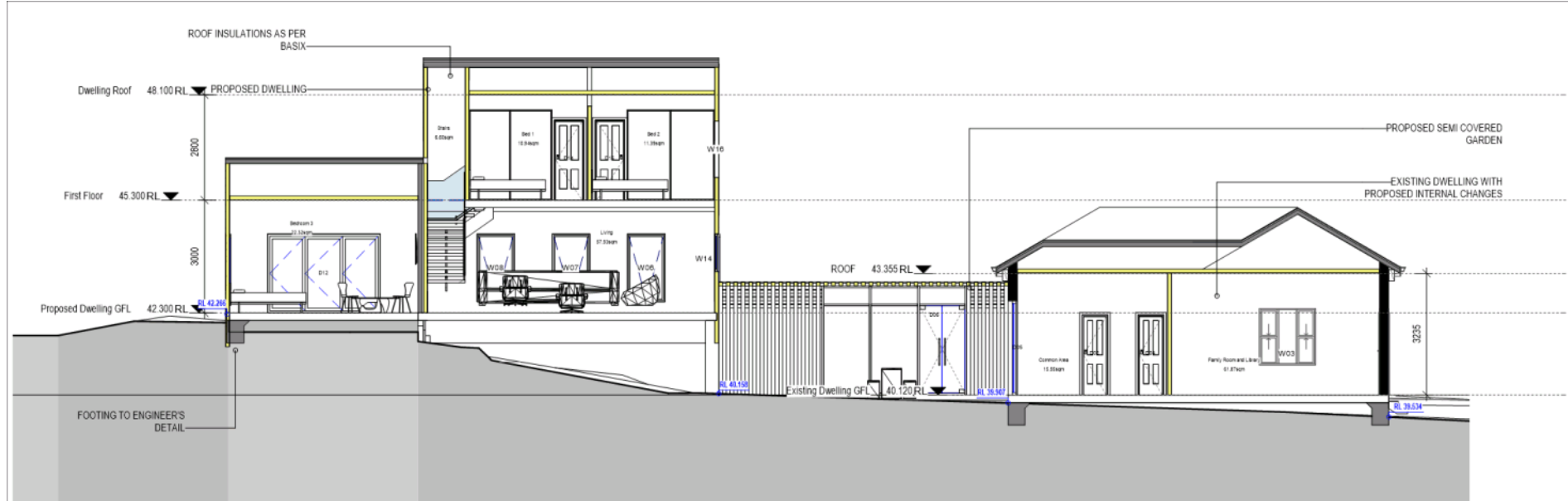
BID

Level 1, 5 George St
North Strathfield
www.birdandson.com.au
contact@birdandson.com.au
Phone: 0405 841 829
A.B.N: 55 044 232 708

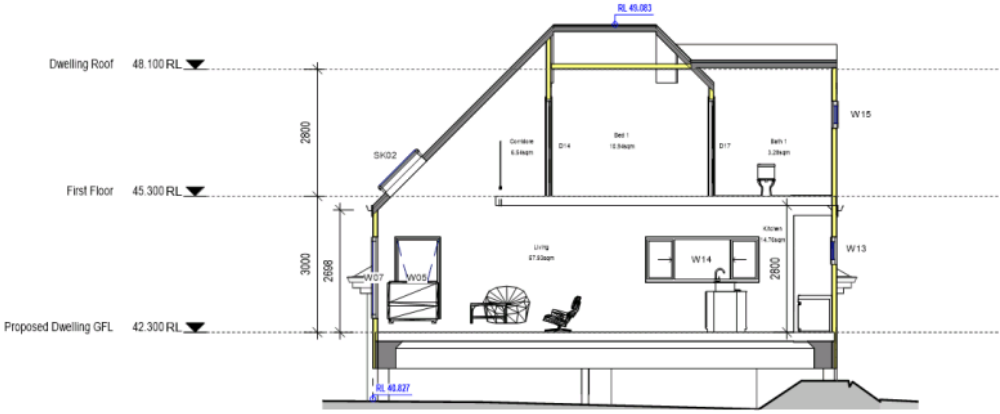
Project No: P45



PROJECT NO. P-45



1 Long Section
1 : 100



2 Short Section
1 : 100

NOTES:
* Architectural documents are to be read in conjunction with relevant structural, fire, service, mechanical, plumbing, electrical, civil and landscaping documents.
* Do not scale drawings. All figures are dimensions only. Always include all dimensions on site before commencing work.
* Any extra work required hereafter must be claimed and approval obtained before proceeding otherwise no work will be allowed for.
* All materials, appliances, fittings and fixtures are to be installed in accordance with the manufacturer's instructions and in compliance with the relevant Codes & Standards.
* These drawings are not to be used for construction unless drawings are signed and sealed by Building Services.
* These documents may only be used for the purposes for which they are commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:	

REV	DATE	DESCRIPTION	INITIAL
A	17.05.21	Initial Design	AA
B	07.09.21	Revision 1	AA

DRAWING TITLE:	Sections
DRAWN BY:	KB
CHECKED BY:	A.Amirashari
LOT: NA	SEC:
DP: NA	
COUNCIL AREA:	

SITE ADDRESS:	82 Mollie St, Hobart
CLIENT:	JJ
ISSUED FOR:	Issued for DA
PROJECT TYPE:	Design
SCALE:	1 : 100
DATE:	Sept 2021
REV:	B
SHEET NO:	04.0



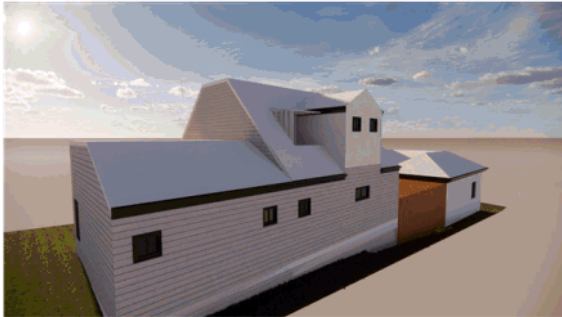
Level 1, 5 George St
North Strathfield
www.banddesign.com.au
contact@banddesign.com.au
Phone: 0405 841 829
A.B.N: 55 044 232 708



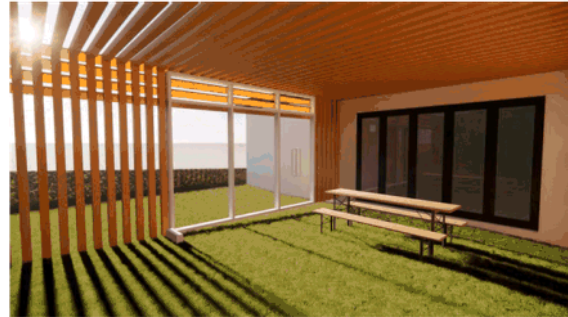
Project No. P45



EXTERNAL VIEW



EXTERNAL VIEW



GARDEN VIEW



BEDROOM 3



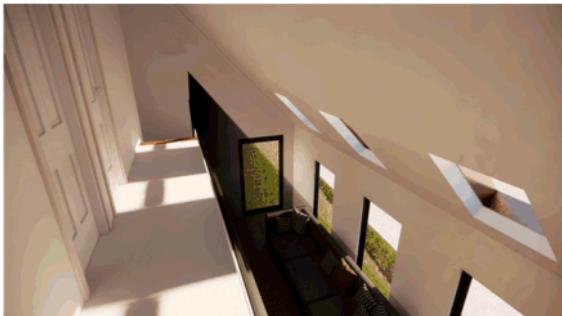
VOID



KITCHEN+LIVING



LIVING



CORRIDOR



BEDROOM 2

Door Schedule		
Mark	Height	Width

D01	2100	620
D02	2100	620
D04	2100	620
D05	2500	3200
D06	2325	1208
D07	2100	620
D08	2100	1210
D09	2100	700
D10	2100	1300
D11	2100	620
D12	2100	3000
D13	2100	720
D14	2100	720
D15	2100	720
D16	2100	720
D17	2100	620
D18	2100	620
D19	2100	720

Grand total: 18

Window Schedule			
Mark	Window Style	Height	Width

SK01	Skylight - Fixed	1180	780
SK02	Skylight - Fixed	1180	780
SK03	Skylight - Fixed	1180	780
W01	Sliding	1500	1500
W02	Sliding	1500	1500
W03	Sliding	1500	1500
W04	Sliding	1500	1500
W05	Fixed	1800	1000
W06	Fixed	1800	1000
W07	Fixed	1800	1000
W08	Fixed	1800	1000
W09	Sliding	600	600
W10	Sliding	600	600
W11	Sliding	600	600
W12	Sliding	1500	1200
W13	Sliding	600	1200
W14	Sliding	1000	2500
W15	Sliding	600	600
W16	Sliding	1500	2410
W17	Sliding	600	600

8. REPORTS

8.1 Monthly Planning Statistics - 1 January - 31 January 2022 File Ref: F22/9776

Memorandum of the Director City Planning of 2 February 2022 and attachments.

Delegation: Council



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Monthly Planning Statistics - 1 January - 31 January 2022

Attached is the Planning Permit statistics for the period 1 January 2022 – 31 January 2022.

RECOMMENDATION

That:

The Director City Planning reports:

Planning Statistical Report:

During the period 1 January 2022 to 31 January 2022, 38 permits were issued to the value of \$9,202,311 which included:

- (i) 2 new single dwellings to the value of \$1,006,941
- (ii) 8 multiple dwellings to the value of \$1,920,000;
- (iii) 20 extensions/alterations to dwellings to the value of \$5,628,370
- (iv) 5 extensions/alterations to commercial properties to the value of \$1,373,000;
- (v) No major projects;

During the period 1 January 2021 to 31 January 2021, 38 permits were issued to the value of \$8,726,000 which included:

- (i) 4 new single dwellings to the value of \$1,370,000;
- (ii) 8 multiple dwellings to the value of \$3,080,000;
- (iii) 20 extensions/alterations to dwellings to the value of \$2,215,500;

(iv) 4 extensions/alterations to commercial properties to the value of \$2,650,000;

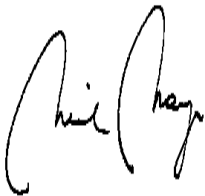
(v) No major projects;

In the twelve months ending January 2022, 738 permits were issued to the value of \$285,237,620; and

In the twelve months ending January 2021, 789 permits were issued to the value of \$297,968,558.

This report includes permits issued, exempt and no permit required decisions

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



Neil Noye

DIRECTOR CITY PLANNING

Date: 2 February 2022

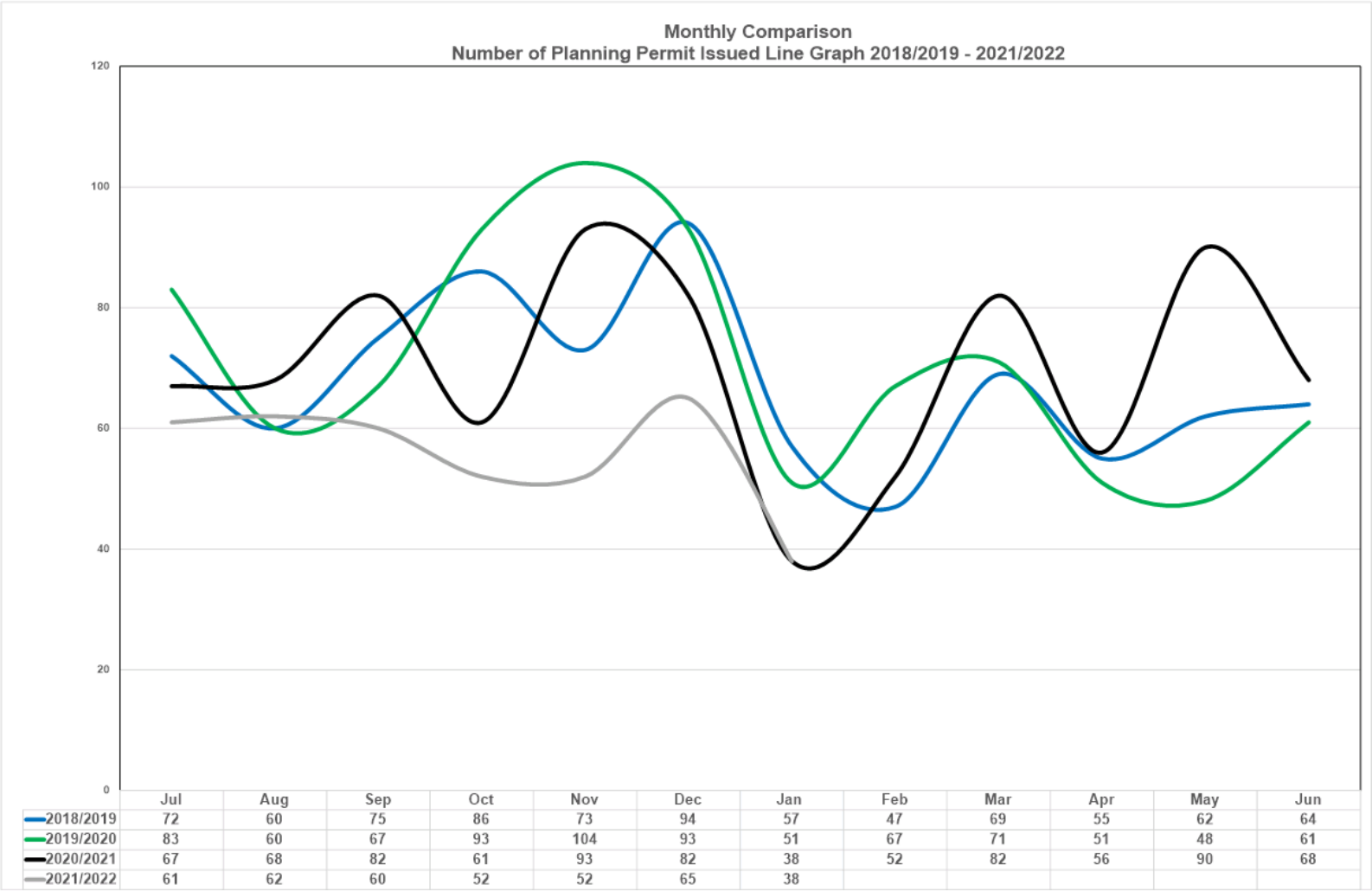
File Reference: F22/9776

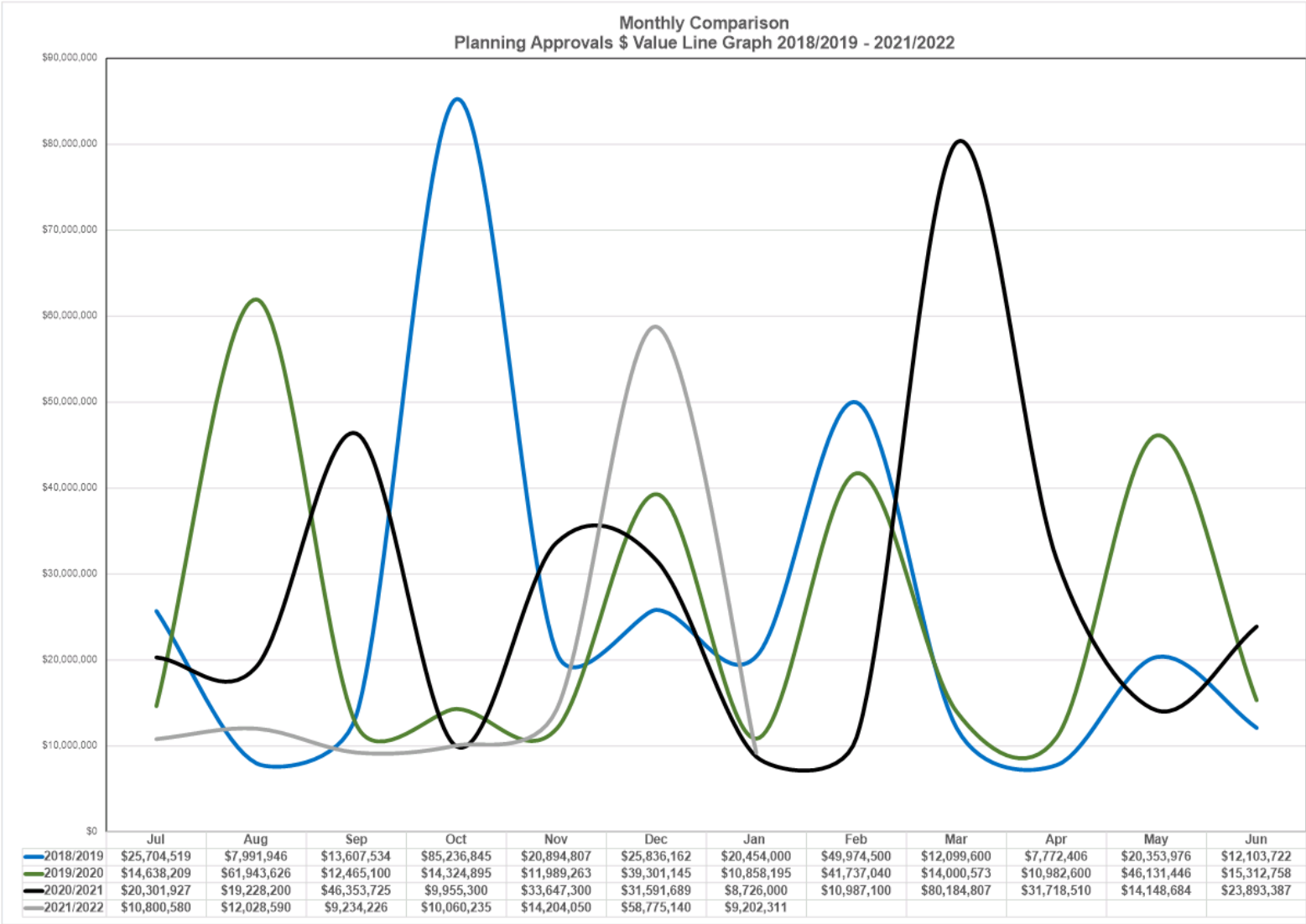
Attachment A: Monthly Comparison Number of Planning Permit Issued Line Graph Jan 2022 ↓ 

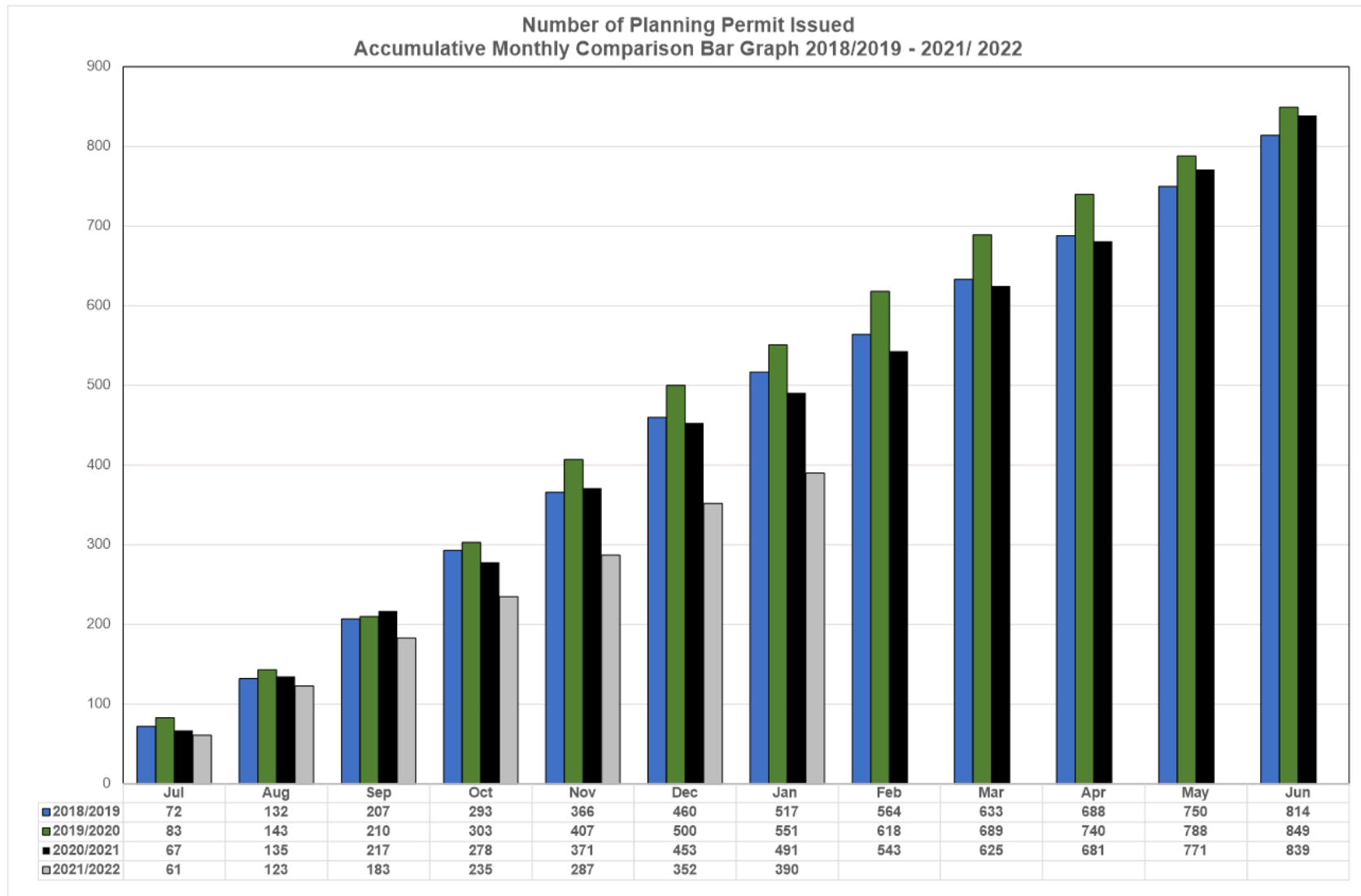
Attachment B: Monthly Comparison Planning Approvals Value Line Graph Jan 2022 ↓ 

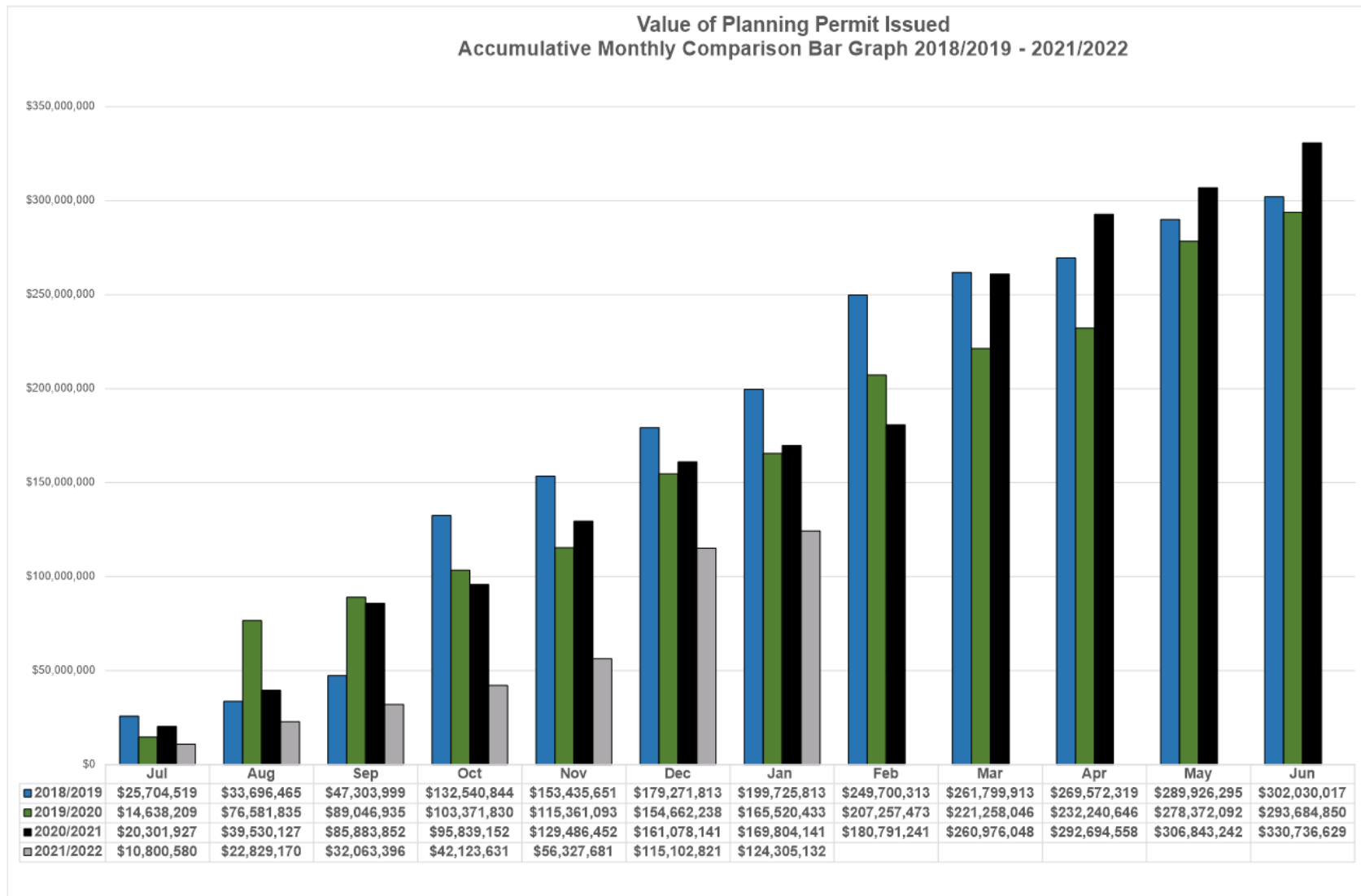
Attachment C: Number of Planning Permit Issued Accumulative Monthly Comparison Bar Graph Jan 2022 ↓ 

Attachment D: Value of Planning Permit Issued Accumulative Monthly Comparison Bar Graph Jan 2022 ↓ 









8.2 Monthly Building Statistics - 1 January - 31 January 2022
File Ref: F22/9769

Memorandum of the Director City Planning of 2 February 2022 and attachments.

Delegation: Council

MEMORANDUM: CITY PLANNING COMMITTEE**Monthly Building Statistics - 1 January - 31 January 2022**

Attached is the Building Permit Statistics for the period 1 January - 31 January 2022.

RECOMMENDATION***That:***

The Director City Planning reports:

Building Statistical Report:

During the period 1 January 2022 to 31 January 2022, 33 permits were issued to the value of \$13,360,354 which included:

- (i) 17 for extensions/alterations to dwellings to the value of \$2,618,860;
- (ii) 5 new dwellings to the value of \$1,848,172;
- (iii) 13 new multiple dwellings to the value of \$3,985,000; and
- (iv) 1 major project:
 - (a) 66 Burnett Street, North Hobart - Stage 4 - Additional 3 Units on Level 5 & 5 Units on Level 6 - \$3,000,000;

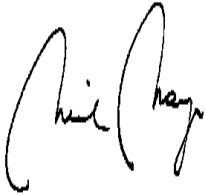
During the period 1 January 2021 to 31 January 2021, 42 permits were issued to the value of \$8,278,390 which included:

- (i) 25 for extensions/alterations to dwellings to the value of \$3,785,000;
- (ii) 9 new dwellings to the value of \$3,508,390;
- (iii) No new multiple dwellings; and
- (iv) No major projects.

In the twelve months ending January 2022, 600 permits were issued to the value of \$261,425,886; and

In the twelve months ending January 2021, 647 permits were issued to the value of \$178,909,986





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

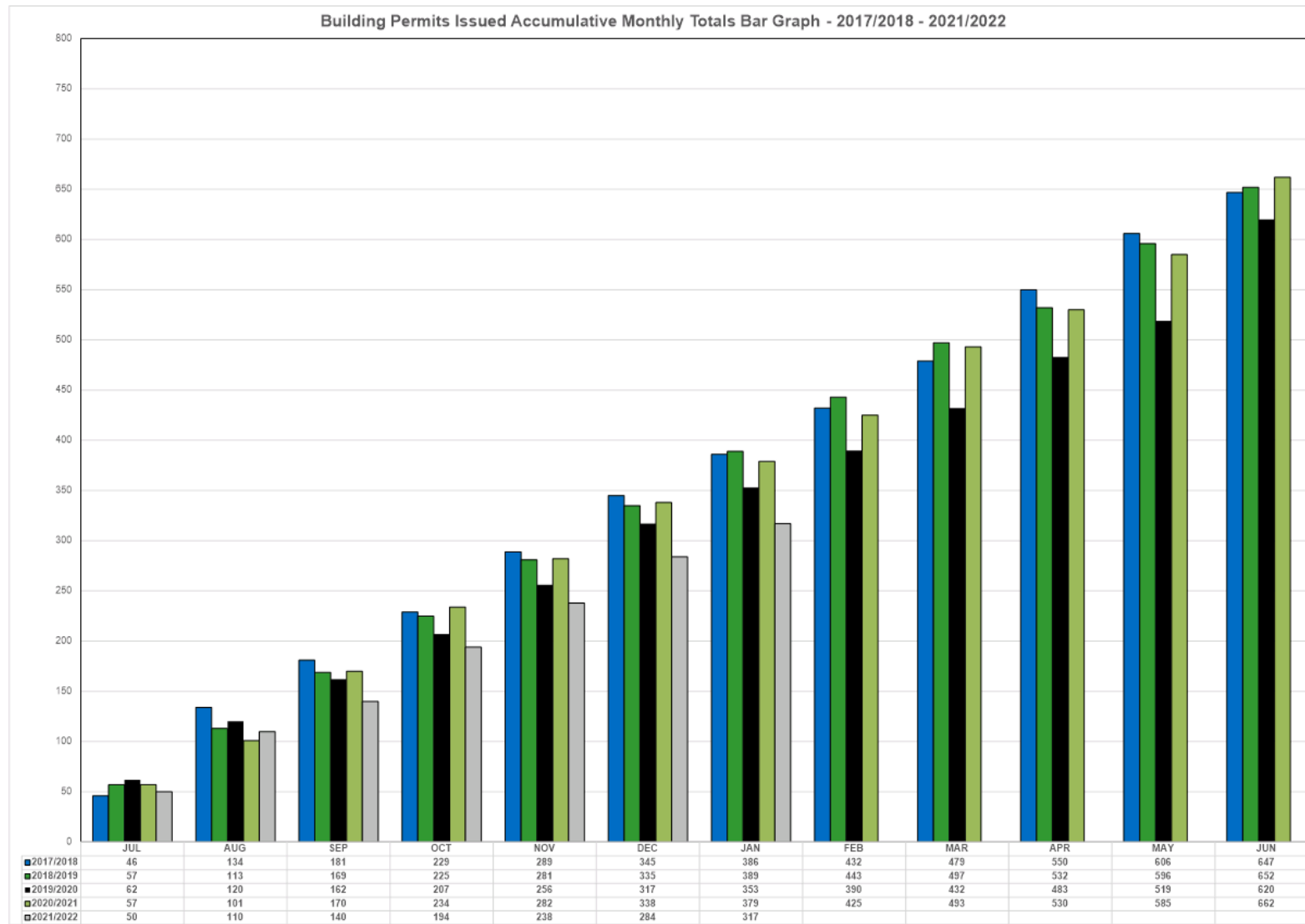


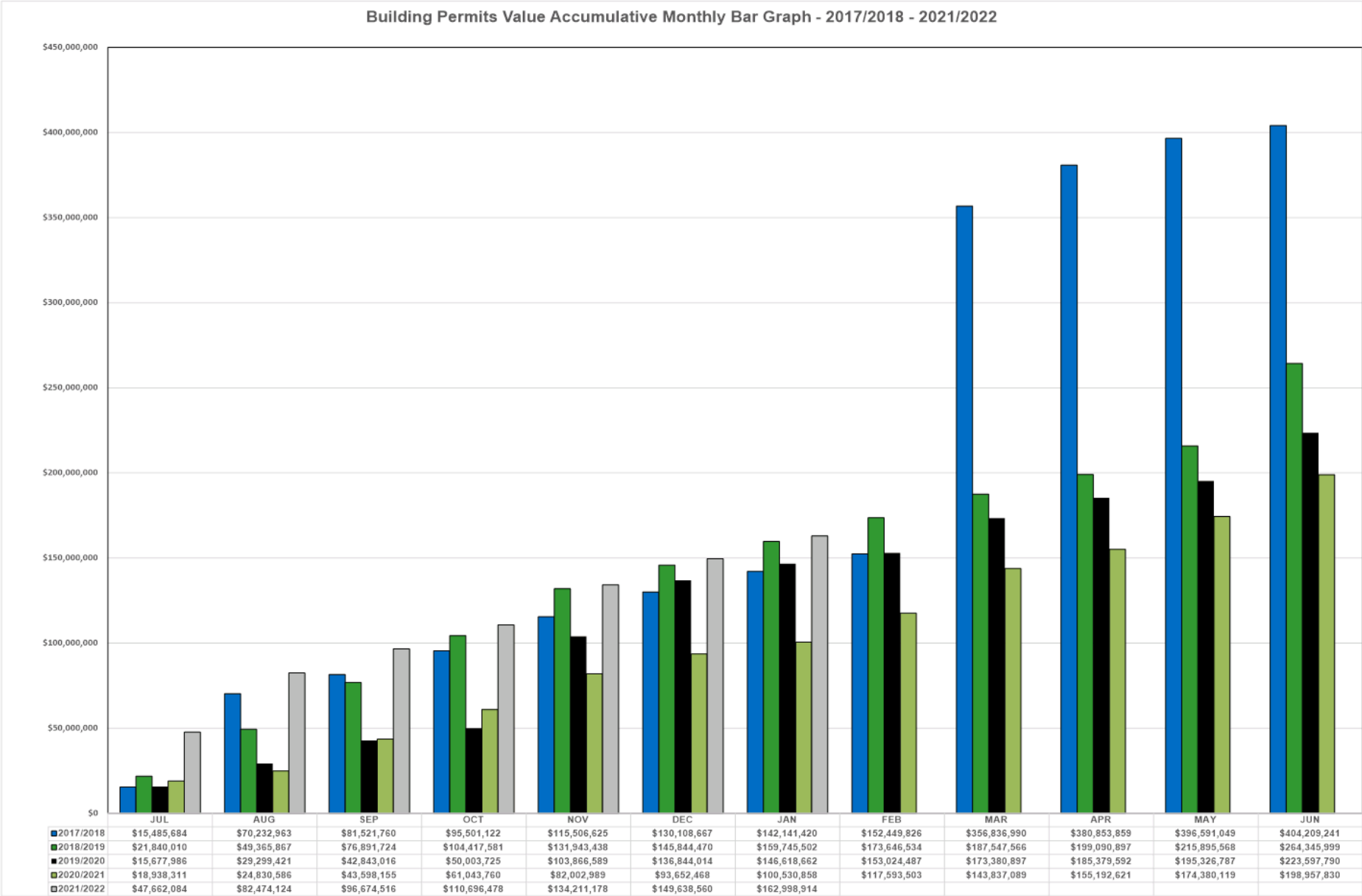
Neil Noye

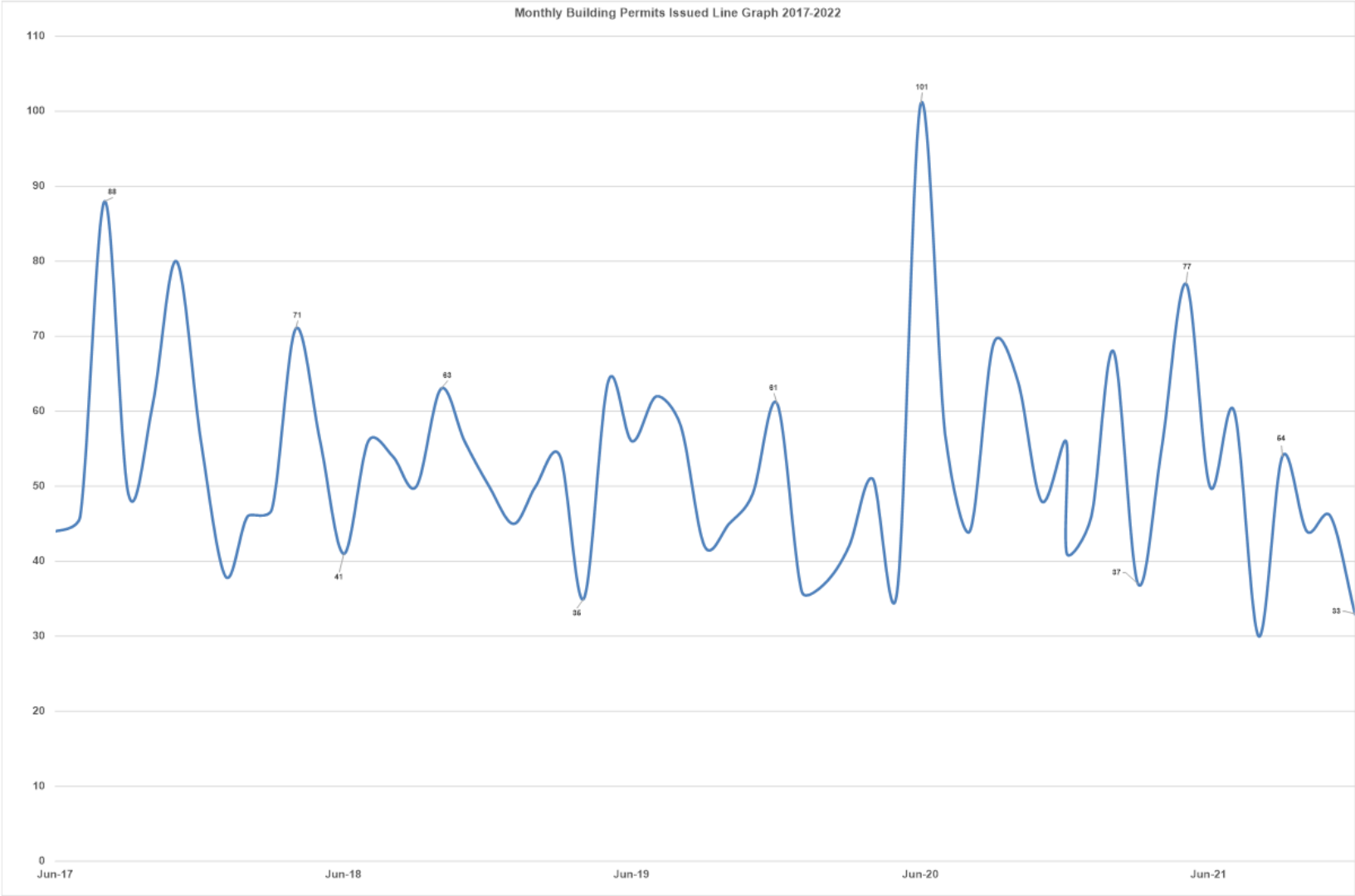
DIRECTOR CITY PLANNING

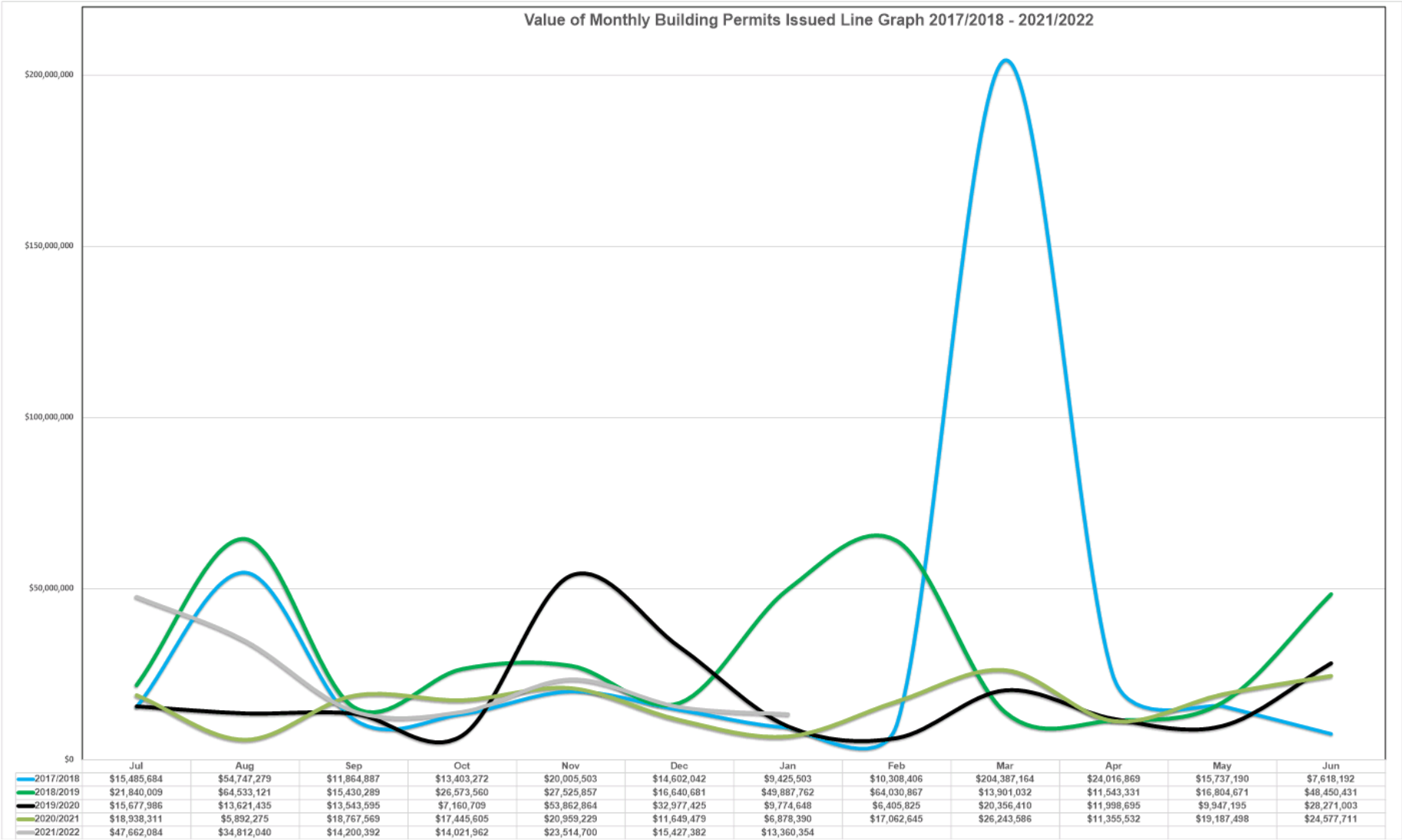
Date: 2 February 2022
File Reference: F22/9769

- Attachment A: Building Permits Issued Accumulative Monthly Totals Bar Graph - Jan 2022 ↓ 
- Attachment B: Building Permits Value Accumulative Monthly Bar Graph - Jan 2022 ↓ 
- Attachment C: Monthly Building Permits Issued Line Graph - Jan 2022 ↓ 
- Attachment D: Value of Monthly Building Permits Issued Line Graph - Jan 2022 ↓ 









8.3 Annual Development Data 2021
File Ref: F22/5040

Memorandum of the Director City Planning of 2 February 2022 and attachments.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Annual Development Data 2021

The purpose of this report is to provide the Council with information on commercial and residential development within the municipality during 2021.

The information that is attached is:

- Major building approvals (\$3 million and over) issued in 2021.
- Visitor accommodation approvals July 2021 – December 2021; and
- Building approved residential dwellings 2021.

RECOMMENDATION

That:

1. ***That the information be received and noted.***

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

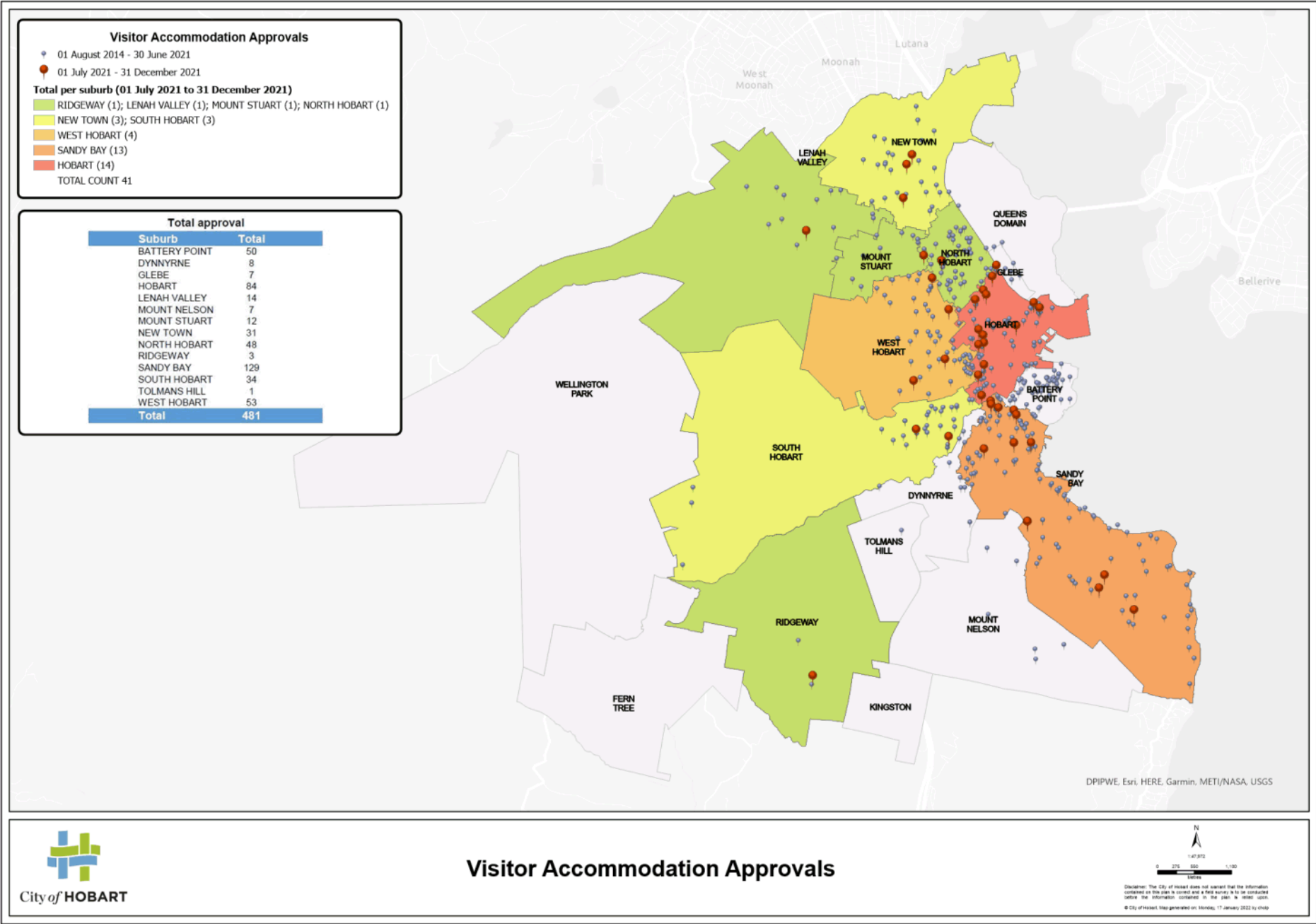
Neil Noye
DIRECTOR CITY PLANNING

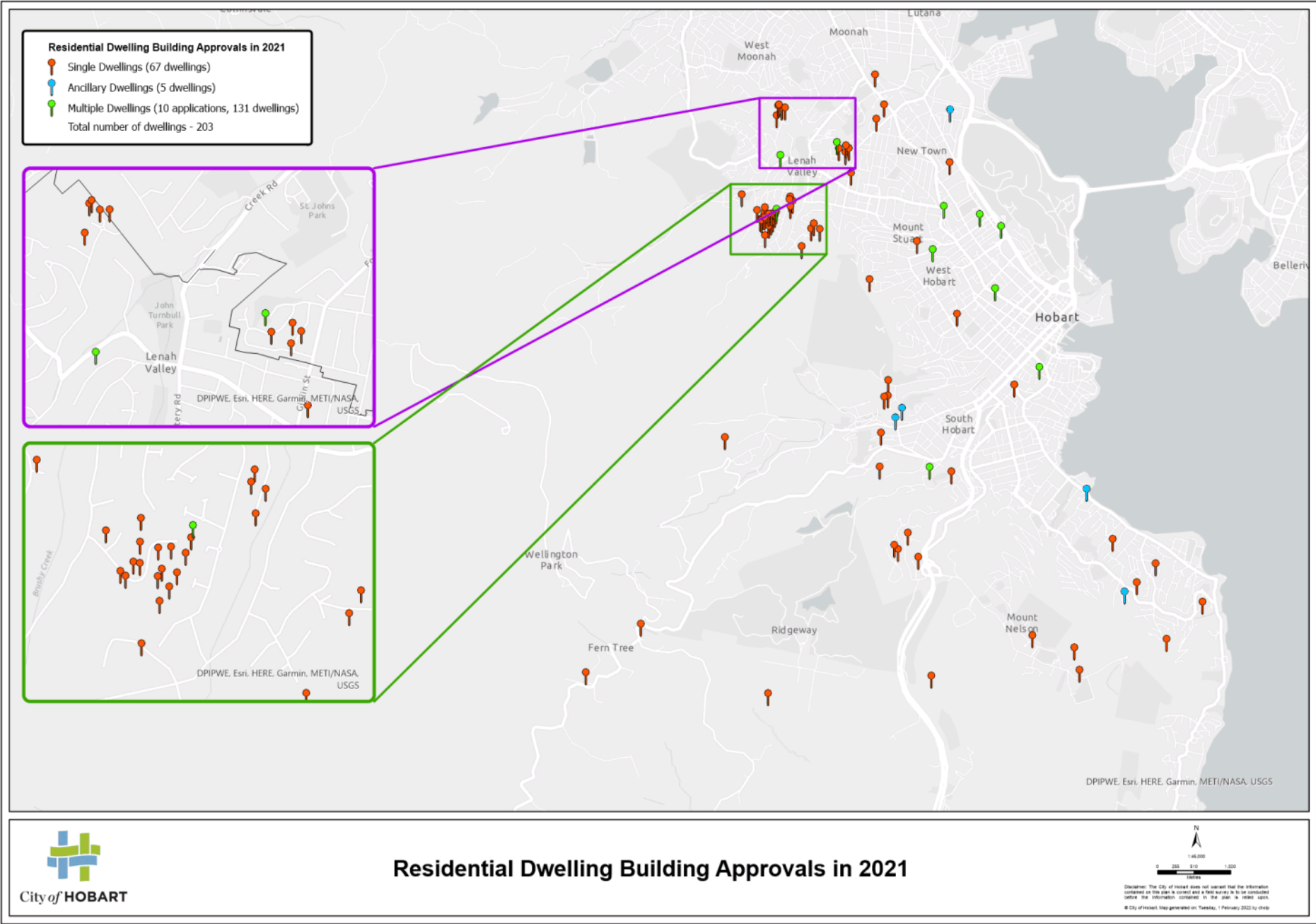
Date: 2 February 2022
File Reference: F22/5040

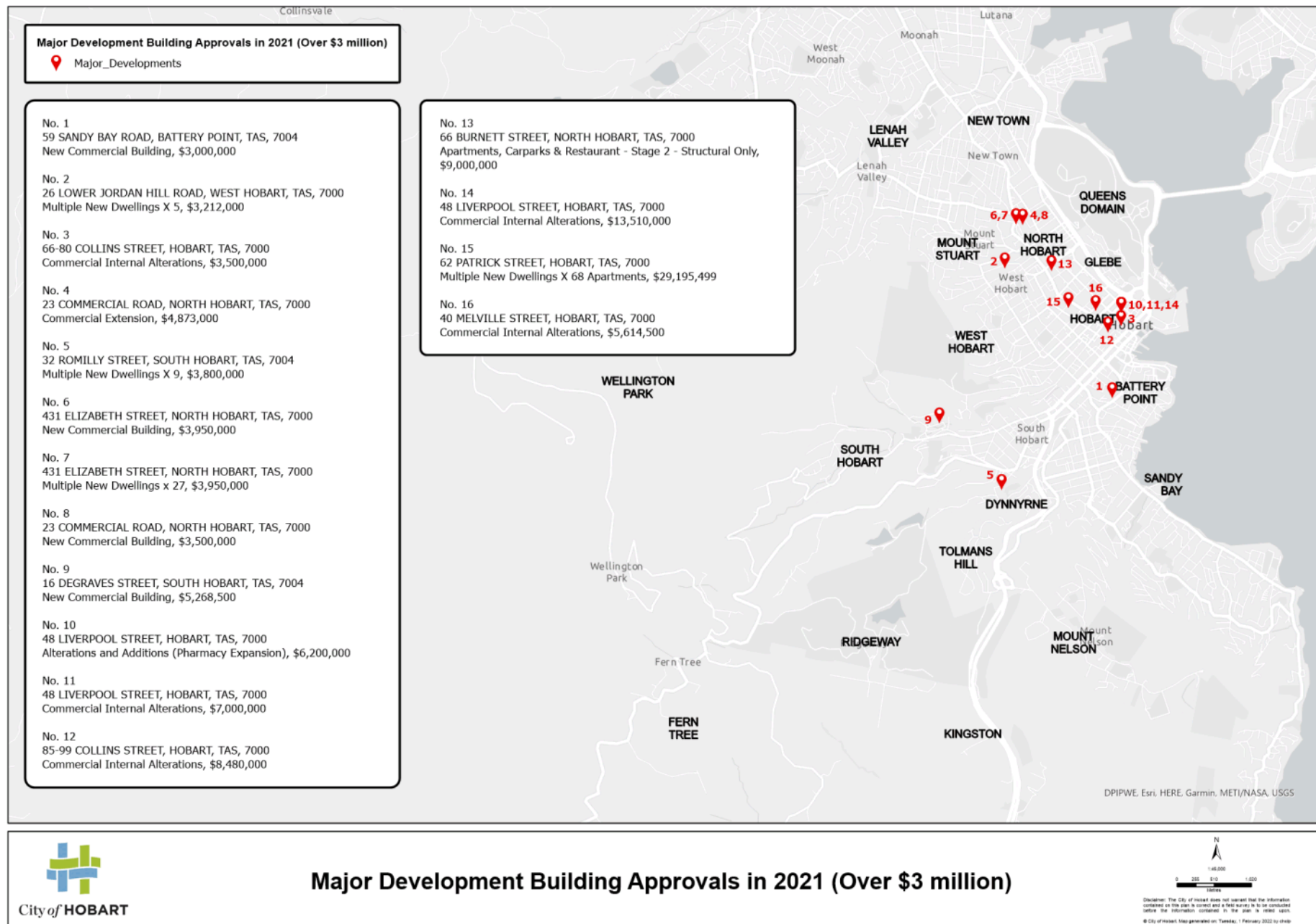
Attachment A: Visitor Accommodation 1 July - 31 December 2021 ↓

Attachment B: Residential Dwellings Approvals in 2021 ↓ 

Attachment C: Major Development Building Approvals in 2021 ↓ 







8.4 Delegated Decision Report (Planning)
File Ref: F22/8877

Memorandum of the Director City Planning of 31 January 2022 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Delegated Decision Report (Planning)

Attached is the delegated planning decisions report for the period 17 January 2022 to 28 January 2022.

RECOMMENDATION

That:

- 1. That the information be received and noted.***

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

Neil Noye
DIRECTOR CITY PLANNING

Date: 31 January 2022
File Reference: F22/8877

Attachment A: Delegated Decision Report (Planning) ↓

31 January 2022

Delegated Decisions Report (Planning)

15 applications found.

				Approved	All
Planning Description	Address	Works Value	Decision	Authority	
PLN-19-470 Alterations	2/25 HOPE STREET NEW TOWN TAS 7008	\$ 4,000	Approved	Delegated	
PLN-21-372 Partial Demolition, Alterations, Extension and Garage	481 MACQUARIE STREET SOUTH HOBART TAS 7004	\$ 350,000	Approved	Delegated	
PLN-21-593 Dwelling	25 DOWDING CRESCENT NEW TOWN TAS 7008	\$ 456,941	Approved	Delegated	
PLN-21-629 Community Shed and Alterations to Carparking	64 ANGLESEA STREET SOUTH HOBART TAS 7004	\$ 700,000	Approved	Delegated	
PLN-21-707 Six Multiple Dwellings and Associated Works	63-83 CREEK ROAD NEW TOWN TAS 7008	\$ 1,500,000	Approved	Delegated	
PLN-21-708 Partial Demolition, Alterations, and Driveway	1/109C MARLYN ROAD SOUTH HOBART TAS 7004	\$ 325,000	Approved	Delegated	
PLN-21-711 Subdivision (Boundary Adjustment)	43 STRATTON AVENUE LENA VALLEY TAS 7008	\$ 12,000	Approved	Delegated	
PLN-21-745 Visitor Accommodation	9/1A SAYER CRESCENT SANDY BAY TAS 7005	\$ 0	Approved	Delegated	
PLN-21-759 Partial Demolition, Alterations and Extension	5 SHARPS ROAD LENA VALLEY TAS 7008	\$ 180,000	Approved	Delegated	
PLN-21-781 Partial Demolition & Alterations	8 LIPSCOMBE AVENUE SANDY BAY TAS 7005	\$ 100,000	Approved	Delegated	
PLN-21-800 Partial Demolition, Alterations, Extension and Carport	519 NELSON ROAD MOUNT NELSON TAS 7007	\$ 200,000	Approved	Delegated	
PLN-21-802 Partial Demolition, Alterations and Extension	26 WEERONA AVENUE MOUNT STUART TAS 7000	\$ 600,000	Approved	Delegated	
PLN-21-845 Signage	293 MACQUARIE STREET HOBART TAS 7000	\$ 0	Approved	Delegated	
PLN-21-846 Alterations (Solar Panels)	45 DAVEY STREET HOBART TAS 7000	\$ 19,500	Approved	Delegated	
PLN-21-861 Partial Demolition, Alterations and Extension	40 PEDDER STREET NEW TOWN TAS 7008	\$ 196,000	Approved	Delegated	

8.5 City Planning - Advertising Report
File Ref: F22/9717

Memorandum of the Director City Planning of 2 February 2022 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list for the period 17 January 2022 to 28 January 2022.

RECOMMENDATION


That:

- 1. That the information be received and noted.***

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

Neil Noye
DIRECTOR CITY PLANNING

Date: 2 February 2022
File Reference: F22/9717

Attachment A: City Planning - Advertising Report ↓ 

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-863	50 SALAMANCA PLACE	BATTERY POINT	Signage	\$0	10/02/2022	ayersh	Council (Council Land)	18/01/2022	02/02/2022
PLN-21-874	142 MACQUARIE STREET	HOBART	Signage	\$1,100	16/02/2022	ayersh	Director	19/01/2022	03/02/2022
PLN-21-868	13 BAYLEY STREET	GLEBE	Change of Use to Visitor Accommodation	\$0	23/0/2022	langd	Director	19/01/2022	03/02/2022
PLN-21-849	36 FORSTER STREET	NEW TOWN	Signage	\$35,230	01/03/2022	langd	Director	25/01/2022	09/02/2022
PLN-21-850	11 DEMDEN STREET	WEST HOBART	Partial Demolition, Alterations and Extension	\$180,000	19/02/2022	langd	Director	27/01/2022	10/02/2022
PLN-22-9	3 WOODLYN COURT	SOUTH HOBART	Partial Demolition, Alterations and Extension	\$290,000	01/03/2022	langd	Director	27/01/2022	10/02/2022
PLN-21-843	1 RED KNIGHTS ROAD	SANDY BAY	Partial Demolition, Alterations, Swimming Pool and Decks	\$150,000	15/02/2022	mcclenahanm	Director	19/01/2022	03/02/2022
PLN-19-938	28 STOKE STREET	NEW TOWN	Partial Demolition, Extension, Alterations, Retaining Wall and Front Fencing (Gate)	\$120,000	24/02/2022	mcclenahanm	Director	21/01/2022	05/02/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-736	9 WESTINWOOD ROAD	LENAH VALLEY	Dwelling	\$448,470	20/02/2022	mcclenahanm	Director	21/01/2022	05/02/2022
PLN-21-819	63 YORK STREET	SANDY BAY	Partial Demolition and Deck	\$50,000	13/02/2022	mcclenahanm	Director	21/01/2022	05/02/2022
PLN-21-815	72 SUMMERHILL ROAD	WEST HOBART	Dwelling	\$900,000	19/02/2022	obrienm	Director	25/01/2022	09/02/2022
PLN-21-727	332 DAVEY STREET	SOUTH HOBART	Driveway Extension & Garage	\$25,000	19/02/2022	sherriffc	Director	24/01/2022	08/02/2022
PLN-21-865	140 - 150 LIVERPOOL STREET	HOBART	Partial Demolition, Alterations and Deck	\$120,000	21/02/2022	sherriffc	Director	24/01/2022	08/02/2022
PLN-22-10	24 / 212 COLLINS STREET	HOBART	Change of Use to Visitor Accommodation	\$0	28/02/2022	sherriffc	Director	25/01/2022	09/02/2022
PLN-21-212	74 BRUSHY CREEK ROAD	LENAH VALLEY	Dwelling	\$400,000	11/02/2022	smeea	Director	18/01/2022	02/02/2022
PLN-21-597	7 BROMBY STREET	NEW TOWN	Partial Demolition, Alterations and Extension	\$250,000	11/01/2022	smeea	Director	18/01/2022	02/02/2022
PLN-21-866	13 NUTGROVE AVENUE	SANDY BAY	Partial Demolition, Alterations and Ancillary Dwelling	\$260,000	25/02/2022	smeea	Director	27/01/2022	10/02/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-870	101 HAMPDEN ROAD	BATTERY POINT	Front Fencing	\$20,000	18/02/2022	widdowsont	Director	21/01/2022	05/02/2022

9. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

The Chief Executive Officer reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

9.1 City Planning Committee Meetings
File Ref: F22/8330; 13-1-10

Memorandum of the Director City Planning of 31 January 2022.

That the information be received and noted.

Delegation: Committee



City of **HOBART**

**MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS**

CITY PLANNING COMMITTEE MEETINGS

Meeting: City Planning Committee

**Meeting date: 24 January
2022**

Raised by: Alderman Briscoe

Question:

Can the Acting Director request via the appropriate channels if the City Planning Committee is able to meet in person?

Response:

A recommendation has been made by the Chief Executive Officer in line with the Council's COVID Safe Plan for meetings, for all Council meetings and Committee meetings to occur online. Avoiding face-to-face meetings mitigates the ongoing risk posed by COVID to Elected Members and members of the public. This was communicated to all Elected Members by the CEO on 25 December 2021. The CEO will monitor these arrangements regularly as the COVID-19 situation changes.

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

Neil Noye

DIRECTOR CITY PLANNING

Date: 31 January 2022
File Reference: F22/8330; 13-1-10

10. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the Chief Executive Officer or the Chief Executive Officer's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, Chief Executive Officer or Chief Executive Officer's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

11. CLOSED PORTION OF THE MEETING

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Confirm the minutes of the Closed portion of the meeting
- Questions without notice in the Closed portion

The following items were discussed: -

- | | |
|------------|--|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Committee Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of pecuniary and conflicts of interest |
| Item No. 4 | Questions Without Notice |