CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 21 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

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY 4

2. CONFIRMATION OF MINUTES..... 4

3. CONSIDERATION OF SUPPLEMENTARY ITEMS 4

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST..... 5

5. TRANSFER OF AGENDA ITEMS..... 5

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS..... 5

7. COMMITTEE ACTING AS PLANNING AUTHORITY 6

7.1 APPLICATIONS UNDER THE SULLIVANS COVE PLANNING SCHEME 1997 7

7.1.1 50 Salamanca Place, Battery Point - Signage 7

7.2 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015 37

7.2.1 345 Sandy Bay Road, Sandy Bay and Adjacent Road Reserve - Demolition, New Building for 7 Multiple Dwellings, and Associated Works 37

7.2.2 1/816 Sandy Bay Road, Sandy Bay and Common Land or Parent Title - Partial Demolition, Alterations and Extension.....312

7.2.3 72 Summerhill Road, West Hobart - Dwelling.....376

7.2.4 5 Alexander Street, Sandy Bay - Demolition and Three Multiple Dwellings 476

8. REPORTS 705

8.1 City Planning - Advertising Report..... 705
8.2 Delegated Decision Report (Planning) 709

9. COMMITTEE ACTION STATUS REPORT..... 712

9.1 Committee Actions - Status Report..... 712

10. QUESTIONS WITHOUT NOTICE 718

11. CLOSED PORTION OF THE MEETING..... 719

City Planning Committee Meeting (Open Portion) held Monday, 21 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 E 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, 7 February 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 SULLIVANS COVE PLANNING SCHEME 1997

7.1.1 50 SALAMANCA PLACE, BATTERY POINT - SIGNAGE PLN-21-863 - FILE REF: F22/13808

Address:	50 Salamanca Place, Battery Point
Proposal:	Signage
Expiry Date:	24 March 2022
Extension of Time:	
Author:	Helen Ayers

RECOMMENDATION

That pursuant to the *Sullivans Cove Planning Scheme 1997*, the Council, in accordance with the delegations contained in its terms of reference, approve the application for Signage at 50 Salamanca Place, Battery Point, TAS 7004, 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-21-863 - 50 SALAMANCA PLACE BATTERY POINT TAS - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

ADVICE

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

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

WORK WITHIN THE HIGHWAY RESERVATION

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

Attachment A:	PLN-21-863 - 50 SALAMANCA PLACE BATTERY POINT TAS 7004 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-21-863 - 50 SALAMANCA PLACE BATTERY POINT TAS - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER SULLIVANS COVE PLANNING SCHEME 1997

Type of Report:	Committee
Council:	21 February 2022
Expiry Date:	24 March 2022
Application No:	PLN-21-863
Address:	50 SALAMANCA PLACE , BATTERY POINT
Applicant:	Taryn Townsend (Hobart City Council) 16 Elizabeth Street
Proposal:	Signage
Representations:	None
Performance criteria:	Schedule 4 - Signs

1. Executive Summary

1.1 Planning approval is sought for Signage, at 50 Salamanca Place, Battery Point.

1.2 More specifically the proposal includes a 202mm by 356mm plaque to be located on the low brick wall surrounding the cauldrons at the eastern end of the grassed area between Salamanca Place and Castray Esplanade to commemorate 50 years of Salamanca Market.

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

1.3.1 Schedule 4 - Signs - Clauses 25.13 and 25.14

1.4 No representations were received during the statutory advertising period between 18 January and 2 February 2022.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council, because it is a Council application on Council Land which is not road reservation.

2. Site Detail

2.1 The application site is a regularly shaped 1349m² section of the 'Salamanca Lawns', which is bounded by Salamanca Place to the South, Castray Esplanade to the north, The Silos apartments to the east, and car parking to the west. The area is a level grassed area, with a paved circle with two cauldrons in the center and a low brick wall surrounding it.

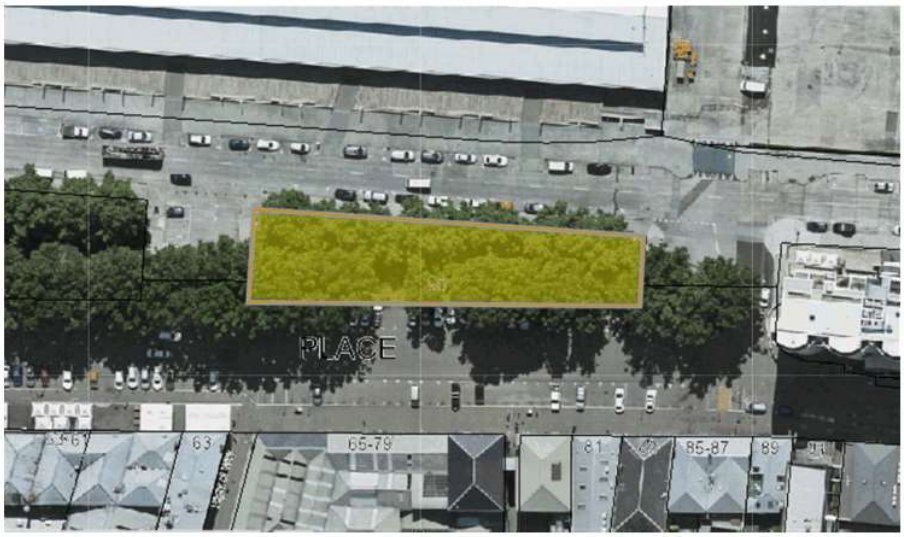


Figure 1: The location of the application site is highlighted in yellow.



Figure 2: The wall on which the sign is to be placed.

3. Proposal

3.1 Planning approval is sought for Signage, at 50 Salamanca Place, Battery Point.

3.2 More specifically the proposal is for a 202mm by 356mm plaque to be located on the low brick wall surrounding the cauldrons at the eastern end of the grassed area between Salamanca Place and Castray Esplanade to commemorate 50 years of Salamanca Market.

4. Background

4.1 There is no relevant background for this application.

5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between 18 January and 2 February 2022.

6. Assessment

6.1 The *Sullivans Cove Planning Scheme 1997* is a performance based planning scheme. This approach recognises that there are in many cases a number of ways in which a proposal can satisfy desired environmental, social and economic standards. In some cases a proposal will be 'permitted' subject to specific 'deemed to comply' provisions being satisfied. Performance criteria are established to provide a means by which the objectives of the planning scheme may be satisfactorily met by a proposal. Where a proposal relies on performance criteria, the Council's ability to approve or refuse the proposal relates only to the performance criteria relied on.

6.2 The site is located in the Sullivans Cove Mixed use Activity Area of the *Sullivans Cove Planning Scheme 1997*.

6.3 There is no change proposed to the existing passive recreation (park) and market use of the site. The existing market use to which the sign relates is a permitted use in the Activity Area.

6.4 The proposal has been assessed against:

6.4.1 Parts A and B – Strategic Framework

6.4.2 Part D – Clause 16 – Sullivans Cove Mixed Use Activity Area Controls

6.4.3 Part E – Schedule 4 – Signs

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

6.5.1. Signs – Clauses 25.11, 25.13 and 25.14

6.6 Each performance criterion is assessed below.

6.7 Schedule 4 - Signs - clauses 25.11

6.7.1 The application site is adjacent to a place of cultural significance. As such, clause 25.11 is triggered by the application.

6.7.2 Clause 25.11 provides as follows:

> *Notwithstanding any Acceptable Solutions or Alternative Performance Criteria allowed for elsewhere in this Schedule, the following provisions apply to the erection of any signs on, adjacent to or within a place of cultural significance (as listed in Table 1 of*

Schedule 1 of this Scheme):

- *A sign on or adjacent to or within a place of cultural significance (as listed in Table 1 of Schedule 1 of this planning scheme) is 'Discretionary'.*
- *A sign in the Cove area must not either by its size, design or content detract from the character and heritage value of buildings both individually and collectively including those groups or buildings comprising some which may not be of particular heritage value.*
- *For modern standardised trademark or propriety logo advertising, corporate image requirements such as specific colours must be adapted to suit the individual location and building.*
- *A sign to be affixed to any place of cultural significance included in Schedule 1 of the Planning Scheme must maintain or reinstate and not detract from its original architecture, heritage value or character.*
- *Signs must be placed to allow the architectural details of the building to remain*
- *prominent.*
- *Signs must be placed in locations on the building or item that would traditionally have been used as advertising areas. Historical documentation may be required to justify the placement of any new signs.*
- *No signs shall dominate or obscure any other signs and in particular an historic sign forming an integral part either of a building's architectural treatment of detailing, or its heritage.*
- *Fixtures must not damage historic building fabric, including but not restricted to attachments to masonry and wood. All signs and related fittings are to be fixed using appropriate non-corrosive fixings inserted in mortar joints.*
- *Signs that break an historic parapet or roof line will be prohibited.*
- *Use of side-walls to locate signs is prohibited if the wall does not form a street frontage, or has not historically been used for signs.*
- *Strings of light bulbs are prohibited.*
- *Internally illuminated signs attached to a building of cultural significance (excluding contemporary buildings and extensions on a place of cultural significance that are not themselves of cultural significance) are prohibited.*

6.7.3 The proposed sign has been considered by Council's Cultural Heritage Officer, who has provided the following assessment:

This application is for a new plaque, additional to and located to the left of an existing plaque on the low brick wall around the two try pots on the lawns in front of Salamanca. The new bronze plaque celebrates 50 years of the Salamanca markets, the existing celebrates 25 years.

The proposed sign is adjacent to places identified in Table 1: Places of Cultural Significance and must be assessed against clause 25.11 and satisfy all sub points. The plaque is integral to the area/locale, is consistent with the scale of existing plaques and does not dominate or obscure any architectural details or impact on any heritage fabric given the wall is c.1980-1990.

The proposed plaque is considered acceptable and satisfies clause 22.11 and all sub points. No conditions are required.

6.7.4 The proposal complies with the Planning Scheme standard.

6.8 Schedule 4 - Signs - clauses 25.13 - Matters to be Considered

6.8.1 The Planning Scheme provides that, in addition the acceptable solutions and performance criteria provided in table 25.1, assessment of signs must also consider the following:

In addition to meeting the relevant Alternative Performance Criteria in Table 25.1 of clause 25.14 of this Schedule, the following matters must be taken into account when considering an application:

- *The individual or cumulative effect of the sign or signs on the amenity of the area including the need to avoid visual disorder or clutter of signs.*
- *The individual or cumulative effect of the sign or signs on the building and/or*
- *surrounding area, considering its effect and means of attachment on places of cultural significance.*
- *The cumulative effect of the sign or signs on existing or approved signs, including signs on buildings and outdoor uses that constitute a sign.*
- *The size and likely impact of the sign having regard to the size*

of the premises on which it is to be displayed and the scale of surrounding buildings.

- *The effect of the sign on the safety and security of premises and the area.*
- *The effect of the sign on the appearance, efficiency and safety of a road, railway, waterway or other public way, having particular regard to the sign's colour, brightness and location.*
- *The effect of the sign on pedestrian movement and safety.*
- *Compliance with objectives of this Schedule.*

6.8.2 The objectives of the Signs Schedule are as follows:

The objectives of this Schedule are:

- *To maintain a balance between the established built form and historic character of the Cove and commercial need to advertise goods and services.*
- *To ensure that signs do not intrude into and detrimentally affect the visual amenity of the area.*
- *To ensure that signs are complementary to the overall character of Sullivans Cove, and complement the historic character of the building on which they are mounted.*
- *To prevent visual clutter through the proliferation of signs by encouraging fewer more effective signs.*
- *To ensure that signs do not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.*
- *To ensure signs on places of cultural significance are responsive to the cultural heritage values and the significance of the building or place, both in terms of impact and by means of attachment, by protecting and enhancing those values.*
- *To prevent multiple signs on a single building, unless the cumulative effect of existing and proposed signs will not adversely affect the character and/or cultural heritage values of the building.*

6.8.3 The sign is a second, roughly A4 page sized bronze plaque, commemorating 50 years of Salamanca Market, located on a low brick wall, within a public park, adjacent to a plaque of similar (possibly the same) size and materiality which commemorates 25 years of Salamanca Market. The signs will be subservient in the surrounds, respecting the cultural heritage values of the Cove, and will not present visual clutter, or pose a safety risk for pedestrians or vehicles.

6.8.4 The proposal complies with the Planning Scheme Standards.

6.9 Schedule 4 - Signs - clauses 25.14 - Requirements for Signs

6.9.1 Clause 25.14 requires that signs meet the standards outlined in table 25.1 of the Scheme.

6.9.2 There is no acceptable solution for interpretive signs in table 25.1.

6.9.3 The proposal is for an interpretive sign on a low brick wall, adjacent to another interpretive sign.

6.9.4 The performance criterion for interpretive signs in table 25.1 provides as follows:

- *Must be capable of forming an integral part of the streetscape without appearing dominant.*
- *Must not detract from the cultural or architectural significance or amenity of a place or building.*

6.9.5 The sign is to be placed on a low brick wall, adjacent to another interpretive sign. The two signs are of the same material and dimension, and blend into the wall and streetscape without dominating them. The bronze plaque is sympathetic to the significance of the site and surrounds.

6.9.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Signage at 50 Salamanca Place, Battery Point.

7.2 The application was advertised and no representations were received.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.

7.4 The proposal has been assessed by other Council officers, including the Council's Cultural Heritage Officer. 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 Signage at 50 Salamanca Place, Battery Point satisfies the relevant provisions of the *Sullivans Cove Planning Scheme 1997*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Sullivans Cove Planning Scheme 1997*, the City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for Signage at 50 Salamanca Place, Battery Point 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-21-863 - 50 SALAMANCA PLACE BATTERY POINT TAS - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

ADVICE

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

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

WORK WITHIN THE HIGHWAY RESERVATION

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



(Helen Ayers)
Development Appraisal Planner

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



(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: 8 February 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Salamanca Market Est 1972

SIC FORTIS HOBARTIA CREVIT

PROUDLY OWNED AND OPERATED BY

City of HOBART

THE CITY OF HOBART
COMMEMORATES THE 50TH ANNIVERSARY
OF SALAMANCA MARKET
22 JANUARY 1972 TO 22 JANUARY 2022
THE RIGHT HONOURABLE THE LORD MAYOR OF HOBART
COUNCILLOR ANNA REYNOLDS

City of HOBART

Enquiries to: Taryn Townsend
☎: Ext 2875
✉: salamancamarket@hobartcity.com.au
Our Ref: S33-060-02/38
TT
Your Ref: PLN-21-863

6 January 2022

City Planning
Liz Wilson
Via Email: coh@hobartcity.com.au

Dear Liz

50 SALAMANCA PLACE, BATTERY POINT - SIGNAGE APPLICATION NO. PLN-21-863

In reference to your letter from 24 December 2021 requesting further information for the proposed plaque at 50 Salamanca Place, Batter Point, I provide the following:

- The dimensions of the plaque are 356mm wide by 202mm high
- The plaque will be positioned 220mm above the ground and positioned 90mm to the left of the existing 25 year plaque
- The size of the lettering will be 5mm tall

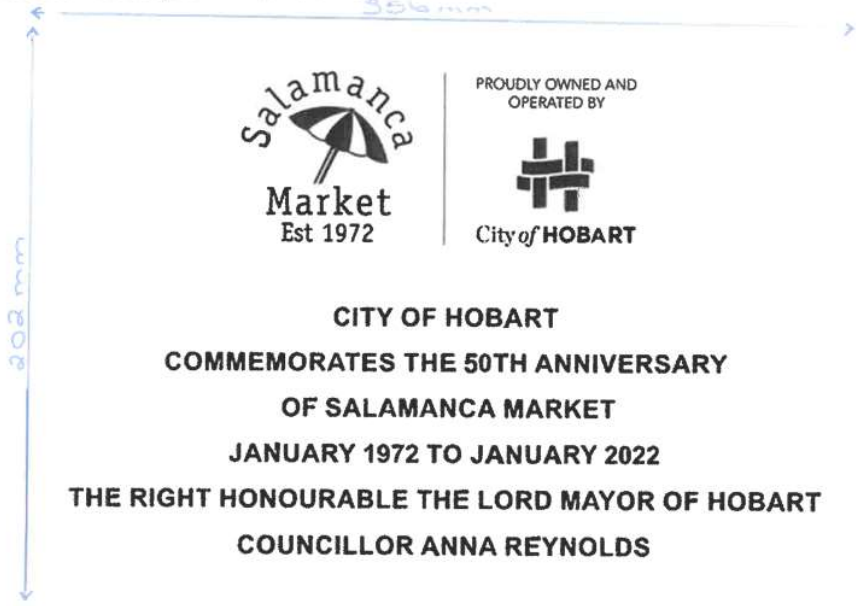
See attachment A and B to this letter for visual aids.

I can also confirm, for the purposes of the Heritage Code, that the existing plaque will remain.

Yours sincerely

(Taryn Townsend)
SENIOR COMMERCIAL ADVISOR - SALAMANCA MARKET

ATTACHMENT A – PLAQUE DIMENSIONS



ATTACHMENT B – PLAQUE LOCATION




HOBART CITY COUNCIL

Enquiries to: City Planning
Phone: (03) 6238 2711
Email: coh@hobartcity.com.au

14 December 2021

Taryn Townsend (City of Hobart)
16 Elizabeth Street
HOBART TAS 7000

mailto: salamancamarket@hobartcity.com.au

Dear Sir/Madam

50 SALAMANCA PLACE, BATTERY POINT - WORKS ON COUNCIL LAND NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-21-80

Site Address:

50 Salamanca Place, Battery Point

Description of Proposal:

Signage

Applicant Name:

Taryn Townsend
City of Hobart

PLN *(if applicable)*:

n/a

I write to advise that pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, I grant my consent on behalf of the Hobart City Council as the owner/administrator of the above land for you to make application to the City for a planning permit for the development described above and as per the attached documents. I granted consent pursuant to delegation, a copy of which is enclosed.

Please note that the granting of the consent is only for the making of the application and in no way should such consent be seen as prejudicing any decision the Council is required to make

as the statutory planning authority.

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully



(John Fisher)
ACTING DIRECTOR CITY AMENITY

Relevant documents/plans:

Photos by City of Hobart

Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Hobart Council Centre
16 Elizabeth Street
Hobart TAS 7000

City of Hobart
GPO Box 503
Hobart TAS 7001

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

CityofHobartOfficial

ABN 39 055 343 428
Hobart City Council

City of Hobart

INSTRUMENT OF DELEGATION

General Delegation

Director City Amenity

I, Kelly Grigsby, Chief Executive Officer, being the General Manager of the Hobart City Council as appointed by Council pursuant to section 61 of the *Local Government Act 1993* ("the Act") hereby delegate pursuant to Section 64 of the Act, the following powers and functions to the **Director City Amenity**, or to such persons who may be acting in that position:

1. to sign an application; and

2. to provide written permission to make an application;

pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993*, EXCEPT where an application is recommended for refusal.

Dated this 20 day of August 2021

(Kelly Grigsby)
CHIEF EXECUTIVE OFFICER

Being the General Manager as appointed by the Council pursuant to Section 61 of the Local Government Act 1993 (tas)

Salamanca Market Est 1972

SIC FORTIS HOBARTIA CREVIT

Approved - General Manager Consent Only [GMC-21-80] 14/12/2021

PROUDLY OWNED AND OPERATED BY

City of HOBART

THE CITY OF HOBART COMMEMORATES THE 50TH ANNIVERSARY OF SALAMANCA MARKET 22 JANUARY 1972 TO 22 JANUARY 2022 THE RIGHT HONOURABLE THE LORD MAYOR OF HOBART COUNCILLOR ANNA REYNOLDS




HOBART CITY COUNCIL

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
44801	1
EDITION	DATE OF ISSUE
3	16-Nov-2009

SEARCH DATE : 17-Dec-2021
SEARCH TIME : 10.20 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Diagram 44801
Derivation : Whole of Lot 1, The Crown (Section 27A of the Land Titles Act 1980)
Prior CT 4676/51

SCHEDULE 1

C866869 TRANSFER to HOBART CITY COUNCIL Registered 16-Nov-2009 at noon

SCHEDULE 2

B298809 Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown
C866869 Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown
C866869 FENCING PROVISION in Transfer
C866869 REVERSIONARY CONDITIONS set forth in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

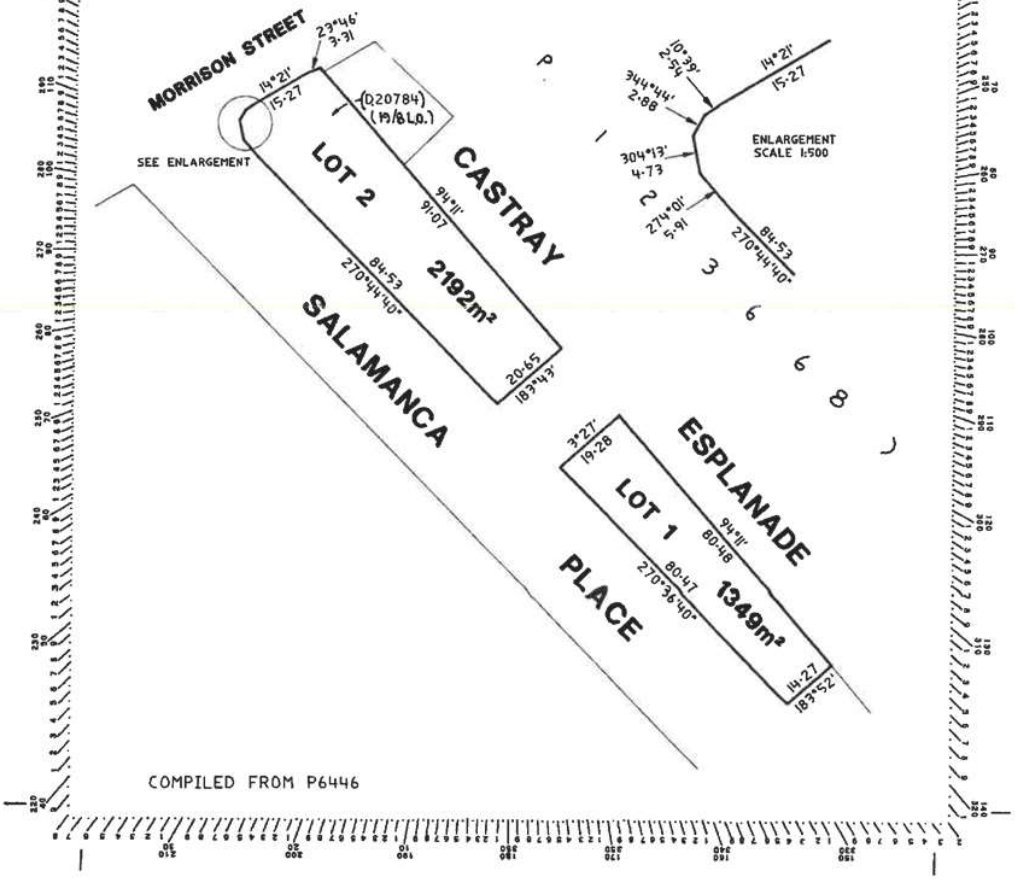
D.44801

Owner: ~~HM the QUEEN~~ THE CROWN	PLAN OF SURVEY	Registered Number: D44801
Title Reference: C.T. 4073-99	by Surveyor... P.S. FLEMING of land situated in the DEPARTMENT OF ENVIRONMENT & PLANNING	
Grantee: WHOLE OF LOTS 1 & 2, 2192m² & 1349m² RESP.	CITY OF HOBART SECTION W4	Approved Effective from:
	SCALE 1: 1000 MEASUREMENTS IN METRES	Recorder of Titles

COMPILED PLAN

(ADD 45° TO COMPASS ROSE) TO OBTAIN NORTH BY THIS DIAGRAM

This plan was prepared by the Survey Division of the Department of Environment and Planning for the purpose of Section 27A of the Land Titles Act 1980. In accordance with practice it has not been examined at the Land Titles Office.



Planning: #248016

Property

50 SALAMANCA PLACE BATTERY POINT TAS 7004

People

Applicant
*
Hobart City Council
Taryn Townsend
16 Elizabeth Street
HOBART TAS 7000
03 6238 2875
townsendt@hobartcity.com.au

Owner
*
Hobart City Council
Taryn Townsend
16 Elizabeth Street
HOBART TAS 7000
03 6238 2875
townsendt@hobartcity.com.au

Entered By
TARYN TOWNSEND
16 ELIZABETH STREET
HOBART TAS 7000
0362382875
salamancamarket@hobartcity.com.au

Use

Other

Details

Have you obtained pre application advice?

- ○No

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

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

- ○No

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

number of signs under Other Details below.
*

- Yes

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)?
*

Public space

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

New interpretive sign to recognise Salamanca Market's 50th anniversary, placement on the wall surrounding the Whale Pot on Salamanca Lawns next the the existing 25 year plaque.The new plaque would measure 365mm wide and 202mm high to match the existing plaque.

Estimated cost of development
*

0.00

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?
*

Yes

** Please be advised that you are required to lodge plans of the sign. The plans should show: dimensions, location, colours, wording, method of illumination, does it flash, method of fixing to wall, etc.*

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

1

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

- No

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)
*
FolioPlanandText-44801-1.pdf

Plans (proposed, existing)
*
Plaque design final v2.pdf

GM or Crown consent
GMC-21-80 - 50 SALAMANCA PLACE BATTERY POINT TAS 7004 - Notice of Land Owner Consent to Lodge a Planning Application (including documentation) (2).pdf

Supporting Documents

Photos or Montages
Image 1.jpg

7.2 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.2.1 345 SANDY BAY ROAD, SANDY BAY AND ADJACENT ROAD RESERVE - DEMOLITION, NEW BUILDING FOR 7 MULTIPLE DWELLINGS, AND ASSOCIATED WORKS PLN-21-580 - FILE REF: F22/14016

Address:	345 Sandy Bay Road, Sandy Bay and Adjacent Road Reserve
Proposal:	Demolition, New Building for 7 Multiple Dwellings, and Associated Works
Expiry Date:	1 March 2022
Extension of Time:	
Author:	Adam Smee

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for demolition, new building for 7 multiple dwellings, and associated works at 345 Sandy Bay Road, Sandy Bay, TAS 7005, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-21-580 - 345 SANDY BAY ROAD SANDY BAY TAS 7005 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2021/01581-HCC dated 22/9/2021 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s4

The bedroom windows adjacent to and above the shared driveway must be screened, or otherwise designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion. These windows include those within the north-western elevation of the development, except for the bedroom window of unit 1, and the south-east facing bedroom windows of units 3 and 5.

Prior to the issue of any approval under the *Building Act 2016,* revised plans must be submitted and approved as a Condition Endorsement that demonstrate likely compliance with this condition.

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

Advice:

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

Reason for condition

To provide a reasonable opportunity for privacy for dwellings.

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,**

3. **the size of the connection appropriate to satisfy the needs of the development,**

4. **the proposed pump system.**

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

Advice:

The applicant is advised to submit detailed design drawings and calculations as part of their plumbing permit application.

Reason for condition

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

SW 8

All stormwater runoff from impervious surfaces within the site must be treated and discharged from the site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the *State Stormwater Strategy 2010*.

Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions or a model using industry accepted proprietary software, such as MUSIC, 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).

A maintenance management schedule must also be submitted and the facility must be maintained in accordance with this schedule.

SW 9

Prior to occupancy or the commencement of the approved use (whichever occurs first), stormwater pre-treatment and 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 of the proposed treatment train, including final estimations of contaminant removal;**

2. **include detailed design and supporting calculations of the detention tank showing:**

    - **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;**

    - **the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;**

    - **the discharge rates and emptying times; and all assumptions must be clearly stated;**

3. **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.

ENG 3b

The following aspects of the circulation roadway and parking area require further detailed design(s) regarding the:

1. ***Stop Light*** **fixture(s) to facilitate signalized on-site vehicle movement, and**

2. **Final pavement marking(s), or signposting(s), nominated for passing and waiting bays.**

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. **be prepared and certified by a suitably qualified engineer,**

2. **be in accordance with, and reference, relevant Australian Standards,**

3. **show where the design deviates from relevant Australian Standards, it must be demonstrated how that the design will still provide a safe and efficient access, and enable safe, easy and efficient use, and,**

4. **show final dimensions, typical details, and any other details as Council deem necessary to satisfy this condition.**

Prior to first occupation or commencement of use (whichever occurs first), the circulation roadway and parking area must be constructed in accordance with the detailed designs approved by this condition (ENG 3b).

Reason for condition

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

ENG 3c

Prior to first occupation or commencement of use (whichever occurs first), a suitably qualified engineer must certify that the circulation roadway and parking area has been constructed in accordance with design drawings approved by Condition ENG 3b.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

Reason for condition

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

ENG 4

Prior to first occupation or commencement of use (whichever occurs first), the access driveway, circulation roadway, and parking modules approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers, or equivalent Council approved) and surface drained to the City's stormwater infrastructure.

Reason for condition

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

ENG 5

The number of car parking spaces approved for use on site, by this permit, is Ten (10).

Prior to first occupation or commencement of use (whichever occurs first), all bays (passing, parking, and waiting) must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004, and the passing and waiting bays must also be clearly pavement marked or signposted (e.g. *No Parking*).

Reason for condition

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

ENG 1

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

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

2. **Be repaired and reinstated by the owner to the satisfaction of the Council.**

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

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

Reason for condition

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

ENG r3

Prior to the commencement of use, the proposed driveway crossover on the Earl Street highway reservation must be designed and constructed in accordance with:

- **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing;**

- **Footpath - Urban Roads Footpaths TSD-R11-v2.**

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the *Building Act 2016*. The design drawings must:

1. **Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;**

2. **Be prepared and certified by a suitable qualified person, to satisfy the above requirements.**

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

Advice:

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

Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this effect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

Reason for condition

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

ENV 2

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

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

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

Advice:

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

Reason for condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016.* Click here for more information.

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

NEW SERVICE CONNECTION

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

STORMWATER

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

WORK WITHIN THE HIGHWAY RESERVATION

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

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken subject to Council approval of the design. Click here for more information.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

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

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A:	PLN-21-580 - 345 SANDY BAY ROAD SANDY BAY TAS 7005 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-21-580 - 345 SANDY BAY ROAD SANDY BAY TAS 7005 - Attachment B - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	28 February 2022
Expiry Date:	1 March 2022
Application No:	PLN-21-580
Address:	345 SANDY BAY ROAD , SANDY BAY ADJACENT ROAD RESERVE
Applicant:	(SoHo Tasmania Pty Ltd, by their Agent, Ireneinc Planning) 49 Tasma
Proposal:	Demolition, New Building for 7 Multiple Dwellings, and Associated Works
Representations:	279
Performance criteria:	General Residential Zone:

- Residential density for multiple dwellings
- Setbacks and building envelope for all dwellings
- Site coverage and private open space for all dwellings
- Privacy for all dwellings
- Frontage fences for all dwellings
- Waste storage for multiple dwellings

Road and Railway Assets Code:

- Sight distance at accesses, junctions and level crossings

Parking and Access Code

- Number of Car Parking Spaces
- Layout of Parking Areas
- Design of Vehicular Accesses

1. Executive Summary

1.1 Planning approval is sought for demolition, new building for 7 multiple dwellings, and associated works at 345 Sandy Bay Road, Sandy Bay.

1.2
- More specifically the proposal includes demolition of the existing building on the site and the construction of a four storey apartment building that would contain seven, apartment style dwellings.
- The existing building is a three storey, brick building which dates from the 1970s. The building is occupied by two flats.
- The proposed building would include a basement car park and storage area that would occupy the full extent of the site. Vehicular access to the car park would be via a ramp off of the existing crossover to the site from Earl Street.
- Two apartments are proposed on the ground floor of the new building. These apartments would be separated from the site frontages by terraces. Planter beds are proposed between the building and the south-eastern and south-western boundaries of the site.
- Levels 1 and 2 of the building would have similar floor layouts and have two apartments each. A single, much larger apartment is proposed on the top floor of the development (level 3).
- Proposed external materials include masonry walls and metal cladding as well as extensive glazing, particularly within the north-east elevation. A green wall is proposed on a section of the south-west elevation.
- Associated works, including work within the adjacent road reserve, are also proposed in order to provide services and access to the development.

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

1.3.1 10.0 General Residential Zone - 10.4 Development Standards for Dwellings
1.3.2 E5.0 Road and Railway Assets Code - E5.6 Development Standards
1.3.3 E6.0 Parking and Access Code - E6.6 Use Standards and E6.7 Development Standards

1.4 Council received two hundred and seventy nine (279) representations regarding the the proposal within the statutory advertising period between 13 and 28 January 2022.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council because more than five representations were received and a building with more than three storeys is proposed.

2. Site Detail

2.1 The site is a residential lot within the Sandy Bay residential area. The site is on the corner of Sandy Bay Road and Earl Street, is rectangular in shape, and has an area of approximately 556m². The site is currently occupied by a three storey, 1970s vintage building that contains two flats. The site is relatively level and slopes only gradually downward from its southern corner toward its northern corner. There is a driveway between the building and the property's south-western boundary that provides access to garages on the ground floor of the building.

2.2 There is a residential area to the south-west and south-east of the site, bounded by Earl Street and Nelson Road. This area also includes the relatively large campus of Mount Carmel College that extends between Sandy Bay Road and Quorn Street. There is a row of heritage listed houses to the north-east of the site, on the opposite side of Sandy Bay Road, between the road and the coast. There are playing fields to the north-west of the site, on the opposite side of Earl Street, that are part of the University of Tasmania's Sandy Bay Campus. There is an area of open space and a carpark to the north of the site, on the opposite side of Sandy Bay Road.

2.3 A site was conducted on 7 February 2021.



Figure 1: aerial view of site (outlined in blue) and surrounding area.

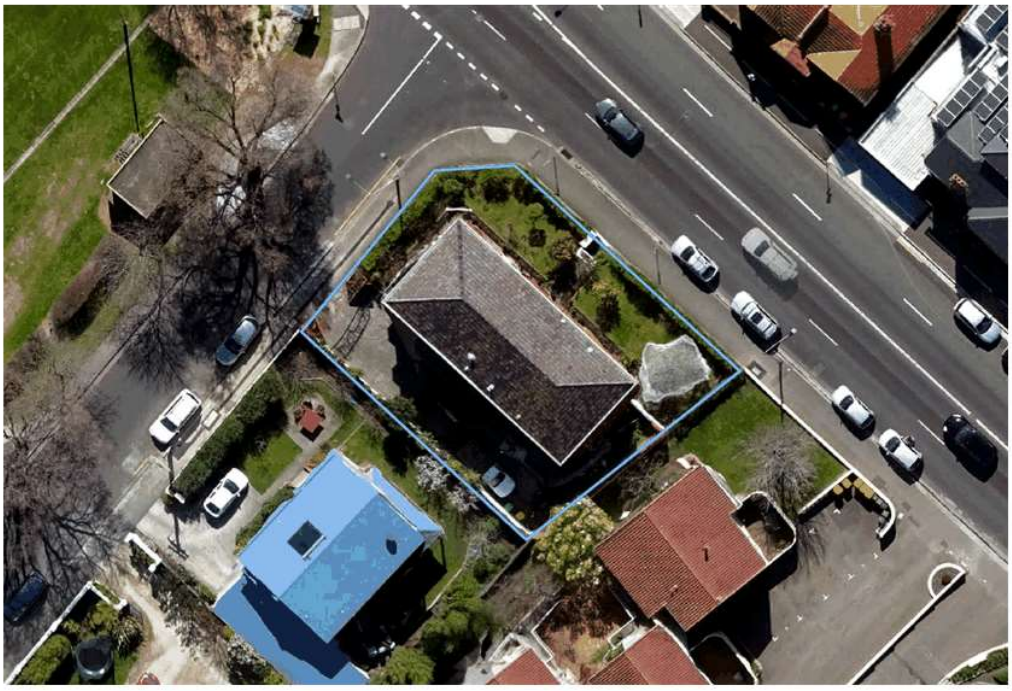


Figure 2: closer aerial view of site (outlined in blue).

3. Proposal

3.1 Planning approval is sought for demolition, new building for 7 multiple dwellings, and associated works at 345 Sandy Bay Road, Sandy Bay.

3.2 More specifically the proposal includes:

- Demolition of the existing building on the site and the construction of a four storey apartment building that would contain seven, apartment style dwellings.
- The existing building is a three storey, brick building which dates from the 1970s. The building is occupied by two flats.
- The proposed building would include a basement car park and storage area that would occupy the full extent of the site. Vehicular access to the car park would be via a ramp off of the existing crossover to the site from Earl Street.
- Two apartments are proposed on the ground floor of the new building. These apartments would be separated from the site frontages by terraces. Planter beds are proposed between the building and the south-eastern and south-western boundaries of the site.
- Levels 1 and 2 of the building would have similar floor layouts and have two apartments each. A single, much larger apartment is proposed on the top floor of the development (level 3).
- Proposed external materials include masonry walls and metal cladding as well as extensive glazing, particularly within the north-east elevation. A green wall is proposed on a section of the south-west elevation.
- Associated works, including work within the adjacent road reserve, are also proposed in order to provide services and access to the development.

4. Background

4.1 The Property Report for the site indicates that the building upon it was constructed in 1976. Council's records indicate that approval for a building containing two flats was issued in December 1973. The property is currently rated as two flats although there is evidence that two of the original garages on the ground floor of the building on the site have been converted to a habitable space. The property was purchased by the current owner in May 2021.

5. Concerns raised by representors

5.1 Council received a total of two hundred and seventy nine representations regarding the proposal. The majority were received within the statutory advertising period between 13 and 28 January 2022, however, fifty two of the representations were received on 31 January, and were accepted as late representations under s57(5) of the *Land Use Planning Approvals Act 1993*. The majority of the representations objected to the proposal, however, two were in support. The latter representations in support of the proposal stated that:

- "We support and recommend the project as a vast improvement to the prominent corner in Sandy Bay. The current building is dilapidated and unmaintained since it was built in the 1960s";
- "The new building is well considered and designed and is good use of the land size. It will assist to meet Hobart's growing population and intra-city constraints";
- "I was very pleased with the proposed development. We support the development and hope it gets support from the Council and local community".

5.2 The majority of the representations received followed a template which stated the following:

"The proposed new building will have a height of 13.6m, more than 5m above the acceptable solution for our suburban residential areas, and will sit much closer to the boundary than the existing apartment building.

The density proposed is not compatible with the density of established properties in the area, and the site coverage is not consistent with the area. There is no reasonable space for the planting of gardens and landscaping.

There is a total shortfall of 6 car bays, so the development will not meet the reasonable needs of residents and visitors.

The proposed building is not contained within the building envelope. It will cause an unreasonable loss of amenity to adjoining properties. It will cause a reduction in sunlight to at least one habitable room, and will overshadowing the private open space of a development on an adjoining property. When viewed from an adjoining property, the proposed building will have negative visual impacts caused by the apparent scale, bulk or proportions of the proposed development.

The proposed building will not provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area".

5.3 The following table outlines the other concerns raised in the representations received which relate specifically to the proposal.

"As per the summary in the attached planning report, Unit 1, 347 Sandy Bay Road will be the most impacted by the proposed development due to increased shading of sunlight.".
"In principle, I support more medium density in the inner city. But it must be done sensitively. The proposed development is unacceptable. At 13.6 metres high, it would be 60% higher than the 'Acceptable Solution' (8.5 metres in the Planning Scheme. 13.6 metres is massive in a suburban street and is in effect 'high rise' rather than medium density. If approved, this will set a precedent and lead to more suburban high-rise in ad-hoc locations as sites become available. The proposal would be acceptable if the height were limited to 8.5 metres".
"The neighbours have a right to undisturbed use and enjoyment of their property".
"The ramp to the underground car park will not allow quiet enjoyment for the immediate neighbours".
"The building height, exceeding the limit by at least 4 metres, will block east and northern sun, preventing the neighbours' right to enjoyment of sunshine and light".
"I object to the four-story high apartment building planned for the site. It is too high, and its site coverage is too great".
"The attempt to link the building to the few other tall building in the area as a cluster, is a wild stretch of the imagination. It would be a free-standing building, dominating all others in the surrounds. It would become the thin edge of the wedge, for future development, and is not appropriate for the area".
"The planning scheme has been completely disregarded, by height and sight coverage, and boundary setback. The area of Earl Street and surrounds is open and leafy and should remain so".
"I understand the need to replace and redevelop old buildings and have no objection to this. If a four-story building is to be build, then it should be built in a planning zone that allows it, not bully its way into a residential zone, clearly for profit alone. The site is zoned residential, and next to a Heritage Precinct".
"This proposed building is too High, and not suitable for this suburban area".
"Let's shave 5 metres off the proposed height please".
"Does not meet required standards for existing buildings".

"Strongly opposed to the infiltration of high-rise outside of Hobart city. The tallest things in this coveted suburb should be the trees. To allow such a tall development would create a damaging trend. Four stories is too high. We all have live by the planning rules thus HCC must apply the under 9m height rule to this property also".
"Please do not allow this building to go ahead. The university is already proposing a detrimental change to the face of Hobart. Why are we trying to look like any other city when we have a beautiful, unique town that people love to visit for it's beauty and character".
"Why is this plan even being considered? It goes against all common sense as well as established requirements".
"So non-compliant. If this doesn't get rejected it will set a precedence for future similar applications!".
"This proposal is totally out of keeping with neighbouring properties".
"Way too high in the suburban environment".
"I believe we need to Conserve Hobart's modest skyline, and not set a precedent for higher buildings in the area. Make the developer amend the height of this building, for future of Hobart".
"I oppose the planned height, the lack of on site parking and the minimum green space. I appreciate the recent new owners can see the opportunity to capture greater water views with the height they proposed and their desire to maximize the living space within the block. I believe the developers plans are beyond the levels of acceptability".
"An extremely unacceptable proposed development that would ruin the character of our city and add even more traffic to our busy roads".
"This proposed building will be quite out of character in an iconic and historic main road parallel to the Derwent River".
"Please do not approve this proposal! It is inappropriate for the setting to have a building of this height. Why do we have to keep fighting against large buildings that spoil the streetscape, cause shadows blocking out light and don't fit with the buildings in the area. There are height limits already in place for a reason".
"This proposal is at least 50% higher than than the acceptable solution for urban residential areas - why? It should not be approved as the impacts will be too great".
"The lack of car spaces is particularly inconvenient to neighbours".
"Out of scale in comparison with surrounding dwellings".
"This is miles too high and will effectively obscure other residents' view of the river".
"The planned build does not improve the ambience of Sandy Bay streetscape at all".

"The current plan is intrusive, bulky and does not respect neighbourhood character".
"The proposed development has nothing to recommend it; there is no aspect that satisfies any community need".
"Please consider that the height of this proposed development is not in keeping with the surrounds. It will be just too big and tall. The visual impact will be awful".
"This height proposal is beyond what is reasonable for the area in which it is proposed. It is far too high for the area and will lower the value and of nearby properties through reduction of view and sunlight. It is totally inappropriate for the site".
"the additional height is above the recommended height for this residential area and not in keeping with other nearby residences. If approved, this could set a dangerous precedent for further developments in this area and negatively change its well loved character".
"the plot ratio for the new development does not allow for any substantial garden or planting and this is out of character for this specific area where homes have substantial gardens and are mostly set back from the footpath and road".
"This proposed development will obstruct the long established scenic views towards water for drivers and passengers, diminishing enjoyment of the drive along Sandy Bay Rd which has always been one of the highly anticipated pleasures for visitors and residents of Sandy Bay".
"The size and height of the proposed building is out of scale with the surrounding area and will adversely impact the visual amenity of the streetscape. It will reduce the sunlight available to the adjacent properties of 347 Sandy Bay Rd and 2 Earl St. There are not enough car spaces. The loss of yet more green space is unwise considering the environmental impacts of more urban runoff and yet another addition to Hobart's heat-island effects. The building is overheight and over large and contradicts the planning rules".
"The proposed height is 5m above the present legislated height. The site coverage is too dense and does not allow for garden space whereas the current building has roses and a fig tree I have long admired. The visual impact on neighbouring buildings on both sides of Sandy Bay Road will be unsightly and it seems to me it will affect sunlight reaching other properties".
"I grew up two houses from this site and cannot believe that anyone would even consider approving something so out of scale with the surrounding buildings. It DOES NOT meet the acceptable solution so should be rejected".

"I think the proposed height for 345 Sandy Bay Rd, PLN-21-580 of 13.60m is unacceptably high and not consistent with the existing character of the surrounding properties. Moreover, the proposed footprint of the building is inconsiderate with its closeness to existing buildings that will impact the amenity of the adjacent properties and quality of living of those residents. There is also insufficient provision for green space around the building to ameliorate environmental extremes and soften the visual impact of such a large building".
"This proposal, perhaps the usual ambit claim, is out of scale with the locality in nearly every way".
"It is important that this development application is refused. It violates nearly every principle of good city planning and the making of liveable places which maintain the rich character of individual suburbs".
"the planner asserts that tall buildings in Marieville Esplanade help define the character of the area. These tall buildings and others were built in the 1960s and 1970s when the current height limitations did not exist. Indeed these buildings and others like them were fundamental to the drive by the community to impose the current and welcome height restrictions on development. The tall buildings in Marieville Esplanade are abhorrent to the character of the area and any assertion to say they should be emulated in height is worrisome".
"Totally out of place in the local area and in fact for the suburb. Obviously not properly planned for residents or the locale. Parking is a major issue now without 6 residents requiring to park their cars permanently on the street".
"The height and scale of this development is inappropriate and excessive for this residentially area and sets an extremely negative precedent for similar residential areas of Hobart. It must be rejected by the HCC".
"The current building stock on the site is quite adequate, and demolition is not warranted simply to enable a developer to make more money from the site".
"This street is almost "an historic precinct", it is charming in the main and certainly suburban. Such a building is most inappropriate and unacceptable in todays understanding of planning".
"I believe the proposed building to be ugly in style and not in keeping with the properties in the adjacent area, and should be rejected out of hand".
"This proposal is breath-takingly audacious. There are cogent reasons why suburban residential areas have an 8 m height limitation. Not least for the views, sun, privacy and amenity of neighbouring properties. Sufficient parking for residents and visitors is lacking. So too, reasonable space for landscaping/gardens".

"The proposed height of this development is too high & if allowed to proceed will set a precedent Please protect Hobart from highrise, don't turn it into another Sydney Melbourne".
"The land use is not appropriate under the current scheme in particular regard to the side and front boundary setbacks (front being Sandy Bay Road), exceeds the building envelope and no provision for visitor parking. A building of this size will detract from the amenity of the existing area, Units 1&4 and our courtyard at 347 will be affected by overshadowing. The intersection of Sandy Bay Road is already busy with traffic from Mt. Carmel school and the University. There is definitely a problem with parking in the area I have lived at 347 Sandy Bay Road for over 14 years i know from our property alone there are 5 extra cars that park on Sandy Bay Road and Earl Street".
"I strongly object to the height of this building plan. It's sets a precedent that is not consistent with the current streetscape and has a negative impact on neighbours. Shortfall in parking spaces is unacceptable and will contribute to existing street parking problems".
"This development is not acceptable in a residential area".
"In no way does the proposed building fit with the character of the street, and it would be an oversized eyesore, an ugly juxtaposition to the heritage buildings opposite and the far set back buildings ajacent [sic]".
"Thanks for the opportunity to comment on this development - it's too high, too big and out of character for the area. The residents of Earl St and Quorn St (especially) should not have their amenity spoilt by this construction".
"Too high, too big, not enough room for trees/greenery and too big in such a suburban area - how sad for Quorn St residents to have to have this spoil the current streetscape".
"The building proposed for 345 Sandy Bay Road does not meet development guidelines and would degrade the area. The development application should be rejected".
"I feel that this development is beyond what is acceptable from the perspective of a neighbour and for residents of Sandy Bay. The design goes well beyond the building envelope, is unsympathetic and downright imposing on nearby residences, and does not fit with the general aesthetic of Sandy Bay Road. The high density living doesn't fit with the surrounding residences, the boundary is pushed on all sides, it is a storey higher than planning permissions. It blocks light to 2 Earl street in a greatly detrimental way with an enormous concrete wall right up to the boundary".

"1. The proposed height is well above the existing buildings of the area. The houses along Earl Street are all of two storeys in a Heritage Precinct. The height of the proposed development is of four storeys and significantly higher than the existing planning scheme for the area. 2. The junction of Sandy Bay Road and Earl Street is a hazardous one as preference is given to entering Marieville Esplanade from the Sandy Bay Road".
• "will be significantly higher than the existing one and in contravention of the requirements • is well outside the building envelope and pushes outrageously close to boundaries, severely affecting adjoining properties • doesn't comply with density requirements - the Ireneinc report make spurious assertions about non-existent "clusters" • makes a mockery of what is commonly referred to as gardens and landscaping • doesn't provide the required car-parking spaces".
"I am opposed to this development being approved. Medium-density low-rise housing in Hobart suburbs is appropriate – but not high-rise. There should be no acceptance of development proposals which exceed the current regulations/guidelines in regard to height or building density".
"This proposed development is out of character with the surrounding neighbourhood due to its height and site coverage. Site coverage which provides space to plant trees and gardens is also critically important as we adapt to a changing climate.".
"The increased height to a level above the accepted height for this suburban residential area and the larger footprint compromising the plot ratio that most other residences have in this area are both of serious concern. There should be provision for garden areas and planting in keeping with the adjoining residences in the area. It is concerning that this over-scaled development may set a precedent for further over-scale developments in this treed, low-rise residential area".
"The height of the building is 5m above acceptable building heights for a suburban area. As important is the shortfall of 6 parking bays for friends visiting which will have a direct impact on the neighborhood parking situation. There is also the element of lack of privacy to an adjoining property and the building does not integrate with the adjoining homes regarding design".

"1. At 4 stories above ground level, the building is too high for the profiles along both Sandy Bay Road and Earl Street. 2. Driving from the city and turning right into Earl St, we already must cross a wide continuous white line (is this illegal?) and increased traffic doing this, then slowing down to make an immediate left hand turn to access the proposed building parking ramp will be very dangerous.".
"I oppose the proposed development at 345 Sandy Bay Rd. The height will spoil the view and it will also create a wind tunnel in what (especially in the afternoons) is a windy area, making it most unpleasant, made worse by blocking out the sun. Not enough car bays: therefore street parking. Not good".
"There is no justification for extending the height of this building by 5 m above the accepted height for residential buildings".
"This application is Totally out of proportion with established densities in the area. And will mark the beginning of the destruction of the feel of this area if approved".
"As someone who has the misfortune to live next door to a similar development that exceeded height, footprint and occupation density requirements, but was nevertheless approved, I am strongly opposed to more of the same. There is reasonable density and excessive density developments - this one is definitely the latter and should be rejected".
"The current height of the existing building is compatible with the neighbourhood. It is not a high rise area and will significantly affect the liveability of the existing neighbourhood if the increased height is permitted. Carparking is already at a premium in the area".
"Development should create positive outcomes for all, including the environment, biodiversity, the local community and immediate neighbours. This proposal appears to achieve none of these positive criteria. It also ignores all the residential zone planning controls. Where is the benefit?".
"This proposed development would overwhelm the adjoining properties and create an unwelcome precedent. Please reject this project".
"This proposal seems incompatible with the current streetscape and would unaesthetically dominate the street. Car parking will also be an issue. It will create a precedent in variation of the planning code which will put pressure on future councils for opportunistic development".
"I feel this development is much too high and too big for the block in relation to neighbours and for the limits for suburban buildings. Shortfall of car spaces is not allowed as far as I can see yet there is one here".

"This proposed building disrespects our city values and planning regulations. It adds little to the streetscape and does not recognise or reflect what makes Sandy Bay special. The visual bulk is not befitting of the area and the inadequate number of parking spots encourages street parking and the utopian dream of less cars on our roads".
"I strongly object to this proposed block of units. Changes to the building footprint and the height of this proposal are totally unwarranted and create a precedent for more high density living along this busy corridor. Sandy Bay Road already has too many home units cramming people and cars into this once beautiful suburb. The Developer is not able to work within current planning guidelines in respect to building height limitations, car parking and building envelope and is pressuring Council to change the rules to accommodate their profit projections. This is totally unacceptable and the proposal must be rejected".
"This building proposal should be reduced both in height and bulk".
"The proposed development will have negative impacts on density, sunlight in adjoining properties, parking and is inconsistent with established adjoining properties. A total eyesore. Please uphold the acceptable solution limits for a residential area".
"Granted it is not the most beautiful of buildings but a new building should be kept at the same height. In that position not only will it effect others views with a higher building but will not fit in with the area".
"Proposed development is not suitable for our Hobart suburban environment".
"This is far too tall for a resident area. If this goes ahead, it will set a terrible precedent. We must protect residential zones".
"The height of this building is conspicuously inappropriate".
"Put simply, this is suburban high-rise and, if allowed, could easily lead to more of the same popping up in ad-hoc locations around our suburbs".
"I would like to raise several concerns regarding the redevelopment of 345 Sandy Bay Road, PLN-21-580. In no particular order, would be the height, the lack of setbacks, visitor parking, and impact on an already busy intersection".
"For a proposal of this size, and being built right up to all boundaries, I would expect a survey to be done".

- "The proposal does cause an unreasonable loss of amenity to our land and residence at 2 Earl Street.
- It causes a large reduction to sunlight in our ground floor habitable rooms, particularly in midwinter mornings.
- It overshadows our gardens.
- It has enormous visual impact caused by apparent scale, bulk and proportions when viewed from our property.
- Does not provide separation between our dwelling and the proposal and is inconsistent with the area.
- The proposal does in fact, compared with the existing building (an indicator of the building envelope) and compared with the building envelope, completely overwhelm and loom over 2 Earl Street. It deprives us of sunlight particularly to habitable rooms.
- The proposal can only be described as an overdevelopment which takes what it can while ignoring the character of the area and the impact on adjoining residents".

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 General Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The existing use is residential (multiple dwellings). The proposed use is also residential (multiple dwellings). Both the existing use and the proposed use are permitted use in the General Residential Zone.

6.4 The proposal has been assessed against:

6.4.1 10.0 General Residential Zone

6.4.2 E5.0 Road and Railway Assets Code

6.4.3 E6.0 Parking and Access Code

6.4.4 E7.0 Stormwater Management Code

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

6.5.1 10.0 General Residential Zone:

10.4.1 Residential density for multiple dwellings,
10.4.2 Setbacks and building envelope for all dwellings P1 and P3,
10.4.3 Site coverage and private open space for all dwellings P1 and P2,
10.4.6 Privacy for all dwellings P3,
10.4.7 Frontage fences for all dwellings P1, and,
10.4.8 Waste storage for multiple dwellings P1.

6.5.2 E5.0 Road and Railway Assets Code:

E5.5.1 Existing road accesses and junctions P3, and,
E5.6.4 Sight distance at accesses, junctions and level crossings.

6.5.3 E6.0 Parking and Access Code:

E6.6.1 Number of Car Parking Spaces,
E6.7.5 Layout of Parking Areas, and,
E6.7.2 Design of Vehicular Accesses.

6.6 The relevant performance criteria are assessed below.

6.7 *10.4.1 Residential density for multiple dwellings*

6.7.1 The acceptable solution at clause *10.4.1* requires multiple dwellings to have a site area per dwelling of not less than 325m².

6.7.2 The proposal includes multiple dwellings that would have a site area per dwelling of less than 325m². The proposed site area per dwelling is approximately 79.4m².

6.7.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.7.4 The performance criterion at clause *10.4.1* provides as follows:

Multiple dwellings must only have a site area per dwelling that is less than 325m², if the development will not exceed the capacity of

infrastructure services and:

(a) is compatible with the density of existing development on established properties in the area; or

(b) provides for a significant social or community benefit and is:

(i) wholly or partly within 400m walking distance of a public transport stop; or
(ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.

6.7.5 The planning report submitted with the application refers to a recent decision of the Resource Management and Planning Appeal Tribunal which dealt with a similar case where a proposal did not comply with the above acceptable solution (*T Pain vs Clarence City Council* [2021]). Similarly to the current proposal, there was no suggestion in this appeal that the proposed development would exceed the capacity of infrastructure services, or that the development would provide a significant social or community benefit. The Tribunal therefore took the view that "The only issue is whether the Proposal is compatible with the density of the surrounding area" (p5). Consideration of the current proposal's compliance with the above performance criterion may be similarly defined.

6.7.6 The term "compatible" is not defined in the planning scheme, however, the Tribunal referred to another decision (*Clarence City Council v Drury*) where the meaning of the term, for the purposes of the above clause, was considered:

“the plain meaning of ‘compatibility’ is consistent with it being aspirational and conceptual. The determination of compatibility requires an overall assessment of how two things relate to each other, and is concerned with the ultimate result. It suggests the need for a qualitative comparison and assessment”.

6.7.7 Similarly, neither "density" nor "area" are defined in the planning scheme. However, the meaning of density was considered in the Drury decision referred to above, where it was stated that:

"I think it is important that the criterion requires compatibility "with the density of the surrounding area". As I have already observed, density is

not defined and the use of that word points to the need for a broad evaluative assessment".

6.7.8 As a result of the above statement regarding density, the Tribunal determined in the Pain decision that:

"a) Assessing the density of other sites is only part of the required assessment;
b) Assessing density of the surrounding area by way of calculation of site area per dwelling for all forms of development might be useful but it is not itself sufficient to achieve the required comparison; and
c) A comparison of site area per dwelling is particularly relevant in respect of other multiple dwelling developments in the surrounding area".

6.7.9 When considering what constitutes the surrounding area in the Pain decision, the Tribunal referred to another previous decision (*J Collier v Launceston City Council and Ors*) where this issue was considered:

"What constitutes the surrounding area should have regard to context. It is more than the adjacent or adjoining lots. It must be broader than the streetscape" (p6).

The Tribunal went on, again referring to the Collier decision, to state that:

"The surrounding area should also include the area around the development site; that is "*the area enclosing or encircling the site, being its environment*." The Tribunal also accepts that the surrounding area should be "*significantly large, to enable an assessment of the prevailing characteristics, but not so large so as to dilute the character of the area around the proposal*." What may constitute a surrounding area will depend on the facts and circumstances of each case and the factors made relevant by the standards" (p6).

6.7.10 The submitted planning report refers to the same decisions referred to above and therefore follows a similar approach when considering the current proposal against the above performance criterion. The planning report suggests that what should be considered to be the surrounding area for the purpose of determining compliance with the performance criterion should be based upon the site's strong relationship with Sandy Bay Road. The report suggests that what is considered to be the surrounding area should not be limited to the block which includes the site, as the latter contains a pattern of development that is different from that found on Sandy Bay Road. The report suggests that the section of this

road between Sayer Crescent and Derwentwater Avenue provides the appropriate context when considering the density of the proposed development.

6.7.11 While it is accepted that the site has a strong relationship to Sandy Bay Road and that the surrounding area should not be limited to the block containing the site, it is not accepted that this area should include land that is visually and physically separated from the site. Any land that is beyond the intersection of Sandy Bay Road and Nelson Road to the south-east is greater than 200m from the site. This land is also not visible from the site and adjacent section of Sandy Bay Road, as the land rises gradually away from the site before it reaches this intersection. Therefore, it is not considered appropriate to include land that is to the south-east of Nelson Road as within the "area" as it is visually and physically separated from the site by topography and distance.

6.7.12 In contrast, is considered appropriate to include land to the north that is greater than 200m from the site, if the development upon it is visible from the site and the adjacent section of Sandy Bay Road. The land to the north of the site adjacent to Marieville Esplanade is low-lying and relatively open. As a result, the development upon the higher land further to the north is visible from the site and forms a visual barrier that provides context for it. Therefore, the land to the north of the site, that is generally on the southern side of Sayer Crescent, should be included in the "area", as the buildings upon it are visible from the site and within reasonable proximity (i.e. less than 250m). These buildings include the multi-level apartment buildings at 50, 52, and 54 Marieville Esplanade as well as the single dwellings to the south of Sayer Crescent.

6.7.13 Similarly, the land at the edge of the carpark adjacent to the playing field to the north-west of the site should also be included in the surrounding area. The buildings upon this land are visible from the site and within reasonable proximity (i.e. less than 250m). These buildings include the University of Tasmania Rugby Union Football Club building adjacent to the playing field, the UTAS research buildings adjacent to Sandy Bay Road, and the houses at the end of Grace Street.

6.7.14 The Derwent River to the east and north-east of the site provides a natural barrier which demarcates the "area" in these directions. The row of heritage listed houses on the opposite side of Sandy Bay Road and the boatyard and buildings associated with the Derwent Sailing Squadron are within this area.

6.7.15 Given the proximity (i.e. less than 200m) of the residential land to the south-west of the site, between it and Quorn Street, this land should clearly be included in the "area". It is not considered necessary to include the residential land to the south-west of Quorn Street as this land is a considerable distance from the site and has only limited visual connection with it.

6.7.16 The area defined above is considered to enclose and encircle the site, consistent with the direction provided by the Tribunal in the Collier decision referred to above. The area is also considered to be sufficiently large to enable prevailing characteristics to be identified without diluting those characteristics. The characteristics of the identified area clearly vary significantly. The varied land use found in the area is reflected in the various different zones that have been applied to land within the area. These zones include the Particular Purpose Zone applied to the UTAS land, the Open Space Zone applied to the open space and sailing squadron land adjacent to Marieville Esplanade, the Inner Residential Zone applied to the residential areas to the north of the UTAS land and to the south of Sayer Crescent, and the General Residential Zone applied to the land to the east, south-east, and south-west of the site (see figure 3).

6.7.17 The density of development within the surrounding area generally follows what would be expected within the relevant planning scheme zone. For example, a generally higher residential density is found on the land within the Inner Residential Zone to the north, particularly around Sayer Crescent, than is found upon the General Residential Zone land to east and south of the site. The exception is the multiple dwelling development found immediately to the south-east of the site, upon the properties at 347 and 351 Sandy Bay Road. These properties, particularly 351 Sandy Bay Road, have a much higher residential density than that generally found elsewhere within the General Residential Zone land that forms part of what is considered to be the "area".

6.7.18 Noting the direction identified in the Tribunal decisions discussed above, regard should be had to the density of all development within the surrounding area when considering compliance with the above performance criterion, not just residential density. Therefore, the density of development upon non-residential land within the surrounding area should also be taken into account. The land to the south-east of the site includes the Mount Carmel College Campus which has areas that have a relatively high density of development but also relatively open areas. As a result, the overall density of development on this site is generally equivalent to that found on the surrounding residential properties. As would be expected,

the land within the Open Space Zone to the north of the site, adjacent to Marieville Esplanade, has a low density of development. While there are areas upon the UTAS campus to the west of the site that have a relatively high density of development, the part of the campus that is considered to be within the "area" has a low density, as it is mostly taken up by playing fields.

6.7.19 In the Pain decision referred to earlier, the Tribunal accepted that where there is a range of densities within an area, a proposal that is "at the higher end of the range of densities identified" may be approved provided that it is not considered to be an "outlier" (p15).

6.7.20 The planning report submitted with the application provides site area per dwelling figures for the multi-level apartment buildings to the north of the site (Table 2, p15). The report provides these figures for two properties that are not considered to be within the surrounding area - i.e. the properties at 46 and 48 Marieville Esplanade are not included in the area because they are not visible from the site and are greater than 250m from it. However, the properties at 50, 52, and 54 Marieville Esplanade are included within the surrounding area and the figures provided for these properties are accepted. These figures indicate that the site area per dwelling on these properties ranges between 61.3m² and 91.8m². The proposed site area per dwelling, 79.4m², is within this range.

6.7.21 There are also multiple dwellings on the properties immediately to the south-east of the site, at 347 and 351 Sandy Bay Road. The site area per dwelling on these properties is 178m² and 92.4m² respectively. While a lower site area per dwelling is proposed, it is not significantly dissimilar to that found on the nearby property at 351 Sandy Bay Road. Similarly, the proposed site area per dwelling is not significantly dissimilar to that found on the property at 362 Sandy Bay Road, which is to the east, at the end of the row of houses opposite the site. The site area per dwelling on this property is approximately 102m².

6.7.22 In the Pain decision, the Tribunal determined that "a comparison of site area per dwelling is particularly relevant in respect of other multiple dwelling developments in the surrounding area". This determination is considered to mean that particular emphasis should be placed upon a comparison of the proposed site area with that of existing multiple dwelling developments in the surrounding area. In this context, it can be seen that the proposed site area per dwelling is within the range of that found within existing multiple dwelling developments in the surrounding area. The proposal is therefore not considered to be an "outlier" and the

proposed development is considered to be compatible with the density of existing development on established properties in the area. The proposal therefore satisfies sub-clause (a) of the above performance criterion. While there is no suggestion that the proposal would provide for a social or community benefit, as required by sub-clause (b) of the performance criterion, there is no requirement for a proposal to satisfy both sub-clauses.

6.7.23 The Tribunal also accepted a relatively higher density in the Pain decision where it would be "located within that part of the surrounding area where a focus or cluster of multiple dwelling developments has been sited" and be "located to optimise access to the school and other community services and infrastructure, thereby promoting the Objectives of the standard" (p15).
The proposed development would be located adjacent to two other sites which contain multiple dwelling developments. The development would therefore form part of a cluster of such developments. The development would also be located close to a school and a university as well as the range of community services provided upon the UTAS campus. The development would adjacent to Sandy Bay Road, which is the major road in the area. Metro Tasmania operates a frequent bus service along this road, making it a public transport corridor. The development would also be close to the range of community infrastructure provided within the area of open space adjacent to Marieville Esplanade. The proposal would therefore optimise access to, and use of, infrastructure and community services and is consistent with the Objective for clause *10.4.1*.

6.7.24 The proposal complies with the above performance criterion.

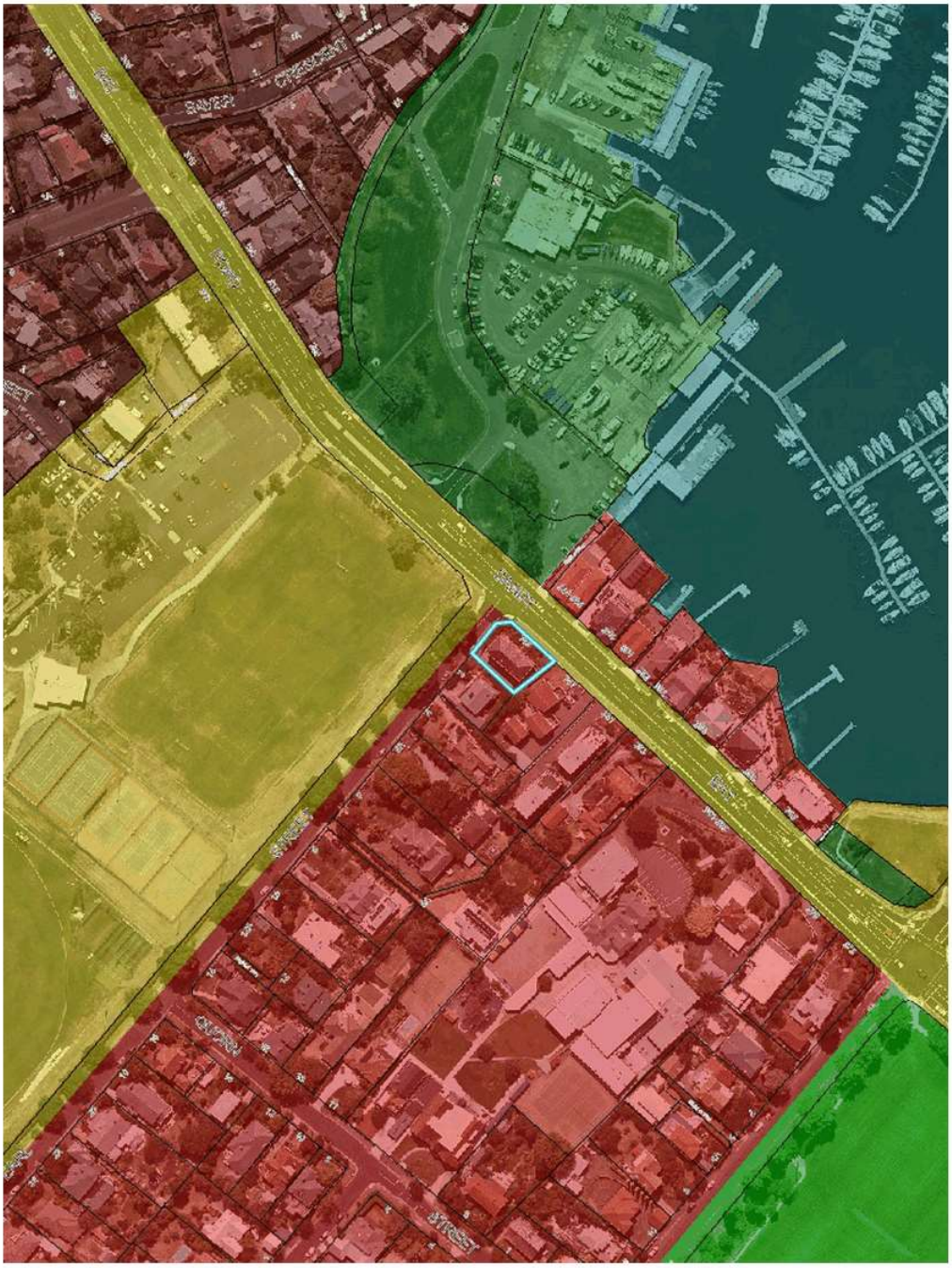


Figure 3: aerial view of site (outlined in blue) and surrounding area overlaid within planning scheme zoning.

6.8 *10.4.2 Setbacks and building envelope for all dwellings* P1

6.8.1 The acceptable solution A1 at clause *10.4.2* requires a dwelling to be setback not less than 4.5m from the primary frontage and not less than 3m from a non-primary frontage.

6.8.2 The proposal includes dwellings that would be setback less than what is required from the site's primary and non-primary frontages. The site's Earl Street frontage is its primary frontage and its Sandy Bay Road frontage is a non-primary frontage. The basement of the proposed development would be built up to the site boundaries. The near walls of the above ground section of the building would be setback approximately 2.25m from the primary frontage. The near walls would be setback 2.1m from the non-primary frontage, although a wall which would divide the terrace provided for unit 2 from the entry from Sandy Bay Road would be built up to this frontage.

6.8.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.8.4 The performance criterion P1 at clause *10.4.2* provides as follows:

A dwelling must:

(a) have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints; and

(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.

6.8.5 With regard to sub-clause (a) of the performance criterion, The term "compatible" is not defined in the planning scheme. However, the Tribunal has previously determined (in *Henry Design and Consulting v Clarence City Council and Ors* [2017]) that the term is considered to mean “consistent with, similar to, in harmony with, and in broad correspondence with”.

6.8.6 The term "streetscape" is defined in the planning scheme as:

the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setbacks of buildings and structures from the lot boundaries, the quality, scale, bulk and design of buildings and

structures fronting the road reserve.

For the purposes of determining streetscape with respect to a particular site, the above factors are relevant if within 100 m of the site.

6.8.7 The Sandy Bay Road streetscape within 100m of the site includes the areas of open space to the north-west, the row of heritage listed houses on the opposite side of the road to the east and north-east, and the multiple dwelling developments to the south-east. This streetscape also includes a large residential property between the multiple dwelling development and Mount Carmel College. Part of the school property is also within this streetscape.

6.8.8 The streetscape to the north-west of the site is considered to be vacant for the purpose of assessment against the above sub-clause (a) as any buildings upon the adjacent land are setback sufficiently that they do not have a significant relationship with Sandy Bay Road. For example, the rugby club building to the west of the site is setback over 100m from the respective frontage with this road.

6.8.9 The row of houses on the opposite side of Sandy Bay Road are a mix of one and two storey buildings that generally appear to date from before World War Two, as would be expected within a heritage precinct. These houses have only limited setbacks from the respective frontage with Sandy Bay Road between approximately 1m to 2m. There are also several garages and substantial, free standing, brick or masonry walls that have been built up to the respective frontage on these properties.

6.8.10 The multiple dwelling developments and the large house to the south-east, between the site and Mount Carmel College, are generally well setback from the respective frontage with Sandy Bay Road. The closest building on the school site is also well setback from the respective frontage, although this building is greater than 100m from the site. These setbacks appear to be the result of topographic restraints.

6.8.11 As noted earlier, the land along Sandy Bay Road to the south-east rises away from the site. The land in this direction reaches a high point at approximately the entrance to the school before falling toward the intersection of Nelson Road and Sandy Bay Road further to the south-east. The land also rises away from the road toward the south-west, resulting in there being a moderately steep bank upon the properties at 351 and 353 Sandy Bay Road. The buildings upon these properties appear to be well setback from the respective frontage in order to avoid

this bank. There are no similar site constraints upon the proposed development site as it is at a similar level as the road. The depth of the lots between the site and the school also allows for an increased setback from the respective frontage, which is not possible on the site.

6.8.12 The proposed setback from site's Sandy Bay Road frontage is considered to be compatible with the adjacent section of streetscape upon this road. This proposed setback from frontage would be consistent with, and similar to, the setback from frontage found on the opposite side of the road. While greater setbacks are found on the properties within the streetscape to the south-east of the site, on the same side of the road, this is considered to be largely due to topographic constraints that are not present upon the site. Sandy Bay Road at this point is a relatively wide road that is considered to be capable of supporting a comparatively larger scale building that would have reduced setbacks, without detrimental impact upon its streetscape.

6.8.13 With regard to the Earl Street streetscape, the section within 100m of the site includes several properties (at 4A, 6, and 8 Earl Street) that have large setbacks from the respective frontage. These properties are within the Sandy Bay 9 Heritage Precinct. It is noted that the frontage setbacks on the two properties that are between the site and the near boundary of this precinct (2 and 4 Earl Street) provide a transition from these larger setbacks to the frontage setback currently found on the site. This transition would be maintained should the proposal proceed as it would not significantly reduce the setback from the site frontage with Earl Street.

6.8.14 As noted earlier in the report, while the site is a corner site, it is considered to have a stronger relationship with Sandy Bay Road than with Earl Street. The site is roughly rectangular in shape with its longer sides perpendicular to Sandy Bay Road. The proposed development would follow the alignment of the site boundaries by presenting its longer side to this road and a narrower facade toward Earl Street. Development upon a corner site is effectively part of two, often different streetscapes. In this case, given that the site is considered to have a stronger relationship to Sandy Bay Road than with the Earl Street streetscape, it is considered acceptable for the proposed development to be more consistent with the former streetscape than with the latter. However, the transition in frontage setback described above is considered to ensure compatibility between the proposed development and the Earl Street streetscape.

6.8.15 The proposal complies with the above performance criterion.

6.9 *10.4.2 Setbacks and building envelope for all dwellings* P3

6.9.1 The acceptable solution A3(a) at clause *10.4.2* requires a dwelling to be contained within a prescribed, three-dimensional building envelope. The acceptable solution A3(b) for the clause requires a dwelling to be setback at least 1.5m from side boundaries.

6.9.2 The proposal includes a dwelling that would not be contained within the prescribed building envelope or meet the required side boundary setbacks. The proposed development would not be contained within the envelope determined relative to the site's south-eastern and south-western side boundaries (noting that the site is a corner lot and therefore is not considered to have rear boundaries). The development would also exceed the vertical extent of the building envelope as it would have a building height greater than 8.5m above natural ground level. A building height of 13.6m is proposed. The proposed basement would be built up to the site boundaries so would not be setback 1.5m from the side boundaries.

6.9.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.9.4 The performance criterion P3 at clause *10.4.2* 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;

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

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:

(i) an adjoining property; or
(ii) another dwelling on the same site.

6.9.5 With regard to the above sub-clause (a)(i), given that the site is on the northern corner of the surrounding block, the proposed development would potentially only overshadow the adjoining properties to the south-east and south-west, at 347 Sandy Bay Road and 2 Earl Street respectively. The former property contains six multiple dwellings contained within three, two-storey buildings. These buildings are within the north-western part of the property which is the part closest to the site. The property at 2 Earl Street contains a single dwelling that has two storeys which is sited within the central part of the property.

6.9.6 The shadow diagrams provided with the application indicate that the property at 347 Sandy Bay Road is currently partly overshadowed by the existing building on the site, between midday and 3pm on 21 June. The diagrams indicate that the proposal would increase the extent of this overshadowing at these times. However, the isometric shadow diagrams provided indicate that the proposal would not affect the solar access of the living room windows within the north-eastern elevations of the dwellings on this property between 9am and midday upon 21 June. The proposal would affect the solar access of the windows within the north-western elevations of the dwellings to varying degrees. However, the proposal would not cause an unreasonable loss of amenity as a result of a reduction in sunlight to a habitable room upon the property as it would not affect solar access during morning and midday periods at the winter solstice.

6.9.7 The isometric shadow diagrams provided for 2 Earl Street do not show two windows that are on the ground floor of the north-eastern elevation of the dwelling on this adjoining property. A site visit confirmed that the central window on the ground floor within this elevation is to a dining room. The other window is to a kitchen at the eastern corner of the building. The dining room is open to a living room that has a window within the north-western elevation of the dwelling. The room at the northern corner on the ground floor of the dwelling is a small room now used as a reading room that has a door to the dining room. A floor plan for the dwelling is provided below (figure 4).

6.9.8 The shadow diagrams suggest that the dining room and kitchen windows described above are currently overshadowed at 9am and 10am on 21 June by the existing building on the site. While these windows are not shown on the isometric views provided, their position beneath a roof over

a verandah on the north-eastern side of the dwelling, which is shown on the diagrams, was confirmed during a site visit. The shadow diagrams further suggest that these windows are not currently overshadowed for the remainder of the day on 21 June, although overshadowing from the verandah roof is present throughout the day and increases from midday onwards. The shadow diagrams indicate that the proposal would result in these windows also being overshadowed at 11am and at midday upon 21 June. The diagrams also indicate that the proposed development would not overshadow any part of the dwelling at 1pm or beyond upon this day.

6.9.9 The shadow diagrams indicate that the living room window at the centre of the ground floor within the north-western elevation of the dwelling at 2 Earl Street would begin to receive direct sunlight at 11am on 21 June. The diagrams indicate that this window would continue to receive sunlight throughout this day. The diagrams also indicate that the north-western facing window to the reading room would also receive sunlight from 11am and throughout the day at the winter solstice.

6.9.10 Therefore, while the proposal would cause some reduction in sunlight to habitable rooms on the adjoining property at 2 Earl Street, this loss is not considered unreasonable, as the solar access of other habitable rooms would not be affected from 11am onwards.

6.9.11 With regard to the above sub-clause (ii), the shadow diagrams indicate that the proposal would lead to an increase in overshadowing of areas of private open space (POS) on the adjoining property at 347 Sandy Bay Road. However, the diagrams are considered to show that the proposal would have only limited overshadowing impact upon what are considered to be the primary areas of POS associated with each dwelling on this site. These areas are provided for the dwellings on the ground floors of the two buildings closest to Sandy Bay Road by walled courtyards. The diagrams indicate that these courtyards are currently mostly overshadowed throughout the day upon 21 June.

6.9.12 The primary POS is provided for the dwelling on the upper level of the building closest to Sandy Bay Road by a balcony on its north-eastern side. As discussed above, the proposal would not affect the morning or midday solar access of the north-eastern elevation of this building. The proposed impact upon this area of POS is therefore considered to be acceptable.

6.9.13 The primary POS is provided for the dwelling on the upper level at the rear of the property at 347 Sandy Bay Road by a similar balcony on its north-

western side. The shadow diagrams show that this POS would not be affected by overshadowing as a result of the proposal.

6.9.14 Primary POS is provided for the remaining dwellings on the property by a central courtyard that is between the three buildings and open to the north-west and an adjacent balcony. The shadow diagrams suggest that while there would be an increase in overshadowing of this courtyard and balcony at midday and at 3pm on 21 June as a result of the proposal, sufficient area would still receive sunlight at these times. Therefore, the proposal is not considered to cause an unreasonable loss of amenity as a result of overshadowing of private open space upon the adjoining property at 347 Sandy Bay Road.

6.9.15 The property at 2 Earl Street has private open space to the north-west, north-east, and south-east of the dwelling upon it. This POS includes a covered verandah on the ground floor on the north-eastern side of the dwelling as well as a seating area within the northern corner of the property. The shadow diagrams indicate that much of the POS on this property is currently overshadowed at 9am upon 21 June by the existing building on the site. The diagrams also indicate that there is only limited overshadowing of the POS to the north-east of the dwelling at midday upon this day. The diagrams suggest that this POS and that to the north-west of the dwelling is not overshadowed at 3pm on 21 June . The diagrams also suggest that the POS to the north-west is not overshadowed at midday.

6.9.16 The shadow diagrams show that the proposal would lead to an increase in overshadowing of the POS at 2 Earl Street at 9am on 21 June. However, the areas which would be overshadowed by the proposed development at this time are either areas that already receive limited sunlight, such as the area within the southern corner of the property, or areas such as driveways and parking areas. The shadow diagrams also demonstrate that there would be an increase in overshadowing of the POS to the north-east of the dwelling at midday on 21 June. The increase in overshadowing is likely to include the covered verandah on the north-eastern side of the dwelling.

6.9.17 However, the shadow diagrams also indicate that the seating area within the northern corner of the property would not be overshadowed at midday or at 3pm upon 21 June. Therefore, the proposal is not considered to cause an unreasonable loss of amenity upon the adjoining property at 2 Earl Street as a result of overshadowing private open space, as substantial areas of POS upon this property would receive sunlight at

midday and at 3pm upon 21 June.

6.9.18 With regard to the above sub-clause (iii), the site is not adjacent to a vacant lot.

6.9.19 With regard to the above sub-clause (iv), the visual impact of the development would be limited to the adjoining properties to the south-east and south-west, at 347 Sandy Bay Road and 2 Earl Street respectively. The properties to the north-east of the site, on the opposite side of Sandy Bay Road, may also be considered to be adjoining properties for the purpose of assessment against the above performance criterion. However, any visual impact upon these properties would be reduced by the separation provided by the road. It is also likely that the living areas within these houses, and other areas considered more susceptible to visual impact, are orientated away from the site and toward the water views available to the east.

6.9.20 Of the three residential buildings upon the adjoining property at 347 Sandy Bay Road, only the northernmost that is closest to the road is considered likely to be affected by the visual impact of the proposed development. The remaining buildings on this property are not orientated toward the site and would be physically separated from the proposed development as they are setback from the boundary with the site. There is also substantial vegetation between the site and these buildings which would provide visual separation from the development.

6.9.21 The north-west elevation of the northernmost building at 347 Sandy Bay Road faces toward the site and includes habitable room windows. These rooms may therefore be potentially visually impacted by the development. However, the existing building on the site already has a visual impact upon these rooms. The existing building presents a generally blank (there is only one window), three-storey wall toward the adjoining property. While the proposed development would present a higher wall toward this property, it would be articulated with fenestration and different external materials, which would reduce the visual impact of this elevation. It is also noted that the living areas within the above building are generally orientated toward the north-east and have fewer and generally smaller windows facing toward the site.

6.9.22 As shown on the below floor plan, the dwelling on the property at 2 Earl Street has dining room, kitchen, and reading room windows that face toward the site. However, similarly to above, these windows are already visually impacted by the existing building on the site. The north-eastern

elevation of the dwelling is located centrally relative to the building on the site so is exposed to the full length of its longest, three storey elevation. The dwelling at 2 Earl Street is considered to derive much of its amenity from its openness to the open space to the north-west. The amenity available to the north-east is compromised by the existing building on the site. The proposal would therefore not result in an unreasonable loss of amenity on this adjoining property, as the development would not affect the amenity the property derives from its openness to the north-west.

6.9.23 With regard to the above sub-clause (b), while the basement level of the proposed development would be built up to the site boundaries, the above ground parts of the development would meet the 1.5m side boundary setback required by the relevant aspect of the acceptable solution for the clause. It is also noted that there are several examples of reduced side boundary setbacks within the surrounding area, including upon the adjoining properties to the south-east and south-west where outbuildings have been built up to the respective side boundaries. The row of houses on the opposite side of Sandy Bay Road to the site also generally have reduced or nil side boundary setbacks. Therefore, the proposal is considered to provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.

6.9.24 With regard to the above sub-clause (c), the proposal would not affect the solar access of any solar energy installation on an adjoining property as there are no such installations.

6.9.25 The proposal complies with the above performance criterion.

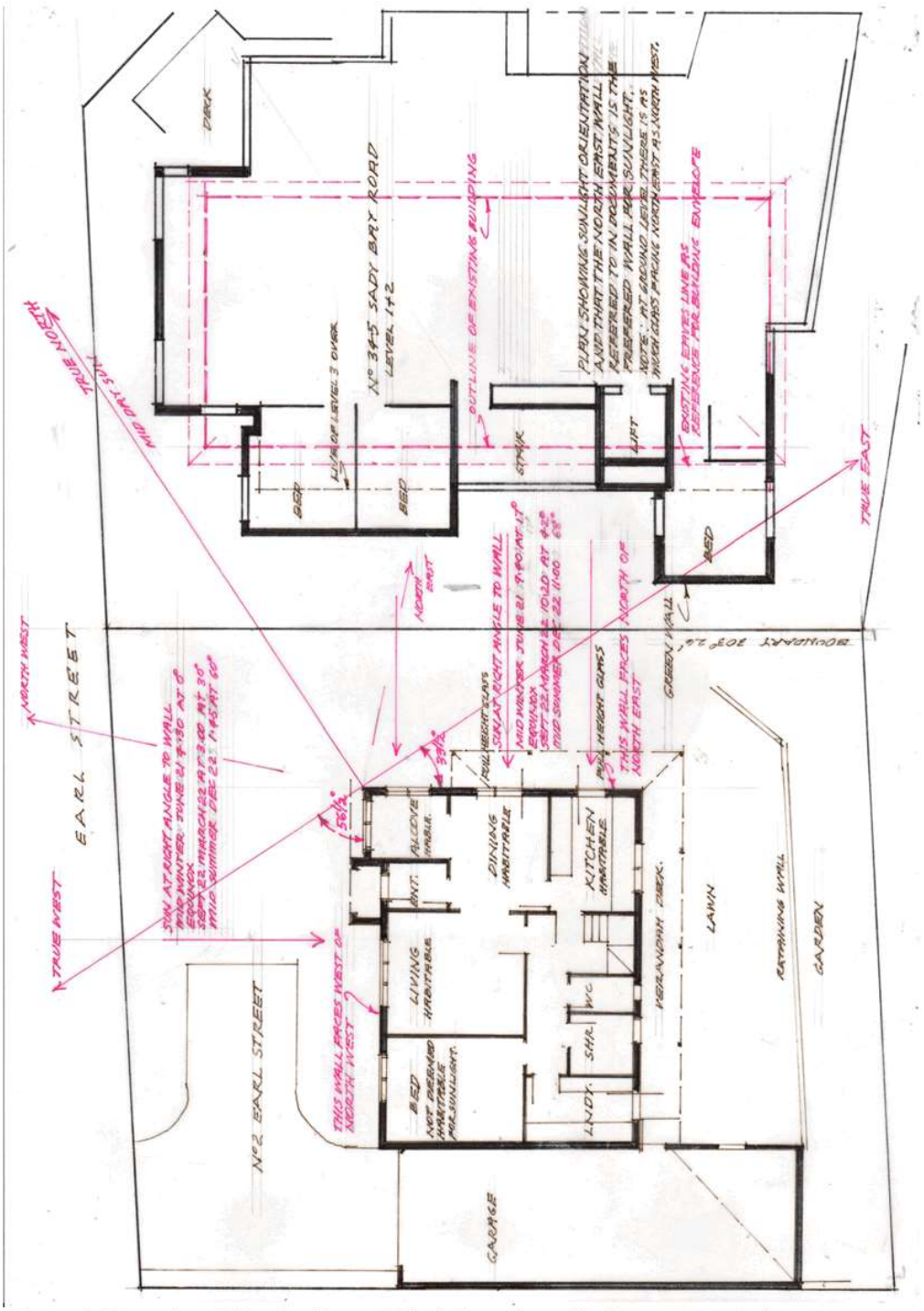


Figure 4: Floor plan of the dwelling at 2 Earl Street (provided by representor).

6.10 *10.4.3 Site coverage and private open space for all dwellings* P1

6.10.1 The acceptable solution A1(a) at clause *10.4.3* requires dwellings to have a site coverage of not more than 50%. The acceptable solution A1(b) for the clause requires multiple dwellings to have a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above finished ground level.

6.10.2 The proposal includes a building for dwellings that would have a site coverage of more than 50%. The above ground elements of the proposed building would have a site coverage of 64%. The proposal also includes multiple dwellings that would not be provided with the required area of POS. The dwellings proposed on the ground floor of the development would have areas of POS less than 60m².

6.10.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.10.4 The performance criterion P1 at clause *10.4.3* provides as follows:

Dwellings must have:

(a) site coverage consistent with that existing on established properties in the area;

(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:

(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
(ii) operational needs, such as clothes drying and storage; and

(c) reasonable space for the planting of gardens and landscaping.

6.10.5 The planning report provided with the application includes a table (Table 3, p38) which analyses the site coverage found on properties within 100m of the site. This table indicates that there are several properties that have a site coverage greater than 50% and that there is a broad range in the site coverage within this area. Therefore, the proposed site coverage is

considered to be consistent with that existing on established properties in the area.

6.10.6 As noted in the planning report, the POS provided for each proposed apartment meets with the minimum area required by the acceptable solution A2 for the above clause. While the proposed POS does not meet with other requirements of this acceptable solution (discussed further below), the provision of the minimum required area for each dwelling is considered to ensure that the projected requirements for the occupants and operational needs are met.

6.10.7 The floor plans provided for the development show that the proposed areas of POS could accommodate BBQs and would be adjacent to the respective dwelling's living area. The areas of POS would therefore allow for outdoor dining and relaxation and could act as an extension of the adjacent living areas. The size of the proposed dwellings is generally small by contemporary standards, with floor areas generally ranging between 91m² and 134m². While a larger dwelling is proposed on the top floor of the development, this would be provided with multiple and comparatively larger areas of POS. It is generally accepted that smaller dwellings require smaller areas of POS as they are less likely to be occupied by groups such as families with young children that usually have the need for larger areas of POS. As noted in the planning report, the provision of storage within the basement level of the building would alleviate the need for POS to be used for storage, improving the amenity it is likely to provide.

6.10.8 The proposal allows reasonable space for gardens and landscaping where this is possible on the ground floor of the development. Planters and other landscaped areas would be provided in locations around the building, including areas adjacent to proposed POS. While there is less opportunity for gardens and landscaping on the upper levels of the development, some opportunity for this would be provided by the POS proposed on these levels.

6.10.9 The proposal complies with the above performance criterion.

6.11 *10.4.3 Site coverage and private open space for all dwellings* P2

6.11.1 The acceptable solution A2 at clause *10.4.3* requires a dwelling to have private open space that has the required area and a required minimum horizontal dimension.

6.11.2 The proposal includes dwellings that would have POS with the required area but not the required minimum horizontal dimension. The POS for the dwellings on the ground floor of the development (units 1 and 2) is required to have a minimum horizontal dimension of 4m but minimum dimensions of 1.2m and 2m respectively are proposed. The POS for the remaining dwellings is required to have a minimum horizontal dimension of 1.8m but the POS proposed for units 3 and 5 would have a minimum dimension of approximately 1.33m.

6.11.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.11.4 The performance criterion P2 at clause *10.4.3* provides as follows:

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:

(a) conveniently located in relation to a living area of the dwelling; and
(b) orientated to take advantage of sunlight.

6.11.5 All of the proposed areas of POS would be located adjacent to the living area of the respective dwelling. These areas are therefore considered capable of serving as an extension of the respective dwelling for outdoor relaxation, dining, entertaining, and children's play. The POS proposed for units 1, 3, and 5 would be on the northern corner of the respective dwelling. These areas of POS are therefore clearly orientated to take advantage of sunlight. The POS proposed for unit 2 would be on the north-eastern side of this dwelling, so would receive morning and midday sun. This POS is therefore also considered to be orientated to take advantage of sunlight.

6.11.6 The proposal complies with the above performance criterion.

6.12 *10.4.6 Privacy for all dwellings* P3

6.12.1 The acceptable solution A3 at clause *10.4.6* requires a shared driveway to be separated from a window to a habitable room of a multiple dwelling by a minimum horizontal distance of 1m.

6.12.2 The proposal includes a shared driveway that would not be separated from a window to a habitable room of a multiple dwelling by a minimum

horizontal distance of 1m. The proposal includes bedroom windows on the south-western side of the development that would be directly above the proposed shared driveway.

6.12.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.12.4 The performance criterion P3 at clause *10.4.6* provides as follows:

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.

6.12.5 Given that the proposed shared driveway would include a ramp which vehicles would be required to ascend in order to exit the site, there is considered to be potential for the above bedroom windows to be impacted by vehicle noise. There is likely to be increased engine noise from vehicles exiting the site due to the ramp than there otherwise would be if a level access was proposed.

6.12.6 The bedroom windows within the north-western elevation at the southern corner of the building are also likely to be impacted by light intrusion from vehicles entering and exiting the site. These windows would be in the direction of travel of vehicles entering the site so are likely to be impacted by the use of headlights at night and may also be impacted by the taillights of vehicles exiting the site.

6.12.7 It is considered that there are likely to be additional design responses that would mitigate the above vehicle noise and light intrusion impacts. These responses may include screening or increasing the sill height of the relevant windows or providing them with sound reduction measures such as double glazing. Therefore, a condition of approval should require these responses to be incorporated into the design of the development and for revised plans which demonstrate how this would be achieved to be provided.

6.12.8 The proposal complies with the above performance criterion.

6.13 *10.4.7 Frontage fences for all dwellings* P1

6.13.1 There is no acceptable solution for clause *10.4.7* although there is an

exemption provided for frontage fences within the General Residential Zone in Table 5.6 of the planning scheme.

6.13.2 The proposal includes a frontage fence that does not meet the relevant exemption. The exemption requires fences that are within 4.5m of a frontage to have a height of not more than 1.8m. As detailed in the planning report provided with the application:
"The proposed fence along the frontage to Earl Street fractionally exceeds the 1.8m height provided under the clause 5.6.3, due to the combined height of the low wall and timber screening. Along Sandy Bay Road, due to the change in ground level, large sections of the fencing would satisfy the exemption mentioned above. However, due to the low wall provided along the northern most corner of the site, the fencing in that location also exceeds the 1.8m height requirement under the exemption".

6.13.3 As there is no acceptable solution for the above clause the proposal therefore relies upon assessment against the below performance criterion.

6.13.4 The performance criterion at clause *10.4.7* provides as follows:

A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:

(a) provide for security and privacy while allowing for passive surveillance of the road; and

(b) be compatible with the height and transparency of fences in the street, having regard to:

(i) the topography of the site; and
(ii) traffic volumes on the adjoining road.

6.13.5 The proposed frontage fence would generally have greater than the transparency required by the exemption mentioned above. This transparency would ensure that the fence allows for security and privacy while allowing for passive surveillance of the adjacent road.

6.14.6 The proposed fence would be similar in height to the fences on the nearby properties on Earl Street, including the paling fence on the adjoining property at 2 Earl Street and the brick wall at the front of the property at 4 Earl Street. The proposed fence would have greater transparency than these existing fences, which would reduce its visual impact upon this

street. Therefore, the proposed fence is considered to be compatible with the nearby fences in Earl Street.

6.15.7 As mentioned earlier in the report, there are several substantial brick or masonry, free standing walls nearby on the opposite side of Sandy Bay Road to the site that have a similar height to that of the proposed fence. However, there are also several examples of lower fences and walls on this side of the road. These lower fences and walls are generally solid and have at least their lower portions made from brick. There are also low retaining walls at the front of the properties to the south-east of the site on the same side of the road.

6.16.8 The proposed frontage fence is considered to be compatible with both the lower and higher frontage fences and walls found on the nearby section of Sandy Bay Road. The proposed fence would have a similar height to the higher existing fences. While the proposed fence would be higher than the lower existing fences, its higher portions would be 50% transparent which would reduce its visual impact upon the road. The high traffic volumes carried on Sandy Bay Road are also considered to justify the provision of a higher frontage fence. The proposed frontage fence is therefore considered to be compatible with the nearby fences in Sandy Bay Road.

6.13.9 The proposal complies with the above performance criterion.

6.14 *10.4.8 Waste storage for multiple dwellings* P1

6.14.1 The acceptable solution at clause *10.4.8* requires a multiple dwelling to have a storage area for waste and recycling bins that is not less than 1.5m² per dwelling. The acceptable solution also requires a common storage area to be not less than 5.5m from any dwelling.

6.14.2 The proposal includes a storage area for waste and recycling bins that would have an area equivalent to less than 1.5m² per dwelling and would be less than 5.5m from a proposed dwelling. A storage area is proposed on the ground floor of the development which would have an area of approximately 9.5m² (an area of 10.5m² is required) and would be adjacent to unit 1.

6.14.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.14.4 The performance criterion at clause *10.4.8* provides as follows:

A multiple dwelling must have storage for waste and recycling bins that is:

(a) capable of storing the number of bins required for the site;
(b) screened from the frontage and dwellings; and
(c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.

6.14.5 The proposed storage area is considered likely to be capable of storing the number of bins required for the site. The Waste Management Plan provided with the application indicates that waste and recycling from the development would be collected in eight 240L bins. The floor plan provided for the ground floor suggests that the proposed storage area could accommodate up to eleven bins. The area would not be visible from either site frontage or any of the proposed dwellings. The storage area would be within an internal room which would minimise impacts caused by odours and noise.

6.14.6 The proposal complies with the above performance criterion.

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

6.15.1 The acceptable solution at clause *E5.6.4* requires sight distances at an access to comply with the relevant Safe Intersection Sight Distance shown in Table E5.1.

6.15.2 The proposal includes sight distances at an access that would not comply with the relevant Safe Intersection Sight Distance shown in Table E5.1.

6.15.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.15.4 The performance criterion at clause *E5.6.4* provides as follows:

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

(a) the nature and frequency of the traffic generated by the use;
(b) the frequency of use of the road or rail network;

(c) any alternative access;
(d) the need for the access, junction or level crossing;
(e) any traffic impact assessment;
(f) any measures to improve or maintain sight distance; and
(g) any written advice received from the road or rail authority.

6.15.5 Council's Development Engineer has assessed the proposed access against the above performance criterion and provided the following comments:

- "All traffic generated by the proposed development will be residential in nature. This is compatible with the existing traffic utilising Earl Street near the subject site. The increased traffic generated by the proposed development is likely to be 20 vehicles per day when all units are fully developed and occupied.
- Earl Street is a major local road that has high through traffic movement near the site, providing access to at least 3 large educational campuses/schools. The driveway access servicing the site will operate at a level of service that does not appear to significantly increase existing traffic volumes (2% increase in VMPD).
- No alternative, superior, access is possible nor proposed for the development.
- Lot access to a road is an intrinsic requirement.
- TIA provided by Howarth Fisher and Associates.
- The available sight distances are at a local maximum, and cannot be improved any further whilst simultaneously presenting the most appropriate access location (which fundamentally is an existing access).
- No written advice was requested by the Road Authority (Council) relating to the access".

"Based on the above assessment and noting the ultimate improvement to what is fundamentally an existing provision, the proposed design may be accepted under the relevant Performance Criteria".

6.15.6 The proposal complies with the above performance criterion.

6.16 *E6.6.1 Number of Car Parking Spaces*

6.16.1 The acceptable solution at clause *E6.6.1* requires the number of on-site car parking spaces to be no less than the number specified in Table E6.1.

6.16.2 The proposal includes less than the number of on-site car parking spaces

specified in Table E6.1. Sixteen car parking spaces are required on the site but ten are proposed.

6.16.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.16.4 The performance criterion at clause *E6.6.1* provides as follows:

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

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

6.16.5 Council's Development Engineer has assessed the proposed car parking arrangements against the above performance criterion and provided the

following comments:

"Submitted documentation does not satisfy this requirement, a deficiency of (Six) 6 car parking spaces is proposed. The TIA. provided by Howarth Fisher and Associates addresses the relevant Performance Criteria, see para-phrased responses below.

- The demand for personal transport i.e. a car) is anticipated to be greatly reduced due to the proximity of the subject-site to the suburb's and city's central areas. It is also appears that numerous examples of deficiencies exist within surrounding residences, note the Bay Vue development at 417 Sandy Bay.
- There is a relatively large supply of on-street parking in the surrounding road network, much of the available parking is in the form of time-restricted (2hr, Mon to Fri 8am-6pm) parking. Observations indicate that there is a large pool of parking that would be available to meet the potential demands of visitor and overflow parking, particularly after normal working hours.
- Metro Tasmania operates regular (high frequency) bus services along Sandy Bay Road which are within 400m of the subject site.
- The site is located a convenient walking distance from retail, educational, and commercial services.
- Parking in the surrounding road network could be appropriate for visitor/short-term parking beyond the stipulated time restrictions, supplementary (shared) time-restricted parking also appears to be available adjacent to the local Derwent Sailing Squadron.
- Scope for internal arrangements between residents may be available to distribute/share the available parking spaces on-site".

"Based on the above assessment and given the submitted supporting documentation, the parking provision may be accepted under the relevant Performance Criteria. This is particularly due to the significant attempt to make best use the available area to provide on-site parking provisions, and the readily available supply within the surrounding road network".

6.16.6 The proposal complies with the above performance criterion.

6.17 *E6.7.2 Design of Vehicular Accesses*

6.17.1 The acceptable solution at clause *E6.7.2* requires a non-commercial vehicle access 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*.

6.17.2 The proposal includes an access that would not comply with the above section of the Australian Standard.

6.17.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.17.4 The performance criterion at clause *E6.7.2* provides as follows:

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

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

6.17.5 Council's Development Engineer has assessed the proposed access against the above performance criterion and provided the following comments:

- "The proposed vehicle access is easily recognizable as an access provision, due to it's intrinsic design characteristics, including the above average length. Such factors clearly communicate the provision's purpose and intent, thus serving to avoid potential user conflicts.
- The proposed vehicle access is in essence and existing design, and has operated in practice for an extended period in the order of years. It has also been noted, the design itself can be considered an improvement, and as such would serve to only reduce any interference due to design".

"Based on the above assessment and noting the ultimate improvement to what is fundamentally an existing provision, the proposed design may be accepted under the relevant Performance Criteria. This is largely in part due to the access width still being able to provide practical pedestrian sight distances".

6.17.6 The proposal complies with the above performance criterion.

6.18 *E6.7.5 Layout of Parking Areas*

6.18.1 The acceptable solution at clause *E6.7.5* requires the layout of car parking spaces and access aisles, to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of *AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking*.

6.18.2 The proposal includes a car parking layout and access aisles that would not comply with the above section of the Australian Standard.

6.18.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.18.4 The performance criterion at clause *E6.7.5* provides as follows:

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

6.18.5 Council's Development Engineer has assessed the proposed car parking and access arrangements against the above performance criterion and confirmed that these arrangements may be approved.

6.18.6 The proposal complies with the above performance criterion.

7. Discussion

7.1 Planning approval is sought for demolition, new building for 7 multiple dwellings, and associated works at 345 Sandy Bay Road, Sandy Bay.

7.2 The application was advertised and received 279 representations. The representations raised concerns regarding the height and setbacks of the proposed building and its separation from dwellings on adjoining properties, the density of the development, car parking arrangements, and likely amenity, visual, and overshadowing impacts.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to comply.

7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer. 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 demolition, new building for 7 multiple dwellings, and associated works at 345 Sandy Bay Road, Sandy Bay, satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015* and is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for demolition, new building for 7 multiple dwellings, and associated works at 345 Sandy Bay Road, Sandy Bay, 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-21-580 - 345 SANDY BAY ROAD SANDY BAY TAS 7005 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2021/01581-HCC dated 22/9/2021 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s4

The bedroom windows adjacent to and above the shared driveway must be screened, or otherwise designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion. These windows include those within the north-western elevation of the development, except for the bedroom window of unit 1, and the south-east facing bedroom windows of units 3 and 5.

Prior to the issue of any approval under the *Building Act 2016,* revised plans must be submitted and approved as a Condition Endorsement that demonstrate likely compliance with this condition.

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

approved revised plans.

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

Reason for condition

To provide a reasonable opportunity for privacy for dwellings.

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,**
3. **the size of the connection appropriate to satisfy the needs of the development,**
4. **the proposed pump system.**

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

Advice:
The applicant is advised to submit detailed design drawings and calculations as part of their Plumbing Permit Application.

Reason for condition

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

SW 8

All stormwater runoff from impervious surfaces within the site must be treated and discharged from the site using Water Sensitive Urban Design principles to

achieve stormwater quality and quantity targets in accordance with the *State Stormwater Strategy 2010*.

Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions or a model using industry accepted proprietary software, such as MUSIC, 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).

A maintenance management schedule must also be submitted and the facility must be maintained in accordance with this schedule.

SW 9

Prior to occupancy or the commencement of the approved use (whichever occurs first), stormwater pre-treatment and 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 of the proposed treatment train, including final estimations of contaminant removal;

2. include detailed design and supporting calculations of the detention tank showing:
    - 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;
    - the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
    - the discharge rates and emptying times; and
    - all assumptions must be clearly stated;

3. 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.

ENG 3b

The following aspects of the circulation roadway and parking area require further detailed design(s) regarding the:

1. ***Stop Light* fixture(s) to facilitate signalized on-site vehicle movement, and**
2. **Final pavement marking(s), or signposting(s), nominated for passing & waiting bays.**

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. **be prepared and certified by a suitably qualified engineer,**
2. **be in accordance with, and reference, relevant Australian Standards,**
3. **show where the design deviates from relevant Australian Standards, it must be demonstrated how that the design will still provide a safe and efficient access, and enable safe, easy and efficient use, and,**
4. **show final dimensions, typical details, and any other details as Council deem necessary to satisfy this condition.**

Prior to first occupation or commencement of use (whichever occurs first), the circulation roadway and parking area must be constructed in accordance with the detailed designs approved by this condition (ENG 3b).

Reason for condition

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

ENG 3c

Prior to first occupation or commencement of use (whichever occurs first), a suitably qualified engineer must certify that the circulation roadway and parking area has been constructed in accordance with design drawings approved by Condition ENG 3b.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

Reason for condition

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

ENG 4

Prior to first occupation or commencement of use (whichever occurs first), the access driveway, circulation roadway, and parking modules approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers, or equivalent Council approved) and surface drained to the City's stormwater infrastructure.

Reason for condition

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

ENG 5

The number of car parking spaces approved for use on site, by this permit, is Ten (10).

Prior to first occupation or commencement of use (whichever occurs first), all bays (passing, parking, and waiting) must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004, and the passing & waiting bays must also be clearly pavement marked or signposted (e.g. *No*

***Parking*).**

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENG r3

Prior to the commencement of use, the proposed driveway crossover on the Earl Street highway reservation must be designed and constructed in accordance with:

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

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the *Building Act 2016*. The design drawings must:

1. **Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;**
2. **Be prepared and certified by a suitable qualified person, to satisfy the above requirements.**

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

Advice:

- *This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.*
- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*

Reason for condition

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

ENV 2

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

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

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

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

Reason for Condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

- If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's online services e-planning portal. Detailed instructions can be found here.
- Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).
- Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*. Click here for more information.

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

NEW SERVICE CONNECTION

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

STORM WATER

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

WORK WITHIN THE HIGHWAY RESERVATION

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

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken subject to Council approval of the design. Click here for more information.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

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

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.



(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: 11 February 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-580	**Council notice date**	17/09/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01581-HCC	**Date of response**	22/09/2021
TasWater Contact	Al Cole	**Phone No.**	0439605108
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	345 SANDY BAY RD, SANDY BAY	**Property ID (PID)**	5643507
Description of development	Demolition, New Building for 7 Multiple Dwellings and Associated Works		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Jaws Architects	Site Plan-Proposed	1	Aug 2021

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

56W CONSENT

4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of $363.57, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit
http://www.taswater.com.au/Development/Development-Standards

For application forms please visit http://www.taswater.com.au/Development/Forms

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater

(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies

(c) TasWater will locate residential water stop taps free of charge

(d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and/or sewer property connections and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

(a) Existing pipe depth and proposed finished surface levels over the pipe;

(b) The line of influence from the base of the footing must pass below the invert of the pipe/IO and be clear of the pipe trench and;

(c) A note on the plan indicating how the pipe location and depth were ascertained.

(d) The location of the property service connection and sewer inspection opening (IO).

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by



Jason Taylor
Development Assessment Manager

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN



5th November 2021

Victoria Maxwell
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Victoria

FURTHER INFORMATION - 345 SANDY BAY ROAD

I am writing in response to the letter received from Council on the 3/11/2021 requesting further information in response to the proposed development at 345 Sandy Bay Road (PLN-21-580). The following is in response to those enquiries:

PLN Fi 2

Please provide the following:

- *Details of the appeal(s) mentioned in your report pertaining to residential density clusters.*
- *If you are relying on T Pain vs Clarence City Council (62/21P), it may assist you to pursue a similar density approach and map low to high density distribution of an agreed area. Council considered the relevant area is the block bounded by Earl Street, Sandy Bay Road, Nelson Road, extending up to the Hutchins School site to the west.*
- *A compatibility assessment would also help to demonstrate site suitability.*

A revised planning report was submitted via the portal and accepted on the 3/11/2021, which has provided an updated analysis in relation to density, with respect to several Tribunal decisions.

A further minor update has been made and an updated report accompanies this response.

Stormwater Code

Sw 1

Please provide:

- *A site plan to demonstrate how stormwater from the proposed development (including roofed areas and impervious surfaces - driveways etc) will be disposed of via gravity to public stormwater infrastructure or to a Council approved system.*

Please refer to the updated civil documentation and report, which include plans illustrating how and where stormwater will be directed to the stormwater system.

Sw 2

Please provide:

- *A concept stormwater treatment report, including associated plans and calculations, demonstrating that the proposed stormwater system will incorporate Water Sensitive Urban*

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

Design and achieve the State Stormwater Strategy targets. If this treatment cannot be achieved, demonstrate why it is not feasible.

- *Please revise/ supplement the report/model for the following concerns:*

1. The proposed treatment system must receive stormwater from the carparks

2. Provide a landscaping plan justifying the utilised garden area

3. Treatment train effectiveness must comply with the state stormwater strategy targets

4.Please submit the MUSIC model itself directly via email to enviroreferrals@hobartcity.com.au

Please refer to the updated civil documentation and report. The proposed treatment system will receive water from the car parks and a landscaping plan has been provided which illustrates a drainage system incorporated into the landscaping areas. A SPEL Hydrosystem has been proposed within the basement level.

With regard to point 3, further detail has been provided to demonstrate that the development will achieve the state stormwater strategy targets.

In relation to point 4, the MUSIC model was sent to enviro referrals on the 20/10/2021 - however, an updated version has been submitted on the 8/11/2021.

Sw 3

Please provide:

- *A stormwater drainage design prepared by a suitable qualified person which demonstrates compliance with the following:*

a) Accommodate a storm with an ARI of 20 years 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.

Advice: Please provide supporting calculation to address why an above ground detention tank is not feasible for the proposed development. The design must avoid any risk of pump system failure for outlet mechanism

Please refer to the accompanying civil documentation. In relation to the advice, a below ground detention tank was considered by the project team to be the most efficient. As outlined in the report, the pump system will be required to undergo regular testing to avoid risk of failure, which is normal practice for many types of service infrastructure.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Senior Planner
IRENEINC PLANNING & URBAN DESIGN

345 SANDY BAY ROAD, SANDY BAY

DEVELOPMENT APPLICATION



ireneinc PLANNING & URBAN DESIGN

345 SANDY BAY ROAD, SANDY BAY

Multiple dwelling development

Last Updated - 2 November 2021
Author - Kim Nguyen / Phil Gartrell
Reviewed - Irene Duckett

This report is subject to copyright the owner of which is Planning Tas Pty Ltd, trading as Ireneinc Planning and Smith Street Studio. All unauthorised copying or reproduction of this report or any part of it is forbidden by law and is subject to civil and criminal penalties as set out in the Copyright Act 1968. All requests for permission to reproduce this report or its contents must be directed to Irene Duckett.

TASMANIA
49 Tasma Street, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au

ireneinc PLANNING & URBAN DESIGN

CONTENTS

1. EXECUTIVE SUMMARY 4
1.1 SUBJECT SITE AND SURROUNDS 4
1.2 PROPOSAL 6

2. PLANNING SCHEME REQUIREMENTS 8
2.1 ZONING 8
2.1.1 Zone Purpose Statements 8
2.1.2 Use Class 9
2.1.3 Development Standards For Dwellings 9

3. CODES 51
3.1 ROAD AND RAILWAY ASSETS CODE 51
3.1.1 Use Standards 51
3.1.2 Development Standards 51
3.2 PARKING AND ACCESS CODE 52
3.2.1 Use Standards 52
3.2.2 Development Standards 54
3.3 STORMWATER MANAGEMENT CODE 58
3.3.1 Development Standards 58

4. CONCLUSION 60

1. EXECUTIVE SUMMARY

Ireneinc Planning have been engaged to prepare a planning report for a multiple dwelling development at 345 Sandy Bay Road, Sandy Bay.

As outlined in the accompanying architectural design statement, the proposed development is situated in a unique location on the corner of Sandy Bay Road and Earl Street which provides a key opportunity to provide a new building which frames the Sandy Bay Road corridor and responds to the surrounding character.

The site is in close proximity to the University of Tasmania's Sandy Bay Campus, along with several public recreational areas, schools and the Sandy Bay shopping precinct. As a result of the dual frontage to Sandy Bay Road and Earl Street, the proposal provides a carefully considered approach to massing and external materiality which addresses the character of the immediate area.

> *'The massing of the building has been designed to address Earl Street and Sandy Bay Road and step down towards the neighbouring buildings. This stepping to the western neighbour creates a transition of building typology and size from the corner to the 2- storey house at 2 Earl Street.*
>
> *A recessed podium level on ground floor allows for landscaping and larger private open spaces for the apartments, while the top storey is recessed to reduce the overall form and massing on the site. The corner element serves as an architectural feature as well as breaking up the mass of the north-eastern and north-western façade. Balconies and terraces have been oriented to capture the views and the northern sunlight, maintaining the privacy of the neighbouring properties..'*

As outlined in the accompanying architectural statement, the goal of the development is to deliver a highly sustainable and carbon positive residential development. This is to be achieved through the use of timber from either FSC or PEFC sourced forests to ensure that the future of the timber plantations are fully sustainable and will be around for generations to come.

In addition to having the majority of the structure comprised of sustainable, carbon sequestering materials (timber) it is also important to note that in the event the proposed building were demolished or re-developed in the future, the timber structure will be able to be reengineered and used for other products and projects in the local market.

The proposed building will also provide high-quality residential apartments in a unique location, close to key facilities and amenities in a time where new residential properties are in high demand.

1.1 SUBJECT SITE AND SURROUNDS

The site with the title reference of CT 65462/1 is located on the southwestern side of Sandy Bay Road. It has frontage to both Sandy Bay Road and Earl Street, and there is an existing access point (crossover) to the site from Earl Street. The site has an area of approximately 558.3m^2 on a relatively flat terrain. There is an existing three-story building with a gross floor area of 420m^2 on the subject land. The building currently consists of two self-contained dwelling units over the two upper storeys and a ground floor studio. There are also four existing outdoor parking spaces along the southwestern boundary and two existing garage spaces within the building at the ground floor.

The site is opposite UTAS Sandy Bay rugby ground and is also in close proximity to Sandy Bay waterfront public spaces. It is 250m from Derwent Sailing yacht club and 650m from Short Beach. The figure below further describes the site location and urban context.

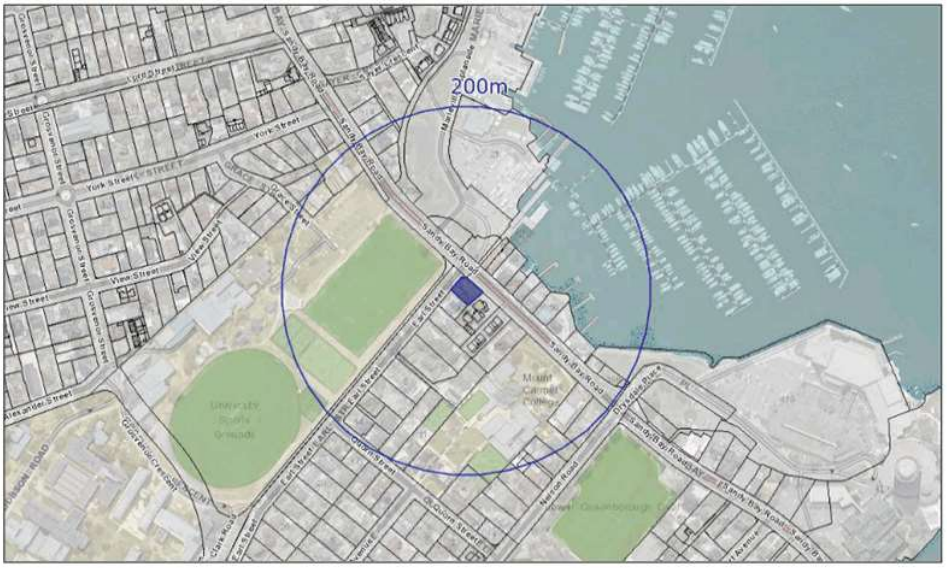


Figure 1: The site and surrounds (source: www.thelist.tas.gov.au © State of Tasmania)

The site is not listed as a heritage place or located within a heritage precinct, but it is close to the heritage precinct SB8 (i.e., Sandy Bay Road heritage precinct) to the northeast and the heritage precinct SB9 (i.e., Quorn Street heritage precinct) to the southwest. The site is also in proximity to two heritage places of state significance at 8 Earl Street and 361-365 Sandy Bay Road, Sandy Bay.

The figure below illustrates the locations of the nearby local heritage precincts and state heritage places.

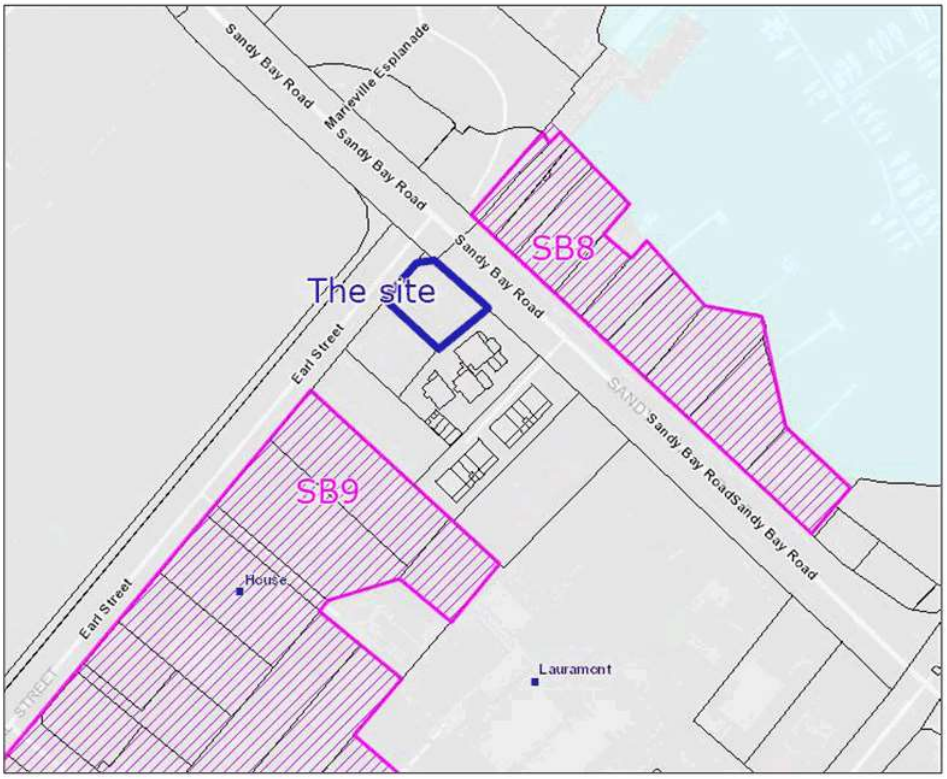


Figure 2: The site and nearby Tasmanian listed heritage places (blue square) and local heritage precincts (magenta hatched areas) (source: www.thelist.tas.gov.au © State of Tasmania)

1.2 PROPOSAL

The proposal is for a 4-storey multi-residential building with pedestrian access from Sandy Bay Road and vehicular access from Earl Street. The development comprises of a basement carparking area providing space for 10 cars, along with 4 additional levels which provide a total of 7 apartments, with a mix of four 2-bedroom apartments, two 3-bedroom apartments, and one 4- bedroom apartment.

The proposal also requires works within the Earl Street road reserve, to facilitate the following:

- the construction of a new crossover, which will replace the existing crossover; and
- Provision of a new stormwater pipe, which will connect into the existing public infrastructure within Earl Street.

General Manager consent is required and has been requested as part of the application.

The following documents form part of the application:

- Architectural Plans - 210813_345 Sandy Bay Road DA - Prepared by JAWS Architects;
- Architectural Design Statement - prepared by JAWS Architects;
- Landscaping Plans - 210817 21-047 Concept DA - Prepared by Play St.;

- Civil Documentation - FS_HOB_345 Sandy Bay Road_PLANNING_REV02 - prepared by Flussig Engineers;
- Hydraulic Design Report - FS_HOB-2210-Performance Solution Report_REV00 - prepared by Flussig Engineers;
- Traffic Impact Assessment - prepared by Howarth Fisher & Associates; and
- Waste Management Plan - prepared by LID Consulting



Figure 3: Artistic render of the proposed building from Sandy Bay Road (source: JAWS Architects)

2. PLANNING SCHEME REQUIREMENTS

2.1 ZONING

The site is subject to the *Hobart Interim Planning Scheme 2015* and is zoned General Residential. An assessment against relevant standards is provided below.

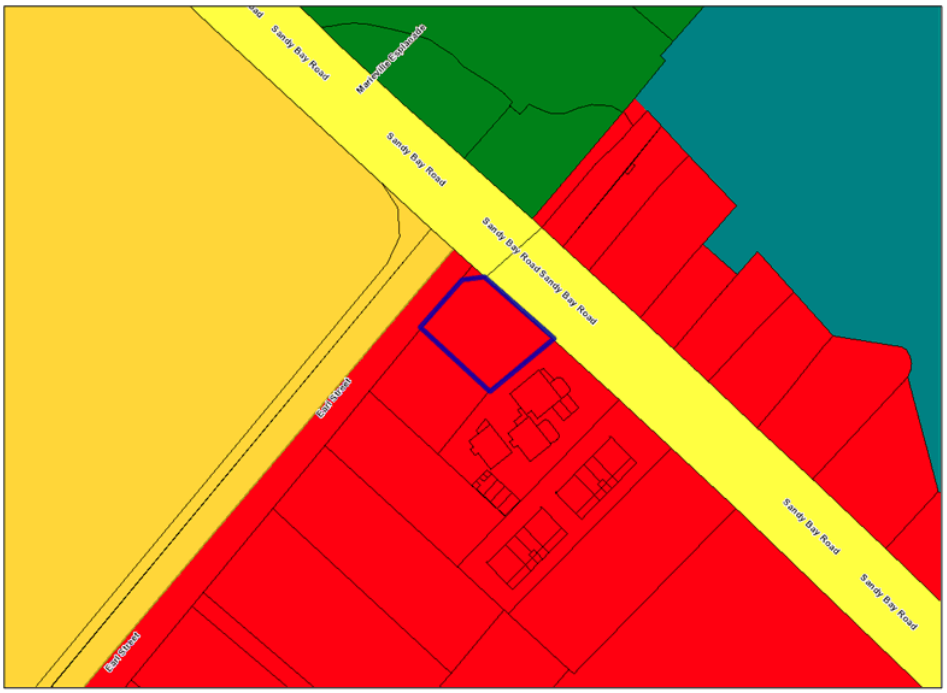


Figure 4: The site in the General Residential Zone (red) (source: www.thelist.tas.gov.au © State of Tasmania)

2.1.1 ZONE PURPOSE STATEMENTS

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

The site is located within a highly developed urban area and currently supports an existing multi-level residential building.

The proposed development will provide 7 units across four levels, which maintains and contributes to the range of dwelling types within the locality. Given that the site is located within the General Residential Zone, the density proposed is not inconsistent with that found on other sites within the locality.

This is addressed in further detailed in section 2.2.3 of this report.

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

No non-residential use is proposed.

10.1.1.3 To provide for the efficient utilisation of services.

The proposed development is within a general residential area and will ensure efficient utilisation of services.

10.1.1.4 To encourage residential development that respects the neighbourhood character.

The development replaces an existing multiple dwelling development on the site and whilst the number of dwellings will increase, the proposal remains consistent and respectful of the neighbourhood character.

The building provides a strong street-edge, whilst respecting the adjoining dwellings by setting the bulk of the building toward Sandy Bay Road and Earl Street frontages, which creates additional separation from the dwellings at 2 Earl Street and 347 Sandy Bay Road. This is achieved by providing appropriate setbacks and setting back the fourth-floor apartment away from the adjoining residential properties.

10.1.1.5 To provide a high standard of residential amenity.

All dwellings will be provided with private open space of a size, dimension and location that is in accordance with the scheme provisions. These areas are oriented to the north-west and north-east to ensure they receive direct sunlight, particularly during the winter months.

Landscaping will be provided at ground level and within the terraces/balconies to an extent that is consistent with surrounding residential properties. The landscaping provided along the Sandy Bay Road frontage will provide screening and privacy for the two ground floor residences.

A green wall is also proposed along the south-western boundary which provides additional landscaping, in keeping with the extensive landscaping evident along Earl Street. The wall also assists in softening the form of the building which is anticipated to aid in maintaining the residential amenity of adjoining lots.

In terms of overall apartment floor area, each apartment will have a floor area over 90m^2, which substantially improves liveability and overall amenity for residents - particularly given the relatively small size of the site. The overarching intent is to provide quality and liveability over quantity.

10.1.1.6 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.

2.1.2 USE CLASS

The proposed apartments fall into the Residential use class. Residential use, including multiple dwellings is a Permitted use in the General Residential Zone.

2.1.3 DEVELOPMENT STANDARDS FOR DWELLINGS

10.4.1 Residential density for multiple dwellings

***Objective**: That the density of multiple dwellings:*

(a) Makes efficient use of land for housing; and

(b) Optimises the use of infrastructure and community services.

SCHEME REQUIREMENTS

***A1** - Multiple dwellings must have a site area per dwelling of not less than 325m^2.*

P1 - Multiple dwellings must only have a site area per dwelling that is less than 325m2, if the development will not exceed the capacity of infrastructure services and:

(a) is compatible with the density of existing development on established properties in the area; or

...

The site has an area of 558.3m^2. As per the Acceptable Solution A1, the maximum number of dwellings permitted on the site would be 1.7 dwellings, as described by the table below.

The proposal does not satisfy A1. Therefore, a response to P1 is required.

P1(a)

The performance criteria P1(a) requires an assessment of whether the density proposed is compatible with the density on established properties in the area. Recent RMPAT decisions have upheld that whilst 100m is indicative of streetscape, the planning scheme does not limit density to a 100m radius, but rather should be assessed on character areas and through a combination of both quantitative and qualitative analysis, depending on the individual circumstances of the application.

With regard to the 'area' or 'surrounding area' within which any quantitative and qualitative analysis is based upon, the Tribunal decision in T Pain vs Clarence City Council [2021], stated that:

> *The surrounding area should also include the area around the development site; that is "the area enclosing or encircling the site, being its environment." The Tribunal also accepts that the surrounding area should be "significantly large, to enable an assessment of the prevailing characteristics, but not so large so as to dilute the character of the area around the proposal."*
>
> *What may constitute a surrounding area will depend on the facts and circumstances of each case and the factors made relevant by the standards.*[1]

This position was also accepted by the Tribunal in J Collier v Launceston City Council and Ors [2020] TASRMPAT 3, where it was stated that:

> *27. The Tribunal accepts the Second Respondent's and Council's submission that the surrounding area is a distance within the surrounding streets where the proposal is able to be viewed in the context of those streets which share similar distinctive qualities with the subject site. On the basis of the evidence, the Tribunal is satisfied the surrounding area incorporates the surrounding area broader than that encompassed within a 200m radius of the site.*
>
> *The Tribunal prefers Mr Jamieson's evidence that the area identified by him "shares many common characteristics and has an identifiable character distinct from the broader central city area, defined by its proximity to the river and historic occupations by export industry and supporting uses".*
>
> *28. The area identified by Mr Jamieson is sufficiently large, to enable an assessment of the prevailing characteristics, but not so large so as to dilute the character of the area around the proposal.*[2]

It was further stated in T Pain vs Clarence City Council [2021], TASRMPAT 28, that:

> *16. Neither 'density' nor 'surrounding area' are defined in the Scheme. In Drury, Brett J determined that the use of the word 'density' points to the need for a broad evaluative assessment rather` than a quantitative comparison. His Honour said, at paragraph [24]:*

[1] T Pain vs Clarence City Council [2021], TASRMPAT 28: p 6
[2] J Collier v Launceston City Council [202], TASRMPAT 3: p 12-13

> *"... I think it is important that the criterion requires compatibility "with the density of the surrounding area". As I have already observed, density is not defined and the use of that word points to the need for a broad evaluative assessment.*
>
> *If what was required by the performance criterion was a quantitative comparison, it would have been more appropriate to simply state that and require a comparison with the prevailing "site area per dwelling" in the surrounding area. This is the approach taken by the acceptable solution, which can be contrasted with the intended operation of performance criteria."*[3]

As a result, the Tribunal determined that:

> *a) Assessing the density of other sites is only part of the required assessment;*
>
> *b) Assessing density of the surrounding area by way of calculation of site area per dwelling for all forms of development might be useful but it is not itself sufficient to achieve the required comparison; and*
>
> *c) A comparison of site area per dwelling is particularly relevant in respect of other multiple dwelling developments in the surrounding area.*

Therefore, in order to determine the relevant area in which to undertake this analysis, the character and environment must be defined.

Character of Surrounding Area

The site currently sits within a block bound by Earl Street, Sandy Bay Road, Quorn Street and Nelson Road, which contains predominantly single, detached houses. Whilst the block could be extended further south beyond Quorn Street as suggested by Council, the properties contained within these areas are substantially separated both visually and physically from the subject site and are not considered to inform the development or density pattern in the environs or surrounding area.

The subject site is located on the north-western edge of the block, with a strong streetscape presence (being a corner lot). As such, the subject site has a far stronger relationship with Sandy Bay Road, which supports a pattern of both non-residential development and high-density multiple dwelling clusters.

For the purpose of this analysis, a high-density cluster is determined to be instances where there are two or more sperate multiple dwelling developments which adjoin one-another and do not comply with the relevant permitted density requirements.

This pattern varies from that evident within the adjoining streets that form part of the block bound by Earl Street, Nelson Road, Sandy Bay Road and Quorn Street. The development pattern within these streets is of predominantly single, detached dwellings which do not have a relationship to Sandy Bay Road.

As illustrated below, the development pattern or character along Sandy Bay Road is generally more robust with larger lots and associated buildings taking precedent within the streetscape, along with several commercial developments such as Wrest Point Casino. This is particularly evident along the section of Sandy Bay Road between Sayer Crescent and Derwent Water Avenue.

The character along Sandy Bay Road is influenced by the presence of non-residential development, high-density residential clusters and recreational areas which all have a substantial streetscape presence. It is important to acknowledge that this pattern is constantly evolving, particularly as the demand for new housing stock within proximity to existing services and infrastructure increases.

[3] T Pain vs Clarence City Council [2021], TASRMPAT 28: p, 5.

The development and land uses shown in figure 6 contribute to the character combination of mixed-use development, interspersed with high-density residential clusters and public/private recreational areas and educational establishments.

To the north of the site, the residential properties at Marieville Esplanade have been included as they are distinctly visible from the subject site and from various points along Sandy Bay Road and are considered to form part the subject sites' environment.

Whilst the commercial development within the Sandy Bay shopping precinct to the north is a substantial distance from the subject site, it does reinforce the 'spine' of mixed-use/commercial development that characterises Sandy Bay Road. The character is also defined by the variations in setbacks and landscaping/open space, evidenced by Queens Park, Marieville Esplanade, Mt. Carmel and the University of Tasmania.

These factors demonstrate that the types of use/development and the visual qualities that these developments present, demonstrates that the character along Sandy Bay Road and, ultimately the density, is highly varied.



Figure 5: Extent of high-density residential development & non-residential development which frames Sandy Bay Road, providing a distinct pattern that is inherently different to that evident within the inner blocks (source: www.thelist.tas.gov.au © State of Tasmania)

It is worth noting that the performance criteria P1(a), states that multiple dwellings with site areas less than 325m^2, must be:

compatible with the density of existing development on established properties in the area.

This indicates that consideration may be given to other forms of development, their subsequent densities and their inclusion as part of the character of the area, rather than limiting any assessment to only those properties which support residential use.

Again, this is approach is supported by the Tribunal's decision in T Pain v Clarence City Council, in which it is stated that:

> *An assessment of the character of the area, by excluding the existing infrastructure and community services developments which are specifically called up by the Objectives as relevant, is not in the Tribunal's view a proper assessment.*
>
> *Any identification of 'character' is informed, by what is to be found in the area around the proposal. The infrastructure and community services do not dilute the character, they are necessarily part of that character.*

This is particularly evident within the surrounding area, with the educational establishment and recreational grounds at the University of Tasmania, as well as those at Queens Park. There is also Mt. Carmel College which sits within the subject block. All of these developments and land uses have a substantial streetscape presence and contribute to the character of the area and broaden the overall density range.

Density

The following diagram illustrates the density variations of properties between Sayer Crescent and Derwent Water Avenue, within 100m from Sandy Bay Road. The shading has been determined as follows:

Light Blue - 600m^2 per dwelling & over **(low-density)**

Dark Blue - between 600m^2 - 325m^2

Light Orange - 325m^2 - 200m^2

Dark Orange - 200m^2 - 100m^2

Red - 100m^2 & below **(high-density)**



Figure 6: Density map (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

The development identified in Figure 5 & 6 along Sandy Bay Road contains numerous examples of high-density residential clusters, including:

- Dwellings at 347 and 351 Sandy Bay Road;
- Dwellings at 403, 409 and 413 Sandy Bay Road; and
- Dwellings at 1 & 2 Plimsoll Place.

As outlined previously, the higher-density residential clusters and non-residential development which front Sandy Bay Road create a consistent spine which is interspersed with lower-density areas. The subject site forms part of this spine and sits directly adjacent to an existing high-density cluster.

The dwelling density of the properties identified above are substantially lower than what is specified under the acceptable solution. For example, the density at 347 Sandy Bay Road is 178m^2 per dwelling, whilst the density at 351 Sandy Bay Road is 92.4m^2 per dwelling.

This pattern is replicated further along Sandy Bay Road to the south-east, where there are numerous other examples. The figures above also demonstrate a large variation in dwelling density within the surrounding area, despite the perceived prevalence of single, detached dwellings setback from Sandy Bay Road.

Therefore, undertaking a quantitative analysis (which identifies the dwelling density within a given block to determine density compatibility) does not effectively identify or recognise the wider development pattern or appropriately recognise the high-density residential clusters within the surrounding area or 'environs'.

Other notable developments which reinforce this pattern along the Sandy Bay Road spine, are as follows:

Table 1: High-density residential clusters to the south-east of the subject site.

No.	Address		Zone	Site area (m^2)	Number of dwellings	Area per dwelling (m^2)
1	403 Sandy Bay Road	Quarterdeck Apartments	Inner Residential	2055	16	128.4
2	409 Sandy Bay Road			1554	13	119.5
3	1 Plimsoll Place		Inner Residential	614.1	16	38.4
4	2 Plimsoll Place			632.9	12	52.0
5	417 Sandy Bay Road		General Residential	1032	14	73.7

The Quarterdeck properties demonstrate a large range of dwelling densities, from a minimum of approximately 38.4m^2 to a maximum of 128.4m^2.

Whilst not fronting Sandy Bay Road, the following apartments along Marieville Esplanade also reinforce the pattern of high-density residential clusters that form a distinct part of the character of the surrounding area.

Table 2: high-density residential properties to the north-east of the subject site.

No.	Address	Zone	Site area (m^2)	Number of dwellings	Area per dwelling (m^2)
1	46 Marieville Esplanade	Inner Residential	1192	5	238.4
2	48 Marieville Esplanade	Inner Residential	671.8	9	74.6
3	50 Marieville Esplanade	Inner Residential	612.7	10	61.3
4	52 Marieville Esplanade	Inner Residential	625.9	7	89.5
5	54 Marieville Esplanade	Inner Residential	734.7	8	91.8

These properties also have densities ranging from a minimum of 61.3m^2/dwelling at 50 Marieville Esplanade and 238.4m^2/dwelling at 46 Marieville Esplanade. Whilst these properties are located within the Inner Residential Zone, they demonstrate substantially higher densities than what is specified under the acceptable solution for that zone.

When considered in the context of the broader area or 'environs', the proposed development and its location within the block is consistent with the pattern of development along Sandy Bay Road and the propensity of high-density residential clusters. The locations of these developments are illustrated in the following figure.



Figure 7: Properties with high residential densities in the area (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

This analysis demonstrates that there is a high degree of density variation along the Sandy Bay Road spine, which supports a development pattern consisting of a mix of high-density clusters, interspersed with non-residential development and lower density development as the blocks recede away from Sandy Bay Road.

The analysis also indicates that the character of the area and the corresponding density should not be characterised and determined solely by road boundaries, but by a qualitative analysis that considers character and development patterns within a wider area. These development patterns aid in defining the character of an area, which in turn determines the appropriate density that can or cannot be achieved.

The proposed apartment building on the subject site and the adjacent properties at 347 and 351 Sandy Bay Road will together form a cluster of higher-density development that is both consistent with other established clusters within the subject site's 'environs', and is compatible with the highly varied development pattern/character along Sandy Bay Road. The proposed development contributes to this pattern and is therefore considered:

(a) compatible with the established development pattern along Sandy Bay Road; and

(b) consistent with the pattern of higher-density residential clusters.

The qualitative analysis enables a broader and more comprehensive determination of development density within the wider environs and demonstrates that the proposal is broadly compatible or 'in harmony' with the density of the surrounding area.

Therefore, the proposal satisfies the Performance Criteria P1(a).

Clause 10.4.2 - Setbacks and Building Envelope for all Dwellings

***Objective**: 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;

(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and

(d) provides reasonable access to sunlight for existing solar energy installations.

SCHEME REQUIREMENTS

***A1** - 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:*

(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;

(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;

(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level; or

***P1** - A dwelling must:*

(a) have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints; and

The site has frontage to both Sandy Bay Road and Earl Street. The Earl Street frontage has a dimension of approximately 16.5m and is shorter than the Sandy Bay Road frontage. Therefore, the Earl Street frontage is considered the primary frontage.

The proposed setback from Earle Street is less than 4.5m and is less than the existing dwelling on the site. The setback from Sandy Bay Road is less than 3m. Therefore, a response to the performance criteria is required.

P1

As shown in the figure below, there is a substantial degree of variation in terms of existing building setbacks to both Sandy Bay Road and Earle Street.

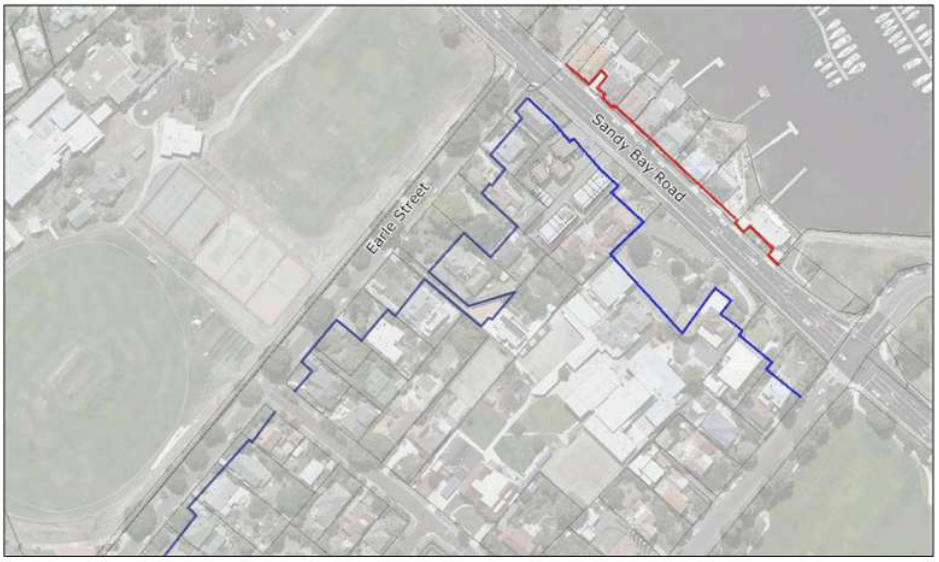


Figure 8: Setback variations along Sandy Bay Road and Earle Street - red line denotes the northern side of Sandy Bay Road - blue areas denote southern side of Sandy Bay Road and Earle Street (source: www.thelist.tas.gov.au © State of Tasmania)

The main walls of the buildings on the northern side of Sandy Bay Road, opposite the subject site have setbacks that vary between 0-3m. These buildings often involve wide eaves extending more than 0.9m towards the street, or have solid fences along their frontages, or have a garage immediately adjacent to the front boundary. These factors contribute to the perception that the buildings are closer to the street, as illustrated the following figure.



Figure 9. Buildings on the northern side of Sandy Bay Road (source: Google Maps 2019)

Notwithstanding, the setback pattern along the northern side of Sandy Bay Road still illustrates a reasonable degree of variation. The setback of the proposed building along the north-eastern elevation also varies somewhat but not to an extent that would be incompatible with that found along the northern side of Sandy Bay Road. Along the southern side of Sandy Bay Road, on the same side of the street as the subject site, the setback pattern is substantially different, as shown in the following image.



Figure 10: Buildings on the southern side of Sandy Bay Road, including the subject site (source: Google Maps 2019)

The setbacks of buildings along the southern side of Sandy Bay Road are characterised by large areas of vehicle parking, access and landscaping between buildings and the frontage. Whilst the proposed building seeks to reinforce a stronger street-edge (which is evident along the northern side of Sandy Bay Road), the effect is softened to a certain extent through the provision of landscaping which is

consistent with that found along southern side of Sandy Bay Road. This is illustrated in the accompanying landscape plans.

Given that the site is a corner lot, providing a strong street-edge is important to clearly delineate the site. This is not dissimilar to the existing situation on the site, with the existing apartment building having a far stronger streetscape presence than the adjoining buildings along Sandy Bay Road to the south, whilst reinforcing the strong pattern on the northern side of the street.

The proposal provides an appropriate and considered balance by reinforcing both strong street edges on a corner lot, whilst also incorporating landscaping to an extent that is consistent with that found along Earl Street and the southern side of Sandy Bay Road.

Therefore, the proposed setback of the building from Sandy Bay Road is compatible with that found on adjoining properties along the same side of the street.

With specific regard to the primary frontage to Earle Street, the setback of buildings along this street are generally very generous, with substantial vegetation screening, as shown in the figures below.



Figure 11: Adjacent building on Earl Street (source: Google Maps 2019)



Figure 12: Nearby buildings on Earl Street (source: Google Maps 2019)

Given the substantial variation in setbacks evident along Earle Street, the proposed setback will not be inconsistent and will provide strong street-edges to a unique corner site. The existing crossover and garage entry will also provide a level of separation between buildings which is also consistent with that found within the streetscape.

The proposal will reinforce the setbacks evident along the northern side of Sandy Bay Road, whilst also providing landscaping in strategic locations along both frontages to ensure consistency with the frontage treatments of buildings along the southern side of Sandy Bay Road and south along Earle Street.

The proposal complies with P1.

A2 - A garage or carport for a dwelling must have a setback from a primary frontage of not less than:

(a) 5.5m, or alternatively 1m behind the building line;

(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or

(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.

P2 - A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.

The proposed garage is accessed via a 15m long ramp, with the opening to the garage located over 15m from the frontage, which complies with A2(a).

***A3** - 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:*

(a) be contained within a building envelope (refer to Figures 10.1, 10.2 and 10.3) determined by:

(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and

(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 8.5m above existing ground level; and

(b) ...

***P3** - 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;

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

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:

(i) an adjoining property; or

(ii) another dwelling on the same site.

The proposed building falls outside of the building envelope. Therefore, a response to the performance criteria is required.

P3 (a)(i)

Habitable rooms are defined as follows:

> *means any room of a dwelling other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.*

The overshadowing impact will be assessed against each adjoining property, as follows:

<u>347 Sandy Bay Road</u>

347 Sandy Bay Road supports six (6) units. Units 1 & 4 front Sandy Bay Road and will be the most relevant in the following analysis as they sit closest to the subject site.

The north-western elevation of 347 Sandy Bay Road contains approximatley 12 windows to habitable rooms.

The following analysis will be broken down into each elevation.

9.00 AM

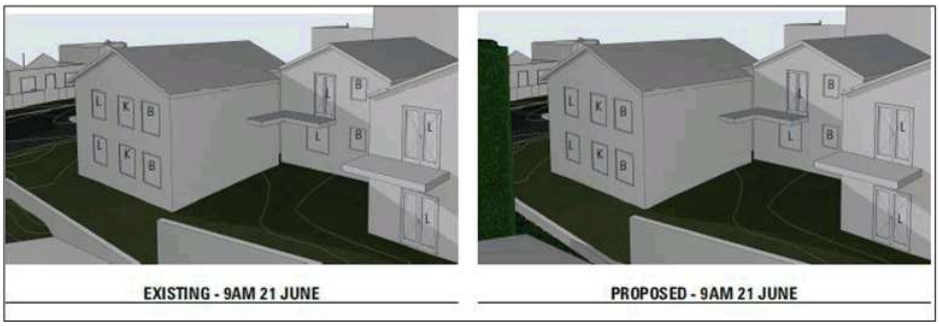


Figure 13: North-western elevation - shadowing at 9am on June 21st (source: JAWS Architects)

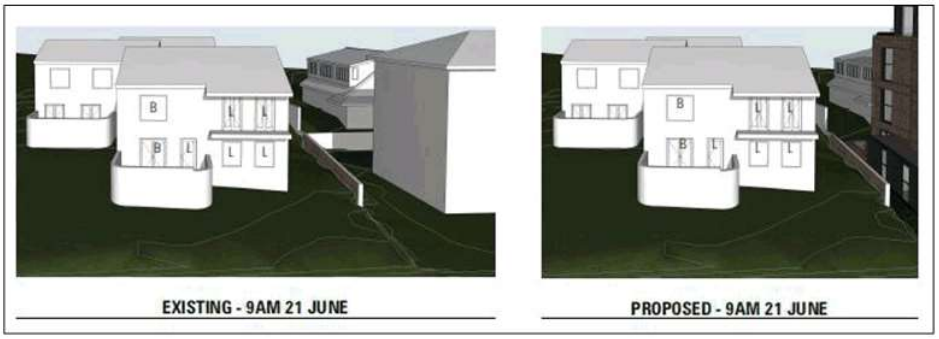


Figure 14: North-eastern elevation - shadowing at 9am on June 21st (source: JAWS Architects)

As illustrated in figure 13 above, four of the windows to habitable rooms along the north-western elevation begin to receive sunlight at 9.00am. These windows provide light to Units 2 & 5 and Units 3 & 6, the remaining windows are in shadow as a result of the orientation of the existing building.

The proposal does not result in any reduction of sunlight along the north-western elevation of 347 Sandy Bay Road at 9:00am.

As illustrated in Figure 14, the north-eastern elevation facing Sandy Bay Road contains 11 windows to habitable rooms to Units 1 & 4 and Units 2 & 5. As shown above, these windows will receive full sunlight at 9.00am.

10.00 AM

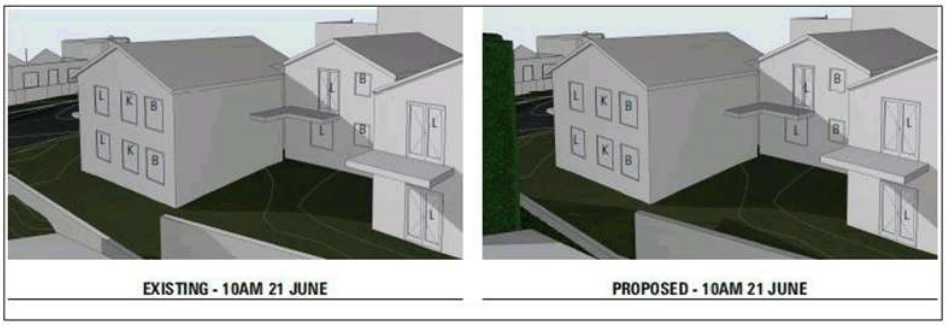


Figure 15: North-western elevation - shadowing at 10am on June 21st (source: JAWS Architects)



Figure 16: North-eastern elevation - shadowing at 10am on June 21st (source: JAWS Architects)

Along the north-western elevation, there is no substantial change at 10.00am due to the orientation of the units. However, the windows to Units 3 & 6 and Units 2 & 5 do begin to receive an inreased level of sunlight.

Along the north-eastern elevation, all the windows to Units 1 & 4 and Units 2 & 5 continue to receive direct sunlight.

11.00 AM

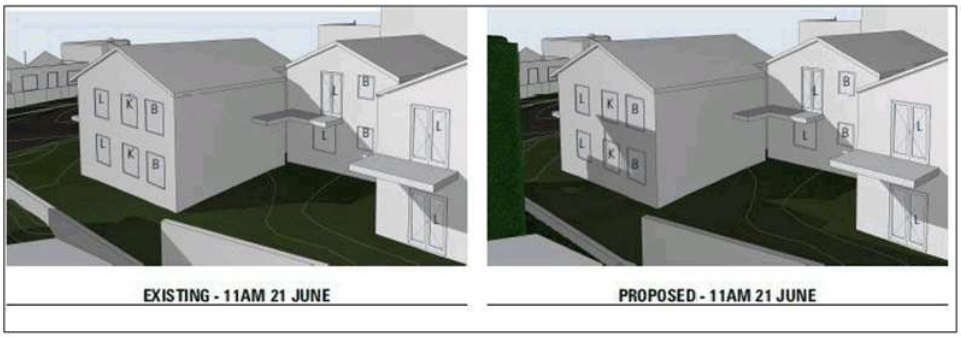


Figure 17: North-western elevation - shadowing at 11am on June 21st (source: JAWS Architects)

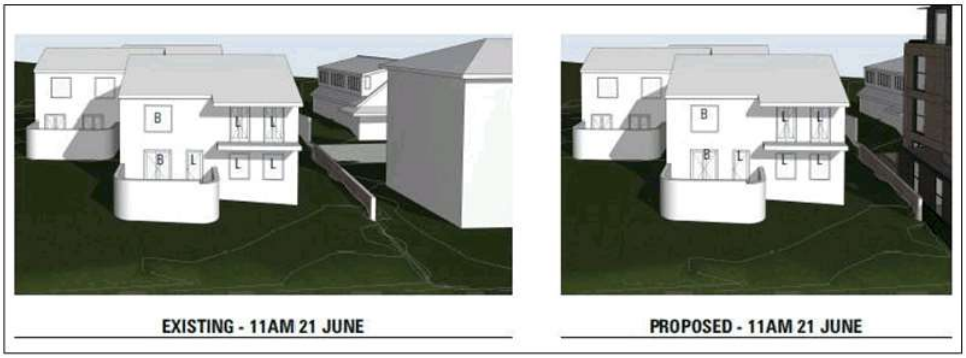


Figure 18: North-eastern elevation - shadowing at 11am on June 21st (source: JAWS Architects)

At 11:00am, one of the three ground floor windows to Unit 1 along the north-western elevation begins to be overshadowed. However, the remaining two windows will continue to receive sunlight.

The windows to Unit 4 will recieve sunlight to all three windows along the north-western elevation.

Along the north-eastern elevation, the proposed building does not result in any additional overshadowing. The windows to Units 1 & 4 continue to receive a substantial amount of direct sunlight, as do the windows to Units 2 & 5, albeit there is some overshadowing of one window as a result of the existing units.

12:00 PM

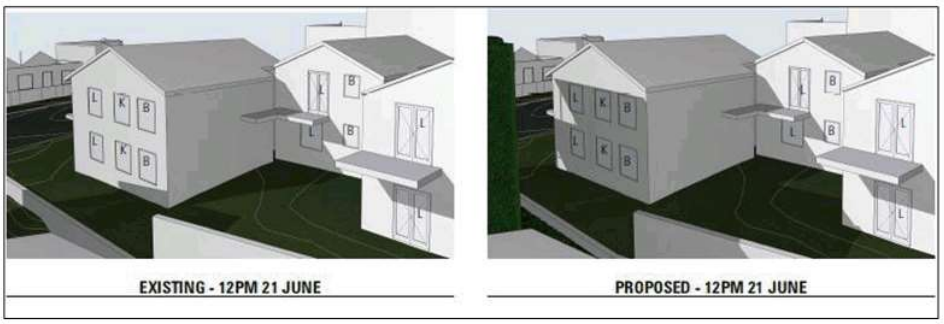


Figure 19: North-western elevation - shadowing at 11am on June 21st (source: JAWS Architects)

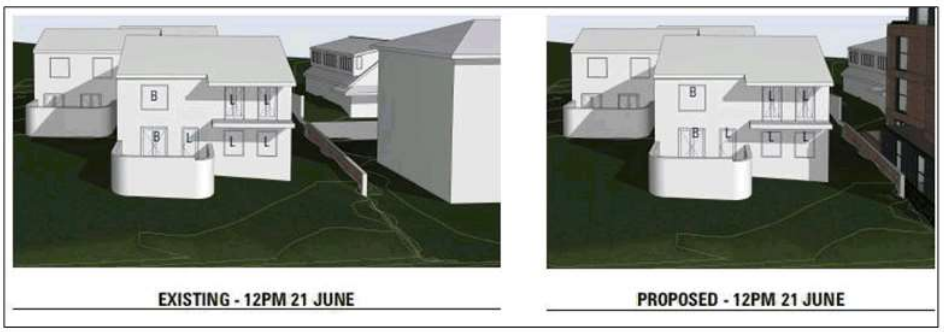


Figure 20: North-eastern elevation - shadowing at 12pm on June 21st (source: JAWS Architects)

At 12.00pm, the habitable room windows along the north-western elevation to Units 1 & 4 will be overshadowed by the proposed development. The remaining windows to Units 2, 3, 5 & 6 will continue to receive direct sunlight, except for one window at ground level to Unit 3.

The shadowing caused by the proposed development along the north-western elevation at 12.00pm is offset by the level of sunlight these units will continue to receive along the north-eastern elevation. Units 1 & 4 will continue to receive sunlight to all seven windows and Unit 5 will continue to receive sunlight.

The shadowing across Unit 2 along the north-eastern elevation is a result of the existing units, not the proposed development.

1.00 PM

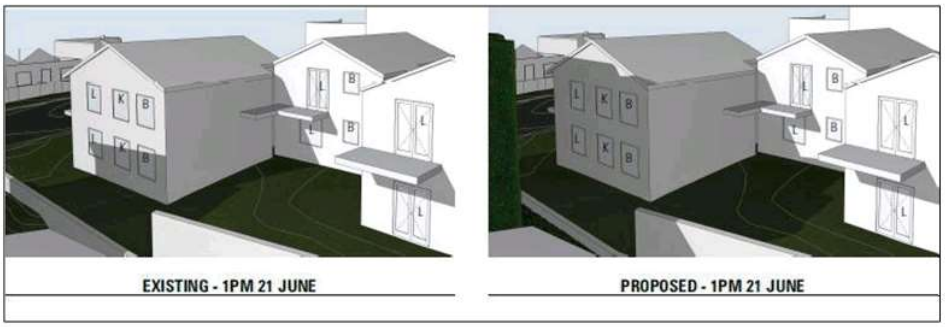


Figure 21: North-western elevation - shadowing at 1pm on June 21st (source: JAWS Architects)

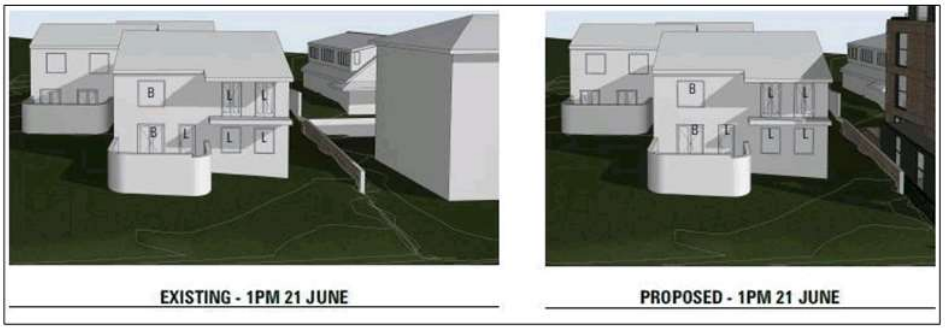


Figure 22: North-eastern elevation - shadowing at 1pm on June 21st (source: JAWS Architects)

At 1.00pm along the north-western elevation, the windows to habitable rooms of Units 1 & 4 will be entirely in shadow. The windows to habitable rooms for Units 2, 3, 5 & 6 will receive full sunlight.

Along the north-eastern elevation, three of the ground floor windows to Unit 1 will be entirely in shadow, whilst two of the windows to Unit 4 will also be overshadowed.

However, the existing shadow anaylsis for this elevation demonstrates that these windows are already overshadowed by the units themselves. Notwithstanding, two of the windows to Units 1 & 4 will continue to receive full sunlight.

2:00 PM

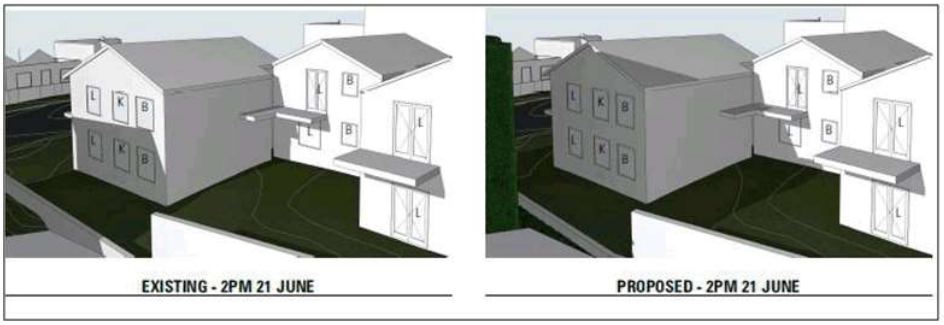


Figure 23: North-western elevation - shadowing at 2pm on June 21st (source: JAWS Architects)



Figure 24: North-eastern elevation - shadowing at 2pm on June 21st (source: JAWS Architects)

At 2.00pm along the north-western elevation, all three windows to Unit 4 (above ground) will receive full sunlight. However, the windows to Unit 1 will continue to be fully in shadow as a result of the proposed development.

The windows to Units 2 & 5 and Units 3 & 6 will receive full sunlight.

Along the north-eastern elevation, the proposal results in no greater impact with regard to overshadowing. One window to Unit 1 will receive sunlight, whilst the three windows to Unit 4 will receive sunlight to approximately 50% of those windows.

Unit 5 will continue to receive sunlight to both windows, whilst the windows to Unit 3 below will be in shadow due to the orientation of the Units.

3.00 PM

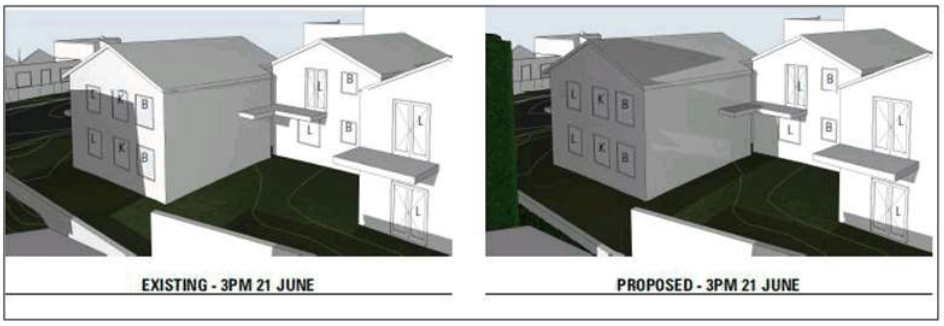


Figure 25: North-western elevation - shadowing at 3pm on June 21st (source: JAWS Architects)



Figure 26: North-eastern elevation - shadowing at 3pm on June 21st (source: JAWS Architects)

At 3.00pm along the north-western elevation, the habitable room windows for Units 1 & 4 will be entirely in shadow, as will the windows along the north-eastern elevation due to the orientation of the units and of the sun at that time of day on June 21st. The windows to Units 2, 5, 3 and 6 will continue to receive full sunlight.

Summary

Based on the above, Units 1 & 4 are likley to be the most impacted by the proposed development. However, Unit 4 will receive approximately 1/1.5 hours of sunlight to habitable rooms along the north-western elevation and over 3 hours of sunlight to all three windows along the north-eastern elevation.

Unit 1 will receive approximately 1/1.5 hours of sunlight to habitable rooms along the north-western elevation from approimately 10.00am to 11:30am. Along the north-eastern elevation, Unit 1 will receive over 3 hours of sunlight across four windows to habitable rooms, from 9.00am through until approixmately 3.30pm. Therefore, both Unit 1 & 4 will continue to receive over 3 hours of sunlight to habitable rooms on June 21st. Due to the setback of Units 2 & 5 and Units 3 & 6, the shadow diagrams illustrate that those Units will also continue to receive well over 3 hours of sunlight to various windows along the north-western and north-eastern elevations on June 21st.

2 Earle Street

2 Earle Street supports an existing single dwelling. The dwelling has approximately 20 windows along the north-western and north-eastern elevations. Sixteen (16) of the windows are located along the north-western elevation which fronts Earle Street, and the remaining 4 located along the north-eastern elevation facing the subject site.

The 4 windows along the north-eastern elevation will be overshadowed by the proposed development from approximately 9.00am through until approximately 11.30am, before the upper level windows begin to receive sunlight - as shown in the accompanying shadow analysis and below.



EXISTING - 9AM 21 JUNE



PROPOSED - 9AM 21 JUNE



EXISTING - 10AM 21 JUNE



PROPOSED - 10AM 21 JUNE





Figure 27: Shadow analysis showing existing vs proposed on June 21st between 9:00am and 12:00pm (source: JAWS Architects)

However, of the four windows along this elevation, the narrow window on the north-eastern corner provides light into the same rooms as the windows along the north-western elevation - therefore the shadowing of this window will not be unreasonable as the room it provides light into will receive sufficient light from the other windows. This is anticiapted to be the case with the similar narrow window on the south-eastern elevation. This window will receive full sunlight by 11.00am. The central window along the north-western elevation will also receive full sunlight by 11.30am, through until approximately 2.00pm when it begins to be shadowed by the dwelling itself.

The ground floor window on the north-eastern elevation will begin to receive full sunlight by approximatey 11.30am until approximately 2.00pm when it begins to be overshadowed by the dwelling itself.

Notwithstanding, by approximately 11.30pm all four windows along the north-eastern elevation will receive full sunlight until approximately 2.00pm, before the orientation of the existing dwelling begins to result in shadowing. As shown in the accompanying shadow anaylsis, the 16 windows along the north-western elevation will receive over 3 hours of sunlight between approximately 11:30am until after 3.00pm on June 21st.



Figure 28: Existing vs proposed shadowing at 1:00pm on June 21st (source: JAWS Architects)





Figure 29: Existing vs proposed shadowing at 2:00pm and 3:00pm on June 21st (source: JAWS Architects)

Based on the above, the proposal has not been considered to result in any unreasonable overshadowing of habitable rooms of the adjoining units at 347 Sandy Bay Road, or the single dwelling at 2 Earle Street. The proposal complies with P3(a)(i).

P3(a) (ii) - Overshadowing of private open space

347 Sandy Bay Road

Units 1 & 4

Unit 1 has a designated terrace at ground level, which provides private open space comprising of approximately 15m^2. As shown in the shadow diagrams and analysis, the terrace will continue to receive over 3 hours of sunlight on June 21st. From 1pm onwards, the terrace begins to be overshadowed by the wall that surrounds the terrace and the balcony to Unit 4 above.

With regard to Unit 4, the private open space is provided on the first floor balcony. Due to it's orientation and height above ground level, the balcony will continue to receive well over 3 hours of sunlight on June 21st.

Units 2 & 5

Unit 2 also has a ground floor terrace between the unit and the frontage, comprising approximately 15m^2. As shown in the acccompanying shadow analysis, the proposed building will not result in any additional overshadowing of the terrace.

With regard to Unit 5, the private open space is provided on the first floor balcony. Due to it's height above ground level and setback from the subject site, the balcony will receive more than 3 hours of sunlight on June 21st.

Units 3 & 6

The walls of the proposed building along the south-eastern elevation are located between 13m and 15m from the private open space of Unit 5 and Unit 6 respectively.

This separation distance and the shadow diagrams demonstrate that the proposed development will not result in any unreasonble overshadowing of the private open space for the abovementioned units at 347 Sandy Bay Road. These areas will continue to receive over 3 hours of direct sunlight on June 21st.

2 Earl Street

2 Earl Street has approximately 157m^2 of private open space which wraps around the north-west, north-east and south-eastern side of the dwelling. The section of private open space between the dwelling and the frontage provides approximately 65m^2 (excluding driveway).

As illustrated in the shadow diagrams, from approximately 11.30am the 65m^2 of private open space between the dwelling and the frontage will receive full sunlight through until 3:00pm on June 21st. As the sun shifts throughout the afternoon, the area of private open space receiving sun increases.

By 3.00pm the strip of private open space between the dwelling and 345 Sandy Bay Road (along the north-eastern side) will also receive full sunlight, as shown below:

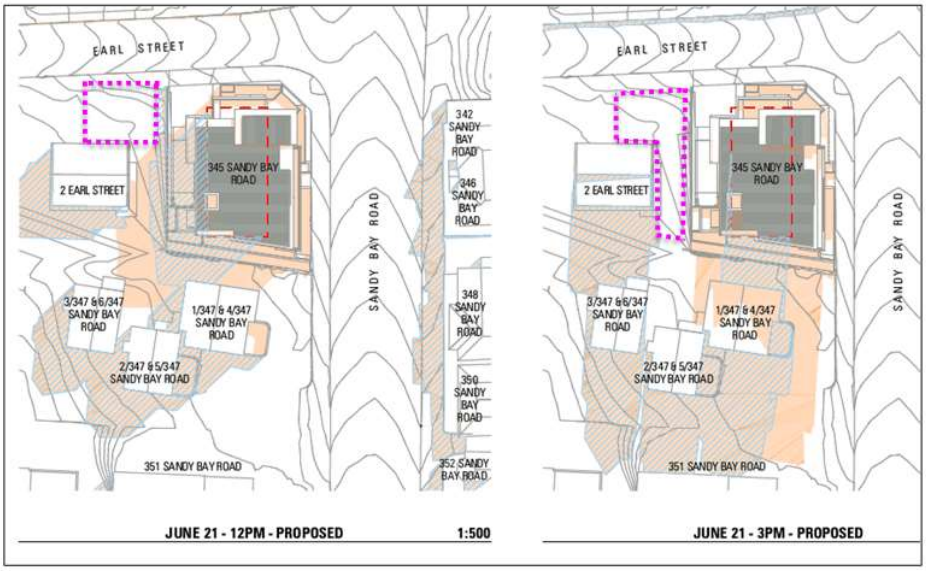


Figure 30: Proposed shadowing between 12.00pm and 3.00pm on June 21st - purple areas denote the extent of the private open space at 2 Earl Street which will receive over 3 hours of sunlight (source: JAWS Architects)

Therefore, the shadowing caused by the proposed development has not been considered to be unreasonable.

P3(a) (iv) - Visual impact

P3(a)(iv) requires a proposal to demonstrate that there will be no unreasonable visual impact to properties as a result of the apparent scale, bulk or proportions of the dwelling.

347 Sandy Bay Road

The proposal is to sit one-storey (3.7m approx.) higher than the existing apartment building on the site (to be demolished). Whilst the basement level of the building will be built to the boundary adjoining 347 Sandy Bay Road, the ground floor building line will be setback 1.5m from the south-eastern boundary.

At this level, a planter box is to be provided between the boundary and the building, which will serve to reduce overlooking and loss of privacy for the proposed ground floor apartments.

From Level 1 to Level 3, the setback of the proposed building increases to 3m from the boundary, before extending to a maximum height of approximately 11.5m as measured from the boundary line.

The maximum separation distance between Units 1 & 4 at 347 Sandy Bay Road (which are the closest to the boundary) and Levels 1-3 of the proposed development will be approximately 6.5m from window to window. This is illustrated in the section diagram below.

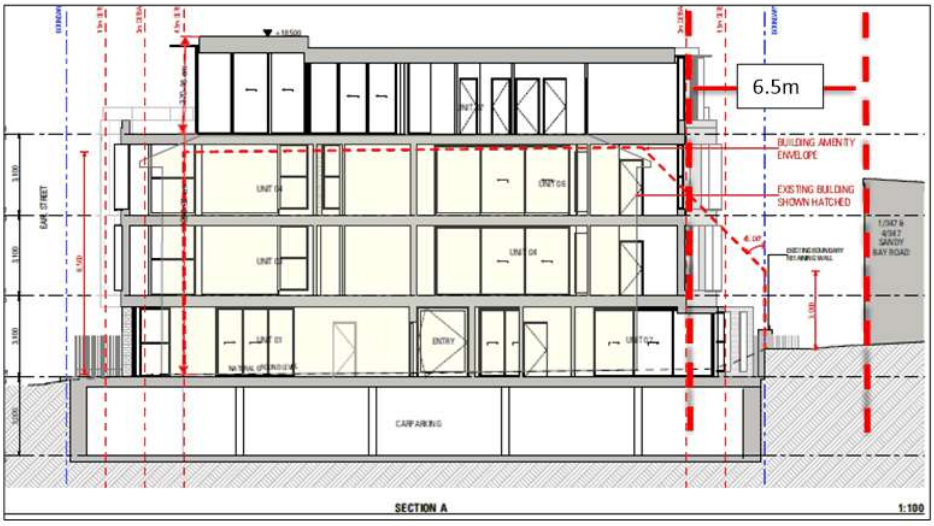


Figure 31: Section diagram through the centre of the site looking north-east toward Sandy Bay Road (source: JAWS Architects)

Whilst the separtion between dwellings on adjoining lots within the locality varies, the separation distance provided between 345 Sandy Bay Road and Units 1 & 4 at 347 Sandy Bay Road is sufficient to mitigate the visual impact of the proposed building. The terracing, external materials and fenestration along the south-eastern elevation also serve to break down the mass and bulk of the building, whilst also ensuring no large expanse of blank wall.

In addition to the setbacks, there is also significant existing vegetation that is located within 347 Sandy Bay Road which will serve to screen a large proportion of the building, as shown below.



Figure 32: Existing vegetation between adjoining buildings and the site (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

The existing screening is anticiapted to be particularly effective at providing screening of Levels 1-3 when from viewed from Units 2 & 5 and 3 & 4, which are setback a greater distance from the common boundary between the two properties.

Considering the analysis above, the visual impact of the proposal will be substantially reduced as a result of the following factors:

- The screening provided as part of the proposed development at ground level;
- Existing screening between the two properties (as shown above);
- The modulation, terracing and external materials which reduce the percieved visual mass/bulk of the building; and
- The substantial 6.5m separation distance between the proposed building and Units 1 & 4 (across Level 1 to Level 3);

On this basis, the proposed development is unlikely to result in an unreasonable visual impact when viewed from the units at 347 Sandy Bay Road.

2 Earl Street

The total height difference between the proposed building and the existing apartment building on the site is approximately 3.7m, which accounts for the proposed Level 3 (fifth floor) apartment.

Whilst is is acknowledged that the proposed building will sit closer to the boundary than the existing apartment building, a number of design considerations have been employed to reduce the visual bulk and scale of the building as detailed below.

Along the north-eastern elevation facing 2 Earl Street, the proposed building has a 0m setback at the basement level. However, at ground level the setback to the building line increases to 1.5m.

At a setback of 1.5m from the boundary, the proposed building extends to a height of approximately 9.8m, where the building is then setback a further 3m, before extending to a maximum height of 13.6m (including the lift-overrun).

The separation distance between the proposed building and 2 Earl Street begins at appprixmately 5.2m at ground level (from building face to building face), before increasing to approximately 6.8m across Level 1 and 2, then to a maximum of 9.8m at level 3, with the lift-overrun location approximately 10m from 2 Earl Street.

The setback and terracing is demonstrated in the following figure, with the blue line highlighting the terracing of the building form, ensuring the largest element is located centrally within the site to reduce overshadowing and minimise visual impact.



Figure 33: Section of the building illustrating both setback distances, separation distances and terracing of the upper level (source: JAWS Architects)



Figure 34: Existing vs proposed render looking north-east along Earl Street toward Sandy Bay Road (source: JAWS Architects)

The proposed render from Earl Street also demonstrates that the overall height and scale of the building is not substantially different to the existing apartment building on the site. A greenwall is also proposed along the north-eastern elevation, which will serve to reduce the visual mass of the building and contribute to the overall design and materiality of the development.

The combination of the progressive setback and terracing of the building, along with the separation distance from 2 Earl Street will substantially reduce the percieved visual impact to an extent that has not been considered unreasonable.

Clause 10.4.3 - 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.
SCHEME PROVISIONS
***A1** - Dwellings must have:*
(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and
...
***P1** - Dwellings must have:*
(a) site coverage consistent with that existing on established properties in the area;
(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:
(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
(ii) operational needs, such as clothes drying and storage; and
(c) reasonable space for the planting of gardens and landscaping.
RESPONSE

The maximum site coverage required by the Acceptable Solution A1 is 50%, meaning that the permitted site coverage on the site would be approximately 279.15m^2.

Site coverage is defined as:

> *the proportion of a site (excluding any access strip) covered by roofed buildings.*

Access strip is defined as follows:

> *means land, the purpose of which is to provide access to a road.*

Land to provide access to a road could be limited to the actual driveway or could also include circulation areas within the site.

As outlined in the Resource Management and Appeals Tribunal decision, *Henry Design and Consulting v Clarence City Council & Ors (2017) TASRMPAT 11 (7 July 2017*;

> *The inclusion of "access strip" in the definition of site coverage raises an awkward element in the assessment of compatibility. The Scheme is obscure in this regard. If the density of the proposal is to exclude the proposed driveway, does that mean that the driveway areas of developments on land within the "surrounding area" should also be excluded in the determination of compatibility?*
>
> *Although the amount of 322.5m^2 of site area per dwelling was often mentioned during the hearing, that figure was agreed to include the area of the proposed driveway; excluding the driveway would produce a lesser figure - a denser development.*
>
> *The planners agreed that the assessment of compatibility set out in P1(a) should be based on a figure of 322.5m^2 for the proposal (that is including the driveway area), and the density of development within the agreed surrounding area also includes all driveway areas where access areas are not associated with a strata development. This approach may not be relevant in all cases but it is accepted here and the Tribunal so holds.*

Whilst this determination was in relation to density, the issue of whether 'access strips' should in fact be considered when determining site area, it was agreed in that case that the calculation of site area *includes* the driveway. However, the Tribunal did note that this approach may not be relevant in all cases.

In this instance, removing areas of a site which provide 'access to a road' would result in a higher site coverage for all the existing dwellings in the area, potentially pushing some into discretionary territory. However, it would also increase the site coverage calculation for the proposed development.

The proposed building will have a site coverage of approximately 360m^2. If the access driveway is included in the assessment, the site has an area of 588.3m^2. This results in a site coverage of 61.2 %.

The proposed driveway constitutes approximately 91.4m^2, if this area is subtracted from the site area, the total site coverage would increase to approximately 76.6 %.

On a battle-axe block or internal lot for example, the access strip/driveway can be identified and subtracted relatively easily. However, with sites that do not possess clearly defined 'access strips' where the interpretation may allow consideration of circulation and parking areas, this becomes far more problematic in attempting to consistently define such areas on each lot for the purposes of comparison.

The performance criteria seek to ensure that site coverage is not to an extent that would unreasonably restrict the provision of appropriate private open space and landscaping for recreational needs and to maintain the character of the area. This is reflected in the objective of the clause.

P1 (a)

Site coverage

The performance criteria require site coverage to be *consistent* with that found in the area. Whilst several RMPAT decisions have dealt with the term consistency, it is generally accepted that to be consistent is to be compatible or in harmony with. In this case, the determination is whether the site coverage proposed is compatible or in harmony with that found within the area.

With regard to site coverage, rather than dwelling density, the area relevant in this analysis has been taken to be within a 100m radius of the site, as illustrated in figure 31 overleaf.

The area is characterised by a mix of moderate to large residential lots (particularly along Earl Street), interspersed with much smaller lots (along the northern side of Sandy Bay Road).

Due to the dwellings along the northern side of Sandy Bay Road having smaller lot sizes, the site coverage tends to be higher. The following diagram and table illustrate the existing site coverage calculations in the area (including access strips).

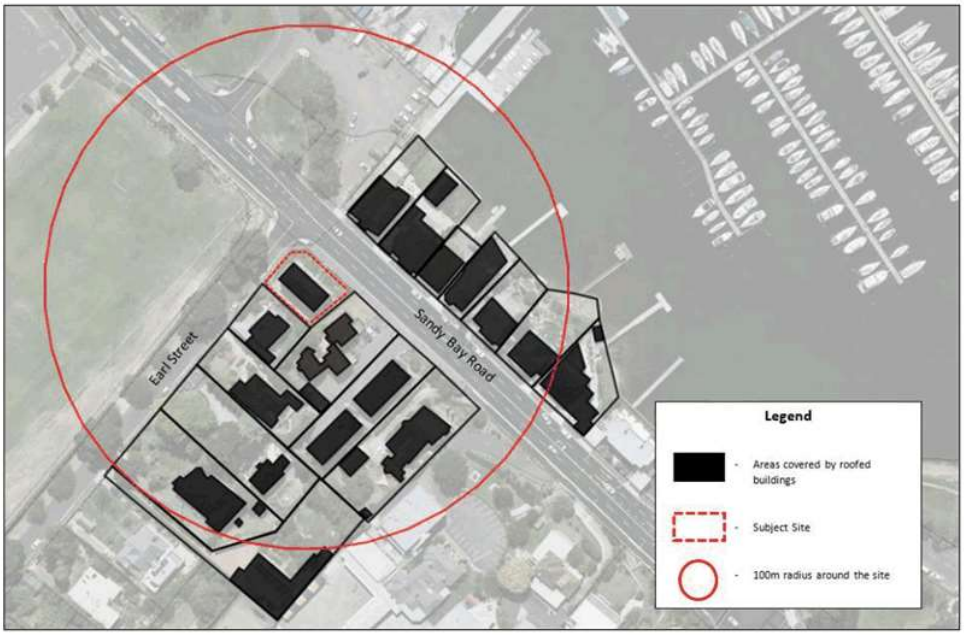


Figure 35: Site coverage extent (roofed buildings) within 100m of the site (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

Table 3: Site coverage calculations

Address	Site area (m^2)	Site Coverage	Percentage
344-346 Sandy Bay Road	650.6	295.3	45.4%
348 Sandy Bay Road	723.4	409	56.6%
350 Sandy Bay Road	311.5	177	56.85%
352 Sandy Bay Road	429.3	340	79.4%
354 Sandy Bay Road	535.8	165	30.8%
356 Sandy Bay Road	773.5	184	23.8%
358 Sandy Bay Road	747.2	358.1	48%
347 Sandy Bay Road	1068	281.4	26.3%

351 Sandy Bay Road	1109	375.1	33.9%
353 Sandy Bay Road	1435	373.3	26%
2 Earl Street	519.2	157.2	30.3%
4 Earl Street	882.4	247.1	28%
4A Earl Street	1391	112	8.1%
6 Earl Street	1590	359.9	22.6%
6A Earl Street	1359	424.9	31.2%

As illustrated above, there are three (3) existing properties within the area which have site coverages in excess of 50%, one of which (352 Sandy Bay Road) has a site coverage of 79.4%.

The table illustrates that there is a broad variation in site coverage in the area, which ranges from a minimum of approximately 8.1% to a maximum of 79.4%.

The properties with the highest site coverages are illustrated in further detail in the following figure.



Figure 36: Properties within the area which have site coverages exceeding 50% (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

It is clear from the analysis above that whilst most of the larger properties have site coverages well below 50%, there is still a relatively high degree of variation within the area.

As mentioned above, the exclusion of 'access strips' would increase the site coverage of a number of sites within the area to over 50%.

However, it would also increase the site coverage of the proposed development up to approximately 76.6%. Notwithstanding, the overall variability in site coverage within the area would remain the same.

Therefore, whilst the proposed development will have a site coverage of approximately 61.2 per cent (including driveway areas), this is only 11.6% higher than that allowed under the acceptable solution.

Given all of the above, a discretion of 11.6% is not unreasonable and is consistent with/in harmony with the demonstrated variations evident within the area.

P1 (b) Private Open Space

Whilst the proposed site coverage exceeds 50%, the private open space provided for each apartment complies with the permitted solutions for private open space provision under acceptable solution A2 of this clause. The extent of private open space provided is also consistent with that found on adjoining multiple dwelling properties at 347 and 351 Sandy Bay Road, as outlined below.

347 Sandy Bay Road

The site coverage for this property is calculated to be approximately 318.8m^2, with a total site area of 1,068m^2. This leaves approximately 750m^2 available for a combination of access/parking and landscaping/private open space provision.

Due to the extent of the parking/access and circulation areas, the private open space provided for the site is limited to balconies and terraces, along with communal space at ground level along the north-western side of the site.



Figure 37: Extent of private open space (light green) and communal open space (dark green) (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

The extent of private open space constitutes a total area of approximately 56m^2. This equates to an average of 9m^2 per unit, notwithstanding Unit 2 and 4 having substantially larger terraces than the remaining units.

However, the provision of communal space and landscaped areas overcomes the general lack of private open space.

This is also the case for the property at 351 Sandy Bay Road.

351 Sandy Bay Road

351 Sandy Bay Road supports 12 units. The site coverage for this property is calculated to be approximately 400m^2, with a total site area of 1,109m^2. This would leave almost 709m^2 available for potential landscaping/private open space provision.

The area of the site utilised for private open space constitutes approximately 132m^2. The apartments across the upper two floors share a large proportion of this area, however the units at level 1 have little or no dedicated private open space. This shortfall is offset to a certain extent by communal areas at ground level.

This is illustrated in the following diagram:



Figure 38: Extent of private open space (light green) - compared with communal open space/landscaped areas (dark green) (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

This again illustrates the extent of variability evident within the area in terms of the correlation between site coverage and the actual provision of landscaping and private open space to which the clause seeks to protect.

Proposed Development

The proposed development will support 7 units, with the following private open space breakdown:

Ground Floor

- Unit 1 = 32m^2
- Unit 2 = 28m^2

Level 1

- Unit 3 = 12.8m^2
- Unit 4 = 12.02m^2

Level 2

- Unit 5 = 12.88m^2
- Unit 6 = 12.02m^2

Level 3

- Unit 7 = 67.4m^2

This equates to a total provision of approximately 177m^2 of private open space. Based on the above analysis of similar multiple dwelling developments adjacent to the site and the requirements of the planning scheme - the private open space provided for each apartment is sufficient to allow for outdoor recreational space and clothes drying and is generally consistent with the variable provision of private open space in the area.

Three large storage areas will also be provided within the basement level, which will allow residents to maximise the use of their private open space, without being reduced as result of storage requirements.

Therefore, despite a site overage greater than 50%, the proposed development ensures that an appropriate level of private open space is provided to meet the needs of residents.

P1 (c) Gardens & Landscaping

The provision of suitable areas for gardens and landscaping within the area is also variable. Properties along Earl Street have substantial areas of landscaping provided between the dwellings and the frontages which is primarily possible due to much larger lot sizes.

This pattern is also replicated along the southern side of Sandy Bay Road, with landscaping provided in a consistent fashion between dwellings and their frontages, as well as adjacent side and rear boundaries, which reinforces a general pattern evident within the area. Whilst there is additional landscaping provided to the rear of properties and adjacent side/rear boundaries, these areas are also often utilised for private/communal open space.

However, as illustrated overleaf, the properties along the northern side of Sandy Bay Road are not consistent with this pattern. This is due to the buildings being constructed to the boundary line, which promotes strong street-edges which pushes both private open space and landscaping to the rear.

Therefore, in terms of determining whether the landscaping provided as part of the proposal is consistent with that found in the area, the focus is on the provision of gardens and landscaping between dwellings and frontages as these areas are discernible from the streetscape and provide the most consistent point of analysis.

This is illustrated in the figure below.



Figure 39: Extent of landscaping between dwellings and frontages (light green) and variation to this pattern along the northern side of Sandy Bay Road (dark green) (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

352 Sandy Bay Road is a notable exception to this pattern. This property supports an existing dwelling and an ancillary dwelling/guest house which extends out below the parking area to the rear. As a result, the site does not contain any substantial areas suitable for the provision of gardens or landscaping.

The adjoining property at 350 Sandy Bay Road is similar in this regard, with most of the rear portion of the site used for vehicle parking/circulation, as illustrated below:



Figure 40: 350 and 352 Sandy Bay Road, illustrating minimal provision of landscaping (green) and substantial site coverage and hard stand (source: www.thelist.tas.gov.au © State of Tasmania - adapted by Ireneinc)

As a result, the provision and location of landscaping is quite varied as are the built forms of dwellings and their relationships with the street frontages (i.e. all with varying setbacks).

Whilst these factors contribute to the character of the area, they also demonstrate that there is a high degree of variation in the nature and quantum of appropriate garden and landscaping provision.

Proposed Development

The proposed development will provide approximately 119m^2 of private open space and landscaping between the building and the frontage to both Sandy Bay Road and Earl Street at ground level, as shown overleaf. This will increase to over 200m^2 once the Level 2 and 3 terraces and balconies are included.

The landscaping provided at ground level serves as screening for the ground floor apartments, along with proposed fencing and privacy screens. Above ground level, additional balconies and planter boxes will be provided.

In terms of landscaping provision between the dwelling and the frontages, a balance has been struck between that found across properties on the southern side of Sandy Bay Road and that provided along the northern side of the road.



Figure 41: Proposed landscaping plan - illustrating the retention of appropriate landscaping along the frontage to Earl Street and Sandy Bay Road (source: Play St.)

Whilst the landscaping provided is slightly less than that currently provided on the site, it remains consistent with the character and variability shown within the area and provides sufficient space for gardens and landscaping.

The proposal complies with P1 (c).

Ultimately, the analysis above illustrates that there is a high degree of variability in terms of site coverage and the provision of private open space and landscaping/gardens within the area.

The site coverage proposed is only 11.6% higher than the permitted 50% and fits within the range of variability shown within the area.

In terms of private open space and landscaping, the areas set aside for these purposes are appropriately sized and located to ensure ample room for outdoor recreation and clothes drying. Additional storage areas have been provided within the basement car parking area. This ensures the private open space and landscaping areas can be utilised to their full potential.

The proposal complies with P1(a), (b) and (c).

A2 - A dwelling must have private open space that:

(a) is in one location and is not less than:

(i) 24m2; or

(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);

(b) has a minimum horizontal dimension of not less than:

(i) 4m; or

(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);

(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

(d) has a gradient not steeper than 1 in 10.

***P2** - 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:*

(a) conveniently located in relation to a living area of the dwelling; and

(b) orientated to take advantage of sunlight.

The proposal complies with A2(a), (b) and (d). However, the private open space for each dwelling is located between the dwellings and the frontages to Earle Street and Sandy Bay Road.

Both frontages are not oriented between 30 degrees east or west of north. Therefore, a response to P2 is required.

P2

The proposed apartments have private open space which complies with the required dimensions under the acceptable solution. Therefore, the private open space provided is appropriate to cater for outdoor relaxation, dining, entertaining and children's play.

The private open space for each unit is conveniently located adjacent to living areas and are orientated to take advantage of sunlight, being generally north-east and north-westerly facing.

The proposal complies with P2.

Clause 10.4.4 - Width of openings for garage and carports for all dwellings

***Objective**: To reduce the potential for garage or carport openings to dominate the primary frontage.*

SCHEME PROVISIONS

***A1** - A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).*

...

RESPONSE

The width of the garage entry to the basement car parking area is less than 6m and complies with A1.

Clause 10.4.5 - Privacy for all dwellings

***Objective**: To provide a reasonable opportunity for privacy for dwellings.*
SCHEME PROVISIONS
***A1** - 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) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;* *(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* *(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.* ***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 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.*

All balconies/terraces located more than 1m above ground level are setback more than 3m from the side boundaries and comply with A1(a).

Due to the dual frontage, the site does not have a rear boundary, therefore (b) does not apply.

With regard to (c), all balconies/terraces more than 1m above natural ground level are separated from the windows and balconies of the other units by solid walls. Therefore, there is no risk of overlooking/loss of privacy for the proposed dwellings on the same site.

The proposal complies with A1.

***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 not less than 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%.

***P2** - 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 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.

RESPONSE

Due to the dual frontage, the site does not have a rear boundary, therefore (a) (ii) does not apply.

The proposal has been considered to comply with A1(a) on the following basis:

(a)(i) The windows and doors to habitable rooms of each unit, which have floor levels more than 1m above existing ground level, are all setback more than 3m from the side boundaries facing 2 Earl Street and 347 Sandy Bay Road, as follows:

- Along the south-west elevation, all windows facing the boundary with 2 Earl Street are setback at, or over 3m from the side boundary.
- Along the south-east elevation, all windows facing the boundary with 347 Sandy Bay Road are setback at, or over 3m from the side boundary.

(a) (iii) & (iv) There are a number of windows to apartments which are located within 6m (horizontally) from windows to habitable rooms of other apartments on the same site. However, all windows have been oriented and designed to ensure no possibility of overlooking between dwellings or to the private open space of other dwellings on the same site.

Therefore, the proposal complies with (a) (iii) & (iv).

***A3** - 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:*

(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.

***P3** - 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.*

The shared driveway to the basement car parking is separated from unit 1 at ground level by approximately 2.2m. However, the window is oriented away from the shared driveway and is separated by a 2.1m brick wall.

The proposal complies with A3(a).

Clause 10.4.6 - Frontage fences for all dwellings

A1 - No Acceptable Solution

P1 - A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:

(a) provide for security and privacy while allowing for passive surveillance of the road; and

(b) be compatible with the height and transparency of fences in the street, having regard to:

(i) the topography of the site; and

(ii) traffic volumes on the adjoining road.

RESPONSE

Clause 5.3.3 of the scheme stipulates exemptions for fencing within 4.5m of a frontage, as outlined below.

Clause	*Use or development*	*Requirements*
5.6.3	*fences within 4.5m of a frontage in the General Residential Zone or Inner Residential Zone*	*Fences (including free-standing walls) within 4.5m of a frontage, if located in the General Residential Zone or Inner Residential Zone if not more than a height of:* *(a) 1.2m above existing ground level if the fence is solid; or* *(b) 1.8m above existing ground level, if the fence has openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights),* *unless a code relating to historic heritage values or significant trees applies and requires a permit for the use or development.*

The proposed fence along the frontage to Earl Street fractionally exceeds the 1.8m height provided under the clause 5.6.3, due to the combined height of the low wall and timber screening.

Along Sandy Bay Road, due to the change in ground level, large sections of the fencing would satisfy the exemption mentioned above. However, due to the low wall provided along the northern most corner of the site, the fencing in that location also exceeds the 1.8m height requirement under the exemption.

As there is no acceptable solution and the fencing does not meet the exemption provided at clause 5.6.3, a response to P1 is required.

P1

The proposed fencing along the Earl Street and Sandy Bay Road comprises predominately of a low brick wall, with timber privacy screens affixed above. From atop the low brick wall, the screening extends to a uniform height of approximately 1.5m, with approximately 50% providing transparency to enable passive surveillance to the road.

Along Sandy Bay Road, fencing is predominately constructed of brick and concrete, which is generally to a height low enough to provide ample passive surveillance. However, there are some examples of much higher fences which completely screen the front porches/entry ways.

Along Earl Street, the fences are much softer in appearance and generally consist of timber screening or palings, concrete or stone plinths interspersed with steel or timber rails/panels.

Notwithstanding, the subject site currently possesses a low steel mesh fence along Sandy Bay Road and Earl Street.

The proposed fencing is of a more contemporary nature and fits with the far more varied fencing forms and heights along Earl Street. Ultimately, the proposed fencing being a combination of timber screening and low brick walls is compatible with the various fencing forms and heights evident on adjoining properties.

Clause 10.4.7 - Waste storage for multiple dwellings

***A1** - A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m2 per dwelling and is within one of the following locations:*

(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or

(b) a common storage area with an impervious surface that:

(i) has a setback of not less than 4.5m from a frontage;

(ii) is not less than 5.5m from any dwelling; and

(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.

***P1** - A multiple dwelling must have storage for waste and recycling bins that is:*

(a) capable of storing the number of bins required for the site;

(b) screened from the frontage and dwellings; and

(c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.

RESPONSE

The proposed communal waste storage area does not comply with A1, as it is located within 5.5m of a dwelling and does not provide a minimum of 1.5m^2 for each dwelling.

A response to P1 is required.

P1

The proposed waste storage area is sufficient in size to store the required number of bins for the site. The storage area is a common storage area and will be located within an internal room which is setback over 4.5m from the frontage and is not visible from the frontage or any dwellings on the site.

The proposal complies with P1.

3. CODES

3.1 ROAD AND RAILWAY ASSETS CODE

3.1.1 USE STANDARDS

Clause E5.5.1 - Existing Road Accesses and Junctions

***Objective**: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.*
SCHEME PROVISIONS
***A3** - The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.*
RESPONSE

As outlined in the accompanying TIA, the proposal will not result in more than 40 vehicle movements per day.

The proposal complies with A3.

3.1.2 DEVELOPMENT STANDARDS

Clause E5.6.2 - Road Accesses and Junctions

***Objective**: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.*
SCHEME PROVISIONS
***A2** - No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.*
RESPONSE

The existing access to the site will be upgraded and reused, providing both entry and exit. The proposal complies with A2.

Clause E5.6.4 - Sight Distance at Accesses, Junctions and Level Crossings

***Objective**: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.*
SCHEME PROVISIONS
***A1** - Sight distances at:* *(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and* *(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.*

***P1** - The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:* *(a) the nature and frequency of the traffic generated by the use;* *(b) the frequency of use of the road or rail network;* *(c) any alternative access;* *(d) the need for the access, junction or level crossing;* *(e) any traffic impact assessment;* *(f) any measures to improve or maintain sight distance; and* *(g) any written advice received from the road or rail authority.*
RESPONSE

The sight distance to the south-west along Earle Street is in excess of 150m and complies with the Table E5.1.

However, the sight distance to the north-east toward the intersection with Sandy Bay Road does not comply, therefore a response to P1 is provided.

P1

As outlined in the TIA, the sight distance to the north-east will remain unobstructed due to the existing yellow line marking which stretches from the intersection to the access point.

Vehicles turning into Earle Street from Sandy Bay Road will have a substantially lower vehicle speed, which will provide additional time for vehicles exiting the site.

The TIA specifies that the trip generation rates associated with the proposed development will be low (approximately 4 per hour in the peak hour). Therefore, the vehicle movements associated with the development will have minimal impact on the surrounding road network. Surveys undertaken by Howarth Fisher and Associates of the three existing residential apartments on the site during the evening peak showed there were zero trips undertaken, suggesting that due to its convenient location, notably, close to the City, Sandy Bay and the University, there may be fewer than 4 trips during the evening peak.

The proposal complies with P1.

3.2 PARKING AND ACCESS CODE

3.2.1 USE STANDARDS

Clause E6.6.1 - Number of car parking spaces

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

P1 - The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) car parking demand;

(b) the availability of on-street and public car parking in the locality;

(c) the availability and frequency of public transport within a 400m walking distance of the site;

(d) the availability and likely use of other modes of transport;

(e) the availability and suitability of alternative arrangements for car parking provision;

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

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

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

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

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

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

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

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

RESPONSE

The proposal is for the provision of 14 multiple dwelling units, which all have more than 1 bedroom. The scheme requires a dwelling with two or more bedrooms to be provided with 2 car parking spaces per dwelling, along with 1 visitor space per four dwellings. This generates a requirement for 16 car parking spaces.

The proposal will provide 10 car parking spaces, resulting in a shortfall of 6 spaces. Therefore, a response to P1 is required.

P1

(a) As outlined in the accompanying TIA, the location of the site in proximity to the city and the local commercial centre of Sandy Bay, is anticipated to reduce the demand for car travel. There are many examples of 2 and 3 bedroomed residential properties which do not cater on site for visitor parking or which do not provide the full parking requirement.

For example, the Bay Vue Residential unit development recently constructed at 417 Sandy Bay Road, comprises a number of 1 and 2 bedroomed residential apartments predominantly with 1 parking space provided per apartment.

The site also fronts a major public transport route where there is ample access to bus services.

(b) There is time-restricted on street parking along Earl Street which are considered appropriate for visitor parking. Whilst it is acknowledged this is predominantly restricted to 2hour parking

Monday to Friday 8am-6pm, the restrictions will be appropriate for any visitor parking demand especially during the weekend and evening.

There is also additional unrestricted off-street parking opposite the development site adjacent to the Derwent Sailing Squadron which could also be utilised.

(c) As stated above, the site is located on a key public transport route and is well served by high frequency public transport along Sandy Bay Road as well as services which operate along Earl Street. The bus stop is located 116 metres away from the site and serves a number of bus services, including the 402, 422, 426, 427, 428 and the 429 services.

(d) Given the proximity of the site to the centre of Hobart and Sandy Bay and the University campus, the site is well placed to take advantage of sustainable modes of transport such as cycling and walking as well as public transport. The site is 2.7km away from the Hobart GPO making much of the City easily accessible from the proposed development.

(e) There are two hourly parking restrictions on Earl Street which operate between 8am to 6pm Monday to Friday and would be suitable for visitors parking short term in the day and longer term evening and weekend. The parking adjacent to the Derwent Sailing Squadron is also available as a supplementary parking supply. This is currently unrestricted, however signage at this site suggests that Council are proposing to restrict this to a 2 hour parking duration.

(f) There may be some ability for some apartments to reach agreements with others on the number of car spaces required. For example, some owners may only require one space and others may request two. When residents are looking to purchase or rent an apartment they will be made aware of the parking supply and make their decision accordingly.

(g) As outlined in the TIA, there is an existing shortfall associated with the existing use.

(h) n/a

(i) n/a

(j) n/a

(k) n/a

(l) n/a

(m) As already stated, there is a 2 hour on-street parking restriction on Earl Street operating between 8am - 6pm Monday to Friday and no standing on Sandy Bay Road along the road frontage. These restrictions would be accommodating to the visitor parking requirements.

(n) All adjoining residences along Earl Street, where on-street parking is available, all have off-street parking.

The proposal complies with P1.

3.2.2 DEVELOPMENT STANDARDS

Clause E6.7.1 - Number of Vehicular Accesses

Objective: *To ensure that:*

(a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:

(i) the number of vehicle access points; and

(ii) loss of on-street car parking spaces;

(b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;

(c) vehicle access points do not have a dominating impact on local streetscape and character.

SCHEME PROVISIONS

A1 - The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.

RESPONSE

The site will be provided with one new crossover, which replaces the existing crossover and complies 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.*

SCHEME PROVISIONS

A1 - Design of vehicle access points must comply with all of the following:

(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 - "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;

(b) ...

RESPONSE

The vehicle access point will consist of a 6m crossover width, which extends for a distance of 6.3m from the site boundary. A waiting bay is also provided and the design complies with A1.

Further detail is provided in the accompanying TIA.

E6.7.3 - Vehicular Passing Areas Along an Access

***Objective:** To ensure that:*

(a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;

(b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

SCHEME PROVISIONS

A1 - Vehicular passing areas must:

(a) be provided if any of the following applies to an access:

(i) it serves more than 5 car parking spaces;

(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.
RESPONSE

A 6.3m x 6m passing bay has been provided at the entrance to the property boundary which exceeds the requirements under the acceptable solution.

An additional passing bay has been provided within the basement car parking area and entry/exit will be controlled via traffic signals at the top and bottom of the ramp.

The proposal complies.

E6.7.4 - On-Site Turning

Objective: *To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.*
SCHEME PROVISIONS
A1 *- On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:*
(a) it serves no more than two dwelling units;
(b) it meets a road carrying less than 6000 vehicles per day.
RESPONSE

As shown in the accompanying TIA, vehicles will be able to manoeuvre on site and exit in a forward direction.

The proposal complies with A1.

E6.7.5 - Layout of Parking Areas

Objective: *To ensure that parking areas for cars (including accessible parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.*
SCHEME PROVISIONS
A1 *- 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.*
RESPONSE

As outlined in the accompanying TIA, the layout of the parking spaces, access aisles, circulation roadways and ramps comply with the relevant Australian Standards.

E6.7.6 - Surface Treatment of Parking Areas

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

The proposed driveway and basement car parking areas are to be sealed with an all-weather surface and will be drained via an on-site stormwater system to public infrastructure and complies with A1.

E6.7.7 - Lighting of Parking Areas

Objective: To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which: *(a) enables easy and efficient use;* *(b) promotes the safety of users;* *(c) minimises opportunities for crime or anti-social behaviour; and* *(d) prevents unreasonable light overspill impacts.*
SCHEME PROVISIONS
A1 - Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.
RESPONSE

The proposed basement car parking area will be lit in accordance with the relevant Australian Standard.

The proposal complies with A1.

Clause E6.7.8 - Landscaping of Parking Areas

Objective: To ensure that large parking and circulation areas are landscaped to: *(a) relieve the visual impact on the streetscape of large expanses of hard surfaces;* *(b) screen the boundary of car parking areas to soften the amenity impact on neighbouring properties;* *(c) contribute to the creation of vibrant and liveable places;* *(d) reduce opportunities for crime or anti-social behaviour by maintaining clear sightlines.*

SCHEME PROVISIONS
A1 - Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.
RESPONSE

Whilst the development provides for more than 5 cars, the parking areas are located within a basement. Therefore, landscaping is not required as the parking area will not be visible from the streetscape.

3.3 STORMWATER MANAGEMENT CODE

3.3.1 DEVELOPMENT STANDARDS

E7.7.1 - Stormwater Drainage and Disposal

***Objective**: To ensure that stormwater quality and quantity is managed appropriately.*
SCHEME PROVISIONS
***P1** - Stormwater from new impervious surfaces must be managed by any of the following:* *(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* *(b) collected for re-use on the site;* *(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.*
RESPONSE

As outlined in the accompanying stormwater report and civil documentation, stormwater from the site will be directed to on-site detention tanks and will then be pumped from the basement level to public infrastructure.

The proposal complies with P1(a) and (c).

Further detail regarding the pump system is provided in the accompanying documentation.

A2 - A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: *(a) the size of new impervious area is more than 600 m2;* *(b) new car parking is provided for more than 6 cars;* *(c) a subdivision is for more than 5 lots.*
RESPONSE

As outlined in the accompanying stormwater report and MUSIC modelling, the proposed development incorporates WSUD principles and the modelling indicates the post-development flows will not be greater than pre-development discharge.

Please refer to the accompanying stormwater report and civil documentation for further details.

The proposal complies with A2.

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

The stormwater drainage system has been designed to accommodate an ARI 20 year storm event and stormwater runoff will no greater than pre-existing runoff due to the proposed on-site detention prior to discharging to the public system.

The proposal complies with A3.

4. CONCLUSION

The proposal is for a development of a residential apartment building at 345 Sandy Bay Road.

The proposal will provide a total of seven (7) apartments, with floor areas varying from a minimum of 92m^2 to a maximum of 199m^2. The apartments will be provided across four levels, along with a basement car parking area accessed via an upgraded crossover from Earl Street.

The building will have a maximum height of approximately 13.6m above natural ground level, which includes the plant areas. The proposal will sit approximately 3.7m higher than the existing apartment building on the site - which is to be removed. The fourth floor (Level 3) apartment is setback from the south-east elevation adjoining 2 Earl Street which serves to break down the overall form and scale of the building.

The external materials along the Sandy Bay Road and Earl Street facade consist primarily of masonry and glazing, interspersed with metal cladding elements and timber screening which directly responds to the dominant materiality within the surrounding area - particularly along the northern side of Sandy Bay Road. This is also the case along the south-eastern elevation facing 347 Sandy Bay Road. However, along the south-west elevation facing 2 Earl Street, the dominant materials will consist of metal screening, glazing and a green wall.

The private open space (primarily balconies and terraces) will be oriented toward the north-west and north-east to ensure maximum sunlight access and heat retention. This will ensure that all apartments are able to receive an appropriate level of sunlight access all year round, but particularly during the winter months. Residential amenity will be enhanced through the provision of landscaping, which will provide screening to protect privacy and maintain the character and provision of landscaping in the surrounding area.

The dwelling density and site coverage have been determined to be consistent with that found within the area.

DRAWING LEGEND

ARCHITECTSMAJ



1. LOCATION PLAN 1:1000

PROJECT DETAILS	
OWNER / CLIENT	SOHO PARTNERS
PROJECT ADDRESS	345 SANDY BAY ROAD, SANDY BAY
LAND TITLE REF. NO. (CERTIFICATE FOLIO AND VOLUME)	65462/1
TOTAL FLOOR AREA	Site 558m² New Building 1080m² Private Open Space 178m²

DRAWING No.	DESCRIPTION
DA01	COVER PAGE + DRAWING SCHEDULE
DA02	SITE PLAN - PROPOSED
DA03	SITE PLAN - DEMOLITION
DA04	PROPOSED BASEMENT PLAN
DA05	PROPOSED GROUND FLOOR PLAN
DA06	PROPOSED LEVEL 1 PLAN
DA07	PROPOSED LEVEL 2 PLAN
DA08	PROPOSED LEVEL 3 PLAN
DA09	PROPOSED ROOF PLAN
DA10	PROPOSED ELEVATIONS 1
DA11	PROPOSED ELEVATIONS 2
DA12	SECTIONS - PROPOSED
DA13	ARTIST IMPRESSIONS 1
DA14	ARTIST IMPRESSIONS 2
DA15	ARTIST IMPRESSIONS 3
DA16	SHADOW DIAGRAMS - PLANS 1
DA17	SHADOW DIAGRAMS - PLANS 2
DA18	SHADOW DIAGRAMS - 347 SANDY BAY ROAD
DA19	SHADOW DIAGRAMS - 347 SANDY BAY ROAD
DA20	SHADOW DIAGRAMS - 2 EARL STREET

SUMMARY

- 4 STOREYS
- 7 UNITS
- 911m² UNITS INTERNAL
- 178m² EXTERNAL
- 10 CAR SPACES

UNIT NUMBER	AREA (m2)
UNIT 01	92
UNIT 02	124
UNIT 03	134
UNIT 04	114
UNIT 05	134
UNIT 06	114
UNIT 07	199
	911 m²

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
Fm

SOHO PARTNERS

DRAWING

DRAWING NAME **COVER PAGE + DRAWING SCHEDULE**

DRAWING NO **21028_DA01**
Sheet 1 of 21

SCALE 1:1, 1:1000 @ A2
DATE October 2021
DRAWN TN
CHECKED SV

ACCREDITED DESIGNER SV
ACCREDITED NUMBER CC5471I
PLOT DATE 18/10/2021
CAD REF P:\21028 345 Sandy Bay Rd MRB\01-0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING CF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING

DRAWING NAME **SITE PLAN - PROPOSED**

DRAWING NO **21028_DA02**
Sheet 2 of 21

SCALE	1:200 @ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd\MIRED\14.0 DRAWING\2014.1 Current\21028_345 Sandy Bay Road.pln

STATUS

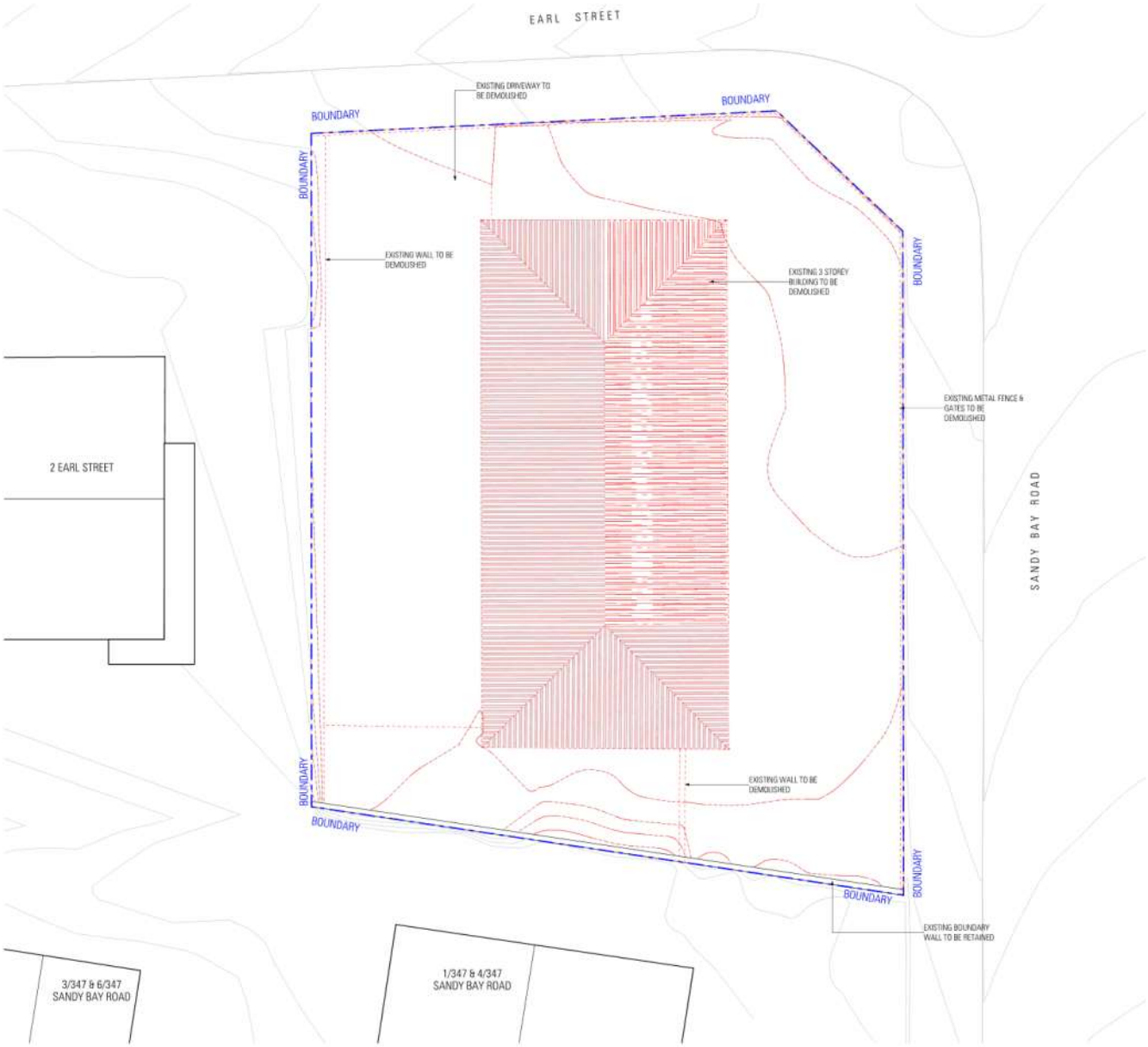
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/06/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 470
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty. Ltd.



DRAWING LEGEND

ARCHITECTSMAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING

DRAWING NAME **SITE PLAN - DEMOLITION**

DRAWING NO **21028_DA03**
Sheet 3 of 21

SCALE	1:100 @ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd\MREB14.0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

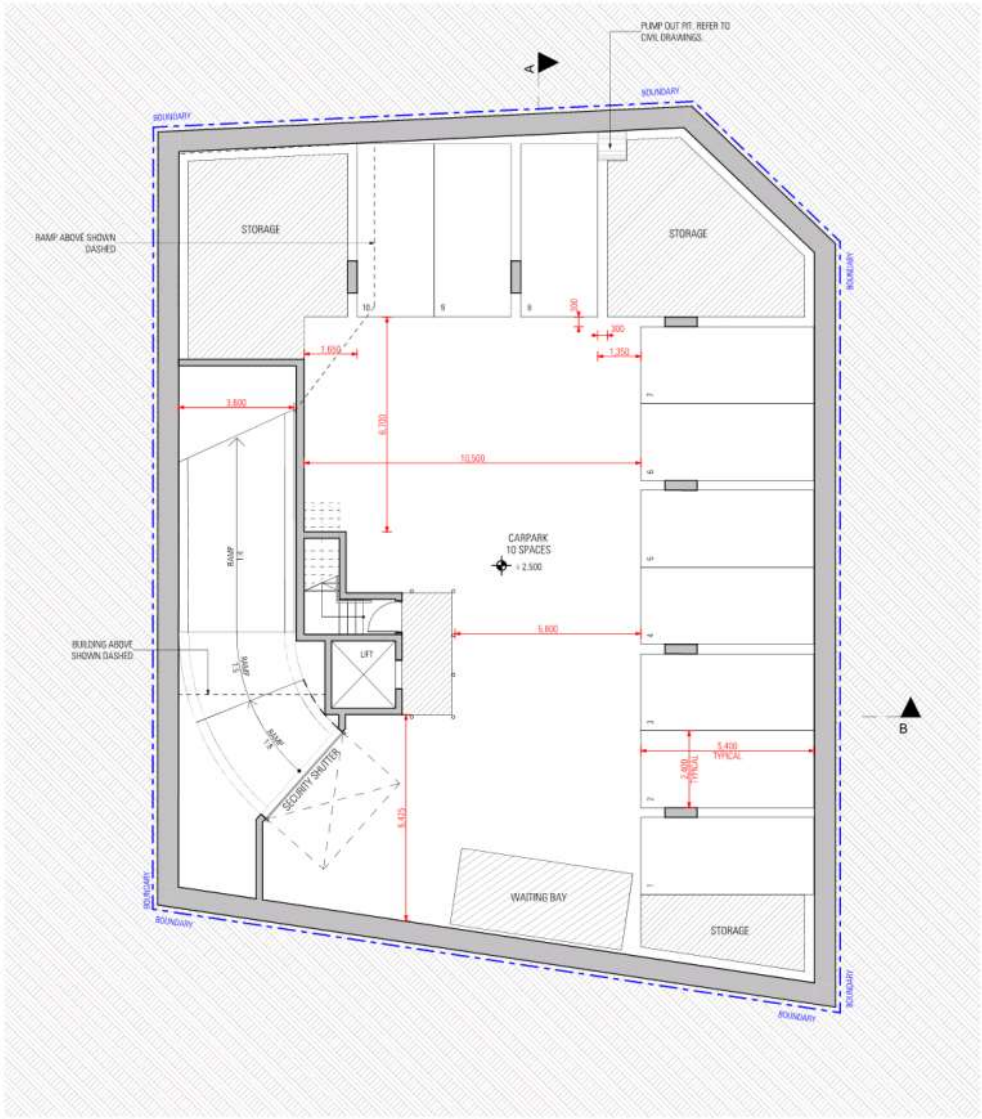
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/06/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTS JAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME: **PROPOSED BASEMENT PLAN**

DRAWING NO: **21028_DA04**
Sheet 4 of 21

SCALE	1:100 @ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd\MRED\4.0 DRAWING\2014.1 Current\21028_345 Sandy Bay Road.pln

STATUS

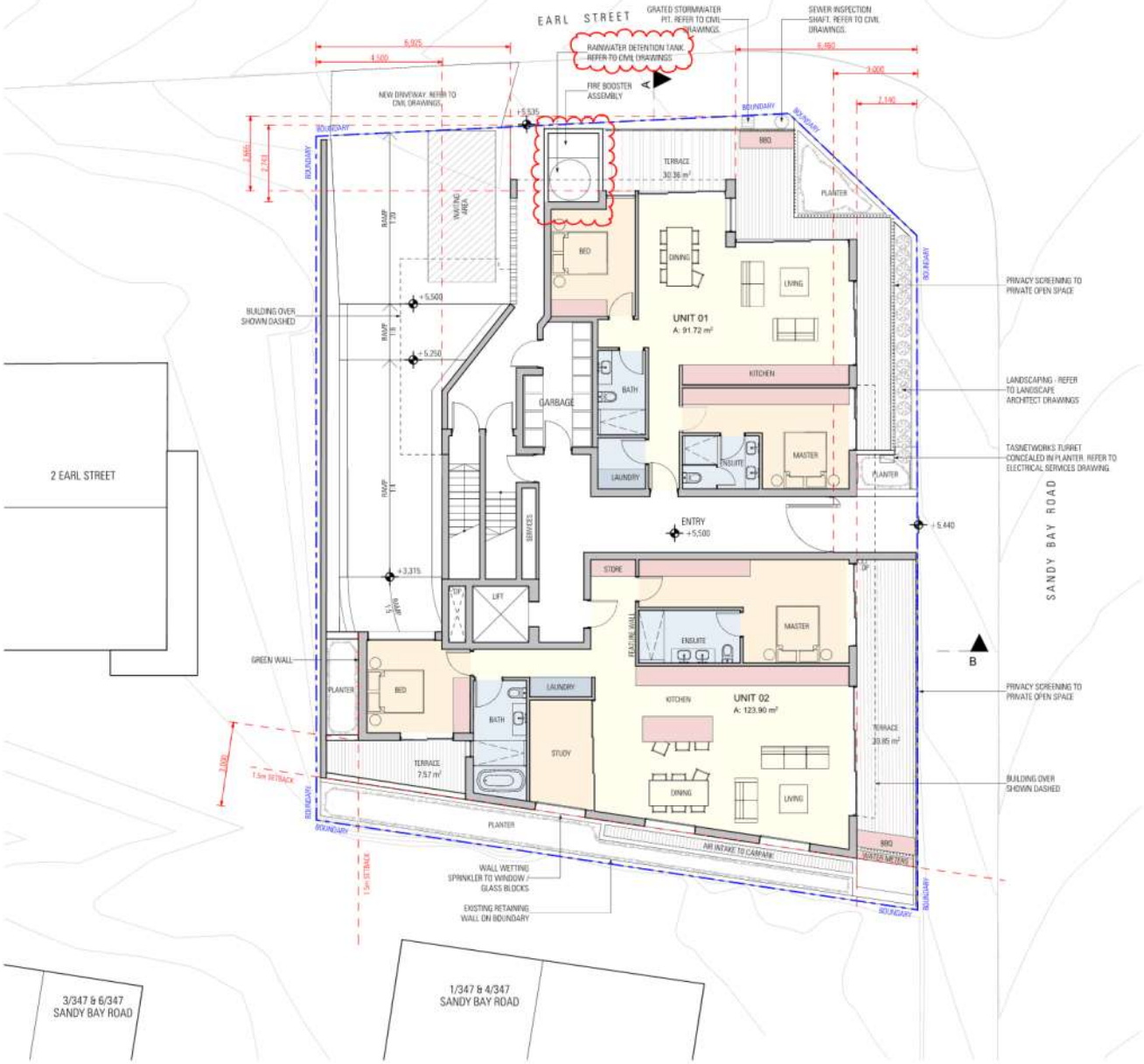
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTS JAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME: **PROPOSED GROUND FLOOR PLAN**

DRAWING NO: **21028_DA05**
Sheet 5 of 21

SCALE	1:100 @ A2
DATE	December 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	8/12/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRD\01-0 DRAWING\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

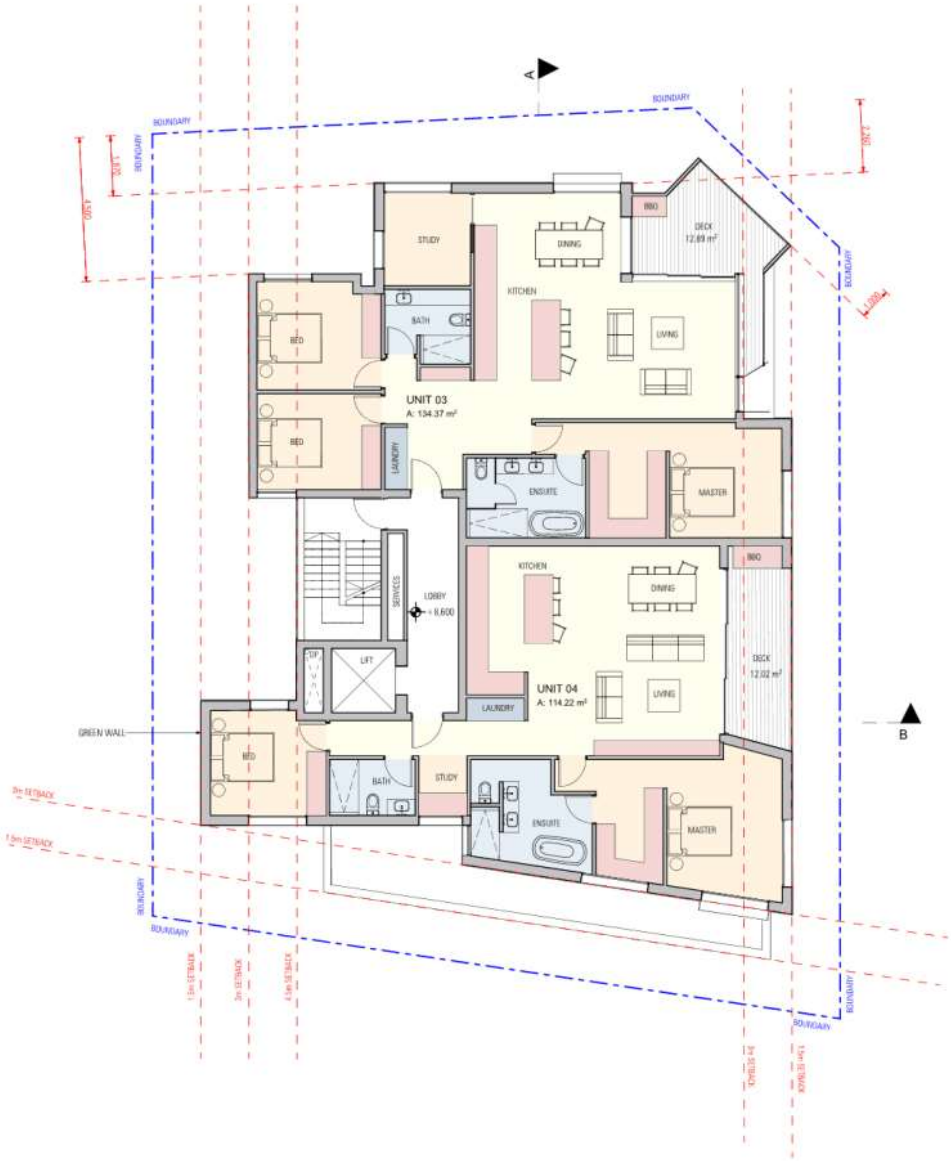
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
02	COUNCIL RFI - RAINWATER TANK	8/12/2021
01	DEVELOPMENT APPLICATION	12/8/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
Fm

SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME	**PROPOSED LEVEL 1 PLAN**
DRAWING NO	**21028_DA06** Sheet 6 of 21
SCALE	1:100 @ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRE\01-0 DRAWING\03-14 1 Current\21028_345 Sandy Bay Road.pln

STATUS

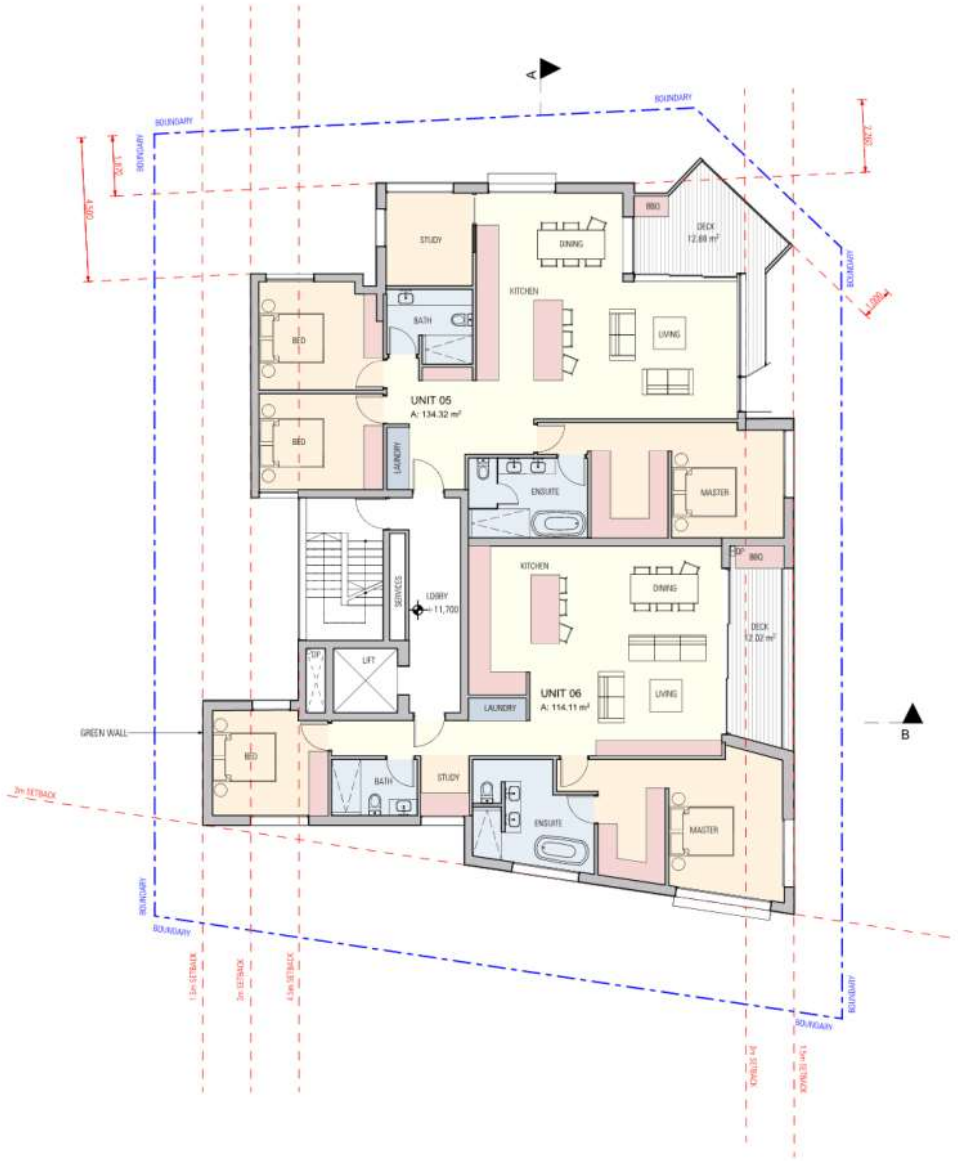
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTSJAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME: **PROPOSED LEVEL 2 PLAN**

DRAWING NO: **21028_DA07**
Sheet 7 of 21

SCALE	1:100 @ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477I
PLOT DATE	18/10/2021
CAD REF	F:\21028 345 Sandy Bay Rd\ARED\14.0 DRAWING\2014.1 Current\21028_345 Sandy Bay Road.pln

STATUS

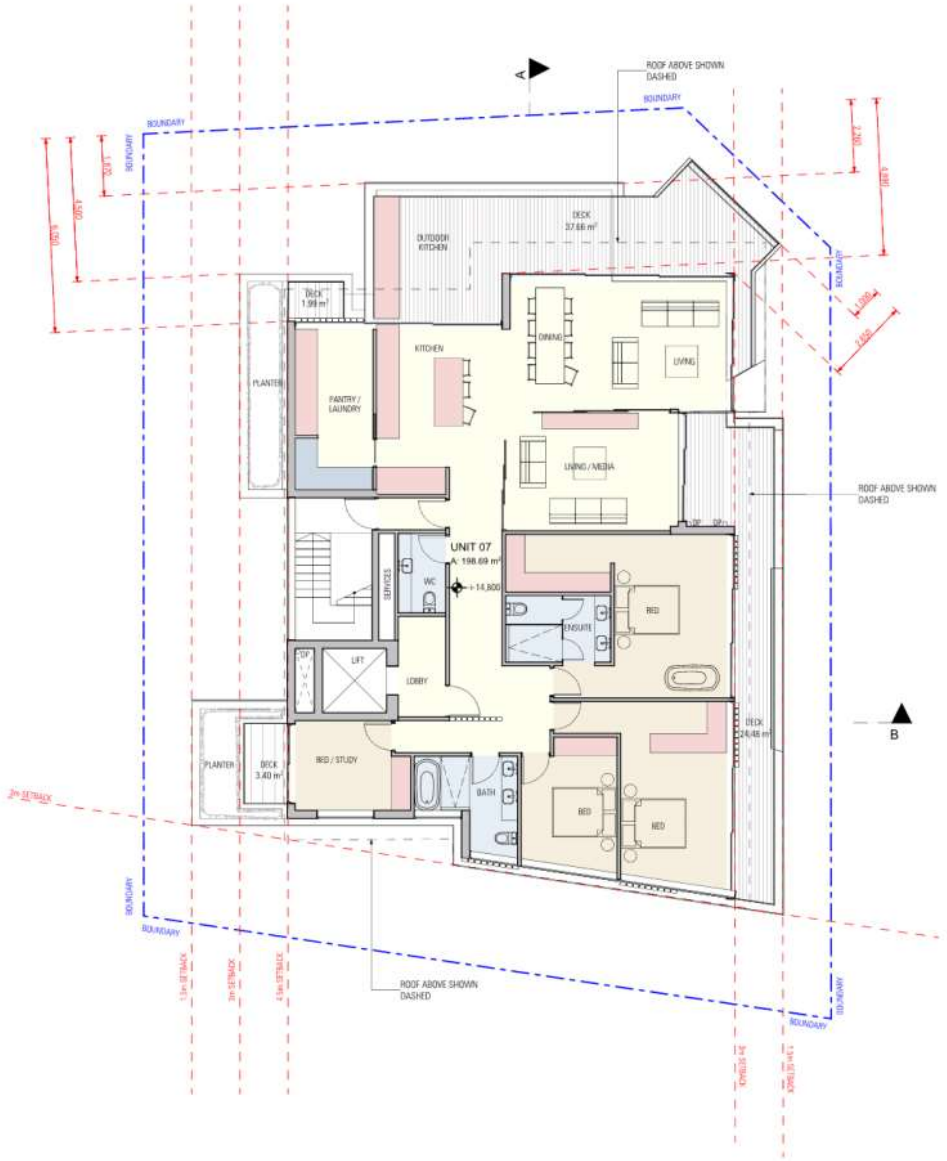
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty. Ltd.



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME	**PROPOSED LEVEL 3 PLAN**
DRAWING NO	**21028_DA08** Sheet 8 of 21
SCALE	1:100 @ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028\345 Sandy Bay Rd\MRB\014.0 DRAWING\2014.1 Current\21028_345 Sandy Bay Road.pln

STATUS

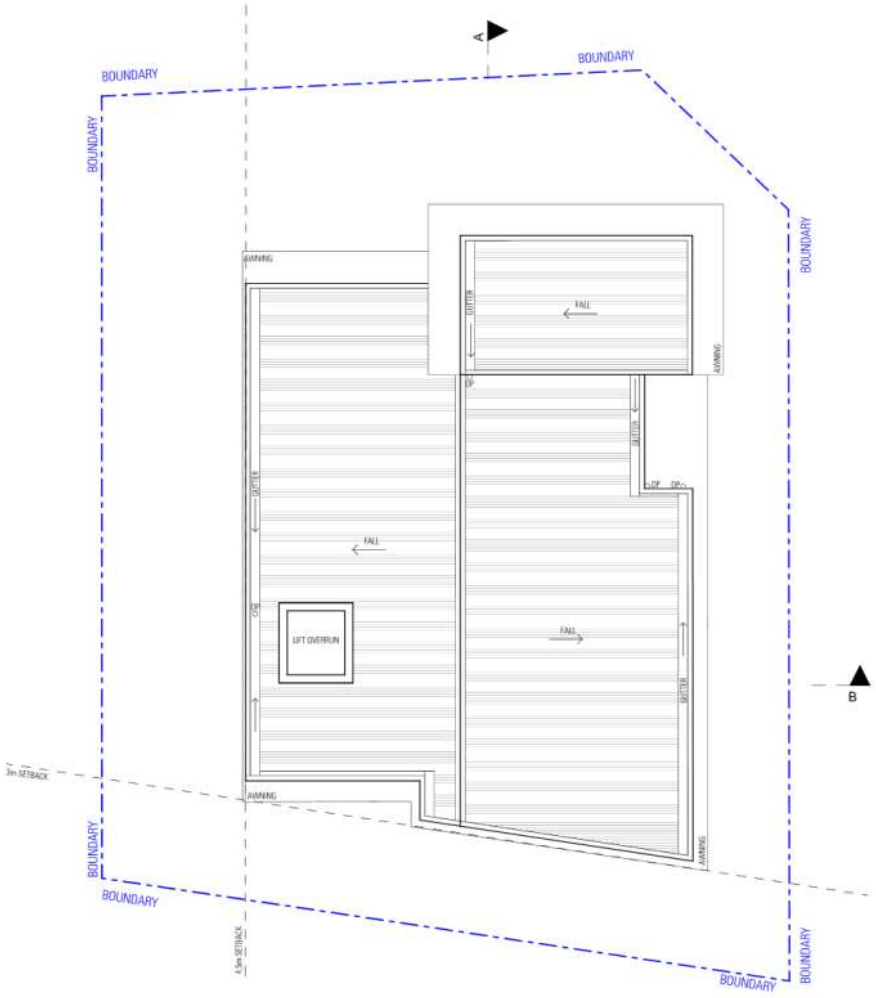
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
Fnr

SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME **PROPOSED ROOF PLAN**

DRAWING NO **21028_DA09**
Sheet 9 of 21

SCALE	1:100 @ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\014.0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



1 NORTH-EAST ELEVATION 1:100



2 SOUTH-WEST ELEVATION 1:100

MATERIAL LEGEND

	BAL	BALUSTRADE Clear glass
	BR-1	MASONRY WALL 1
	BR-2	MASONRY WALL 2
	BR-S	MASONRY SCREENING
	CONC	CONCRETE FINISH
	GL	GLAZING
	GW	GREEN WALL
	MC-1	METAL CLADDING 1
	MC-2	METAL CLADDING 2
	MC-3	METAL CLADDING 3
	SCN	SCREEN Timber privacy screen

ARCHITECTSJAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME: PROPOSED ELEVATIONS 1

DRAWING NO: 21028_DA10
Sheet 10 of 21

SCALE: 1:100 @ A2
DATE: October 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5471I
PLOT DATE: 18/10/2021
CAD REF: P:\21028 345 Sandy Bay Rd MRD\01-0 DRAWING\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



4 NORTH-WEST ELEVATION 1:100



3 SOUTH-EAST ELEVATION 1:100

MATERIAL LEGEND

	BAL	BALUSTRADE Clear glass
	BR-1	MASONRY WALL 1
	BR-2	MASONRY WALL 2
	BR-S	MASONRY SCREENING
	CONC	CONCRETE FINISH
	GL	GLAZING
	GW	GREEN WALL
	MC-1	METAL CLADDING 1
	MC-2	METAL CLADDING 2
	MC-3	METAL CLADDING 3
	SCN	SCREEN Timber privacy screen

ARCHITECTS JAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME: PROPOSED ELEVATIONS 2

DRAWING NO: 21028_DA11
Sheet 11 of 21

SCALE: 1:100 @ A2
DATE: December 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5471I
PLOT DATE: 8/12/2021
CAD REF: P:\21028 345 Sandy Bay Rd MRED\3.0 DRAWINGS\3.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
03	COUNCIL RFI - RAINWATER TANK	8/12/2021
02	COUNCIL RFI - PRIVACY	19/10/2021
01	DEVELOPMENT APPLICATION	13/09/2021

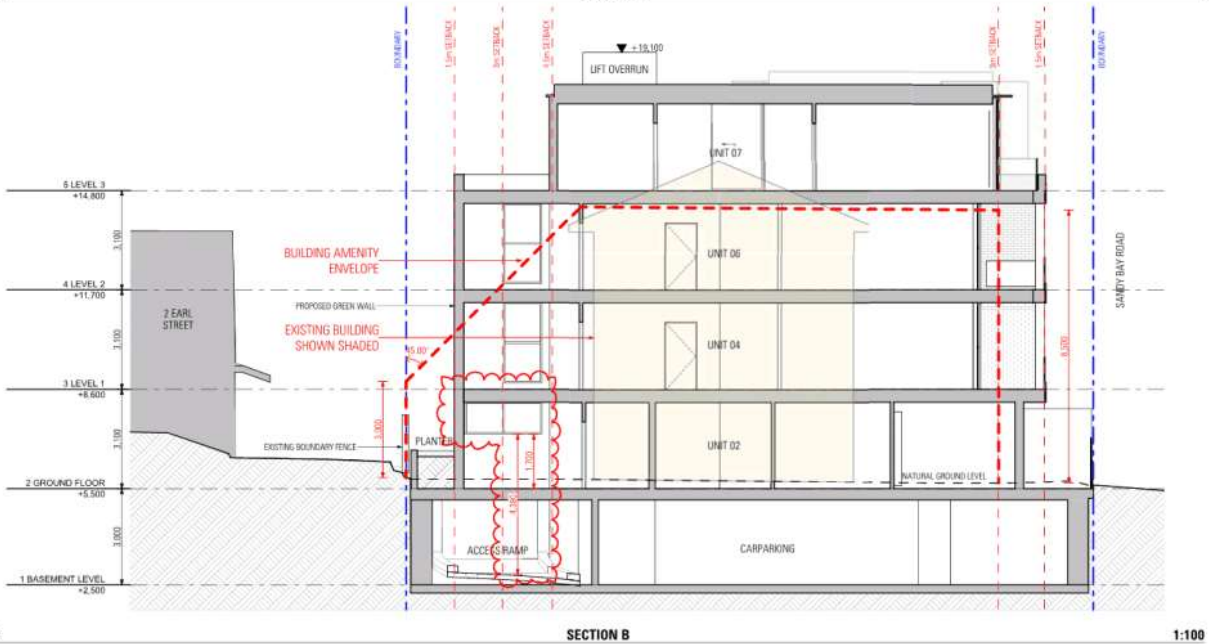
JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



A SECTION A 1:100



B SECTION B 1:100

DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME **SECTIONS - PROPOSED**

DRAWING NO **21028_DA12**
Sheet 12 of 21

SCALE 1:100 @ A2
DATE October 2021
DRAWN TN
CHECKED SV

ACCREDITED DESIGNER SV
ACCREDITED NUMBER CC5471I
PLOT DATE 18/10/2021
CAD REF

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
02	COUNCIL RFI - PRIVACY	18/10/2021
01	DEVELOPMENT APPLICATION	15/09/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty. Ltd.



SANDY BAY ROAD - EXISTING



SANDY BAY ROAD - PROPOSED



EARL STREET - EXISTING



EARL STREET - PROPOSED

DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	ARTIST IMPRESSIONS 1
DRAWING NO	21028_DA13
	Sheet 13 of 21
SCALE	@ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21x28 345 Sandy Bay Rd MRED\14 0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/09/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



MARIEVILLE ESPLANADE - EXISTING



MARIEVILLE ESPLANADE - PROPOSED



SANDY BAY ROAD - EXISTING



SANDY BAY ROAD - PROPOSED

DRAWING LEGEND

ARCHITECTSJAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME **ARTIST IMPRESSIONS 2**

DRAWING NO **21028_DA14**
Sheet 14 of 21

SCALE	@ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRED\14 0 DRAWINGS\14 1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/09/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



SANDAY BAY ROAD - EXISTING



SANDY BAY ROAD - PROPOSED

DRAWING LEGEND

ARCHITECTS JAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	**ARTIST IMPRESSIONS 3**
DRAWING NO	**21028_DA15** Sheet 15 of 21
SCALE	@ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd MIXED\14.0 DRAWING\DA\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

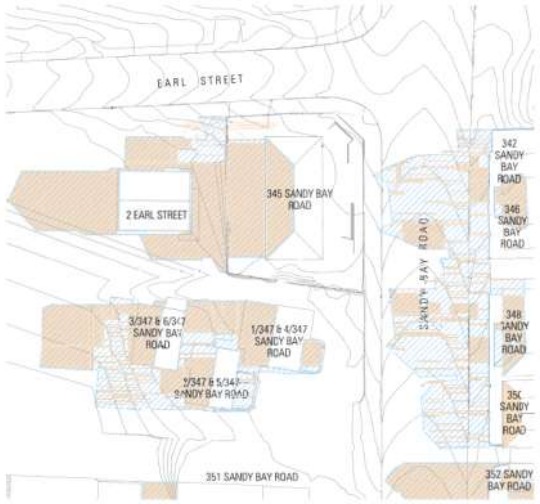
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

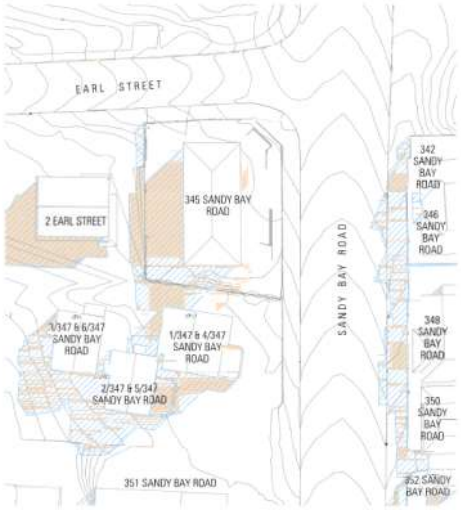
JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

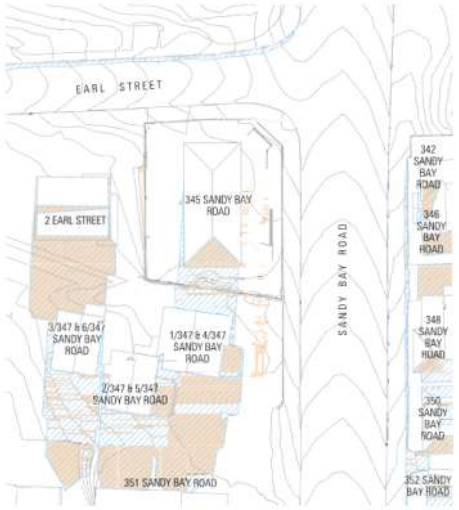
© Copyright Jacob Allom Wade Pty Ltd



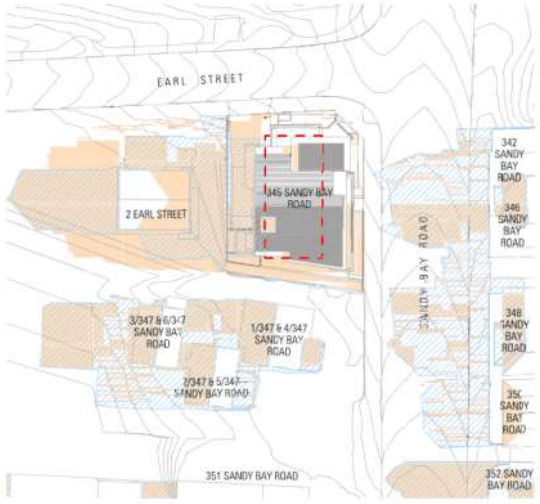
JUNE 21 - 9AM - EXISTING 1:500



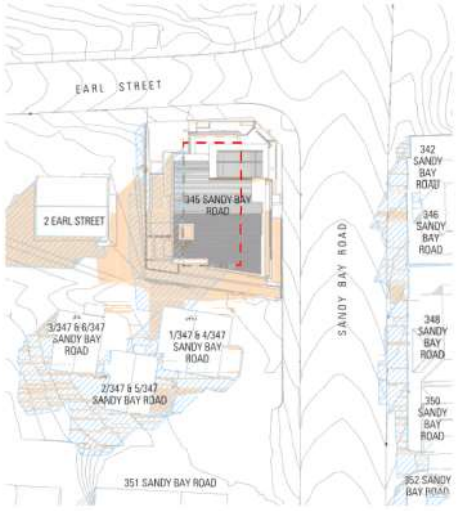
JUNE 21 - 12PM - EXISTING 1:500



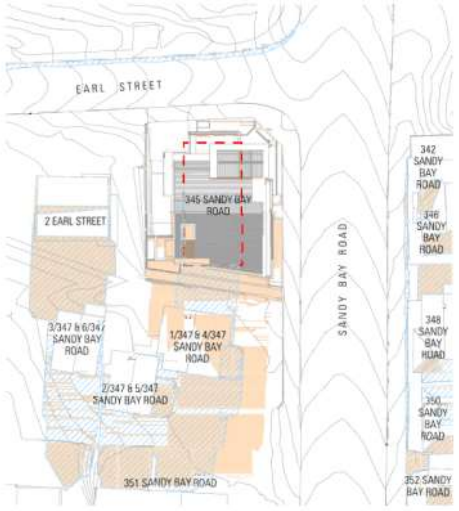
JUNE 21 - 3PM - EXISTING 1:500



JUNE 21 - 9AM - PROPOSED 1:500



JUNE 21 - 12PM - PROPOSED 1:500



JUNE 21 - 3PM - PROPOSED 1:500

DRAWING LEGEND

EXISTING SHADOWS

PROPOSED SHADOWS

EXISTING BUILDING TO BE DEMOLISHED

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For
SOHO PARTNERS

DRAWING

DRAWING NAME: SHADOW DIAGRAMS - PLANS 1

DRAWING NO: 21028_DA16
Sheet 16 of 21

SCALE: 1:500 @ A2
DATE: October 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5477I
PLOT DATE: 18/10/2021
CAD REF: P:\21028 345 Sandy Bay Rd MRD\01-0 DRAWINGS\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

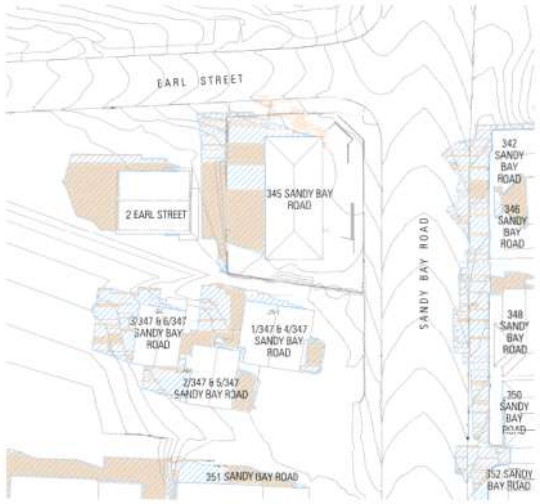
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

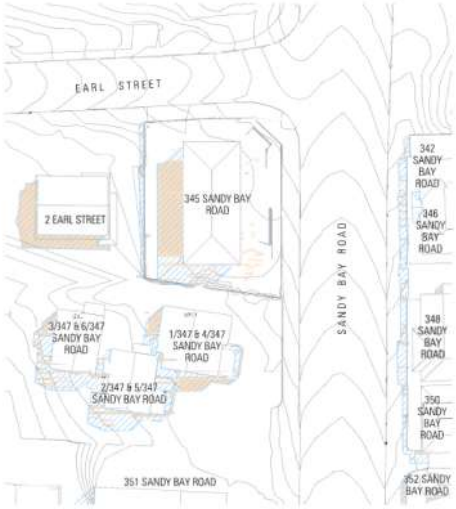
JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

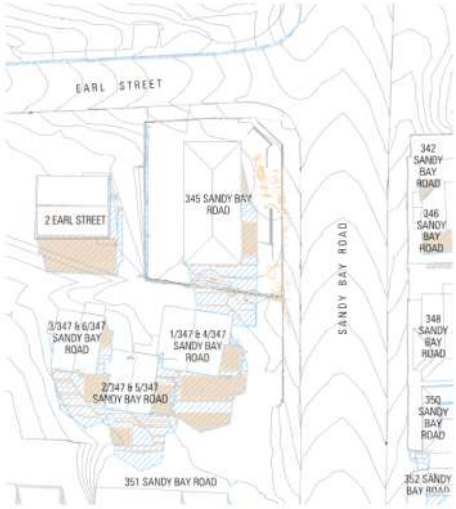
© Copyright Jacob Allom Wade Pty Ltd



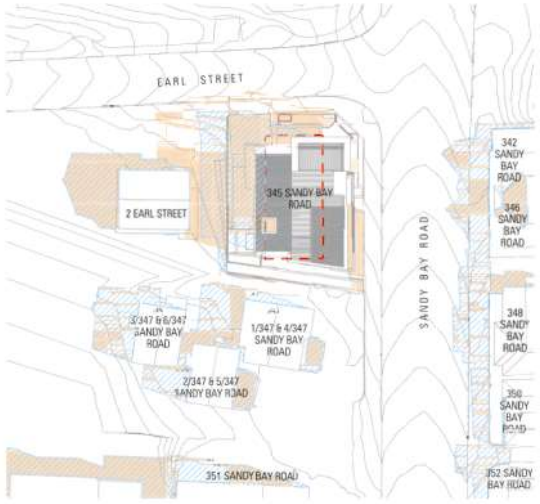
MARCH 20 - 9AM - EXISTING 1:500



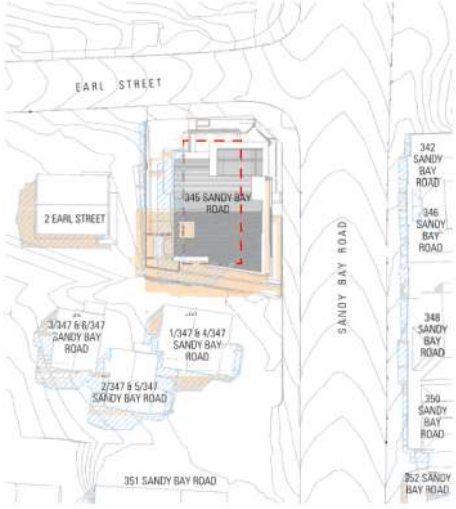
MARCH 20 - 12PM - EXISTING 1:500



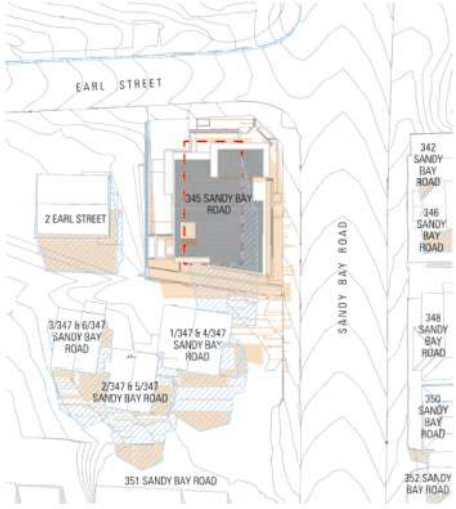
MARCH 20 - 3PM - EXISTING 1:500



MARCH 20 - 9AM - PROPOSED 1:500



MARCH 20 - 12PM - PROPOSED 1:500



MARCH 20 - 3PM - PROPOSED 1:500

DRAWING LEGEND

EXISTING SHADOWS

PROPOSED SHADOWS

EXISTING BUILDING TO BE DEMOLISHED

ARCHITECTS JAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME: SHADOW DIAGRAMS - PLANS 2

DRAWING NO: 21028_DA17
Sheet 17 of 21

SCALE: 1:500 @ A2
DATE: October 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5475I
PLOT DATE: 18/10/2021
CAD REF: P:\21028 345 Sandy Bay Rd MRB\01-0 DRAWINGS\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

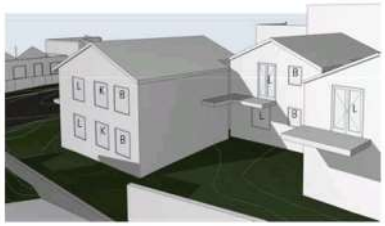
© Copyright Jacob Allom Wade Pty Ltd



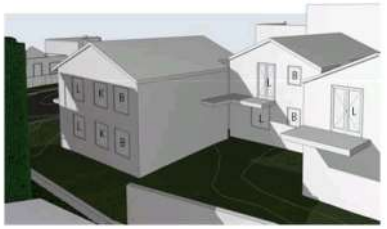
EXISTING - 9AM 21 JUNE



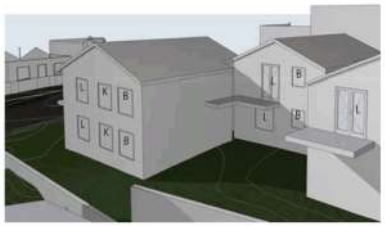
PROPOSED - 9AM 21 JUNE



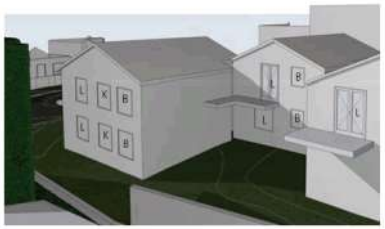
EXISTING - 12PM 21 JUNE



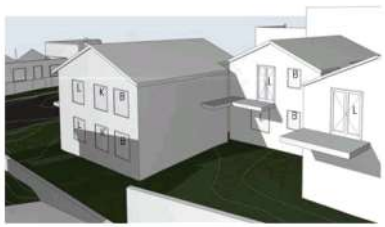
PROPOSED - 12PM 21 JUNE



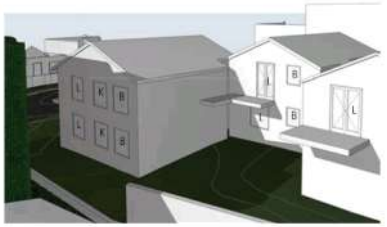
EXISTING - 10AM 21 JUNE



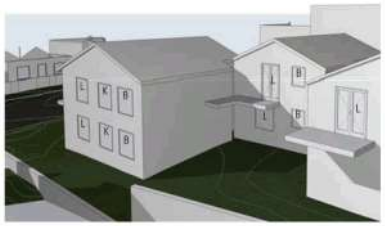
PROPOSED - 10AM 21 JUNE



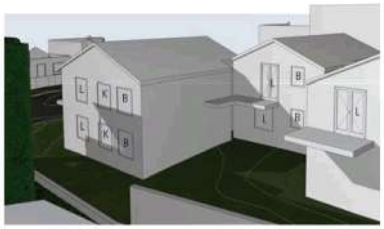
EXISTING - 1PM 21 JUNE



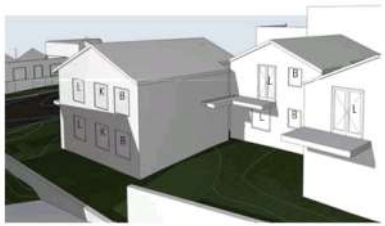
PROPOSED - 1PM 21 JUNE



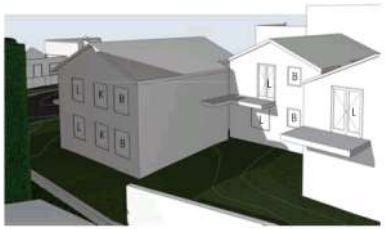
EXISTING - 11AM 21 JUNE



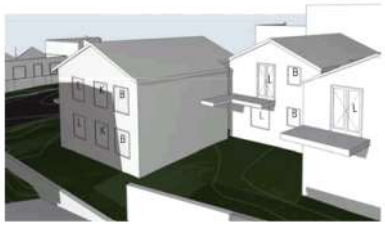
PROPOSED - 11AM 21 JUNE



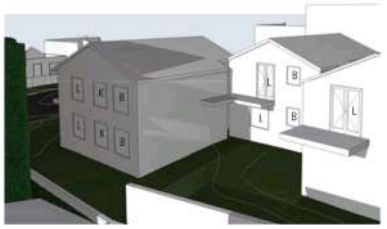
EXISTING - 2PM 21 JUNE



PROPOSED - 2PM 21 JUNE



EXISTING - 3PM 21 JUNE



PROPOSED - 3PM 21 JUNE

DRAWING LEGEND

B - BEDROOM WINDOW
K - KITCHEN WINDOW
L - LIVING ROOM WINDOW

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME: SHADOW DIAGRAMS - 347 SANDY BAY ROAD

DRAWING NO: 21028_DA18
Sheet 18 of 21

SCALE: @ A2
DATE: October 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5471I
PLOT DATE: 18/10/2021
CAD REF: F:\21028 345 Sandy Bay Rd\ARED\4.0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

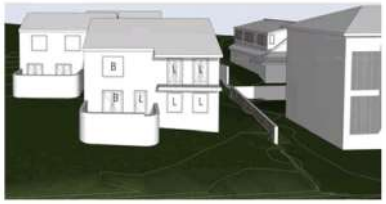
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/09/2021

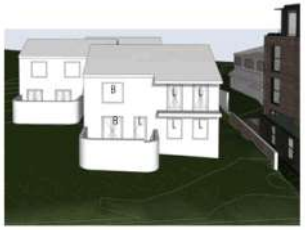
JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



EXISTING - 9AM 21 JUNE



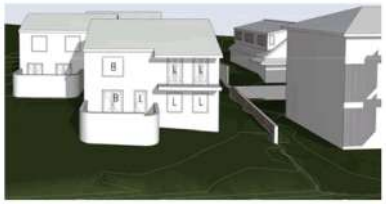
PROPOSED - 9AM 21 JUNE



EXISTING - 12PM 21 JUNE



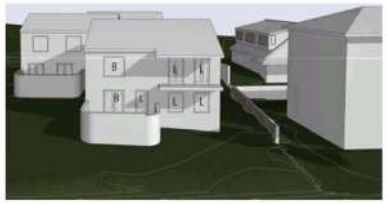
PROPOSED - 12PM 21 JUNE



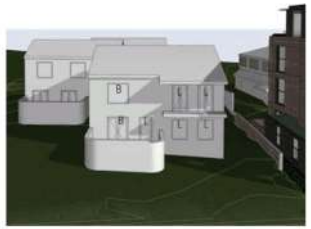
EXISTING - 10AM 21 JUNE



PROPOSED - 10AM 21 JUNE



EXISTING - 1PM 21 JUNE



PROPOSED - 1PM 21 JUNE



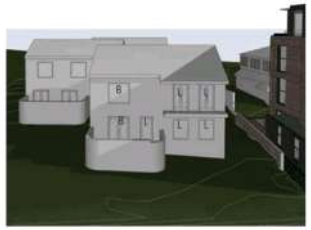
EXISTING - 11AM 21 JUNE



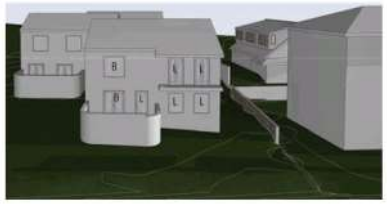
PROPOSED - 11AM 21 JUNE



EXISTING - 2PM 21 JUNE



PROPOSED - 2PM 21 JUNE



EXISTING - 3PM 21 JUNE



PROPOSED - 3PM 21 JUNE

DRAWING LEGEND

B - BEDROOM WINDOW
K - KITCHEN WINDOW
L - LIVING ROOM WINDOW

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	**SHADOW DIAGRAMS - 347 SANDY BAY ROAD**
DRAWING NO	**21028_DA19** Sheet 19 of 21
SCALE	@ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028\345 Sandy Bay Rd\MREI\14.0 DRAWING\2014.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



EXISTING - 9AM 21 JUNE



PROPOSED - 9AM 21 JUNE



EXISTING - 10AM 21 JUNE



PROPOSED - 10AM 21 JUNE



EXISTING - 11AM 21 JUNE



PROPOSED - 11AM 21 JUNE



EXISTING - 12PM 21 JUNE



PROPOSED - 12PM 21 JUNE



EXISTING - 1PM 21 JUNE



PROPOSED -1PM 21 JUNE



EXISTING - 2PM 21 JUNE



PROPOSED - 2PM 21 JUNE



EXISTING - 3PM 21 JUNE



PROPOSED - 3PM 21 JUNE

DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	**SHADOW DIAGRAMS - 2 EARL STREET**
DRAWING NO	**21028_DA20** Sheet 20 of 21
SCALE	@ A2
DATE	October 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	18/10/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRE\01-0 DRAWING\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd

flüssig ENGINEERS

HYDRAULIC DESIGN REPORT

FS-HOB-2210-PERFORMANCE SOLUTION REPORT

Site Address	**345 Sandy Bay Road, Sandy Bay**
Project Number	FS-HB-2210 REV03
Date:	04 November 2021
Client:	**COVA**
Report By:	Max W. Moller
Checked By:	Max W. Moller
Appendices:	A – Stormwater Design Drawing B – Detention Computation C – MUSIC Results

Max W. Möller

Max W. Möller

BEng, FIEAust, EngExec, CPEng, NER, APEC Engineer, IntPE(Aus)

Managing Director / Principal Hydraulic Engineer

Licence: 650370893

flüssig Engineers – Level 4, 116 Bathurst Street, Hobart 7000, TASMANIA – Ph 03 6288 7704

flüssig ENGINEERS

INTRODUCTION

This report details the stormwater management strategies for the proposed development located at 345 Sandy Bay Road, Sandy Bay. The objective of the report is to demonstrate how stormwater runoff would be captured and conveyed from the subject site safely to the receiving drainage network while considering stormwater quality management and the incorporation of Water Sensitive Urban Design (WSUD) elements.

The owner is proposing to install a tank and associated equipment to provide the function of stormwater detention of the new dwelling roof area and new garden areas to provide the function of filtration and dispersion of the outflow runoff from the new roofed areas.

EXISTING CONDITIONS AND ASSUMPTIONS

The site covers an area of approximately 0.055ha, new roofed, paved areas accounting for an impervious area of approximately 0.05ha. The site in its current state discharges to existing Council stormwater infrastructure located on Earl Street.

The proposed development would result in an increase of impervious area of approximately 90%.

Stormwater from the site would be routed through the proposed conventional underground drainage system comprising of Grated Sumps and PVC Pipes, coupled with the use of WSUD elements including garden bed areas and on-site detention storage.

The stormwater management report is prepared in accordance with the design criteria listed below:

- The stormwater drainage system is designed using Bureau of Meteorology (BOM) published rainfall Intensity Frequency Duration (IFD) data as a minor / major system to accommodate the 5% AEP / 15 min storm events.
- The flow rate of stormwater leaving the site shall be designed so that it does not exceed the pre-developed flow rate for both the minor and major rain events.
- The total site discharges are modeled as described in *Storm Drainage Design in Small Urban Catchments,* a handbook for Australian practice by *Australian Rainfall and Runoff (ARR2019)*, Book 9 – Runoff in Urban Areas.

Existing site conditions are to remain except the new roof impervious areas are to discharge to the OSD tank and then outflow into the proposed grated pit. The stormwater solution is to be implemented for operational purposes and improvement.

PERFORMANCE SOLUTION COMPLIANCE

AS 3500.3 – CL 7.10 ARR2019 Book 9	7.10.1 – Overflow is safe and does not compromise freeboard to habitable spaces. 7.10.3 – Tank to be od approved zinc coated steel or poly tank. On-Site Detention
General	• AS/NZS 3500.3: Part 3 Stormwater Drainage • Australian Rainfall and Run-off Volume 8: Urban Stormwater Management • Australian Runoff Quality – A Guide to Water Sensitive Urban Design • Storm drainage design in small urban catchments: A handbook for Australian practice • Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormwater • Water Services Association of Australia Code (WSAA).

flüssig ENGINEERS

DETENTION DESIGN

Detention calculations are provided in Appendix B with the following summary for design:

Detention Volume = 3,500 L

Stored Volume = 0

Permissible Site discharge = 6.16 L/s

	Pre-Development		Post-Development	
Land Use	**Area m²**	**% Total land**	**Area m²**	**% Total land**
Total Pervious	220	40%	50	9.10
Total Impervious	330	60%	500	90.90

As per Council's Interim Planning Scheme 2015, E7.0 (Stormwater Management) the post-development allowable site discharge must not exceed the pre-development site discharge. As can be seen from Table above, this is exceeded in the 5% AEP 15min storm duration by a Permissible Site discharge of 6.16L/s. Therefore, the site must detain the difference using an onsite stormwater detention (OSD) system with a 3,500 Litres minimum capacity detention tank volume.

Task	Action	Frequency
General Cleaning – gutters, downpipe, filters etc.	Clear all debris from gutters and tank filters, ensure operational	Approximately every 3 months
Specialised cleaning and inspection	Inspect all gutters downpipes, inflow and outflow – flush if required. Inspect all filters replace if required. Inspect main tank for defects	Yearly
Maintenance	Perform detailed inspection and maintenance of tank and associated infrastructure by a qualified person.	Every 5 years.

STORMWATER QUALITY

The key strategies planned to manage the quality of stormwater discharged from the proposed site include the use of a number of WSUD elements including garden areas allowing for ground water recharge, on-site detention storage to reduce peak flow rates and soakage trench for detention to ensure water quality improvement targets are achieved.

The stormwater treatment objectives for this development, as listed below are to remove the following percentages of pollutants from the annual urban load;

- 94.3% reduction of Total Suspended Solids (TSS) from a typical urban annual pollutant load.
- 65.5% reduction of Total Phosphorus (TP) from a typical urban annual pollutant load.
- 57.7% reduction of Total Nitrogen (TN) from a typical urban annual pollutant load.
- 100% reduction of litter and Gross Pollutants (GP) from a typical urban annual pollutant load.

Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to simulate the treatment potential of the proposed treatment train for the development.

(Refer APPENDIX C – *MUSIC Results*).

SUMMARY AND CONCLUSIONS

- Detention /Retention tank to be adopted as per design and documentation.
- The designed solution complies with the Performance solution design check carried out above.
- The detention tanks have been sized to detain 3,500 litres over a 15min storm duration.
- The outflow orifice has been sized to 40mm
- The proposed treatment train meets the treatment objectives and will mitigate the impacts of the proposed development on water quality

End of Report

flüssig ENGINEERS

APPENDIX A

STORMWATER DESIGN DRAWINGS

345 SANDY BAY ROAD, SANDY BAY
CIVIL SERVICES AND DETENTION SYSTEM DESIGN

1. DO NOT SCALE FROM THIS DRAWING, USE WRITTEN DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SITE INFORMATION AND ANY ADDITIONAL INSTRUCTIONS/INFORMATION SUPPLIED DURING THE COURSE OF CONSTRUCTION.
3. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (A.H.D.).
4. THE CONTRACTOR IS TO ENSURE THAT ALL PROPERTY PAVEMENT, NATURE STRIPS, GARDEN FURNITURE AND SERVICES DAMAGED DURING CONSTRUCTION ACTIVITIES ARE MADE GOOD TO THE SATISFACTION OF THE CLIENT.
5. THE CONTRACTOR IS TO COMPLY WITH THE EPA AND COUNCIL REQUIREMENTS FOR NOISE AND AIRBORNE POLLUTION.
6. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS, AND IN COMPLIANCE WITH THE BUILDING CODE OF AUSTRALIA, COUNCIL STANDARDS AND LOCAL LAWS.
7. THE CONTRACTOR IS TO ENSURE THAT ALL UNDERGROUND SERVICES INSIDE THE LOT 43 BROWNE STREET, WEST HOBART ARE LOCATED PRIOR CONSTRUCTION.
8. NO CONTAMINATED FILL IS TO BE IMPORTED ONTO THIS SITE.
9. THE CONTRACTOR IS TO ENSURE THAT POLLUTION CONTROL MEASURES ARE IN PLACE DURING CONSTRUCTION AND THAT THEY COMPLY WITH EPA BEST PRACTICE GUIDELINES.
10. STRUCTURAL FILL MUST BE PLACED IN ACCORDANCE WITH NOTES AND AS3798.1996.
11. ALL CONSTRUCTION WORK IS TO BE LIMITED TO THE FOLLOWING HOURS UNLESS OTHERWISE APPROVED:-
    - 11.1. MON-FRI 7.00AM-6.00PM
    - 11.2. SAT 8.00AM-6.00PM
    - 11.3. SUN & PUBLIC HOLIDAYS 10.00AM-6.00PM (LIMITED PLANT USE)
12. ANY PART/ROAD CLOSURES ARE TO BE APPROVED BY COUNCIL PRIOR TO WORKS COMMENCING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SUPPLY COUNCIL WITH ANY DOCUMENTATION, SUCH AS TRAFFIC MANAGEMENT PLANS, AS REQUIRED.
13. ALL CONSTRUCTION PERMITS REQUIRED ARE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN.

STORMWATER DRAINAGE NOTES

1. ALL DRAINAGE PIPES ARE TO BE S.G.U.P.V.C. EXCEPT FOR CONNECTIONS OUT OF THE RAINWATER TANKS TO MEET TANKS SUPPLIER SPECIFICATIONS OR UNLESS NOTED OTHERWISE ON PLAN.
2. ALL PITS ARE TO BE CONSTRUCTED TO AS3500.2018 STANDARDS AND ALL COVERS ARE TO BE IN ACCORDANCE WITH AS3996-1992.
3. ALL LEVELS AND DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS AND ANY DISCREPANCIES ARE TO BE REFERRED TO THE ENGINEER FOR A DECISION.
4. THE CONTRACTOR IS TO VERIFY THE LOCATION AND LEVEL OF SERVICES PRIOR TO ANY EXCAVATION WORKS IN THE VICINITY OF THESE SERVICES. ALL CLEARANCES BETWEEN SERVICES ARE TO BE MET IN ACCORDANCE WITH AS3500.3.2018 SECTION 7.2.7.
5. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL SERVICES PRIOR TO COMMENCEMENT OF WORKS.
6. THE CONTRACTOR IS TO CONTACT ALL RELEVANT AUTHORITIES 48 HOURS PRIOR TO ANY EXCAVATION WORKS IN THE VICINITY OF THE IDENTIFIED SERVICES.
7. ANY EXCAVATED TRENCHES IN EXCESS OF 1.5M IN DEPTH ARE TO BE ADEQUATELY SHORED TO PREVENT COLLAPSE DURING WORKS.
8. TRENCH BACKFILL SHOULD BE COMPACTED TO NOT LESS THAN 95% OF THE DRY DENSITY RATIO FOR STANDARD COMPACTION (COHESIVE SOILS) OR 70% OF THE MAXIMUM DENSITY INDEX FOR STANDARD COMPACTION (COHESIONLESS SOIL), IN ACCORDANCE WITH AS1289.
9. WHEN REMOVING ANY REDUNDANT PIPES AND PITS, THE CONTRACTOR MUST BACKFILL IN ACCORDANCE WITH TRENCH BACKFILL NOTES ABOVE.
10. ALL PLUMBING AND DRAINAGE WORK IS TO BE COMPLETED IN ACCORDANCE WITH AS3500:2018 AND ANY OTHER RELEVANT CODES OF PRACTICE FOR SERVICES AND ASSOCIATED WORKS.

EXISTING SERVICES LEGEND

E-OH E-OH	OVERHEAD POWER LINES
GAS GAS	TAS GAS
W W	WATER
T T	TELSTRA / NBN
SW SW	STORMWATER
S S	SEWER

Sheet List Table

Sheet Number	Sheet Title	Drawing Revision Number
C001	COVER SHEET AND GENERAL NOTES	04
C100	SERVICES PLAN	04
C101	BASEMENT DRAINAGE PLAN	04
C102	SCHEMATIC CROSS SECTIONS	04
C103	PLANTER SERVICE PLAN	04

HEALTH AND SAFETY

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE ALL WORKS ARE CARRIED OUT IN A SAFE MANNER. THE WORKS SHALL COMPLY WITH APPLICABLE HEALTH AND SAFETY LEGISLATION INCLUDING CODES OF PRACTICE, AUSTRALIAN STANDARDS, GUIDANCE NOTES AND WORKSAFE REQUIREMENTS.
2. THE CONTRACTOR SHALL ENSURE A RISK ASSESSMENT HAS BEEN CARRIED OUT AND DOCUMENTED FOR ALL ACTIVITIES PERFORMED ON THE SITE. SAFE WORK PROCEDURES MUST BE DOCUMENTED AS REQUIRED BY LEGISLATION AND RELEVANT AUTHORITIES. THE BUILDER MAY NEED TO ENGAGE SUITABLY EXPERIENCED CONSULTANTS TO PREPARE A SAFE WORK PROCEDURE IF THE CONTRACTOR IS INEXPERIENCED IN THIS FIELD.

EROSION CONTROL MEASURES

SOIL CONTROL MEASURES MUST BE ADOPTED AT ALL TIMES TO THE SATISFACTION OF CLIENT DURING THE DURATION OF THE CONTRACT. SITE CONTROLS AND EROSION MINIMISATION TECHNIQUES ARE TO BE IN ACCORDANCE WITH THE INSTITUTE OF ENGINEERS AUSTRALIA PUBLICATION "SOIL EROSION AND SEDIMENT CONTROL. EPA GUIDELINES AND OTHER CONTRACT DOCUMENTATION INCLUDING THIS PLAN.

SITE ESTABLISHMENT AND STRIPPING TOPSOIL:

- STOCKPILE SOIL IN ALLOCATED LOCATION AND PROVIDE SILT CONTROL BARRIERS IF STOCKPILE IS LEFT OVERNIGHT.
- WASH DOWN ANY VEHICLES LEAVING SITE AFTER TREADING ON SOIL.
- PLACE CRUSHED ROCK TO A DEPTH OF 100MM MINIMUM TO ALL VEHICLE ACCESS AREAS.
- GRADE ALL SOIL AREAS AWAY FROM MAIN CONSTRUCTION AREA AND TOWARDS DRAINAGE POINTS.
- PLACE FILTER MATERIAL SUCH AS HAY BALES OR SILT FENCES AROUND DRAINAGE POINTS.
- INSTALL ON-SITE WASTE RECEPTORS (E.G. MINI-SKIPS, BINS, WIND PROOF LITTER RECEPTORS).

CONSTRUCTION OF DRAINAGE SYSTEM:

- CARRY OUT WORKS IN DRY WEATHER.
- DO NOT LEAVE TRENCHES OPEN FOR A LONG PERIOD OF TIME.
- BUILD DRAINAGE SYSTEM COMMENCING FROM DOWN STREAM.
- PLACE FILTER MATERIAL IN EXISTING PIT DOWN STREAM, UNTIL ALL DRAINAGE IS IN PLACE AND THEN INSTALL SILT CONTROL DEVICES AT EACH NEW PIT.

CONSTRUCTION OF MAIN WORKS:

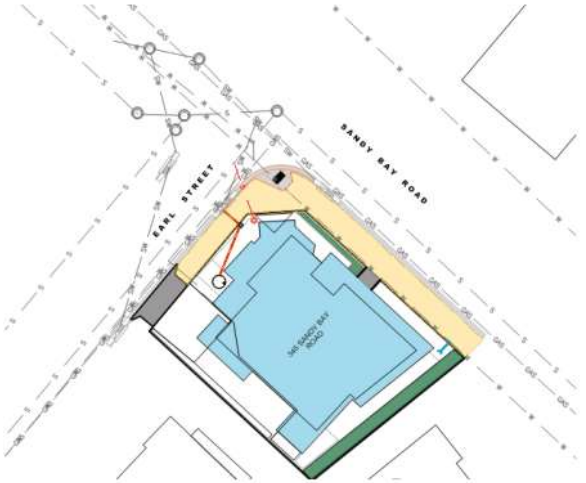
- ENSURE THAT SOIL IS KEPT MOIST TO MINIMISE AIR POLLUTION.
- DO NOT LEAVE SOIL EXPOSED FOR LONG PERIODS OF TIME.
- ENSURE FALLS OF CUT OR FILL ARE AWAY FROM MAIN WORKING AREA.
- INSTALL ROOF DOWNPIPES AS SOON AS PRACTICABLE – IF NECESSARY USE TEMPORARY CONNECTIONS TO ENSURE STORMWATER DOES NOT DISCHARGE OVER LOOSE SOIL.

LANDSCAPING:

- PLACE VEGETATION SUITABLE TO MINIMISE LOOSE SOIL CONDITIONS.

RAINWATER TANK

1. CONTRACTOR IS TO INSTALL RAINWATER TANKS TO STORE WATER COLLECTED FROM DOWN PIPES USING APPROVED TANKS.
2. RAINWATER TANK TO DISCHARGE INTO A PUMP AND INSTALLED WITH A FLOATING SWITCH.
3. A BACK FLOW PREVENTION DEVICE IS ALSO TO BE FITTED, TO AVOID CONTAMINATION FROM THE BOUNDARY DISCHARGE.
4. RAINWATER TANK IS TO BE INSTALLED TO THE MANUFACTURER REQUIREMENT INCLUDING THE INSTALLATION OF ANY WATER QUALITY FILTERS.
5. RAINWATER TANK IS TO BE FITTED WITH A 90MM OVERFLOW DISCHARGING AS INDICATED ON PLANS.
6. THE PUMP HAS BEEN SIZED BY THE HYDRAULIC ENGINEER AND ANY ELECTRICAL REQUIREMENT ARE THE RESPONSIBILITY OF THE CLIENT TO ENGAGE A SUITABLY QUALIFIED/REGISTERED ELECTRICIAN FOR DESIGN AND INSTALLATION



DIAL 1100 BEFORE YOU DIG
www.1100.com.au

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

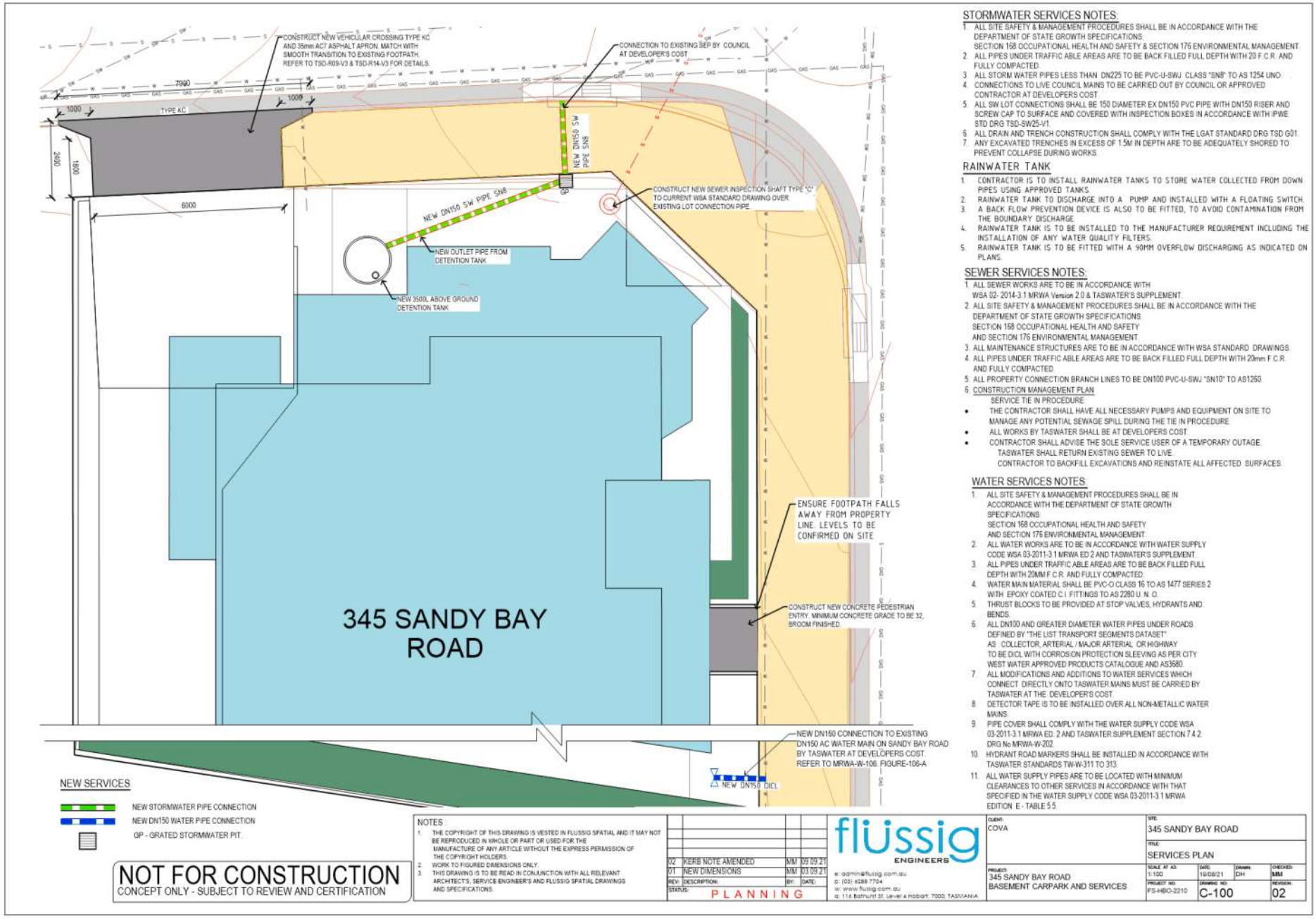
NOTES:
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV	DESCRIPTION	BY	DATE
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

STATUS: PLANNING

flussig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Bathurst St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA
PROJECT: 345 SANDY BAY ROAD
BASEMENT CARPARK AND SERVICES
SITE: 345 SANDY BAY ROAD
TITLE: TURNING PATHS
SCALE AT A3: 1:100
DATE: 19/08/21
DRAWN: DH
CHECKED: MM
PROJECT NO: FS-HBO-2210
DRAWING NO: C-001
REVISION: 04



NEW SERVICES

- NEW STORMWATER PIPE CONNECTION
- NEW DN150 WATER PIPE CONNECTION
- GP - GRATED STORMWATER PIT.

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

NOTES :
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV	DESCRIPTION	BY	DATE
02	KERB NOTE AMENDED	MM	09.09.21
01	NEW DIMENSIONS	MM	03.09.21

STATUS: PLANNING

flussig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Belmont St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA
SITE: 345 SANDY BAY ROAD
TITLE: SERVICES PLAN
PROJECT: 345 SANDY BAY ROAD BASEMENT CARPARK AND SERVICES
SCALE AT A3: 1:100
DATE: 19/08/21
DRAWN: DH
CHECKED: MM
PROJECT NO: FS-HBO-2210
DRAWING NO: C-100
REVISION: 02

STORMWATER SERVICES NOTES:

1. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS SECTION 168 OCCUPATIONAL HEALTH AND SAFETY & SECTION 176 ENVIRONMENTAL MANAGEMENT.
2. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20 F.C.R. AND FULLY COMPACTED.
3. ALL STORM WATER PIPES LESS THAN DN225 TO BE PVC-U-SWJ CLASS "SN8" TO AS 1254 UNO.
4. CONNECTIONS TO LIVE COUNCIL MAINS TO BE CARRIED OUT BY COUNCIL OR APPROVED CONTRACTOR AT DEVELOPERS COST.
5. ALL SW LOT CONNECTIONS SHALL BE 150 DIAMETER EX DN150 PVC PIPE WITH DN150 RISER AND SCREW CAP TO SURFACE AND COVERED WITH INSPECTION BOXES IN ACCORDANCE WITH IPWE STD DRG TSD-SW25-V1.
6. ALL DRAIN AND TRENCH CONSTRUCTION SHALL COMPLY WITH THE LGAT STANDARD DRG TSD G01.
7. ANY EXCAVATED TRENCHES IN EXCESS OF 1.5M IN DEPTH ARE TO BE ADEQUATELY SHORED TO PREVENT COLLAPSE DURING WORKS.

RAINWATER TANK

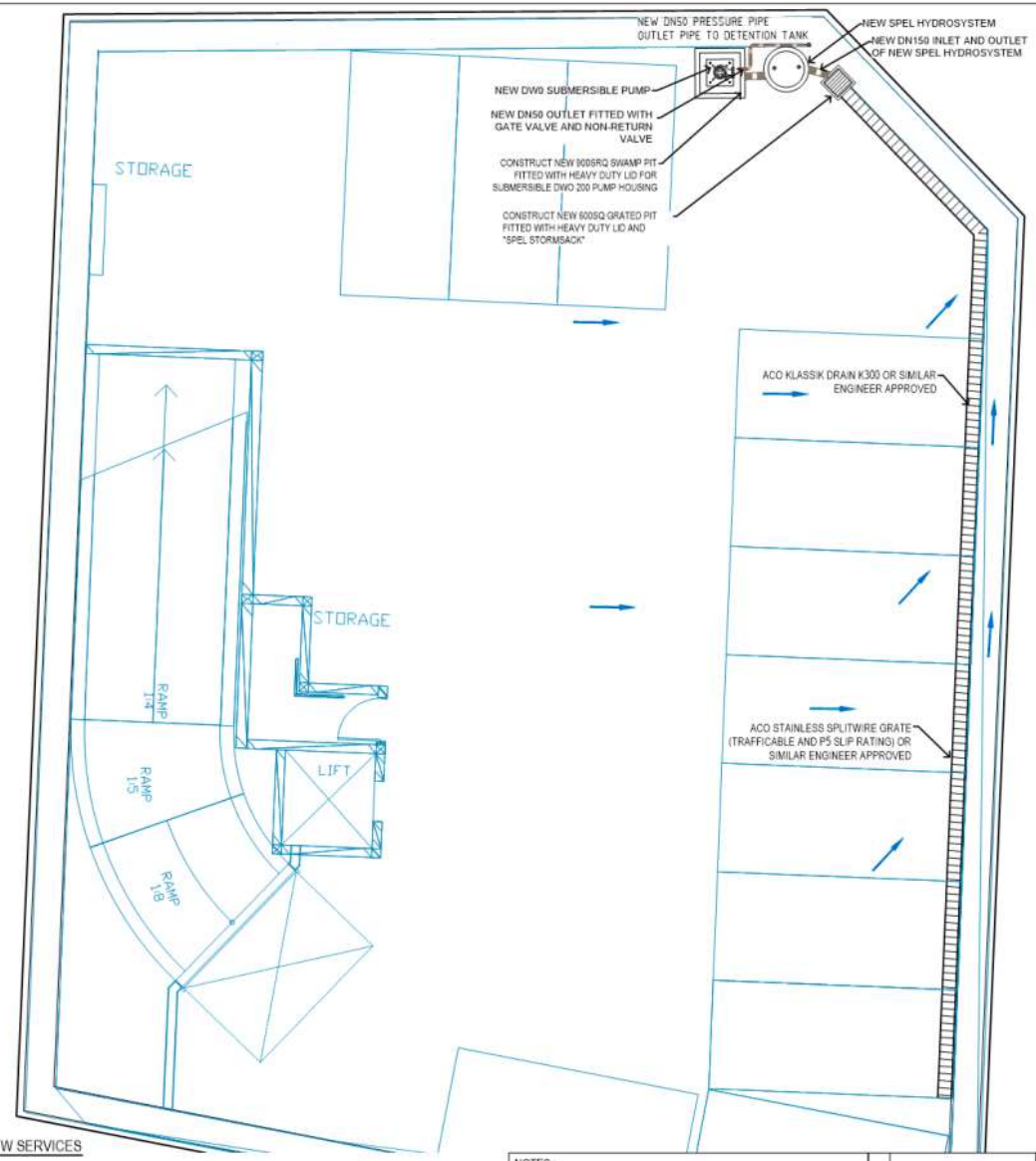
1. CONTRACTOR IS TO INSTALL RAINWATER TANKS TO STORE WATER COLLECTED FROM DOWN PIPES USING APPROVED TANKS.
2. RAINWATER TANK TO DISCHARGE INTO A PUMP AND INSTALLED WITH A FLOATING SWITCH.
3. A BACK FLOW PREVENTION DEVICE IS ALSO TO BE FITTED, TO AVOID CONTAMINATION FROM THE BOUNDARY DISCHARGE.
4. RAINWATER TANK IS TO BE INSTALLED TO THE MANUFACTURER REQUIREMENT INCLUDING THE INSTALLATION OF ANY WATER QUALITY FILTERS.
5. RAINWATER TANK IS TO BE FITTED WITH A 90MM OVERFLOW DISCHARGING AS INDICATED ON PLANS.

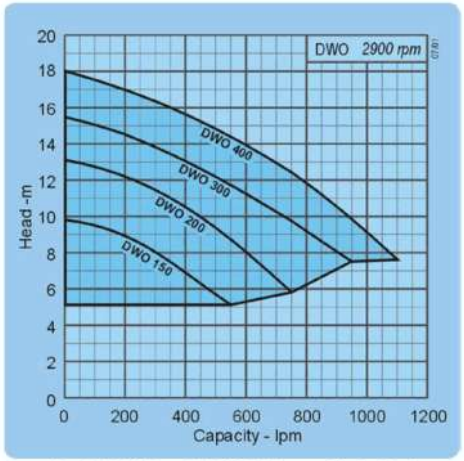
SEWER SERVICES NOTES:

1. ALL SEWER WORKS ARE TO BE IN ACCORDANCE WITH WSA 02- 2014-3.1 MRWA Version 2.0 & TASWATER'S SUPPLEMENT.
2. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS SECTION 168 OCCUPATIONAL HEALTH AND SAFETY AND SECTION 176 ENVIRONMENTAL MANAGEMENT.
3. ALL MAINTENANCE STRUCTURES ARE TO BE IN ACCORDANCE WITH WSA STANDARD DRAWINGS.
4. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20mm F.C.R. AND FULLY COMPACTED.
5. ALL PROPERTY CONNECTION BRANCH LINES TO BE DN100 PVC-U-SWJ "SN10" TO AS1260.
6. CONSTRUCTION MANAGEMENT PLAN
   - SERVICE TIE IN PROCEDURE
   - THE CONTRACTOR SHALL HAVE ALL NECESSARY PUMPS AND EQUIPMENT ON SITE TO MANAGE ANY POTENTIAL SEWAGE SPILL DURING THE TIE IN PROCEDURE.
   - ALL WORKS BY TASWATER SHALL BE AT DEVELOPERS COST.
   - CONTRACTOR SHALL ADVISE THE SOLE SERVICE USER OF A TEMPORARY OUTAGE. TASWATER SHALL RETURN EXISTING SEWER TO LIVE. CONTRACTOR TO BACKFILL EXCAVATIONS AND REINSTATE ALL AFFECTED SURFACES.

WATER SERVICES NOTES:

1. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS. SECTION 168 OCCUPATIONAL HEALTH AND SAFETY AND SECTION 176 ENVIRONMENTAL MANAGEMENT.
2. ALL WATER WORKS ARE TO BE IN ACCORDANCE WITH WATER SUPPLY CODE WSA 03-2011-3.1 MRWA ED 2 AND TASWATER'S SUPPLEMENT.
3. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20MM F.C.R. AND FULLY COMPACTED.
4. WATER MAIN MATERIAL SHALL BE PVC-O CLASS 16 TO AS 1477 SERIES 2 WITH EPOXY COATED C.I. FITTINGS TO AS 2280 U. N. O.
5. THRUST BLOCKS TO BE PROVIDED AT STOP VALVES, HYDRANTS AND BENDS.
6. ALL DN100 AND GREATER DIAMETER WATER PIPES UNDER ROADS DEFINED BY "THE LIST TRANSPORT SEGMENTS DATASET" AS : COLLECTOR, ARTERIAL / MAJOR ARTERIAL OR HIGHWAY TO BE D/CL WITH CORROSION PROTECTION SLEEVING AS PER CITY WEST WATER APPROVED PRODUCTS CATALOGUE AND AS3680.
7. ALL MODIFICATIONS AND ADDITIONS TO WATER SERVICES WHICH CONNECT DIRECTLY ONTO TASWATER MAINS MUST BE CARRIED BY TASWATER AT THE DEVELOPER'S COST.
8. DETECTOR TAPE IS TO BE INSTALLED OVER ALL NON-METALLIC WATER MAINS.
9. PIPE COVER SHALL COMPLY WITH THE WATER SUPPLY CODE WSA 03-2011-3.1 MRWA ED. 2 AND TASWATER SUPPLEMENT SECTION 7.4.2. DRG No MRWA-W-202.
10. HYDRANT ROAD MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH TASWATER STANDARDS TW-W-311 TO 313.
11. ALL WATER SUPPLY PIPES ARE TO BE LOCATED WITH MINIMUM CLEARANCES TO OTHER SERVICES IN ACCORDANCE WITH THAT SPECIFIED IN THE WATER SUPPLY CODE WSA 03-2011-3.1 MRWA EDITION E - TABLE 5.5.





DWO 200 PUMP PERFORMANCE CURVE

DWO 200 PUMP SPECIFICATIONS	VOLTAGE	OUTLET (mm)	POWER (kW)	AMPS (240v)	SPEED (rpm)	WEIGHT (kg)
	240v	50	1.5	7.0	2,900	24

PRESSURE DROP = 10 M HEAD

	INDEX LENGTH (m)																						
	2	10	13	20	25	30	35	40	45	50	60	70	80	90	100	110	120	130	140	150	160	170	180
DN	Probable simultaneous flow rate (L/s)																						
10	0.13	0.09	0.07	0.06	0.05	0.05	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
15	0.28	0.22	0.17	0.13	0.13	0.12	0.11	0.10	0.09	0.09	0.08	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05
18	0.43	0.42	0.33	0.28	0.25	0.22	0.21	0.19	0.18	0.17	0.15	0.14	0.13	0.12	0.12	0.11	0.10	0.10	0.10	0.09	0.09	0.09	0.09
20	0.68	0.68	0.57	0.49	0.43	0.39	0.36	0.33	0.31	0.29	0.27	0.24	0.23	0.21	0.20	0.19	0.18	0.17	0.17	0.16	0.15	0.15	0.14
25	1.24	1.24	1.24	1.09	0.96	0.87	0.80	0.74	0.69	0.65	0.59	0.54	0.50	0.47	0.44	0.42	0.40	0.38	0.37	0.35	0.34	0.33	0.32
32	2.02	2.02	2.02	2.02	1.84	1.66	1.53	1.42	1.33	1.25	1.13	1.04	0.96	0.90	0.85	0.81	0.77	0.74	0.72	0.68	0.66	0.64	0.62
40	3.00	3.00	3.00	3.00	3.00	2.86	2.57	2.39	2.24	2.11	1.91	1.75	1.63	1.52	1.44	1.36	1.30	1.24	1.19	1.15	1.11	1.07	1.04
50	5.51	5.51	5.51	5.51	5.51	5.51	5.51	5.38	5.05	4.75	4.30	3.95	3.67	3.44	3.24	3.07	2.93	2.80	2.68	2.59	2.50	2.42	2.35
65	8.78	8.78	8.78	8.78	8.78	8.78	8.78	8.78	8.78	8.78	8.78	8.78	7.35	6.85	6.44	6.03	5.73	5.45	5.22	5.01	4.82	4.65	4.49
80	12.34	12.34	12.34	12.34	12.34	12.34	12.34	12.34	12.34	12.34	12.34	12.34	11.82	10.98	10.28	9.70	9.20	8.76	8.38	8.04	7.74	7.47	7.22
100	22.78	22.78	22.78	22.78	22.78	22.78	22.78	22.78	22.78	22.78	22.78	22.78	22.78	22.78	21.90	20.80	19.85	18.99	17.85	17.17	16.47	15.85	15.30

NEW DN50 PE PIPE SELECTION

NOTE:

1. THE PUMP HAS BEEN SIZED BY THE HYDRAULIC ENGINEER AND ANY ELECTRICAL REQUIREMENT ARE THE RESPONSIBILITY OF THE CLIENT TO ENGAGE A SUITABLY QUALIFIED/REGISTERED ELECTRICIAN FOR DESIGN AND INSTALLATION

NEW SERVICES

STORMWATER PIPE

CARPARK GRADE FOR STORMWATER FLOW DIRECTION

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV	DESCRIPTION	BY	DATE
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

STATUS: PLANNING

flüssig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Belmont St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA

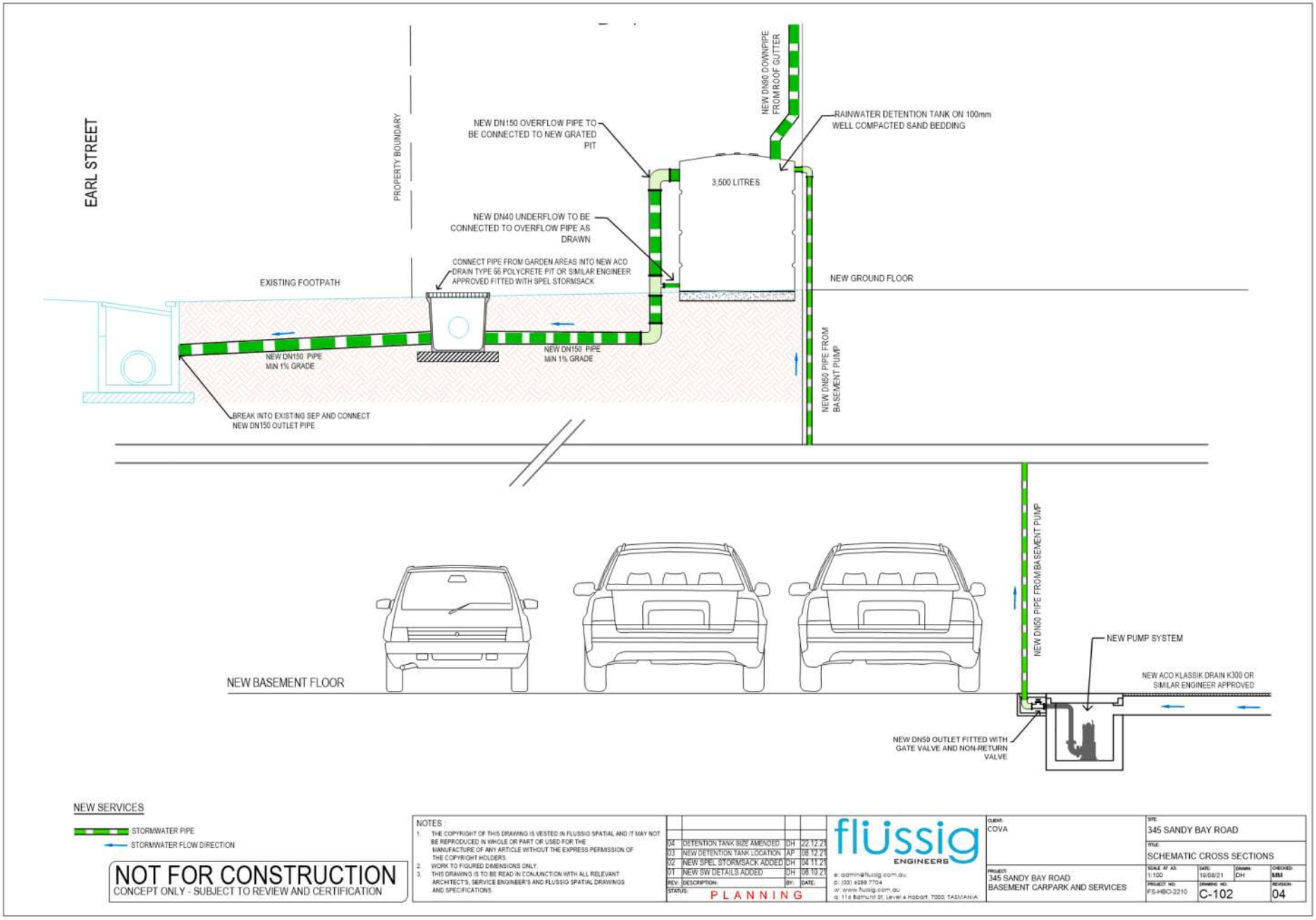
PROJECT: 345 SANDY BAY ROAD
BASEMENT CARPARK AND SERVICES

SITE: 345 SANDY BAY ROAD

TITLE: BASEMENT DRAINAGE PLAN

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:100	19/08/21	DH	MM

PROJECT NO: FS-HBO-2210
DRAWING NO: C-101
REVISION: 04



NEW SERVICES

STORMWATER PIPE

STORMWATER FLOW DIRECTION

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

NOTES :
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV:	DESCRIPTION:	BY:	DATE:
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

STATUS: PLANNING

flüssig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Bathurst St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA

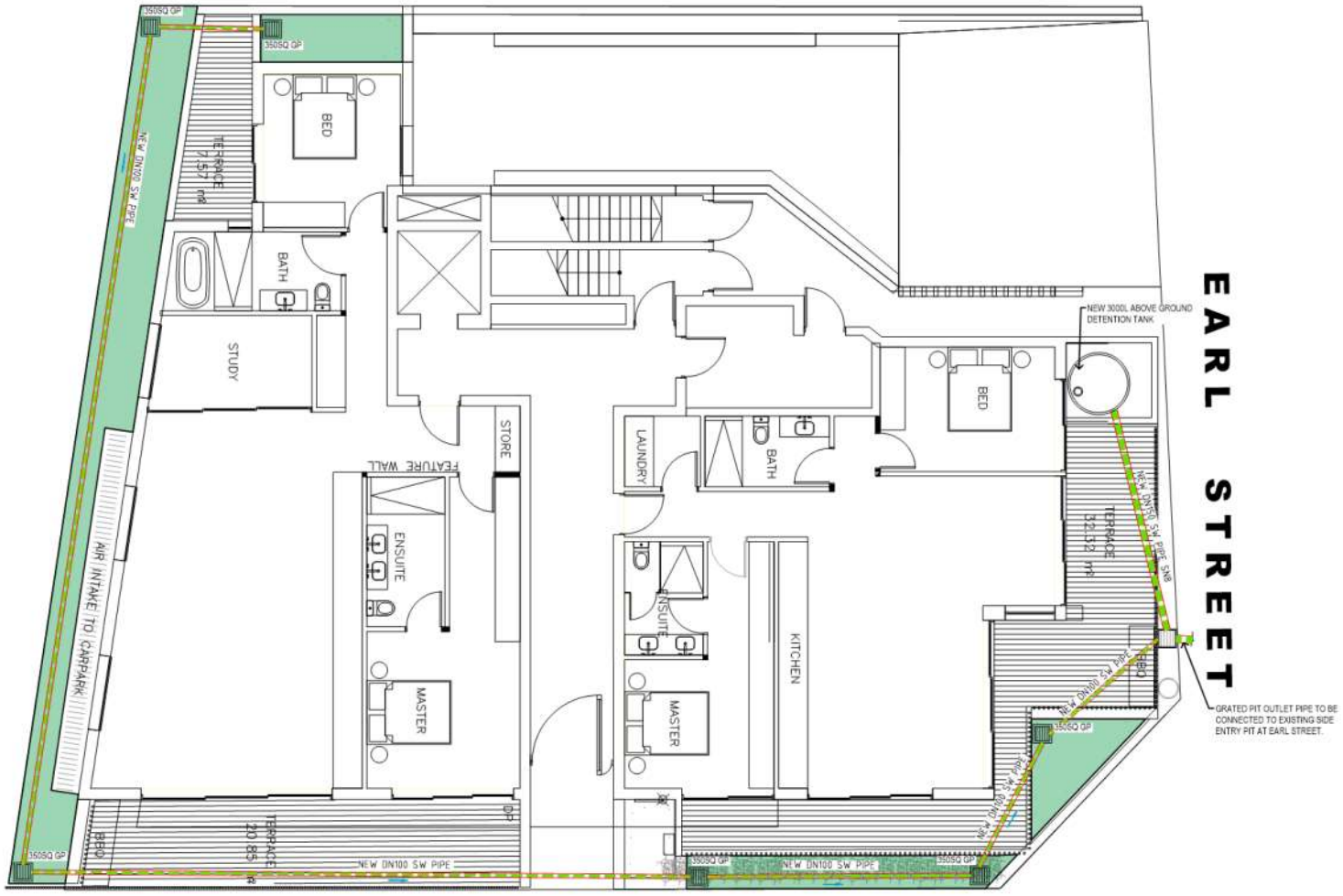
PROJECT: 345 SANDY BAY ROAD
BASEMENT CARPARK AND SERVICES

SITE: 345 SANDY BAY ROAD

TITLE: SCHEMATIC CROSS SECTIONS

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:100	19/08/21	DH	MM

PROJECT NO: FS-HBO-2210
DRAWING NO: C-102
REVISION: 04



NEW STORMWATER PIPE CONNECTION

GP - GRATED STORMWATER PIT.

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

NOTES :
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV	DESCRIPTION	BY	DATE
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

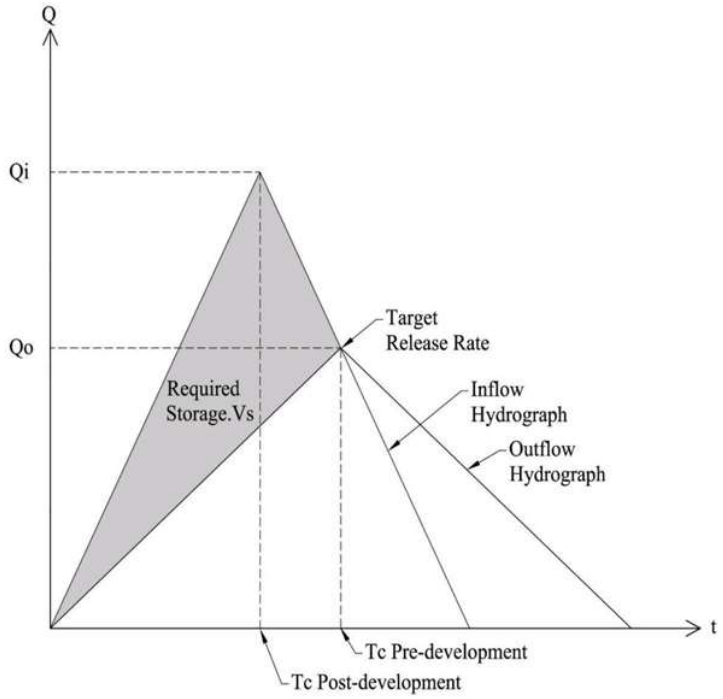
STATUS: PLANNING

flüssig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Bathurst St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA
PROJECT: 345 SANDY BAY ROAD BASEMENT CARPARK AND SERVICES
SITE: 345 SANDY BAY ROAD
TITLE: PLANTER SERVICE PLAN
SCALE AT A3: 1:100
DATE: 19/08/21
DRAWN: DH
CHECKED: MM
PROJECT NO: FS-HBO-2210
DRAWING NO: C-103
REVISION: 04

flüssig ENGINEERS

APPENDIX B
DETENTION COMPUTATIONS



Triangular Hydrograph Method Schematic

flüssig ENGINEERS

FS-HOB-2210
345 Sandy Bay Road, Tasmania
COVA

Page:
Project No.: 2210
Engineer MM
01 Sandy Bay

STORMWATER DETENTION V5.04

Flussig Engineers

Location: Sandy Bay, TAS
Site: 550m² with tc = 15 and tcs = 10 mins.
PSD: AEP of 5%, Above ground PSD = 6.16L/s
Storage: AEP of 5%, Above ground volume = 3.44m³

Design Criteria

(Custom AEP IFD data used)

Location = Sandy Bay, TAS
Method = E (A)RI 2001,A(E)P 2019

PSD annual exceedance probabiliy (APE) = 5 %
Storage annual exceedance probabiliy (APE) = 5 %

Storage method = A (A)bove,(P)ipe,(U)nderground,(C)ustom

Site Geometry

Site area (As) = 550 m² = 0.055 Ha
Pre-development coefficient (Cp) = 0.50
Post development coefficient (Cw) = 0.70

Total catchment (tc) = 15 minutes
Upstream catchment to site (tcs) = 10 minutes

Coefficient Calculations

Pre-development

Zone	Area (m²)	C	Area * C
Concrete	116	0.90	104
Roof	214	1.00	214
Gravel	0	0.30	0
Garden	220	0.30	66
Total	550 m²		384

Cp = ΣArea*C/Total = 0.699

Post development

Zone	Area (m²)	C	Area * C
Concrete	170	0.90	153
Roof	330	1.00	330
Gravel	0	0.30	0
Garden	50	0.30	15
Total	550 m²		498

Cw = ΣArea*C/Total = 0.905

Permissible Site Discharge (PSD) (AEP of 5%)

PSD Intensity (I) = 78.4 mm/hr For catchment tc = 15 mins.
Pre-development (Qp = Cp*I*As/0.36) = 5.99 L/s
Peak post development (Qa = 2*Cw*I*As/0.36) = 16.76 L/s =(0.214 x I) Eq. 2.24

Storage method = A (A)bove,(P)ipe,(U)nderground,(C)ustom
Permissible site discharge (Qu = PSD) = 6.165 L/s

Above ground - Eq 3.8

$0 = PSD^2 - 2*Qa/tc*(0.667*tc*Qp/Qa + 0.75*tc+0.25*tcs)*PSD + 2*Qa*Qp$

Taking x as = PSD and solving

a = 1.0 b = -38.7 c = 200.6

$PSD = -b \pm \sqrt{(b^2-4ac)}/(2a)$

PSD = 6.165 L/s

Below ground pipe - Eq 3.3

$Qp = PSD*[1.6*tcs/\{tc*(1-2*PSD/(3*Qa))\}-0.6*tcs^{2\cdot67}/\{tc*(1-2*PSDp/(3*Qa))\}^{2\cdot67}]$

= 5.99

PSD = 6.098 L/s

Below ground rectangular tank - Eq 3.4

$t = tcs/(tc*(1-2*PSD/(3*Qa)))$ = 0.873

$Qp = PSD*[0.005-0.455*t+5.228*t^2-1.045*t^3-7.199*t^4+4.519*t^5]$

= 5.99

PSD = 5.944 L/s

Licensee: Flussig Engineers

flüssig ENGINEERS

FS-HOB-2210
345 Sandy Bay Road, Tasmania
COVA

Page:
Project No.: 2210
Engineer MM
01 Sandy Bay

STORMWATER DETENTION V5.04 Flussig Engineers

Design Storage Capacity (AEP of 5%)

Above ground (Vs) = [0.5*Qa*td-[(0.875*PSD*td)(1-0.917*PSD/Qa)+(0.427*td*PSD²/Qa)]]*60/10³ m³ Eq 4.23
Below ground pipe (Vs) = [(0.5*Qa-0.637*PSD+0.089*PSD²/Qa)*td]*60/10³ m³ Eq 4.8
Below ground rect. tank (Vs) = [(0.5*Qa-0.572*PSD+0.048*PSD²/Qa)*td]*60/10³ m³ Eq 4.13

td (mins)	I (mm/hr)	Qa (L/s)	Above Vs (m³)	Pipe Vs (m³)	B/G Vs (m³)
5	125.6	26.9	2.57		
7	111.7	23.9	3.00		
8	105.9	22.6	3.15		
9	100.7	21.5	3.26		
10	96.0	20.5	3.34		
11	91.8	19.6	3.40		
12	88.0	18.8	3.44		
13	84.5	18.1	3.46		
14	81.3	17.4	3.46		
15	78.4	16.8	3.45		

Table 1 - Storage as function of time for AEP of 5%

Type	td (mins)	I (mm/hr)	Qa (L/s)	Vs (m³)
Above	11.9	88.4	18.9	3.44
Pipe				
B/ground				

Table 2 - Storage requirements for AEP of 5%

Frequency of operation of Above Ground storage

Qop2 = 0.75 Cl 2.4.5.1
Qp2 =Qop2*Qp1 (where Qp1=PSD) = 4.62 L/s at which time above ground storage occurs
I = 360*Qp2/(2*Cw*As*10³) = 21.6 mm/h Eq 4.24

Period of Storage

Time to Fill:

Above ground (tf) = td*(1-0.92*PSD/Qa) Eq 4.27
Below ground pipe (tf) = td*(1-2*PSD/(3*Qa)) Eq 3.2
Below ground rect. tank (tf) = td*(1-2*PSD/(3*Qa)) Eq 3.2

Time to empty:

Above ground (te) = (Vs+0.33*PSD²*td/Qa*60/10³)*(1.14/PSD)*(10³/60) Eq 4.28
Below ground pipe (te) = 1.464/PSD*(Vs+0.333*PSD²*td/Qa*60/10³)*(10³/60) Eq 4.32
Below ground rect. tank (te) = 2.653/PSD*(Vs+0.333*PSD²*td/Qa*60/10³)*(10³/60) Eq 4.36

Storage period (Ps = tf + te) Eq 4.26

Type	td (mins)	Qa (L/s)	Vs (L/s)	tf (mins)	te (mins)	Ps (mins)
Above	11.9	18.9	3.4	8.3	12.0	20.4
Pipe						
B/ground						

Table 3 - Period of Storage requirements for AEP of 5%

Orifice

Permissible site discharge (Qu=PSD) = 6.16 L/s (Above ground storage)
Orifice coefficient (CD) = 1 For sharp circular orifice
Gravitational acceration (g) = 9.81 m/s²
Maximum storage depth above orifice (H) = 1900 mm
Orifice flow (Q) = CD*Ao*√(2*g*H)

Therefore:
Orifice area (Ao) = 1010 mm²
Orifice diameter (D = √(4*Ao/π)) = 35.9 mm

Licensee: Flussig Engineers

flüssig ENGINEERS

IDF Rainfall Information

Location

Label: Not provided
Latitude: -42.9011 [Nearest grid cell: 42.9125 (S)]
Longitude: 147.3313 [Nearest grid cell: 147.3375 (E)]



IFD Design Rainfall Intensity (mm/h)

Issued: 18 August 2021

Rainfall intensity for Durations, Exceedance per Year (EY), and Annual Exceedance Probabilities (AEP).
FAQ for New ARR probability terminology

Table | Chart

Unit: mm/h

	Annual Exceedance Probability (AEP)						
Duration	**63.2%**	**50%#**	**20%***	**10%**	**5%**	**2%**	**1%**
1 min	62.9	71.6	101	122	144	176	202
2 min	54.1	61.2	83.8	99.4	115	135	150
3 min	47.9	54.3	74.9	89.3	104	123	138
4 min	43.2	49.1	68.1	81.8	95.6	114	129
5 min	39.5	44.9	62.7	75.6	88.9	107	122
10 min	28.5	32.5	45.9	56.0	66.5	81.8	94.5
15 min	23.0	26.2	37.1	45.3	53.9	66.4	76.8
20 min	19.7	22.4	31.7	38.5	45.8	56.3	65.0
25 min	17.4	19.8	27.9	33.9	40.2	49.2	56.6
30 min	15.8	17.9	25.2	30.5	36.0	43.9	50.4
45 min	12.7	14.4	20.0	24.1	28.3	34.1	38.8
1 hour	10.9	12.3	17.1	20.5	23.9	28.6	32.3
1.5 hour	8.80	9.99	13.8	16.4	19.0	22.5	25.3
2 hour	7.61	8.65	11.9	14.2	16.4	19.2	21.5
3 hour	6.24	7.11	9.81	11.6	13.4	15.7	17.4
4.5 hour	5.12	5.85	8.12	9.62	11.1	13.0	14.4
6 hour	4.44	5.09	7.11	8.44	9.72	11.4	12.7
9 hour	3.61	4.16	5.86	6.99	8.09	9.56	10.7
12 hour	3.09	3.57	5.06	6.07	7.06	8.39	9.41
18 hour	2.44	2.82	4.05	4.89	5.72	6.86	7.75
24 hour	2.03	2.35	3.39	4.11	4.84	5.83	6.61
30 hour	1.74	2.02	2.92	3.56	4.20	5.07	5.77
36 hour	1.53	1.77	2.56	3.13	3.70	4.48	5.10
48 hour	1.23	1.43	2.06	2.52	2.98	3.61	4.12
72 hour	0.890	1.03	1.47	1.79	2.13	2.57	2.92
96 hour	0.700	0.804	1.14	1.39	1.64	1.97	2.23
120 hour	0.581	0.665	0.940	1.13	1.33	1.59	1.80
144 hour	0.500	0.572	0.802	0.964	1.12	1.34	1.51
168 hour	0.442	0.505	0.705	0.842	0.978	1.16	1.30

Note:
The 50% AEP IFD **does not** correspond to the 2 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 1.44 ARI.
* The 20% AEP IFD **does not** correspond to the 5 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 4.48 ARI.

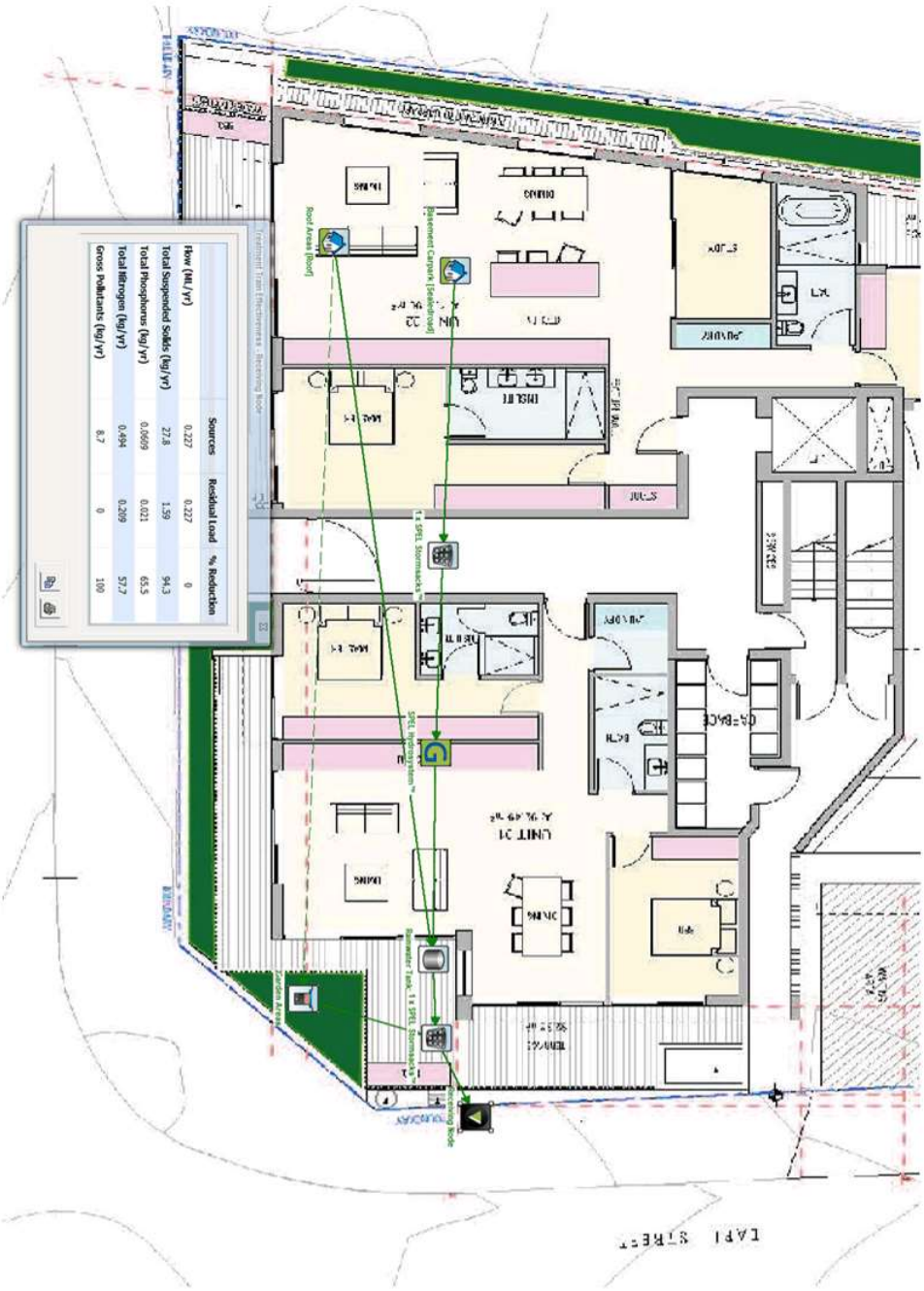
flüssig ENGINEERS

APPENDIX C

MUSIC RESULTS

flüssig ENGINEERS

MUSIC TREATMENT TRAIN RESULTS



345 SANDY BAY ROAD, SANDY BAY
CIVIL SERVICES AND DETENTION SYSTEM DESIGN

1. DO NOT SCALE FROM THIS DRAWING, USE WRITTEN DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SITE INFORMATION AND ANY ADDITIONAL INSTRUCTIONS/INFORMATION SUPPLIED DURING THE COURSE OF CONSTRUCTION.
3. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (A.H.D.).
4. THE CONTRACTOR IS TO ENSURE THAT ALL PROPERTY PAVEMENT, NATURE STRIPS, GARDEN FURNITURE AND SERVICES DAMAGED DURING CONSTRUCTION ACTIVITIES ARE MADE GOOD TO THE SATISFACTION OF THE CLIENT.
5. THE CONTRACTOR IS TO COMPLY WITH THE EPA AND COUNCIL REQUIREMENTS FOR NOISE AND AIRBORNE POLLUTION.
6. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS, AND IN COMPLIANCE WITH THE BUILDING CODE OF AUSTRALIA, COUNCIL STANDARDS AND LOCAL LAWS.
7. THE CONTRACTOR IS TO ENSURE THAT ALL UNDERGROUND SERVICES INSIDE THE LOT 43 BROWNE STREET, WEST HOBART ARE LOCATED PRIOR CONSTRUCTION.
8. NO CONTAMINATED FILL IS TO BE IMPORTED ONTO THIS SITE.
9. THE CONTRACTOR IS TO ENSURE THAT POLLUTION CONTROL MEASURES ARE IN PLACE DURING CONSTRUCTION AND THAT THEY COMPLY WITH EPA BEST PRACTICE GUIDELINES.
10. STRUCTURAL FILL MUST BE PLACED IN ACCORDANCE WITH NOTES AND AS3798.1996.
11. ALL CONSTRUCTION WORK IS TO BE LIMITED TO THE FOLLOWING HOURS UNLESS OTHERWISE APPROVED:-
    - 11.1. MON-FRI 7.00AM-6.00PM
    - 11.2. SAT 8.00AM-6.00PM
    - 11.3. SUN & PUBLIC HOLIDAYS 10.00AM-6.00PM (LIMITED PLANT USE)
12. ANY PART/ROAD CLOSURES ARE TO BE APPROVED BY COUNCIL PRIOR TO WORKS COMMENCING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SUPPLY COUNCIL WITH ANY DOCUMENTATION, SUCH AS TRAFFIC MANAGEMENT PLANS, AS REQUIRED.
13. ALL CONSTRUCTION PERMITS REQUIRED ARE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN.

STORMWATER DRAINAGE NOTES

1. ALL DRAINAGE PIPES ARE TO BE S.G.U.P.V.C. EXCEPT FOR CONNECTIONS OUT OF THE RAINWATER TANKS TO MEET TANKS SUPPLIER SPECIFICATIONS OR UNLESS NOTED OTHERWISE ON PLAN.
2. ALL PITS ARE TO BE CONSTRUCTED TO AS3500.2018 STANDARDS AND ALL COVERS ARE TO BE IN ACCORDANCE WITH AS3996-1992.
3. ALL LEVELS AND DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS AND ANY DISCREPANCIES ARE TO BE REFERRED TO THE ENGINEER FOR A DECISION.
4. THE CONTRACTOR IS TO VERIFY THE LOCATION AND LEVEL OF SERVICES PRIOR TO ANY EXCAVATION WORKS IN THE VICINITY OF THESE SERVICES. ALL CLEARANCES BETWEEN SERVICES ARE TO BE MET IN ACCORDANCE WITH AS3500.3.2018 SECTION 7.2.7.
5. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL SERVICES PRIOR TO COMMENCEMENT OF WORKS.
6. THE CONTRACTOR IS TO CONTACT ALL RELEVANT AUTHORITIES 48 HOURS PRIOR TO ANY EXCAVATION WORKS IN THE VICINITY OF THE IDENTIFIED SERVICES.
7. ANY EXCAVATED TRENCHES IN EXCESS OF 1.5M IN DEPTH ARE TO BE ADEQUATELY SHORED TO PREVENT COLLAPSE DURING WORKS.
8. TRENCH BACKFILL SHOULD BE COMPACTED TO NOT LESS THAN 95% OF THE DRY DENSITY RATIO FOR STANDARD COMPACTION (COHESIVE SOILS) OR 70% OF THE MAXIMUM DENSITY INDEX FOR STANDARD COMPACTION (COHESIONLESS SOIL), IN ACCORDANCE WITH AS1289.
9. WHEN REMOVING ANY REDUNDANT PIPES AND PITS, THE CONTRACTOR MUST BACKFILL IN ACCORDANCE WITH TRENCH BACKFILL NOTES ABOVE.
10. ALL PLUMBING AND DRAINAGE WORK IS TO BE COMPLETED IN ACCORDANCE WITH AS3500:2018 AND ANY OTHER RELEVANT CODES OF PRACTICE FOR SERVICES AND ASSOCIATED WORKS.

EXISTING SERVICES LEGEND

E-OH E-OH	OVERHEAD POWER LINES
GAS GAS	TAS GAS
W W	WATER
T T	TELSTRA / NBN
SW SW	STORMWATER
S S	SEWER

Sheet List Table

Sheet Number	Sheet Title	Drawing Revision Number
C001	COVER SHEET AND GENERAL NOTES	04
C100	SERVICES PLAN	04
C101	BASEMENT DRAINAGE PLAN	04
C102	SCHEMATIC CROSS SECTIONS	04
C103	PLANTER SERVICE PLAN	04

HEALTH AND SAFETY

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE ALL WORKS ARE CARRIED OUT IN A SAFE MANNER. THE WORKS SHALL COMPLY WITH APPLICABLE HEALTH AND SAFETY LEGISLATION INCLUDING CODES OF PRACTICE, AUSTRALIAN STANDARDS, GUIDANCE NOTES AND WORKSAFE REQUIREMENTS.
2. THE CONTRACTOR SHALL ENSURE A RISK ASSESSMENT HAS BEEN CARRIED OUT AND DOCUMENTED FOR ALL ACTIVITIES PERFORMED ON THE SITE. SAFE WORK PROCEDURES MUST BE DOCUMENTED AS REQUIRED BY LEGISLATION AND RELEVANT AUTHORITIES. THE BUILDER MAY NEED TO ENGAGE SUITABLY EXPERIENCED CONSULTANTS TO PREPARE A SAFE WORK PROCEDURE IF THE CONTRACTOR IS INEXPERIENCED IN THIS FIELD.

EROSION CONTROL MEASURES

SOIL CONTROL MEASURES MUST BE ADOPTED AT ALL TIMES TO THE SATISFACTION OF CLIENT DURING THE DURATION OF THE CONTRACT. SITE CONTROLS AND EROSION MINIMISATION TECHNIQUES ARE TO BE IN ACCORDANCE WITH THE INSTITUTE OF ENGINEERS AUSTRALIA PUBLICATION "SOIL EROSION AND SEDIMENT CONTROL. EPA GUIDELINES AND OTHER CONTRACT DOCUMENTATION INCLUDING THIS PLAN.

SITE ESTABLISHMENT AND STRIPPING TOPSOIL:

- STOCKPILE SOIL IN ALLOCATED LOCATION AND PROVIDE SILT CONTROL BARRIERS IF STOCKPILE IS LEFT OVERNIGHT.
- WASH DOWN ANY VEHICLES LEAVING SITE AFTER TREADING ON SOIL.
- PLACE CRUSHED ROCK TO A DEPTH OF 100MM MINIMUM TO ALL VEHICLE ACCESS AREAS.
- GRADE ALL SOIL AREAS AWAY FROM MAIN CONSTRUCTION AREA AND TOWARDS DRAINAGE POINTS.
- PLACE FILTER MATERIAL SUCH AS HAY BALES OR SILT FENCES AROUND DRAINAGE POINTS.
- INSTALL ON-SITE WASTE RECEPTORS (E.G. MINI-SKIPS, BINS, WIND PROOF LITTER RECEPTORS).

CONSTRUCTION OF DRAINAGE SYSTEM:

- CARRY OUT WORKS IN DRY WEATHER.
- DO NOT LEAVE TRENCHES OPEN FOR A LONG PERIOD OF TIME.
- BUILD DRAINAGE SYSTEM COMMENCING FROM DOWN STREAM.
- PLACE FILTER MATERIAL IN EXISTING PIT DOWN STREAM, UNTIL ALL DRAINAGE IS IN PLACE AND THEN INSTALL SILT CONTROL DEVICES AT EACH NEW PIT.

CONSTRUCTION OF MAIN WORKS:

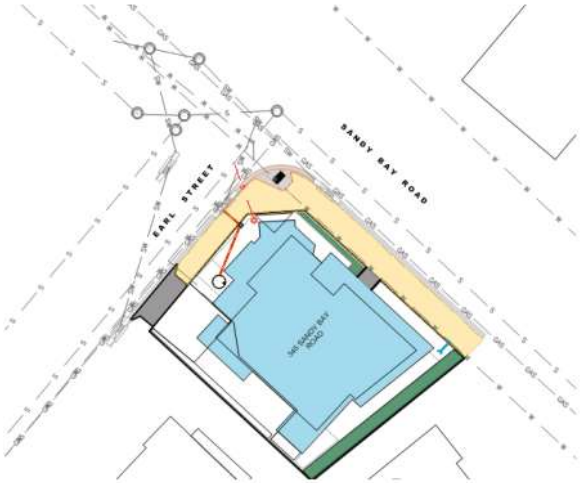
- ENSURE THAT SOIL IS KEPT MOIST TO MINIMISE AIR POLLUTION.
- DO NOT LEAVE SOIL EXPOSED FOR LONG PERIODS OF TIME.
- ENSURE FALLS OF CUT OR FILL ARE AWAY FROM MAIN WORKING AREA.
- INSTALL ROOF DOWNPIPES AS SOON AS PRACTICABLE – IF NECESSARY USE TEMPORARY CONNECTIONS TO ENSURE STORMWATER DOES NOT DISCHARGE OVER LOOSE SOIL.

LANDSCAPING:

- PLACE VEGETATION SUITABLE TO MINIMISE LOOSE SOIL CONDITIONS.

RAINWATER TANK

1. CONTRACTOR IS TO INSTALL RAINWATER TANKS TO STORE WATER COLLECTED FROM DOWN PIPES USING APPROVED TANKS.
2. RAINWATER TANK TO DISCHARGE INTO A PUMP AND INSTALLED WITH A FLOATING SWITCH.
3. A BACK FLOW PREVENTION DEVICE IS ALSO TO BE FITTED, TO AVOID CONTAMINATION FROM THE BOUNDARY DISCHARGE.
4. RAINWATER TANK IS TO BE INSTALLED TO THE MANUFACTURER REQUIREMENT INCLUDING THE INSTALLATION OF ANY WATER QUALITY FILTERS.
5. RAINWATER TANK IS TO BE FITTED WITH A 90MM OVERFLOW DISCHARGING AS INDICATED ON PLANS.
6. THE PUMP HAS BEEN SIZED BY THE HYDRAULIC ENGINEER AND ANY ELECTRICAL REQUIREMENT ARE THE RESPONSIBILITY OF THE CLIENT TO ENGAGE A SUITABLY QUALIFIED/REGISTERED ELECTRICIAN FOR DESIGN AND INSTALLATION



DIAL 1100 DIAL BEFORE YOU DIG
www.1100.com.au

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

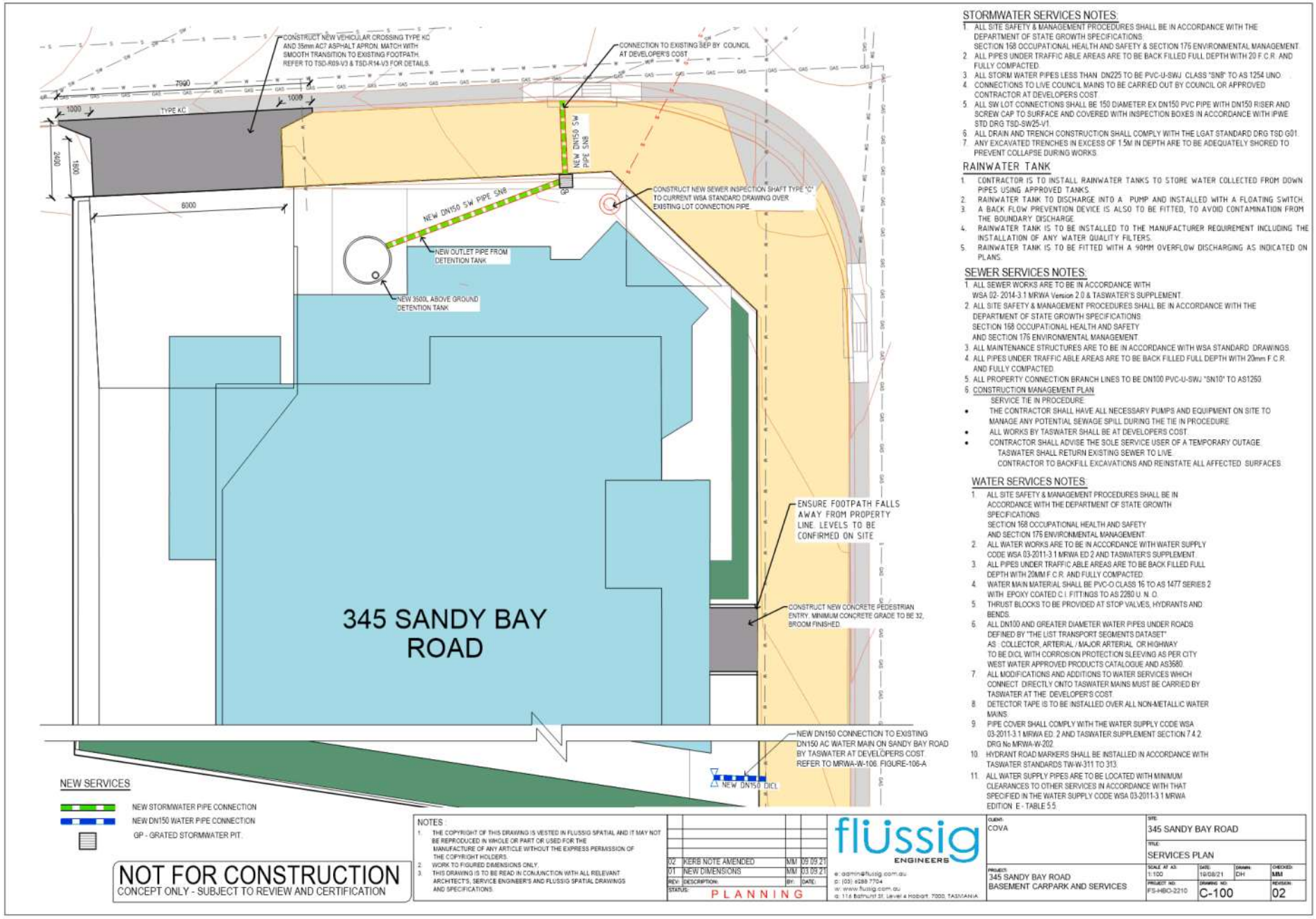
NOTES:
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV	DESCRIPTION	BY	DATE
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

STATUS: PLANNING

flüssig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Belmont St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA
PROJECT: 345 SANDY BAY ROAD BASEMENT CARPARK AND SERVICES
SITE: 345 SANDY BAY ROAD
TITLE: TURNING PATHS
SCALE AT A3: 1:100 | DATE: 19/08/21 | DRAWN: DH | CHECKED: MM
PROJECT NO: FS-HBO-2210
DRAWING NO: C-001
REVISION: 04



STORMWATER SERVICES NOTES:

1. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS SECTION 168 OCCUPATIONAL HEALTH AND SAFETY & SECTION 176 ENVIRONMENTAL MANAGEMENT.
2. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20 F.C.R. AND FULLY COMPACTED.
3. ALL STORM WATER PIPES LESS THAN DN225 TO BE PVC-U-SWJ CLASS "SN8" TO AS 1254 UNO.
4. CONNECTIONS TO LIVE COUNCIL MAINS TO BE CARRIED OUT BY COUNCIL OR APPROVED CONTRACTOR AT DEVELOPERS COST.
5. ALL SW LOT CONNECTIONS SHALL BE 150 DIAMETER EX DN150 PVC PIPE WITH DN150 RISER AND SCREW CAP TO SURFACE AND COVERED WITH INSPECTION BOXES IN ACCORDANCE WITH IPWE STD DRG TSD-SW25-V1.
6. ALL DRAIN AND TRENCH CONSTRUCTION SHALL COMPLY WITH THE LGAT STANDARD DRG TSD G01.
7. ANY EXCAVATED TRENCHES IN EXCESS OF 1.5M IN DEPTH ARE TO BE ADEQUATELY SHORED TO PREVENT COLLAPSE DURING WORKS.

RAINWATER TANK

1. CONTRACTOR IS TO INSTALL RAINWATER TANKS TO STORE WATER COLLECTED FROM DOWN PIPES USING APPROVED TANKS.
2. RAINWATER TANK TO DISCHARGE INTO A PUMP AND INSTALLED WITH A FLOATING SWITCH.
3. A BACK FLOW PREVENTION DEVICE IS ALSO TO BE FITTED, TO AVOID CONTAMINATION FROM THE BOUNDARY DISCHARGE.
4. RAINWATER TANK IS TO BE INSTALLED TO THE MANUFACTURER REQUIREMENT INCLUDING THE INSTALLATION OF ANY WATER QUALITY FILTERS.
5. RAINWATER TANK IS TO BE FITTED WITH A 90MM OVERFLOW DISCHARGING AS INDICATED ON PLANS.

SEWER SERVICES NOTES:

1. ALL SEWER WORKS ARE TO BE IN ACCORDANCE WITH WSA 02- 2014-3.1 MRWA Version 2.0 & TASWATER'S SUPPLEMENT.
2. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS SECTION 168 OCCUPATIONAL HEALTH AND SAFETY AND SECTION 176 ENVIRONMENTAL MANAGEMENT.
3. ALL MAINTENANCE STRUCTURES ARE TO BE IN ACCORDANCE WITH WSA STANDARD DRAWINGS.
4. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20mm F.C.R. AND FULLY COMPACTED.
5. ALL PROPERTY CONNECTION BRANCH LINES TO BE DN100 PVC-U-SWJ "SN10" TO AS1260.
6. CONSTRUCTION MANAGEMENT PLAN

SERVICE TIE IN PROCEDURE

- THE CONTRACTOR SHALL HAVE ALL NECESSARY PUMPS AND EQUIPMENT ON SITE TO MANAGE ANY POTENTIAL SEWAGE SPILL DURING THE TIE IN PROCEDURE.
- ALL WORKS BY TASWATER SHALL BE AT DEVELOPERS COST.
- CONTRACTOR SHALL ADVISE THE SOLE SERVICE USER OF A TEMPORARY OUTAGE. TASWATER SHALL RETURN EXISTING SEWER TO LIVE. CONTRACTOR TO BACKFILL EXCAVATIONS AND REINSTATE ALL AFFECTED SURFACES.

WATER SERVICES NOTES:

1. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS. SECTION 168 OCCUPATIONAL HEALTH AND SAFETY AND SECTION 176 ENVIRONMENTAL MANAGEMENT.
2. ALL WATER WORKS ARE TO BE IN ACCORDANCE WITH WATER SUPPLY CODE WSA 03-2011-3.1 MRWA ED 2 AND TASWATER'S SUPPLEMENT.
3. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20MM F.C.R. AND FULLY COMPACTED.
4. WATER MAIN MATERIAL SHALL BE PVC-O CLASS 16 TO AS 1477 SERIES 2 WITH EPOXY COATED C.I. FITTINGS TO AS 2280 U. N. O.
5. THRUST BLOCKS TO BE PROVIDED AT STOP VALVES, HYDRANTS AND BENDS.
6. ALL DN100 AND GREATER DIAMETER WATER PIPES UNDER ROADS DEFINED BY "THE LIST TRANSPORT SEGMENTS DATASET" AS : COLLECTOR, ARTERIAL / MAJOR ARTERIAL OR HIGHWAY TO BE DICL WITH CORROSION PROTECTION SLEEVING AS PER CITY WEST WATER APPROVED PRODUCTS CATALOGUE AND AS3680.
7. ALL MODIFICATIONS AND ADDITIONS TO WATER SERVICES WHICH CONNECT DIRECTLY ONTO TASWATER MAINS MUST BE CARRIED BY TASWATER AT THE DEVELOPER'S COST.
8. DETECTOR TAPE IS TO BE INSTALLED OVER ALL NON-METALLIC WATER MAINS.
9. PIPE COVER SHALL COMPLY WITH THE WATER SUPPLY CODE WSA 03-2011-3.1 MRWA ED. 2 AND TASWATER SUPPLEMENT SECTION 7.4.2. DRG No MRWA-W-202.
10. HYDRANT ROAD MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH TASWATER STANDARDS TW-W-311 TO 313.
11. ALL WATER SUPPLY PIPES ARE TO BE LOCATED WITH MINIMUM CLEARANCES TO OTHER SERVICES IN ACCORDANCE WITH THAT SPECIFIED IN THE WATER SUPPLY CODE WSA 03-2011-3.1 MRWA EDITION E - TABLE 5.5.

NOTES :

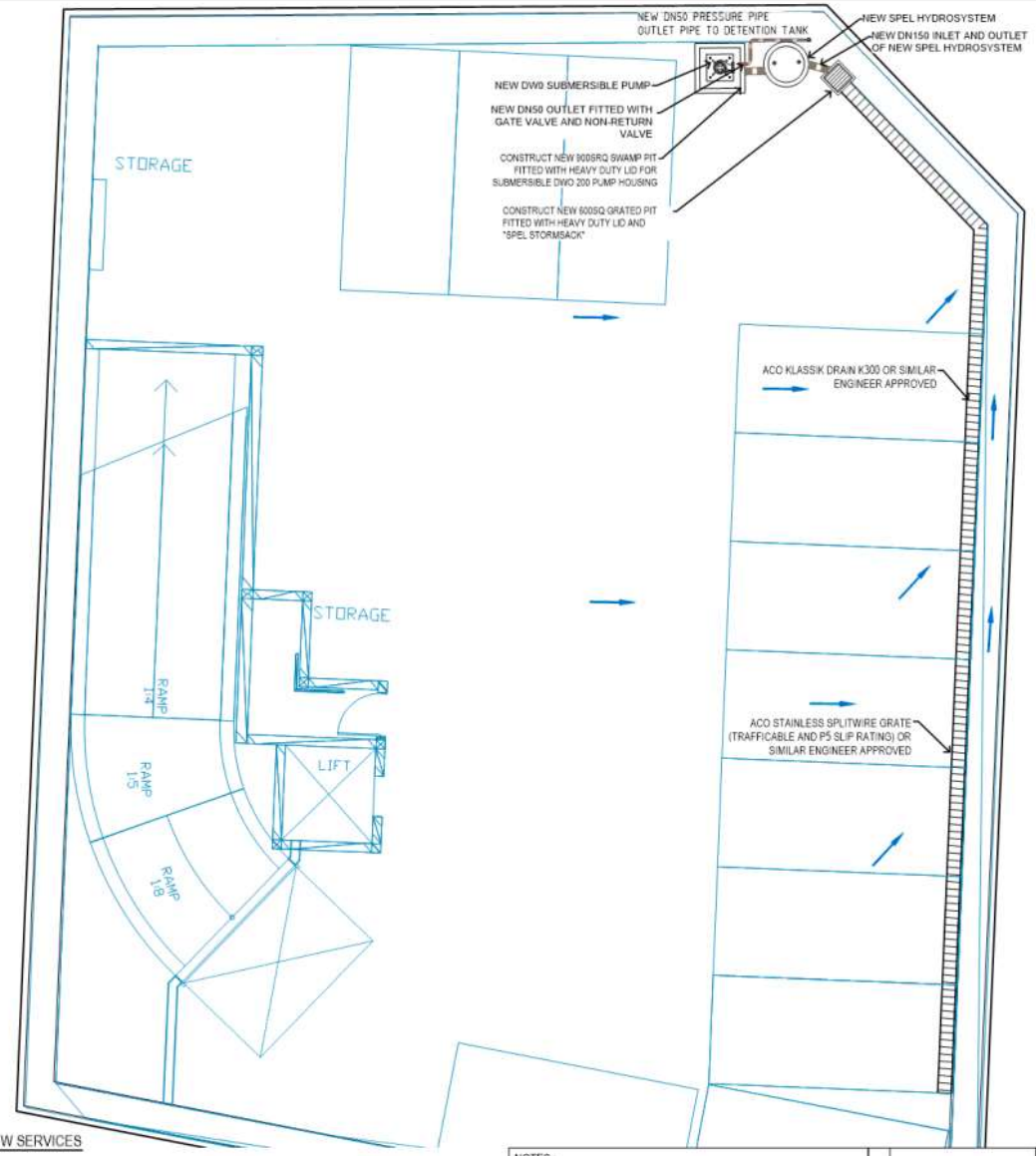
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

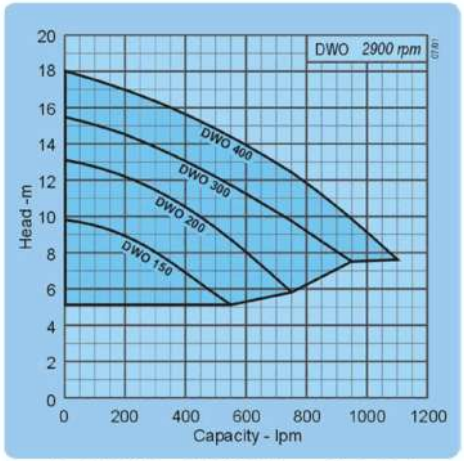
REV:	DESCRIPTION:	BY:	DATE:
02	KERB NOTE AMENDED	MM	09.09.21
01	NEW DIMENSIONS	MM	03.09.21

STATUS: PLANNING

flussig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Belmont St, Level 4 Hobart, 7000, TASMANIA

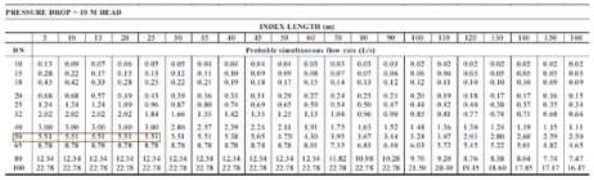
CLIENT: COVA	SITE: 345 SANDY BAY ROAD
PROJECT: 345 SANDY BAY ROAD BASEMENT CARPARK AND SERVICES	TITLE: SERVICES PLAN
PROJECT NO: FS-HBO-2210	SCALE AT A3: 1:100
	DATE: 19/08/21
	DRAWN: DH
	CHECKED: MM
DRAWING NO: C-100	REVISION: 02





DWO 200 PUMP PERFORMANCE CURVE

DWO 200 PUMP SPECIFICATIONS	VOLTAGE	OUTLET (mm)	POWER (kW)	AMPS (240v)	SPEED (rpm)	WEIGHT (kg)
	240v	50	1.5	7.0	2,900	24



NEW DN50 PE PIPE SELECTION

NOTE:

1. THE PUMP HAS BEEN SIZED BY THE HYDRAULIC ENGINEER AND ANY ELECTRICAL REQUIREMENT ARE THE RESPONSIBILITY OF THE CLIENT TO ENGAGE A SUITABLY QUALIFIED/REGISTERED ELECTRICIAN FOR DESIGN AND INSTALLATION

NEW SERVICES

STORMWATER PIPE

CARPARK GRADE FOR STORMWATER FLOW DIRECTION

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV	DESCRIPTION	BY	DATE
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

STATUS: PLANNING

flüssig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Belmont St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA

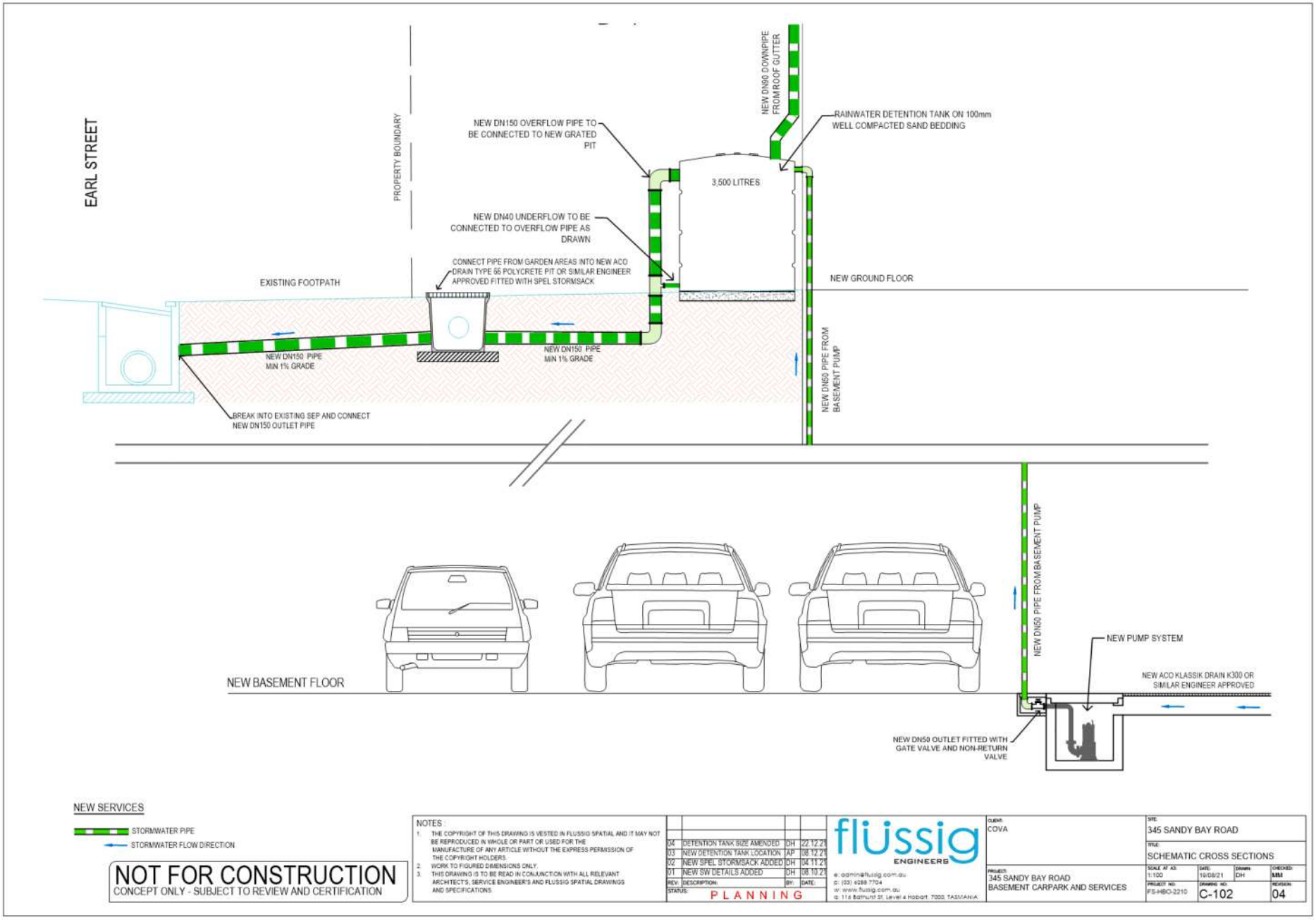
PROJECT: 345 SANDY BAY ROAD
BASEMENT CARPARK AND SERVICES

SITE: 345 SANDY BAY ROAD

TITLE: BASEMENT DRAINAGE PLAN

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:100	19/08/21	DH	MM

PROJECT NO: FS-HBO-2210
DRAWING NO: C-101
REVISION: 04



NEW SERVICES

STORMWATER PIPE

STORMWATER FLOW DIRECTION

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

NOTES :
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV:	DESCRIPTION:	BY:	DATE:
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

STATUS: PLANNING

flüssig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Bathurst St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA

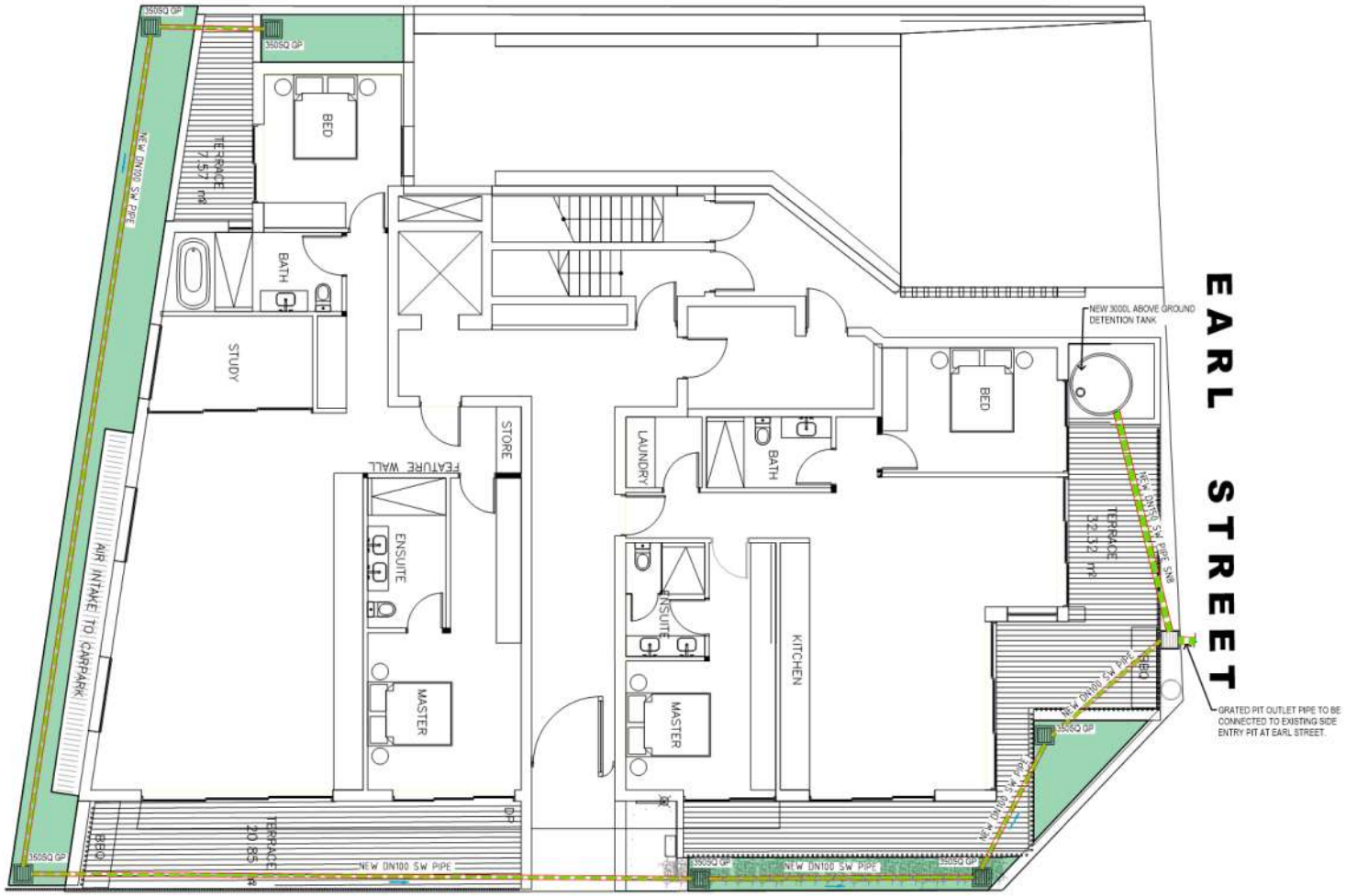
PROJECT: 345 SANDY BAY ROAD
BASEMENT CARPARK AND SERVICES

SITE: 345 SANDY BAY ROAD

TITLE: SCHEMATIC CROSS SECTIONS

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:100	19/08/21	DH	MM

PROJECT NO: FS-HBO-2210
DRAWING NO: C-102
REVISION: 04



NEW STORMWATER PIPE CONNECTION

GP - GRATED STORMWATER PIT.

NOT FOR CONSTRUCTION
CONCEPT ONLY - SUBJECT TO REVIEW AND CERTIFICATION

NOTES :
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV	DESCRIPTION	BY	DATE
04	DETENTION TANK SIZE AMENDED	DH	22.12.21
03	NEW DETENTION TANK LOCATION	AP	08.12.21
02	NEW SPEL STORMSACK ADDED	DH	04.11.21
01	NEW SW DETAILS ADDED	DH	08.10.21

STATUS: PLANNING

flüssig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Bathurst St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA
PROJECT: 345 SANDY BAY ROAD BASEMENT CARPARK AND SERVICES
SITE: 345 SANDY BAY ROAD
TITLE: PLANTER SERVICE PLAN
SCALE AT A3: 1:100
DATE: 19/08/21
DRAWN: DH
CHECKED: MM
PROJECT NO: FS-HBO-2210
DRAWING NO: C-103
REVISION: 04

City of HOBART

Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

20 September 2021

Phil Gartrell (IreneInc Planning & Urban Design) mailto: phil@ireneinc.com.au
49 Tasma Street
NORTH HOBART TAS 7001

Dear Sir/Madam

345 SANDY BAY ROAD, SANDY BAY & ADJACENT ROAD RESERVE WORKS IN ROAD RESERVE NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-21-52

Site Address:

345 Sandy Bay Road, Sandy Bay

Description of Proposal:

Demolition, New Building for 7 Multiple Dwellings, and Associated Works

Applicant Name:

Phil Gartrell
IreneInc Planning & Urban Design

PLN *(if applicable)*:

PLN-21-580

I write to advise that pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, I grant my consent on behalf of the Hobart City Council as the owner/administrator of the above land for you to make application to the City for a planning permit for the development described above and as per the attached documents.

Please note that the granting of the consent is only for the making of the application and in no

way should such consent be seen as prejudicing any decision the Council is required to make as the statutory planning authority.

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

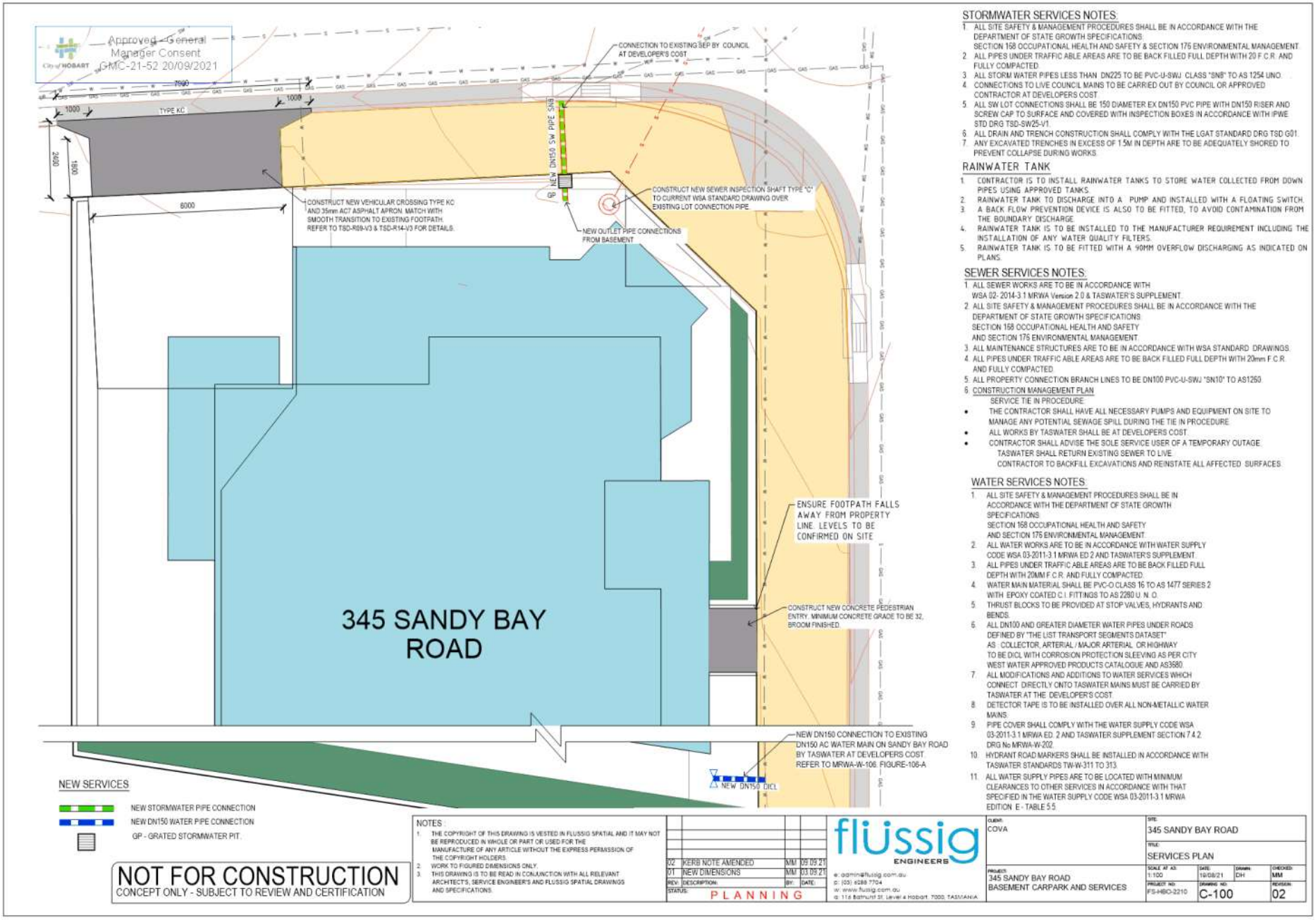
Yours faithfully



(Kelly Grigsby)
Chief Executive Officer being the General Manager as appointed by Council pursuant to section 61 of the Local Government Act 1993 (Tas)

Relevant documents/plans:

Plans - Fussig Engineers - FS-HBO-2210



STORMWATER SERVICES NOTES:

1. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS: SECTION 158 OCCUPATIONAL HEALTH AND SAFETY & SECTION 175 ENVIRONMENTAL MANAGEMENT.
2. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20 F.C.R. AND FULLY COMPACTED.
3. ALL STORM WATER PIPES LESS THAN DN225 TO BE PVC-U-SWJ CLASS "SN8" TO AS 1254 UNO.
4. CONNECTIONS TO LIVE COUNCIL MAINS TO BE CARRIED OUT BY COUNCIL OR APPROVED CONTRACTOR AT DEVELOPERS COST.
5. ALL SW LOT CONNECTIONS SHALL BE 150 DIAMETER EX DN150 PVC PIPE WITH DN150 RISER AND SCREW CAP TO SURFACE AND COVERED WITH INSPECTION BOXES IN ACCORDANCE WITH IPWE STD DRG TSD-SW25-V1.
6. ALL DRAIN AND TRENCH CONSTRUCTION SHALL COMPLY WITH THE LGAT STANDARD DRG TSD G01.
7. ANY EXCAVATED TRENCHES IN EXCESS OF 1.5M IN DEPTH ARE TO BE ADEQUATELY SHORED TO PREVENT COLLAPSE DURING WORKS.

RAINWATER TANK

1. CONTRACTOR IS TO INSTALL RAINWATER TANKS TO STORE WATER COLLECTED FROM DOWN PIPES USING APPROVED TANKS.
2. RAINWATER TANK TO DISCHARGE INTO A PUMP AND INSTALLED WITH A FLOATING SWITCH.
3. A BACK FLOW PREVENTION DEVICE IS ALSO TO BE FITTED, TO AVOID CONTAMINATION FROM THE BOUNDARY DISCHARGE.
4. RAINWATER TANK IS TO BE INSTALLED TO THE MANUFACTURER REQUIREMENT INCLUDING THE INSTALLATION OF ANY WATER QUALITY FILTERS.
5. RAINWATER TANK IS TO BE FITTED WITH A 90MM OVERFLOW DISCHARGING AS INDICATED ON PLANS.

SEWER SERVICES NOTES:

1. ALL SEWER WORKS ARE TO BE IN ACCORDANCE WITH WSA 02- 2014-3.1 MRWA Version 2.0 & TASWATER'S SUPPLEMENT.
2. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS SECTION 158 OCCUPATIONAL HEALTH AND SAFETY AND SECTION 175 ENVIRONMENTAL MANAGEMENT.
3. ALL MAINTENANCE STRUCTURES ARE TO BE IN ACCORDANCE WITH WSA STANDARD DRAWINGS.
4. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20mm F.C.R. AND FULLY COMPACTED.
5. ALL PROPERTY CONNECTION BRANCH LINES TO BE DN100 PVC-U-SWJ "SN10" TO AS1260.
6. CONSTRUCTION MANAGEMENT PLAN
   - SERVICE TIE IN PROCEDURE
   - THE CONTRACTOR SHALL HAVE ALL NECESSARY PUMPS AND EQUIPMENT ON SITE TO MANAGE ANY POTENTIAL SEWAGE SPILL DURING THE TIE IN PROCEDURE.
   - ALL WORKS BY TASWATER SHALL BE AT DEVELOPERS COST.
   - CONTRACTOR SHALL ADVISE THE SOLE SERVICE USER OF A TEMPORARY OUTAGE. TASWATER SHALL RETURN EXISTING SEWER TO LIVE. CONTRACTOR TO BACKFILL EXCAVATIONS AND REINSTATE ALL AFFECTED SURFACES.

WATER SERVICES NOTES:

1. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS. SECTION 158 OCCUPATIONAL HEALTH AND SAFETY AND SECTION 175 ENVIRONMENTAL MANAGEMENT.
2. ALL WATER WORKS ARE TO BE IN ACCORDANCE WITH WATER SUPPLY CODE WSA 03-2011-3.1 MRWA ED 2 AND TASWATER'S SUPPLEMENT.
3. ALL PIPES UNDER TRAFFIC ABLE AREAS ARE TO BE BACK FILLED FULL DEPTH WITH 20MM F.C.R. AND FULLY COMPACTED.
4. WATER MAIN MATERIAL SHALL BE PVC-O CLASS 16 TO AS 1477 SERIES 2 WITH EPOXY COATED C.I. FITTINGS TO AS 2280 U. N. O.
5. THRUST BLOCKS TO BE PROVIDED AT STOP VALVES, HYDRANTS AND BENDS.
6. ALL DN100 AND GREATER DIAMETER WATER PIPES UNDER ROADS DEFINED BY "THE LIST TRANSPORT SEGMENTS DATASET" AS : COLLECTOR, ARTERIAL / MAJOR ARTERIAL OR HIGHWAY TO BE DICL WITH CORROSION PROTECTION SLEEVING AS PER CITY WEST WATER APPROVED PRODUCTS CATALOGUE AND AS3680.
7. ALL MODIFICATIONS AND ADDITIONS TO WATER SERVICES WHICH CONNECT DIRECTLY ONTO TASWATER MAINS MUST BE CARRIED BY TASWATER AT THE DEVELOPER'S COST.
8. DETECTOR TAPE IS TO BE INSTALLED OVER ALL NON-METALLIC WATER MAINS.
9. PIPE COVER SHALL COMPLY WITH THE WATER SUPPLY CODE WSA 03-2011-3.1 MRWA ED. 2 AND TASWATER SUPPLEMENT SECTION 7.4.2. DRG No MRWA-W-202.
10. HYDRANT ROAD MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH TASWATER STANDARDS TW-W-311 TO 313.
11. ALL WATER SUPPLY PIPES ARE TO BE LOCATED WITH MINIMUM CLEARANCES TO OTHER SERVICES IN ACCORDANCE WITH THAT SPECIFIED IN THE WATER SUPPLY CODE WSA 03-2011-3.1 MRWA EDITION E - TABLE 5.5.

NOTES:
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLUSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, SERVICE ENGINEER'S AND FLUSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

REV:	DESCRIPTION:	BY:	DATE:
02	KERB NOTE AMENDED	MM	09.09.21
01	NEW DIMENSIONS	MM	03.09.21

STATUS: PLANNING

flussig ENGINEERS
e: admin@flussig.com.au
p: (03) 6288 7704
w: www.flussig.com.au
a: 116 Belmont St, Level 4 Hobart, 7000, TASMANIA

CLIENT: COVA
SITE: 345 SANDY BAY ROAD
TITLE: SERVICES PLAN
PROJECT: 345 SANDY BAY ROAD BASEMENT CARPARK AND SERVICES
SCALE AT A3: 1:100
DATE: 19/08/21
DRAWN: DH
CHECKED: MM
PROJECT NO: FS-HBO-2210
DRAWING NO: C-100
REVISION: 02

TIMBER DESIGN STUDIO

345 Sandy Bay Rd, Hobart, Tasmania

Sustainability Management Plan

Prepared for: Jacob Allom Wade Pty Ltd

Date: 16.8.21
Revision: 01



TIMBER DESIGN STUDIO

Project: 345 Sandy Bay Rd, Hobart, Tasmania
Prepared by: Timber Design Studio – 3/29 Cromwell st, Melbourne, Victoria
Revision: 01
Date: 16.8.2021

Rev	Date	Comment	Author	Initials
R01	16/8 2021	Design Review	Dayne Davis	DD

Project Team

Client / Principal	Jacob Allom Wade Pty Ltd
Project Architects	Jaws Architects

DRAFT

TIMBER DESIGN STUDIO

Table of Contents

Contents

Contents 3

Executive Summary 4

1. Introduction 5

2. Sustainability Plan 7

TIMBER DESIGN STUDIO

Executive Summary

The following report outlines the environmentally sustainable development (ESD) strategy for the proposed residential development located at 345 Sandy Bay Rd, Hobart within the municipal boundary of the city of Hobart.

The objective of this report is to describe how best practice ESD will be incorporated in the development, including targets and proposed design approaches, and to demonstrate that the development exceeds the current building standards set forth in the NCC and AS standards.

Project Overview

The proposed residential development is located at 345 Sandy Bay rd, Hobart, within 100 metres of the Sandy Bay waterfront and adjacent to Earl St.
The development is proposed to consist of 4 levels of residential apartments and 1 level of basement car parks.



TIMBER DESIGN STUDIO

1. Introduction

The following report outlines the environmentally sustainable development strategy focused on maximizing the amount of embodied carbon for the proposed residential development located at 345 Sandy Bay Rd, Hobart within the municipal boundary of the city of Hobart.

The objective of this report is to describe how best practice ESD will be incorporated in the development, including targets and proposed design approaches to maximize the amount of embodied carbon, and to demonstrate that the development exceeds the standards currently set forth in the marketplace. The objective of this report is also to demonstrate that the client's objective is to use sustainably sourced timber from either FSC or PEFC sourced forests to ensure that the future of the timber plantations are fully sustainable and will be around for generations to come.

In addition to having the majority of the structure comprised of sustainable, carbon sequestering materials (timber) it is also important to note that the building will inherently have a (LCP) life cycle plan applied which means that when the building is no longer relevant and needs to be demolished the timber structure will be able to be reengineered and used for other products and projects in the local market.

One of the major benefits of timber is that structurally it can be utilized for several centuries if the right care and precautions are put in place.

Wood is together with stone one of the oldest building materials used in human history. Due to its natural given structure, wood provides linear building components used for bending and buckling members. Access to the raw material (e.g. dimension, species) shaped building traditions, which vary from region to region. The historic use of timber as building material becomes obvious investigating temple buildings of up to five stories; see 1, which would be an exception according to many building regulations even today. Besides the experience, the access to processing techniques had great impact on the use of building materials which resulted in engineered wood products such as glued-laminated timber (available for the last 100 years), I-joists, and more recently in cross-laminated timber (CLT).



Figure 1: The five-storey pagoda of the Buddhist Horyuji monastery, Nara, Japan (built around the year 600). The pagoda is over 35 m tall (Copyright M. Cartwright).

TIMBER DESIGN STUDIO

Wood is hygroscopic and its moisture content varies with the temperature and relative humidity of its surroundings (USDA 2010). In theory, wood moisture contents in protected interior exposures are of little consequence for biodegradation because, in the absence of liquid water, the moisture levels that develop are below those capable of supporting most microbial attack. In usual conditions (20°C, 65% relative humidity) timber has a moisture content of 8 to 10%, for which full strength and stiffness of the timber material can be applied.

Detailing and correct planning of the building physics are key for any timber building to avoid local damage due to condensation water from an external wall. However, planning material, documents, and knowledge as well as experience is available and must be applied. The construction of a CLT building should also have a clear description of measures to avoid exposure to prolonged rain showers and standing water, which might lead to a damage of the structure if it is closed before a complete drying.

It should further be mentioned that the performance of CLT as a glued engineered wood product is due to its crosswise orientation and assembly of layers is homogenised. This means that local defects (natural available knot areas) have limited influence on the global performance of a CLT wall or floor panel.

TIMBER DESIGN STUDIO

2. Sustainability Plan

2.1 Management

Building management practices and processes should enable and support best practice sustainability outcomes throughout the different phases of a project's design, construction, and its ongoing operation.

Key considerations for the project to date:

- The use of a mass timber sustainable superstructure where appropriate.
- Increased performance to the building physics of the exterior walls. This will lower the running costs of the building while providing a healthy and thermally high performing atmosphere for residence.
- A quality structure and timeless architectural design which would be able to be maintained for hundreds of years if required.

2.1.1 Construction Methodology

The approach to the building's construction methodology will include best practice in the design and the delivery of a mass timber building. The goal of the development is to be able to deliver the most sustainable and carbon positive residential development in Tasmania.

The goal of both the design team and client is to maximize the amount of embodied carbon within the structure while using sustainable sourced (PEFC or FSC certified) timber.

2.2 Indoor Environment Quality

There are several aspects of a building's indoor environment that affect the wellbeing of its occupants. Elements include thermal comfort, noise levels, external views, daylight, indoor pollutants, and emissions such as formaldehyde and volatile organic compounds (VOCs).

Good IEQ can result in increased productivity and satisfaction amongst building occupants. Multiple studies have linked good IEQ to improved concentration and subsequently improved productivity and general health for the building occupants.

2.3 Materials Management Targets:

In order to improve on the overall sustainability figures for the project we will further explore the use of the following materials:

- Reduction in Portland cement content in concrete, replaced with supplementary cementitious materials, e.g. fly ash, GGBFS where possible.
- Use of recycled aggregates where possible.
- Certified sustainable sourcing for timber products in line with Green Star.
- Employ best practice for sourcing certified sustainable and responsibly sourced products
- Targeted Construction waste sent to landfill <10kg/m2 in line with Green Star best practice

TIMBER DESIGN STUDIO

All materials selection and sourcing within the development will be undertaken with the principles of sustainable development in mind.
Mass timber has been selected as the primary structural material for its durability and embodied carbon properties. Wherever possible, timber elements will be factory prefabricated to improve efficiency and eliminate material wastage.

It is intended that concrete will incorporate alternative cementitious materials reclaimed from waste streams, such as ground granulated blast furnace slag or fly ash and recycled aggregates to minimise demand of virgin materials and further reduce CO2 emissions.

All timber products will be specified to come from sustainably managed sources (PEFC or FSC certified).

Generally, where possible, materials will be selected to come from sustainable and responsible sources with supply chain certification.

On-site construction waste minimisation will be targeted in line with Green Star best practice and where possible offsite prefabricated components will be considered.

TIMBER DESIGN STUDIO

Phase 1 - Embodied Carbon Calculations

Timber Construction Sustainability Stats

Date: 16.8.21

Project Name: 345 Sandy Bay Rd, Hobart, Tasmania

	Products			used logs		Number of trees harvested 0.6 m3/Tree	
Timber	100.0	m3	equals	200	m3	333	trees
Glulam	15.0	m3	equals	45	m3	75	trees
Crosslam	237.6	m3	equals	950	m3	1,584	trees
Total wood consumption	353	m3	equals	1,195	m3	1,992	trees

Regrowing the raw-material

The time needed for the forest to regrow the timber volume	**0.04**	**days**
The time needed for the forest to regrow the timber volume	**1.05**	**h**
The time needed for the forest to regrow the timber volume	**62.83**	**min.**

Energy gain

Thermal energy produced out of waste (bark)	**179,310**	**kWh**
Amount of Coal saved from creating electricity	15,443	kg

What about the CO2 effects?

The amount of CO2 being removed from the atmosphere with this construction:	**943**	**t**
(Assumption: side products such as sawdust and chips are beeing used in engineered wood.)		
km a modern BMW 325 can be driven emiting the same amount of CO2 (179 g/km)	5,269,443	km

What happens once the building cannot be used anymore?

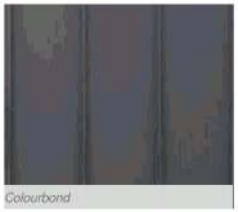
After the lifetime of the building the *352.6* m3 wood can be used as fuel. Energy value:	**705,200**	**kWh**
With this energy, the number of family homes, that can be heated for one year:	**64**	**homes**
The amount of Coal **NOT** required to create energy	**60,735**	**kg**

PLAY /ST.

KEY ARCHITECTURAL MATERIALS


Corten steel


Brick


Colourbond


Ceramic cladding


Timber batten fencing

KEY LANDSCAPE MATERIALS


Neutral fine-grain texture coat


Bluestone paving


Bluestone steppers in shallow planting

ADVANCED TREE SUGGESTION


Liriodendron tulipifera fastigiatum
Upright Tulip Tree

GREEN WALL PLANT SUGGESTIONS


Carex oshimensis
'Evergold'


Liriope muscari
'Evergreen Giant'


Carex oshimensis
'Feather Falls'


Lomandra confertifolia
'Frosty Tops'


Convolvulus cneorum
Silverbush


Myoporum parvifolium purpurea
Purple Creeping Boobialla


Correa reflexa var nummulariifolia
Round-leaved correa


Raphiolepsis indica
'Snow Maiden'

GENERAL PLANTING SUGGESTIONS


Austrostipa stipioides
Coastal Spear Grass


Helichrysum petiolare
'Hi Ho Silver'


Carpobrotus rossii
'White Hot'


Lomandra confertifolia
'Seascape'


Casuarina glauca
'Cousin It'


Lomandra longifolia
'Tanika'


Dichondra argentea
'Silver Falls'


Scleranthus biflorus
Cushion Plant


Ficus pumila
Climbing Fig


Viola hederacea var alba
White Native Violet

345 SANDY BAY ROAD | **KEY MATERIAL & PLANT PALETTES**

345 SANDY BAY ROAD
SANDY BAY, TAS 7005

NTS @ A3
CONCEPT

VERSION 1
AUGUST 2021

PLAY /ST.



345 SANDY BAY ROAD | **CONCEPT DESIGN**

PLAY /ST.

PRECEDENT IMAGES








PLANTING PALETTE

	Latin name	Common name	Mature H x W
	ADVANCED TREES		
	*Liriodendron tulipifera fastigiatum*	Upright tulip tree	9 x 4m
	SHRUBS		
	*Casuarina glauca 'Cousin It'*	Swamp Oak	.3 x 1.5m
	*Daphne odora var alba*	White Winter Daphne	.6 x .6m
	*Helichrysum petiolare 'Hi Ho Silver'*	Liquorice Plant	1 x 1m
	GROUND COVERS, GRASSES AND CLIMBERS		
	Austrostipa stipioides	Coastal Spear Grass	.6 x .6m
	*Carpobrotus rossii 'White Hot'*	White Pigface	.1 x 2m
	*Dichondra argentea*	Silver Falls	.1 x 1.5m
	*Ficus pumila*	Climbing Fig	Climbing
	Lomandra confertifolia ssp rubiginosa 'Seascape'	Mat Rush	
	*Lomandra longifolia 'Tanika'*	Sagg	.5 x .5m
	*Scleranthus biflorus*	Canberra Grass	.1 x .6m
	*Viola hederacea var alba*	White Native Violet	.1 x .5m
	GREEN WALL PLANTING		
	*Carex oshimensis 'Evergold'*		.3 x .5m
	*Carex oshimensis 'Feather Falls'*		.3 x .5m
	Convolvulus cneorum	Silverbush	.5 x .5m
	Correa reflexa var nummulariifolia	Round Leaved Correa	.2 x 1.5m
	Liriope muscari	Evergreen Giant	.5 x .5m
	Lomandra confertifolia 'Frosty Tops'	Mat Rush	.25 x .5m
	Myoporum parvofolium purpurea	Purple Creeping Boobialla	.4 x 1.5m
	Raphiolepsis indica 'Snow Maiden'	Indian Hawthorn	.5 x .5m





lid Low Impact Development Consulting

Waste Management Plan

Multiunit Development

345 Sandy Bay Road, Sandy Bay VIC 7005

Prepared for: SOHO Partners
Prepared by: LR – Low Impact Development Consulting

Date: 2/8/2021

e: info@lidconsulting.com.au
p: 03 9016 9486
a: Suite 7, 252 St Georges Rd, Fitzroy North Vic 3068
w: www.lidconsulting.com.au



Version	Date	Description	Prepared by
1.0	2/8/2021	**Review**	**LR**

Disclaimer

This report is copyright and has been written exclusively for the subject project discussed throughout. No part of this document may be reproduced or transcribed without the express agreement of LID Consulting Pty Ltd. The content of this report remains the intellectual property of LID Consulting.

The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular project. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project.

Commercial waste calculations are based on rates provided by government organisations and adopted and used as an industry standard. Bin numbers and spatial requirements have been calculated in accordance with these guidelines. The end user requirements may vary from this depending on the business use, type and operational practice.

Contents

1 Waste Collection Summary 1
2 Waste Management Plan 2
2.1 Council Considerations 2
2.2 Standard Residential Collection Options 2
2.3 Proposed Development 2
2.4 Proposed Residential Waste Solution 3
2.5 Ongoing Responsibilities 3
3 Waste Management Details 4
3.1 General Management 4
3.2 Bin Store Design 4
3.3 Bin Store Access 4
3.4 Bin Sizes 5
3.5 Internal Waste Management 5
3.6 Response to Increasing Waste 6
3.7 Reducing Odour 6
3.8 Noise management 6
3.9 Litter Spread 6
3.10 Signage, Education & Safety 7
4 Managing Waste Streams 8
4.1 Sustainability Initiatives 8
4.2 Separating & Streaming Food Waste 8
4.3 Other Waste Streaming Details 9
5 Supplementary information 11
5.1 Waste Links 11
Appendix 1 - Bin Collection Plan 12
Appendix 2 - Preliminary Risk Review 13

LID acknowledges and pays respect to the Australian Aboriginal and Torres Strait Islander people, to their ancestors and elders, past, present and emerging, as the traditional custodians of the lands upon which we work and live. We recognise Aboriginal and Torres Strait Islander people's deep cultural and spiritual relationships to the water, land and sea, and their rich contribution to society.

© Low Impact Development Consulting

1 Waste Collection Summary

The Council kerbside collection service is proposed to collect the shared 4 x 240L garbage bins weekly and 4 x 240L recycling bins fortnightly from the Earl Street kerbside.

The Owner's Corporation is responsible for all aspects of waste management. They are to arrange for bins to be placed kerbside on the night before the allocated collection day as well as for returning bins to the bin store on the day collections occur.

The approved Waste Management Plan (WMP) will be the model to be adopted for this development. Detailed design and as-built installation must incorporate the design proposed and approved under this WMP. Any revisions of the WMP or changes to the approved waste system of the development may require Council approval and may require a re-submitted Waste Management Plan. More detail is contained within this report.

2 Waste Management Plan

Low Impact Development (LID) Consulting was engaged by SOHO Partners to assess the proposed development at 345 Sandy Bay Road, Sandy Bay VIC 7005 to provide a Waste Management Plan (as required by Statutory Planning).

A waste management analysis has been undertaken based on the following documents:

- Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments 2018 in lieu of any Tasmanian specific policy;

This report is based on the drawing sets:

- 21238_DA08, Rev 3, dated 27/7/2021 prepared by Jaws Architects

2.1 Council Considerations

- Utilizing the Council collection is the preferred option for future residents as the cost is included in the council rates.
- Every rateable tenement is liable to pay for municipal charges irrespective of the level of collection services provided by Council
- Utilizing the Council collection service is currently viable with ample street frontage along both Sandy Bay Road & Earl Street to place 240L shared bins.
- Bins should mainly be placed along Earl Street to avoid any spillage onto Sandy Bay Road being a busier main road.

2.2 Standard Residential Collection Options

City of Hobart Council standard residential Bin Collection Options:

- 120 or 240L garbage bins collected weekly;
- 240L co-mingled recycling bins fortnightly;
- 240L FOGO bins collected fortnightly (opt-in only);

2.3 Proposed Development

Address:	345 Sandy Bay Road, Sandy Bay VIC 7005
Type:	multi-unit development
Dwellings:	7 units
Break up of units:	2 x 2 bed 5 x 3 bed units 7 Units TOTAL

The proposed 4-storey development comprises of 9 units over a shared basement carpark. The main vehicular access into the basement carpark is from Earl Street. A shared bin store has been located at street level adjoining the central service with direct access to Earl Street.

Space for the collection, separation and storage of waste and recyclables has been provided, including opportunities for on-site management of food waste as appropriate.

2.4 Proposed Residential Waste Solution

Site Layout: Refer to **Appendix 1** for Site Layout Plan

Collection Type: The Council kerbside collection service to collect all waste streams

Collection Location: From the Kerbside on Earl Street

Bin Store Location: In a dedicated shared bin store at street level – refer **Appendix 1**.

Residential	City of Hobart Council Waste generation rates			Proposed Shared Bin Solution		
	No. units	Allowances	Total estimated waste volume	No. of Bins	Bin Size	Collection Frequency
General Waste (landfill)	7	120L per dwelling per week	840L total landfill waste	4	240L	Once weekly
Co-mingled Recycling		120L per dwelling per fortnight	840L of recycling	4	240L	Fortnightly
FOGO / Garden waste		Opt in only		3 Opt-in	240L Opt-in	On the alternate fortnight

2.5 Ongoing Responsibilities

The management and maintenance of the waste system will be the responsibility of the Owner's Corporation. Items to be addressed in maintaining the system include:

- Allocation of responsibility to place bins kerbside for collection on the night before the allocated collection day. Responsibility should also include returning emptied bins to the bin store on the day of collection.
- Individual occupants are responsible for placing their waste in the appropriate colour coded bin to ensure all waste types are collected and recycled where possible.
- That bins and bins stores are monitored regularly with bins rotated as required to ensure areas are fully operational with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary.
- Individual tenements are responsible for managing their own bulky hard waste & eWaste items. These can be taken directly to the council run waste recovery centre.
- Managing communal composting areas (if applicable).
- Provision of information to residents with guides of how to using the various bin systems e.g. boxes to be flattened, containers for recycling washed, bins to not be over-full. See **Section 3.13** for further information about Signage, Education & Safety.
- Monitoring and feedback to residents if the system is not working properly. Undertake a waste audit should it be suspected waste is not being placed in the correct bins.

3 Waste Management Details

3.1 General Management

- The Owner's Corporation is responsible for all aspects of waste management.
- The Owner's Corporation is responsible for placing bins in the designated collection location on the morning of the allocated collection day. Bins are to be returned on the same day of collection.
- Individual occupants are responsible for placing their waste in the appropriate colour coded bins to ensure all waste types are collected and recycled where possible.

3.2 Bin Store Design

Bin Store Design must include the following:

- A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins. There is to be convenient access by residents and made easily accessible to people with limited mobility.
- All screening should be suitably designed for durability and to blend in with the development. Floor and wall surfaces are to be appropriately durable and easily cleaned.
- Doors located in the allocated storage areas should be designed for easy access of larger bins sizes, hard waste, for durability and to blend in with the development.
- Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a waste outlet with a litter trap. Alternately, a private contractor can be arranged to swap dirty bins for clean ones on a regular basis.
- If a bin wash is installed, a water tap and hose installed in or near the bin wash areas and correct drainage to sewer (never direct waste to storm water drains) should be designed in accordance with the relevant EPA Bunding Guidelines. Drains to the sewer to be located undercover to prevent rainwater infiltration.
- Bin stores must be vermin proof - particularly where food waste is included. Consider using baits for vermin control and maintained as an ongoing requirement.
- A waterproof power point in or near the bin store.
- Adequate mechanical or natural ventilation.
- Ensure adequate lighting is provided in accordance with National Construction Code (NCC) guidelines.
- Secure locks (where bin stores are accessible to the street)
- Space for a tug or bin lifter if required by the waste contractor(s) / facility management.
- Meter boxes should not be included in bin store areas.

3.3 Bin Store Access

- Manoeuvrability within the bin store area is open, with 900mm minimum to walk between bins.
- There is no significant step at any threshold between the bin store area and the point of collection.

3.4 Bin Sizes



Size	Width	Depth	Height	Footprint
80L	450mm	530mm	800mm	0.24m²
120L	485mm	560mm	930mm	0.27m²
240L	580mm	735mm	1100mm	0.43m²
360L	600mm	885mm	1100mm	0.53m²
660L	1370mm	850mm	1215mm	1.16m²
1100L	1370mm	1245mm	1300mm	1.71m²

Standard bin colours (refer AS4123.7)	
Garbage (landfill)	Red
Co-mingled recycling	Yellow
Green organics	Light Green
Glass	Light Blue
E-waste	Light Grey

* NOTE: size may vary between Councils and contract suppliers

3.5 Internal Waste Management

- General landfill **garbage shall be placed in plastic bags** before placement into bins
- **Recycling materials are <u>not</u> to be bagged** and are to be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled). Recyclable items in domestic bin collections include:
    - Rigid plastic containers
    - Paper, cardboard
    - Glass bottles and jars
    - Steel cans, aluminium cans and aluminium foil are among items that can be recycled.
- But exclude:
    - Plastic bags
    - Garden hoses
    - Rope (ropes and garden hoses can wrap around and damage equipment in the recycling plant).
- To improve recycling:
    - Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
    - Leave lids on everything
    - Don't squash plastic bottles or containers or put anything inside
    - Paper – if it can't be ripped, it can't be recycled due to the plastic coating.

3.6 Response to Increasing Waste

- The total waste capacity exceeds the required allowance calculation by rounding up to the nearest bin size so there is built in capacity should waste levels increase beyond estimates.
- A waste audit can be undertaken to understand the content of the waste bins and provide images and feedback to clients of good or poor recycling practices.
- If garbage bins consistently overflow, then residents are to be directed to educational material as to the appropriate streaming of waste including food and other recyclables. (see **Section 4** and **Soft Plastic Recycling** below).
- If recycling bins continue to overflow, residents should be reminded to crush and flatten all cardboard boxes and plastic containers before placing these in the recycling bin(s). If may also be appropriate to obtain an additional recycling bin.
- The last option is for more regular collections to occur.

3.7 Reducing Odour

Odour from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements and in accordance with the ventilation requirements of the Building Code of Australia and AS 1668.2.

- The bin store area and bins are to be monitored and cleaned on a regular basis to remove sources of smells.

3.8 Noise management

Minimizing noise associated with waste movement and collections include:

- Locating bin stores and collection points at an appropriate distance from both onsite and adjoining residences. Ensure any adjoining units are well insulated from noise;
- Minimising the need for the waste vehicle to reverse;
- Collections occurring during the stipulated collection times restrict the hours of noise from collections.
- Collection vehicles should not break up bottles at the point of collection, only once off site. Compaction of waste should only be carried out whilst waste vehicles are on the move.

3.9 Litter Spread

- Litter spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.

3.10 Signage, Education & Safety

It will be the responsibility of the Owner's Corporation to ensure all occupants have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimisation.

- All education material will be in accordance with Council requirement or if this is not available, per signage on the following website: https://www.sustainability.vic.gov.au/government/waste-management/public-place-recycling?query=signage
- Directional signage should be installed to direct occupants and bin collectors to the bin storage areas.
- Instructional signage within shared communal bin stores is to indicate which bin is for garbage and which is for recyclables (or food waste/organics) and also include what items can be included in garbage and recycling bins, and items that need to be disposed of via other services.



Figure 1. Simple, brightly coloured signs, such as those shown above, quickly communicate what items are acceptable for each bin.

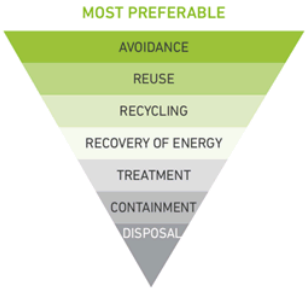
- **A preliminary OHS risk assessment** has been included to identify potential OHS issues, however this risk assessment does not replace the need for the Owners Corporation and collection contractors to complete their own OHS assessment for the bin collection process. See **Appendix 2** for further detail.

4 Managing Waste Streams

4.1 Sustainability Initiatives

Residents / Occupants are be made aware of recommendations for waste reduction.

Where possible they should practice the waste reduction hierarchy identified in the Environmental Protection Act 1970;



The first step to reducing waste, particularly food waste is to avoid and minimise waste from occurring in the first instance. Changing purchasing habits and implementing waste avoidance include:

- Purchase only what you will consume
- Use re-usable drink bottles, lunch containers, shopping bags
- Avoid single use plastics
- Compost anything that once was alive
- Meal plan, shop seasonally, shop locally

4.2 Separating & Streaming Food Waste

Food waste, when buried in landfill waste is starved of air and rots and producing methane; 26 times more damaging than carbon dioxide. Diverting food waste from landfill is not only a really effective way to reduce greenhouse gas emissions, but also a regenerative solution, creating rich, healthy soil.

The Better Practice Guidelines stipulates diverting food from landfill waste. This can be achieved in a number of ways including on site composting and/or FOGO collections for single residents or via dedicated food waste collections in larger multi-unit developments.

4.2.1 Inside Dwellings

- **Kitchen Caddies** - Separation of garbage and recycling initially occurs in each residence. Council's who have introduced separate food waste collections (FOGO bins) may also supply kitchen caddies for each residence as part of the service.
- In multi-unit developments streamed waste bins are to be included (perhaps included under the sink) in each dwelling. Bin types include garbage (Landfill) waste, Recycling, Organic Food Waste and potentially soft plastics.
- **Bokashi bins** http://www.bokashi.com.au/ are an effective way of reducing waste volumes and breaking down food waste for apartment dwellers. Food scraps are placed in bokashi bins with an accelerator mix added. The volume of waste food is reduced, and the waste in the bin is already on the path to being composted. Bokashi bins can be emptied into compost bins so providing a compost bin on site and having a garden also helps. Bokashi bins are also available from http://www.eco-organics.com.au/about-us.htm



Kitchen Caddy – supplied by council



Apartment Bokashi bin



Pull–out kitchen streaming bins

Figure 2. – Different bins for waste streaming

Tips for FOGO

- Place all food waste direct into Council provided FOGO bins (opt-in)
- Use paper towel to line the bottom of plastic bags to soak up any moisture that can cause the liner to break down quicker than normal
- Double wrap meat, bones and unwanted pet food (with newspaper or paper towel) before placing in your caddy
- Line the organics bin with newspaper to aid cleaning
- Wrap fish and seafood waste (in newspaper or paper towel) and place in your freezer until your next collection is due
- Sprinkle vinegar, baking soda, charcoal or eucalyptus oil in your organics bin to combat odours
- A mix of garden and food waste helps keep bin odours under control
- Purchase a Bin Kill tag that can be attached to the inside of your organics bin. The tag emits a vapour that kills flies and maggots. The product is available from Bunnings, Coles or Woolworths supermarkets.

4.3 Other Waste Streaming Details

4.3.1 Organic Waste

- All occupants are encouraged to reduce food waste as much as possible to divert any organic waste from landfill.
- Council currently collects combined food organics and green organics (FOGO) fortnightly from the kerbside. This is an opt-in user pays services. Space in the bin store has been provided for shared bins. Residents can utilise this service to manage all organic (food & garden) waste from within their own tenement.
- For common areas a private maintenance contractor will be responsible for removing any green garden waste and can also by arrangement, remove green waste from private spaces if required.
- Common area gardens are recommended to be designed to encourage low maintenance gardens and an annual or bi-annual pruning. This service will need to be arranged by the owners corporation / building Management.

4.3.2 Hard Waste & eWaste

- City of Hobart do not offer a hard rubbish collection service. Items can be taken directly to the Council run local waste recovery centre.
- Hard rubbish items will be required to be stored within the allocated apartment storage lockers or within the dwelling.
- Unwanted bulky items, clothes and other consumables can be donated to charities, sold on online or at second-hand local market places as is if in good condition. If repairs are required, seek out repair community centres for re-purposing. Search PlanetARK for a comprehensive listing to each council. https://recyclingnearyou.com.au/councils/
- Local information regarding the disposal and recycling of common household items for each Council can be found at:
- www.recyclingnearyou.com.au



- **TerraCycle** is a national initiative where you can look up where to deposit non-recyclable waste such as contact lenses, coffee capsules, mailing satchels, toothbrushes & tubes. http://www.terracyclemap.com

4.3.3 Other Recyclables

- One container with drawers or a number of small stackable plastic crates with minimum footprint 500x500mm is to be supplied to the development to collect recyclables such as:
  - batteries
  - light globes
  - printer cartridges
  - clothes.
- These items are to be recycled periodically as arranged by an interested tenant or the Owner's Corporation.
- Note: in addition to Council recycling hubs and the e-waste links to over 1000 locations state-wide, Officeworks provide recycling drop-off points for printer cartridges, old IT equipment, and mobile phones.

4.3.4 Soft Plastic Recycling

- Eliminating or reducing the use of single-use plastics can greatly reduce waste volumes both in residential and commercial settings. This includes straws, plastic bags and plastic wraps.
- **Coles and Woolworths** both offer plastic bag and soft plastic recycling. Residents can place all plastics in one plastic bag and add it to the recycling bin at the supermarket for collection. Any location identified on the Redcycle website http://www.redcycle.net.au/where-to-redcycle/ .

5 Supplementary information

5.1 Waste Links

City of Hobart Council Waste Directory:

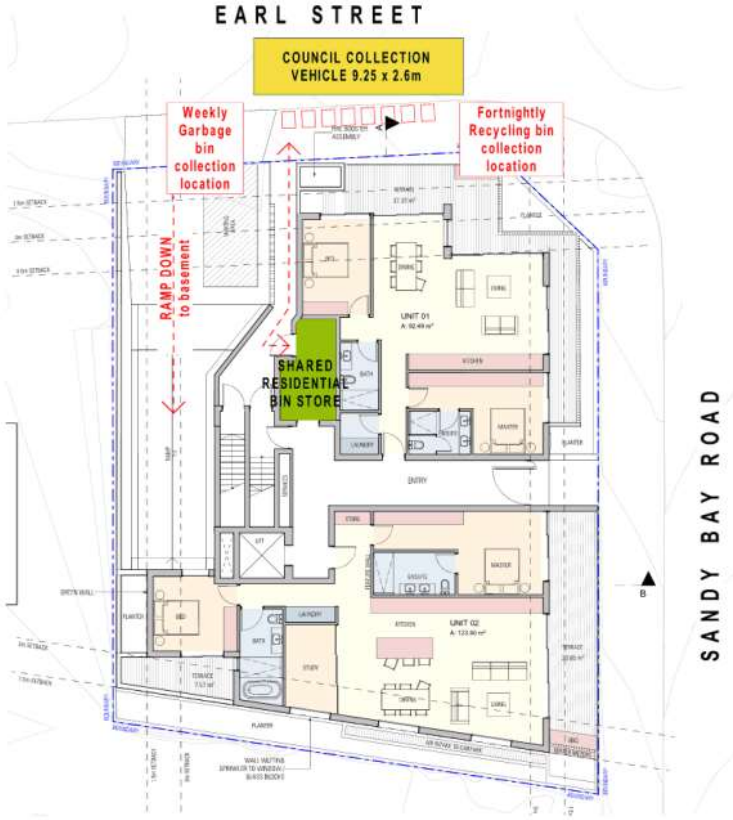
https://www.hobartcity.com.au/Residents/Recycling-and-rubbish/Reuse-recycle-and-dispose-A-Z

Waste collection companies In Tasmania:

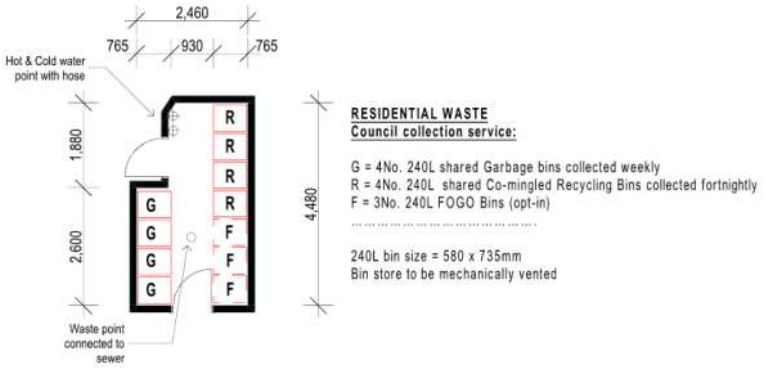
- Kartaway www.kartaway.com.au
- JJ Richards & Sons www.jjrichards.com.au
- Sita www.sita.com.au
- Veolia www.veolia.com

Appendix 1 - Bin Collection Plan

APPENDIX 1



Bin Collection Location Plan
Street Level 1:100



RESIDENTIAL WASTE
Council collection service:

G = 4No. 240L shared Garbage bins collected weekly
R = 4No. 240L shared Co-mingled Recycling Bins collected fortnightly
F = 3No. 240L FOGO Bins (opt-in)

240L bin size = 580 x 735mm
Bin store to be mechanically vented

Bin Store Layout
1:50

In accepting and utilising this document the recipient agrees not to use this document for any other purpose other than its intended use; to waive all claims against LID Consulting resulting from unauthorised changes; or to reuse this document on other projects without prior written consent of LID Consulting. Under no circumstances shall transfer of this document be deemed a sale. LID Consulting makes no warranties of fitness for any purpose.

All Dimensions shall be verified on site.

Project		
345 SANDY BAY ROAD SANDY BAY TASMANIA 7005		
Drawing		
Bin Collection Location Plan Bin Store Layout		

Date	Scale	Sheet Size
2/8/2021	1:100 / 1:50	@A1
Req No.	Drawn	Chk.
	LR	CH
Job No.	Drawing No.	Revision
	WP.01	a

LOW IMPACT DEVELOPMENT(LID) CONSULTING
Suite 7 Level 1, 252 St Georges Rd,
Fitzroy North VIC 3068
P 03 9016 9486
E craigharris@lidconsulting.com.au

Appendix 2 - Preliminary Risk Review

Class 1 Risk = Potential to cause death or permanent injury.	**Class 2 Risk** = Potential to cause injury requiring medical attention.	**Class 3 Risk** = Potential to cause an injury treatable with first aid.

Activity	Steps involved in completing activity & risk	Risk level	Risk mitigating measures	Implementation responsibility
Moving of bins from bin store to collection space	Distance bins to be moved approx. 15m. Risk of manual handling injuries	2	Use max bin sizes of 360L Ensure the distance of travel is no more than 40m. The bin transfer grade should not exceed 1:14 The travel path is to be kept free of all obstacles including loose gravel or dirt, steps, kerbs, speed bumps, berms, sills or ramps. Ensure all access points have suitably wide doorways and circulation areas.	Building Designer / Owners Corporation
Bin loading on street	Moving bins from temporary collection space to collection vehicle parked on street. Collection may occur at the rear of the truck. Risk of being struck by passing vehicles if step outside the line of the width of the truck	1	Bin collection operator's own safety measures incl training	Bin collection operator
Note this assessment is for consideration during the design phase of the project. It is <u>not</u> to replace a risk assessment / Safe Work Method Statement being completed by the contractor and persons undertaking the waste removal process.				

TIMBER DESIGN STUDIO

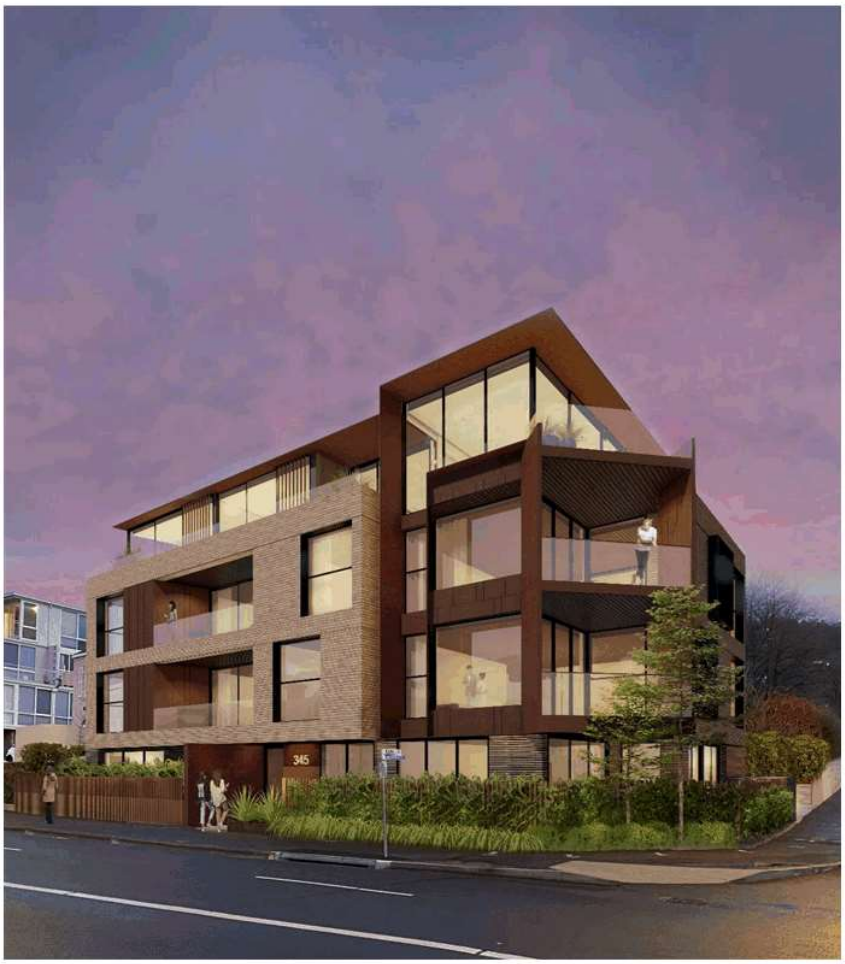
COVA

JAWS ARCHITECTS

DESIGN STATEMENT

345 SANDY BAY ROAD, SANDY BAY

AUGUST 2021



DIRECTORS
NEAL MACKINTOSH
SCOTT VERDOUW

ASSOCIATES
FIONA GRAHAM
CATHERINE WILLIAMS
HANZ LEE

CONSULTANT
DAVID BUTTON

JACOB ALLOM WADE P/L
ABN 92 009 559 479

21 Castray Esplanade
Battery Point, Tasmania
AUSTRALIA 7004

36 Brisbane Street
Launceston, Tasmania
AUSTRALIA 7250

TEL: 03 6223 4366
www.jawsarchitects.com
jaws@jawsarchitects.com

EXPERIENCE CREATIVE QUALITY

ARCHITECTSJAWS

The site at 345 Sandy Bay Road is located on the corner of Sandy Bay Road and Earl Street and serves as a gateway to lower Sandy Bay. As a corner site it has the opportunity to frame the Sandy Bay Road corridor and address the surrounding context. The site has great mountain views to the north-west and sweeping views of the river to the north-east. Diagram 01 below shows the opportunities of the site along with the relationship with its context. Currently, there is a 3-storey brick apartment building on the site with an existing driveway along the south-western boundary.

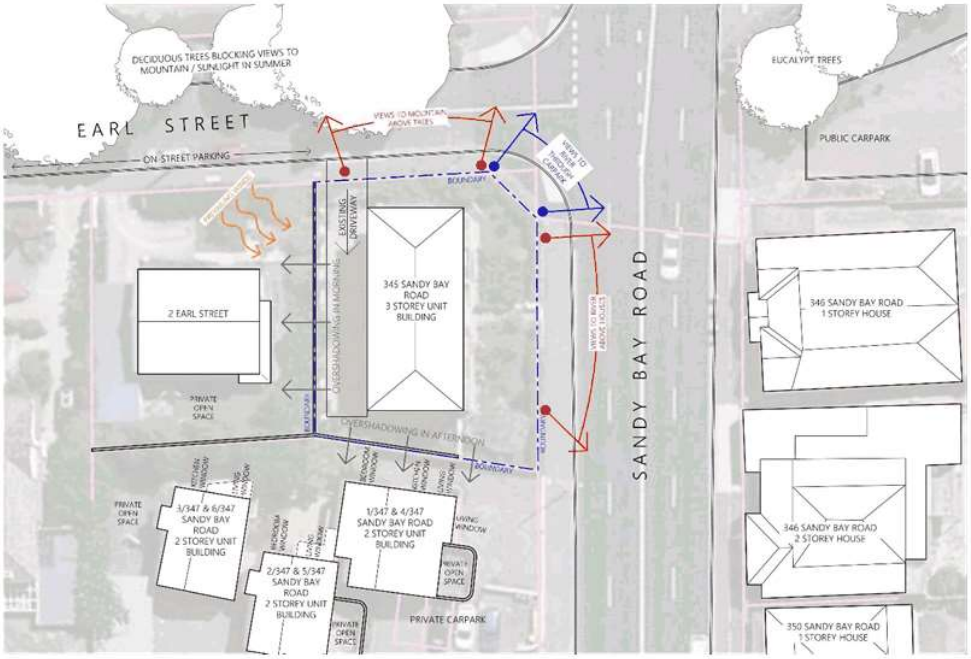


Diagram 01 – Site Analysis

The proposal for 345 Sandy Bay Road is a 4-storey multi-residential building with pedestrian access on Sandy Bay Road and vehicular access on Earl Street. The development comprises of 1 level of basement carparking and 7 apartments over 4 storeys with a mix of four 2-bedroom apartments, two 3-bedroom apartments, and one 4-bedroom apartment.

The proposed construction methodology for the building will include best practice in the design and the delivery of a mass timber building. The goal of the development is to be able to deliver the most sustainable and carbon positive residential development in Tasmania with timber from either FSC or PEFC sourced forests to ensure that the future of the timber plantations are fully sustainable and will be around for generations to come.

ARCHITECTSJAWS

In addition to having the majority of the structure comprised of sustainable, carbon sequestering materials (timber) it is also important to note that the building will inherently have a (LCP) life cycle plan applied which means that when the building is no longer relevant and needs to be demolished, the timber structure will be able to be reengineered and used for other products and projects in the local market.

One of the major benefits of timber is that structurally it can be utilized for several centuries if the right care and precautions are put in place (Refer to Appendix A for our Sustainability Management Plan).

The development will also utilise the principles of the International Living Future Initiative which consist of seven performance categories, or "Petals": Place, Water, Energy, Health + Happiness, Materials, Equity and Beauty.

Based on these principles, we will be implementing the following initiatives to promote a development which is Socially Just, Culturally Rich, and Ecologically Restorative:

- Several electrical vehicles charging stations in the basement.
- Minimisation of impervious surface parking, with all 10 parking spaces being in the basement level to maximise human amenity and landscape zones.
- The site for the proposed development has been selected due to its proximity to public transport, Sandy Bay Shopping and Retail precinct, University of Tasmania and the Hobart CBD which encourages occupants to utilise buses, carpooling, walking, or cycling.
- The use of rainwater harvesting for landscape irrigation.
- Energy efficient LED light fittings with occupancy sensing utilised throughout common and basement areas.
- Energy efficient variable refrigerant volume (VRV) air conditioning systems.
- Direct exhaust for kitchens and bathrooms with outside air to spaces being provided via in ceiling type heat reclaim ventilation (HRV) units.
- Operable windows to provide natural ventilation.
- Ability for occupants to influence their local airflow and temperature through direct input or controls.
- Prohibition of smoking within the building or enclosed spaces, and within 10M of any building opening, including air supply vents.
- Responsible sourcing of local Tasmanian products and resources such as sustainably sourced timber.
- Prohibit the use of any chemicals in accordance with the Red List chemical classes for 90% of the project's new materials.

The massing of the building has been designed to address Earl Street and Sandy Bay Road and step down towards the neighbouring buildings. This stepping to the western neighbour creates a transition of building typology and size from the corner to the 2-storey house at 2 Earl Street. A recessed podium level on ground floor allows for

ARCHITECTSJAWS

landscaping and larger private open spaces for the apartments, while the top storey is recessed to reduce the overall form and massing on the site. The corner element serves as an architectural feature as well as break up the mass of the north-eastern and north-western façade. Balconies and terraces have been oriented to capture the views and the northern sunlight, maintaining the privacy of the neighbouring properties. These design principles have been demonstrated in Diagram 02 below.

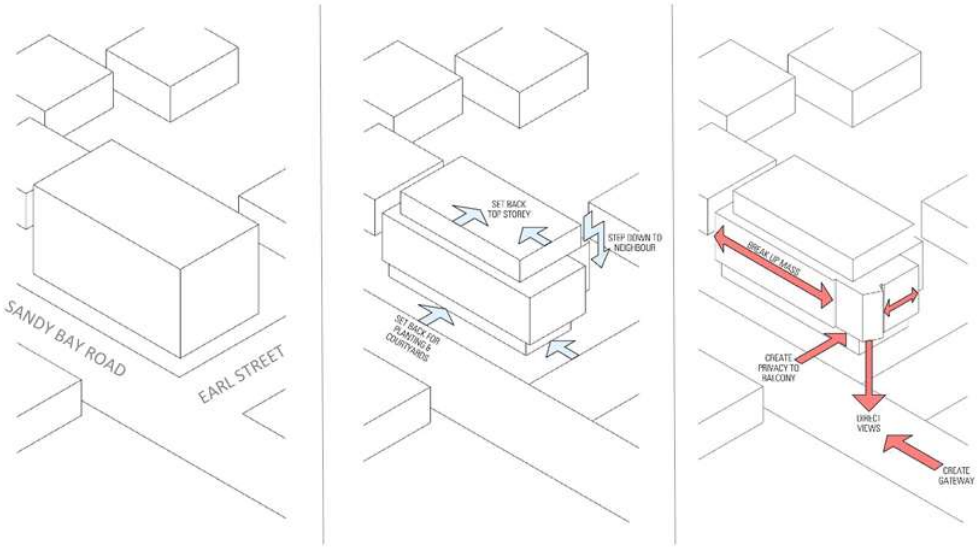


Diagram 02 – Form Analysis

The materiality of the proposal has been used to reference its context, while creating a modern architectural language. Diagram 03 below shows in red the relationship created between the existing brick houses along Sandy Bay Road and Earl Street and the proposed brick façade. The brick materiality adds a tactility and a human scale to the building and anchors it within the previous history of the site.

Between the brick forms, a sculptural metal form on the corner of Sandy Bay Road and Earl Street creates a modern architectural element as shown in Diagram 04 below in blue. The colour and materiality of this form provides a link back to its context – the bronzes and reds of the metal cladding amplifies the colour of the bricks in the surrounding buildings and references the red bricks of the existing building on the site.

The materiality of the corner form continues to the top storey in the form of awnings providing sun shading to the apartment. The remainder of the top storey is designed to recede from view through the use of glass and darker metal materials.

Elements of the modern metal cladding are introduced into the brickwork on the lower levels with insets on Levels 1 & 2 on the Sandy Bay Road façade as well as the main pedestrian entry. Metal window boxes have been used in the brickwork to provide privacy and sun protection to the windows as well as giving depth to the façade.

ARCHITECTSJAWS

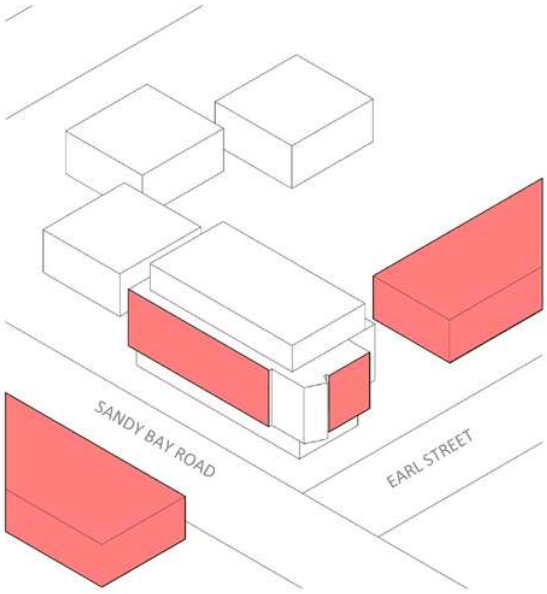


Diagram 03 – Connecting to the existing brick context

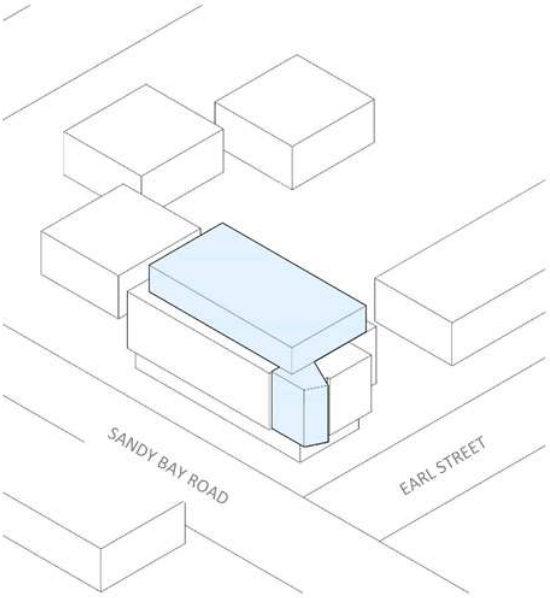


Diagram 04 – Connecting to contextual patterns

ARCHITECTSJAWS

The vehicle entry point for residents has been maintained in the western corner of the site. This provides a buffer between the proposal and the neighbour at 2 Earl Street. The development provides 10 new car spaces in the basement with ample storage for residents. Pedestrian access to the apartments is located centrally on Sandy Bay Road through a generous entry.

Planting has been used in the design to provide privacy as well as continuing the surrounding green space into the site. Green roof planters have been provided on the top level to soften the façade edges and provide a positive outlook for residents. These areas will be planted with hardy vegetation that have minimal water requirements and are low maintenance.

To the southern boundary, on the ground floor dense, shade tolerant plantings will provide visual amenity to the adjacent property. To the corner of Sandy Bay Road and Earl Street and adjacent to the main entry large Fastigate tree species have been selected to provide additional visual amenity and separation from roadway without conflicting with building or obstructing footpath. The tree species are deciduous to allow for winter solar access and seasonal colour. The development also proposes a green wall on the western façade. This will provide a better outlook to the neighbour at 2 Earl Street than the existing condition, and will provide insulation and protection from the harsh western sun. Plant species have been selected which will cope with the orientation and exposure of the wall.

The design of the proposed development preferences the amenity of the future residents through providing spacious, north-facing living areas and balconies. The careful placement of openings and the orientation of the apartments captures the views of the mountain and river while providing privacy for the residents. Materiality has been a key aspect of the design in order to belong within the context. The brick facades and hues of the metal cladding reference the history of the site as well as creating a modern architectural building that positions itself within the present streetscape.

ARCHITECTSMAS

Appendix A - Sustainability Management Plan

Howarth Fisher and Associates
ACN 119 043 051
Structural, Civil and Traffic Engineering

Structural and Civil Engineering
Project Design and Management
Forensic Engineering and Structural Inspections
Research and Development Facilitators

Traffic Engineering
Traffic Management Studies and Traffic Impact Assessment
Expert Witness Representation
Road Safety Audits

345 Sandy Bay Road, Sandy Bay
Proposed Residential Apartment Development

Traffic Impact Assessment Report



Prepared for
Soho Tasmania Pty Ltd

Date
August 2021

Prepared by
Joanne Fisher

13 Willowdene Avenue
Sandy Bay, 7005
Tasmania
Australia

Phone +61 (0)3 6225 0619
Fax +61 (0)3 6225 0618
Email:info@howarthfisher.com

Howarth Fisher and Associates

Table of Contents

1. Introduction 1
1.1 Client Details 1
1.2 Project Details 1

2. Scope of Consultancy 2

3. Location of the Development 3

4. Existing Situation 4
4.1 Site Details 4
4.2 Road Width 4
4.3 Traffic Volumes 5
4.4 Posted Speed Limits 5
4.5 Accident History 6

5. Assessment of Trip Generation 7
5.1 Existing Trip Rates 7
5.2 Proposed Trip Generation 7

6. Assessment of Parking 9
6.1 Existing Situation 9
6.2 Proposed Parking Provision 10
6.3 Dimensions and Manoeuvring 13
6.4 Impact of the Development on On-Street Parking... **13**
6.5 Accessible Parking 14
6.6 Bicycle Parking Requirements 15
6.7 Motorcycle Parking 15

7. Assessment of Access 16
7.1 Existing Situation Access Width 16
7.2 Proposed Access 16
7.3 Planning Scheme Access Widths Requirement 17
7.4 Australian Standard Requirement 18

8. Assessment of Sight Distance 20
8.1 Measured Sight Distances 20
8.2 Hobart Interim Planning Scheme 2015. 21

9. Sustainable Transport 24
9.1 Buses 24
9.2 Bicycles/Electric Bicycles/Electric Scooters 25
9.3 Pedestrian Linkages 25

10. Service Vehicles 26

11. Conclusion and Recommendation 27

Howarth Fisher and Associates

Appendix A Development Plans with Autotrack Paths

© Howarth Fisher and Associates
This document is and shall remain the property of Howarth Fisher and Associates. The document may only be used for the purposes for which it was commissioned in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form is prohibited.

	Name	Signature	Date
Authorised by:	**Joanne Fisher**		**18th August 2021**

Howarth Fisher and Associates

1. Introduction

1.1 Client Details

This document has been prepared for the following:

Client Name:	Soho Tasmania Pty Ltd
Address:	345 Sandy Bay Road
	Sandy Bay
	Tasmania 7005
Client Contact:	Rory Hunter

1.2 Project Details

The report is undertaken for the site at 345 Sandy Bay Road, Sandy Bay, which is proposed to be redeveloped as a 7-unit (4 x two bedroom, 2 x three bedroom, 1 x four bedroom) residential development, with underground parking for 10 vehicles and secure bicycle parking.

A copy of the proposed development plans can be found at **Appendix A.**

2. Scope of Consultancy

The scope of consultancy involves the following:

- Obtain background information and plans in CAD format.
- Check the detailed design plans, in regard to car park design, access design and ramp grades.
- Run autotrack using the B99 design template.
- Provide feedback to COVA by 6th August 2021.
- Undertake a traffic impact assessment report to accompany D/A and address the relevant conditions of the Hobart Interim Planning Scheme, 2015.
- Assess sight distance from access.
- Assess trip generation compared to existing trip rates.
- Assess parking requirement from requirements of Hobart Interim Planning Scheme, 2015.
- Assess parking set out against the requirement of the Hobart Interim Planning Scheme, 2015.
- Assess sight distance against AS2890.1: Off street parking 2004 as outlined in the Hobart Interim Planning Scheme, 2015
- Assess access provision and ensure that it complies with the Hobart Interim Planning Scheme, 2015. Address acceptable and performance criteria.
- Assess parking requirement and address performance criteria.
- Document findings in a report.

Howarth Fisher and Associates

3. Location of the Development

Figure 1 shows the location of the proposed development in the context of the surrounding street network.



Figure 1: Location of the development (source: LISTmap)

4. Existing Situation

4.1 Site Details

It is proposed to develop the site shown on the plan of title Folio reference CT: 65462/1, which has a lot size of 558m^2 with a seven unit, multiple dwelling development.

The site has frontage to both Sandy Bay Road and Earl Street. There is currently one existing access to the site off Earl Street and this current access provision will be solely relied on to service the proposed residential development.

The site is currently a residential apartment complex. It is a three level residential building comprising:

Ground floor

- 2 x garages
- Single bedroom apartment

First floor

- 1 x 4-bedroom apartment

Second floor

- 1 x 4-bedroom apartment

Sandy Bay Road is a major collector road providing a link to the City of Hobart from Taroona and Sandy Bay. Earl Street is a local access road providing a link to the residential properties located along its length as well as the University of Tasmania and the Hutchins sports' grounds.

4.2 Road Width

Sandy Bay Road in the vicinity of the site is 13.5 metres wide.

Earl Street was measured to be 7.9 metres wide.



Photograph 1: Showing Earl Street width.

4.3 Traffic Volumes

Sandy Bay Road currently carries approximately 1,600 vehicles per hour which equates to approximately 16,000 vehicles per day[1]. It provides an important major collector road function within the road network. Earl Street currently carries approximately 200 vehicles in the morning peak hour which equates to approximately 2000 vehicles per day[2]. It is primarily a residential road, but also provides an access function for the University of Tasmania.

4.4 Posted Speed Limits

The speed limit along Sandy Bay Road, in the vicinity of the site is 50km/hr, the urban default speed limit. Earl Street is also subject to a 50km/hr speed limit.

[1] Based on UTAS Traffic Study dated 2017.
[2] Based on UTAS Traffic Study dated 2019.

4.5 Accident History

In line with standard traffic engineering practice the accident history for the past 5 years has been obtained from the Department of State Growth.

There has been a total of two accidents in Earl Street, with one occurring at the intersection of Quorn Street which was described as 'cross traffic' and property damage only, and the other occurring at the intersection of Sandy Bay Road, described as 'left near' and classed as a minor incident.

5. Assessment of Trip Generation

5.1 Existing Trip Rates

In order to find existing trip rates from 345 Sandy Bay Road, an evening peak survey was undertaken between 4:30pm-5:30pm on 12th August, 2021, by Howarth Fisher and Associates. There were no trips recorded by Howarth Fisher and Associates during the evening peak, suggesting that given the location of the residential developments, in such close proximity to the CBD, Sandy Bay commercial precinct, the bus stops along Sandy Bay Road and the University of Tasmania the majority of residents used sustainable transport modes.

5.2 Proposed Trip Generation

5.2.1 RTA Guide to Traffic Generating Developments, 2002

The *RTA Guide to Traffic Generating Developments 2002* is a nationally recognised reference document for determining trip rates to new development sites. It should be noted that the RMS TDT 2013 /04a is am updated reference source but does not include the trip generation rates for medium density apartments and therefore the NSW RTA Guide to Traffic Generating Developments, 2002 has been used.

The RTA guide states that "*A medium density residential flat building is a building containing at least 2 but less than 20 dwellings. This includes villas, town houses, flats, semi-detached houses, terrace or row houses and other medium density developments. This does not include aged or disabled persons' housing.*"

Given there are 7 dwellings in the proposed development, values for a medium density residential flat building have been used in calculations.

Table 1: Proposed Trip Generation *(RTA Guide to Traffic Generating Developments 2002)*

Land Use	Trip Rates	Total Requirement
4 x two-bedroom apartments	*4-5 daily vehicle trips per dwelling* *0.4-0.5 peak hour trips per dwelling*	**20 daily vehicle trips** **2 trips during the peak hour**
2x three-bedroom apartments	*5-6.5 daily vehicle trips per dwelling* *0.5-0.65 peak hour trips per dwelling*	**13 daily vehicle trips** **1.3 trips during the peak hour**
1x four-bedroom apartment	*5-6.5 daily vehicle trips per dwelling* *0.5-0.65 peak hour trips per dwelling*	**6.5 daily vehicle trips** **0.65 trips during the peak hour**
Total		**39.5 (40) trips per day** **3.95 (4) trips during the peak hour**

Based on trip generation rates, calculated from a nationally recognised reference document the development could generate approximately 4 trips during the peak hour. Earl Street can cater for the 4 peak hour trips (an additional 2 trips if the trip generation from the existing development is calculated using the RTA Guide). It should also be noted that based on the surveys undertaken by Howarth Fisher and Associates at the existing site there could be significantly less than 4 evening peak hour trips associated with this development.

6. Assessment of Parking

6.1 Existing Situation

Currently there is a garage which can accommodate 2 vehicles as demonstrated in the photograph below. Two vehicles often park parallel along the driveway (however these are non compliant bays).



Photograph 1a: Showing the Existing parking provision.

6.1.1 Parking Requirements

The parking requirement has been calculated based on the provisions of the Hobart Interim Planning Scheme as shown in the table below:

Table 2: Parking requirements for the development (Hobart Interim Planning Scheme, 2015)

Land Use	Parking Rates	Total Requirement
7 residential units (4 x two-bedroom apartments, 2x three-bedroom apartments, 1x four-bedroom apartment)	*2 for each dwelling and:* *1 dedicated visitor parking space per 4 dwellings*	**14 parking spaces + 2 visitor spaces**
TOTAL		**16 parking spaces**

6.2 Proposed Parking Provision

As part of the proposed development, 10 car parking spaces have been provided, giving a total shortfall of 6 spaces. As this does not meet the acceptable solution of the Hobart Interim Planning Scheme, the performance criteria has been addressed below .

E6.6.10 - P1

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

(a) car parking demand generated by the proposed use during its proposed hours of operation;

Given the location of the site in proximity to the city and the local commercial centre of Sandy Bay, the demand for car travel may be reduced. There are many examples of 2 and 3 bedroomed residential properties which do not cater on site for visitor parking or which do not provide the full parking requirement.

The Bay Vue Residential unit development, recently constructed at 417 Sandy Bay Road, comprises a number of 1 and 2 bedroomed residential apartments predominantly with 1 parking space provided per apartment.

(b) the availability of on-street and public car parking in the locality;

There is on street parking availability for visitor parking in the vicinity of the site, typically on Earl Street. Whilst it is acknowledged this is predominantly restricted to 2hour parking Monday to Friday 8am-6pm, the restrictions will be appropriate for any visitor parking demand especially during the weekend and evening. There is some unrestricted off-street parking opposite the development site (in the Council off street car park adjacent to the Derwent Sailing Squadron off Marieville Esplanade) which could also be utilised.
This is shown in the photograph overleaf:



Photograph 2: Additional parking supply for visitors located across the road from the site.

(c) the availability and frequency of public transport within a 400 m walking distance of the site;

The site is well served by high frequency public transport along Sandy Bay Road as well as services which operate along Earl Street. The bus stop is located 116 metres away from the site and serves a number of bus services, including the 402, 422, 426, 427, 428 and the 429 services. The frequency of these services is outlined in the weblink, https://www.metrotas.com.au/wp-content/uploads/2020/08/DSG_tt_401_web.pdf.

(d) the availability and likely use of other modes of transport;

Given the proximity of the site to the centre of Hobart and Sandy Bay and the University campus, the site is well placed to take advantage of sustainable modes of transport such as cycling and walking as well as public transport. The site is 2.7km away from the Hobart GPO making much of the City easily accessible from the proposed development.

(e) the availability and suitability of alternative arrangements for car parking provision;

There are two hourly parking restrictions on Earl Street which operate between 8am to 6pm Monday to Friday and would be suitable for visitors parking short term in the day and longer term evening and weekend. The parking adjacent to the Derwent Sailing Squadron is also available as a supplementary parking supply. This is currently unrestricted, however signage at this site suggests that Council are proposing to restrict this to a 2 hour parking duration.

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

There may be some ability for some apartments to reach agreements with others on the number of car spaces required. For example, some owners may only require one space and others may request two. When residents are looking to purchase or rent an apartment they will be made aware of the parking supply and make their decision accordingly.

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

There are currently 2 garage spaces and two parking spaces in the driveway for the 3 apartments therefore there is an existing parking shortfall associated with the existing use.

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

This is a substantial redevelopment of the site.

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

Assumed not applicable.

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

N/A

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

None

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

N/A

(m) any existing on-street parking restrictions;

As already stated, there is a 2 hour on-street parking restriction on Earl Street operating between 8am – 6pm Monday to Friday and no standing on Sandy Bay Road along the road frontage. These restrictions would be accommodating to the visitor parking requirements.

(n) the proportion of residential properties without off-street parking within a 100m radius of the subject site.

There are no residential properties within 100m of the site which do not have offstreet parking.

6.3 Dimensions and Manoeuvring

In line with the requirements of the Hobart Interim Planning Scheme, 2015, the parking bays need to be 2.4 metres wide x 5.4 metres long with a minimum aisle width of 5.8 metres to cater to user class 1 long term parking associated with residential properties. The bays meet these requirements whilst the aisle widths exceed the minimum Australian Standard requirements.

6.4 Accessible Parking

In line with the Hobart Interim Planning Scheme, 2015, requirements as outlined in section E6.6.2: Number of Accessible Car Parking Spaces for People with a Disability.

Objective

To ensure that a use or development provides sufficient accessible car parking for people with a disability.

Acceptable Solutions

A1

Car parking spaces provided for people with a disability must:

a) Satisfy the relevant provisions of the Building Code of Australia:

b) Be incorporated into the overall car park design;

c) Be located as close as practicable to the building entrance.

Performance Criteria

P1

No performance criteria.

The development is described as a class 4 building by the NCC, the most closely related class of building is Class 1b or Class 3, which states:

To be calculated by multiplying the total number of carparking spaces by the percentage of—

(i) accessible sole-occupancy units to the total number of sole-occupancy units; or

(ii) accessible bedrooms to the total number of bedrooms; and the calculated number is to be taken to the next whole figure

1 space for every 100 carparking spaces or part thereof.

Given there are no accessible units/bedrooms proposed in this development, and the Hobart Interim Planning Scheme Requirement for the total number of parking spaces is 16, there is no requirement for an accessible bay to be provided.

6.5 Bicycle Parking Requirements

In line with the requirements of the Hobart Interim Planning Scheme 2015, Table E6.2, the bicycle parking requirements have been calculated below. It should be noted that in line with note a) if the result is not a whole number the requirement is to the nearest whole number:

Land Use	Bicycle Parking Rates	Total Requirement
7 residential units (4 x two-bedroom apartments, 2x three-bedroom apartments, 1x four-bedroom apartment)		**No requirement**

6.6 Motorcycle Parking

In line with the performance criteria outlined in section E6.6.3 of the Hobart Interim Planning Scheme, 2015.

The acceptable solution states:

> *'The number of on-site motorcycle spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 spaces.'*

Given there are 10 spaces provided, there is no requirement for motorcycle parking spaces to be provided.

7. Assessment of Access

7.1 Existing Situation Access Width

The Earl Street crossover width was measured to be 6 metres wide.



Photograph 6: Showing access width of the Earl Street crossover.

7.2 Proposed Access

The proposed access to the site allows for an entry and exit path to the carpark in the basement. The access consists of a 6metre crossover width for a distance of 6.3metres from the site boundary which is greater than the minimum requirement. A 5.4metre x 2.4metre waiting bay (located within the boundary of the site), and a one way 3metre wide ramp with 0.3metre wide clearance to kerbs on either side (total open width of 3.6metres) are proposed. The layout for the access can be seen in Appendix A.

7.3 Planning Scheme Access Widths Requirement

An assessment against the following section of the Hobart Interim Planning Scheme 2015 has been made:

E6.7.3 Vehicular Passing Areas Along an Access

Objective:	
To ensure that: (a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists; (b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.	
Acceptable Solutions	**Performance Criteria**
A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (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.	**P1** Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following: (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users.

The proposed development requires vehicle passing bays to be provided, given it will serve more than 5 spaces and provides a 22 metre section of one way driveway operation which is to be controlled by signals. The proposed access width includes a passing bay at the entrance to the site which is 6.3 metres x 6 metres wide.

This exceeds the requirement of the acceptable solution given the acceptable solution has a required dimension of a passing bay of 5.5metres wide x 6 metres long. Traffic signals will be used to facilitate a one way operation of the access to the basement car park via a ramp. The traffic signals will be positioned at the top and the bottom of the ramp as indicated on the drawing at Appendix A.

An additional passing bay has been provided within the basement car park itself to provide an area for egressing vehicles to wait at the bottom of the ramp. This area provides a clear passing area which is 7.4metres long x 6.4metres wide.

A B99 swept path has been used to show the clearance of a vehicle entering the car park without impacting on a vehicle in the waiting bay. The ramp length is 22 metres. The access and passing bay therefore complies with the acceptable solution outlined in the Hobart Interim Planning Scheme, 2015.

7.4 Australian Standard Requirement

7.4.1 Classification of Off-Street Car Parking Facility

In line with Australian Standard AS2890.1: Off-street car parking facilities the class of the proposed parking facility is determined from the table 1.1 below:

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

From Table 1.1, the type of the proposed parking facility is a user class 1A associated with residential parking.

7.4.2 Category of Access Driveway

In line with AS2890.1, *to determine access driveway widths and restrictions on their location along frontage road table 3.1 categorizes driveways according to –*

a) the class of parking facility as shown in table 1.1;

b) the frontage road type, either arterial (including sub-arterial) or local (including collector):and

c) *the number of parking spaces served by the access driveway.*

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

From Table 3.1 above, it can be shown that the proposed driveway of the user class 1A parking facility is a category 1 access facility.

7.4.3 Access Driveway Widths Requirement

In line with the requirements of the Hobart Interim Planning Scheme, 2015, the access driveway is a user class 1 access (notably a user class 1A facility accessing a local road with servicing less than 25 bays), which requires a width of between 3 m – 5.5metres combined. The access driveway width is typically 3.6metres wide (widening at the frontage road access to 6 metres) and is therefore compliant with the requirements of the Australian Standard 2890.1: Off street parking 2004.

The location of the access and egress points can be found on the plan at **Appendix A**.

8. Assessment of Sight Distance

8.1 Measured Sight Distances

The location of the driveway on Earl Street allows a maximum sight distance of approximately 23metres in the North East direction, due to the lot location within the road network.



Photograph 7: Sight distance in the north east direction was measured to be 23 metres.

The sight distance to the south west direction was measured to be 150 metres (it is acknowledged that there are obstructions from parked vehicles, but these are not a permanent /fixed obstruction). This sight distance exceeds the acceptable solution requirement within the Hobart Interim Planning Scheme, 2015.



Photograph 8: Sight distance in the south west direction was measured to be in excess of 150 metres

8.2 Hobart Interim Planning Scheme 2015.

Sight distance is a function of vehicle speed. The posted speed limit on Earl Street is 50km/hr.

As stated in the Hobart Interim Planning Scheme, 2015, at section E5.6.4, regarding sight distances:

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

Objective:	
To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	**Performance Criteria**
A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	**P1** The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.

A1 Sight distances at:

a) *An access or junction must comply with the Safe Intersection Sight Distance shown at Table E5.1. In accordance with Table E5.1 a 60km/hr frontage road speed requires a sight distance of 80metres.*

The available sight distance does not meet the requirements of *Acceptable Solution*, as required by the Hobart Interim Planning Scheme, 2015 of 80 metres in both directions.

Therefore an assessment against the performance criteria as outlined below has been undertaken:

E5.6.4 – Sight Distance at Accesses, Junctions and Level Crossings

Objective

To ensure that accesses, junctions, and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

a) The nature and frequency of the traffic generated by the use;

The sight distance will always be unobstructed in the north east direction, given the location of a yellow line from the intersection to the access. The actual speed of vehicles travelling into Earl Street from Sandy Bay Road will be significantly less than 50km/hr, given vehicles will have taken a 90-degree angle turning movement from Sandy Bay Road.

b) The frequency of use of the road or rail network

The trip generation rates associated with the proposed development (based on the RTA, NSW, Guide to Traffic Generation, 2002) are low (typically 4 per hour in the peak hour) and therefore will have minimal impact on the surrounding road network. Surveys undertaken by Howarth Fisher and Associates of the three existing residential apartments on the site during the evening peak showed there were zero trips undertaken, suggesting that due to its convenient location, notably, close to the City, Sandy Bay and the University, there may be fewer than 4 trips during the evening peak.

c) Any alternative access

There is no accident history associated with the existing access and there is no alternative access that can be used. The sight distance has been maximised given its current location.

d) The need for the access, junction of level crossing

Given this is the sole access to the development site at 345 Sandy Bay Road, there is no other option for access.

e) Any traffic impact assessment

This report constitutes a traffic impact assessment.

f) Any measures to improve of maintain sight distance

There is no option to improve sight distance to the north east, given its proximity to the intersection of Earl Street and Sandy Bay Road. Given the low speed environment for vehciels turning into Earl Street at Sandy Bay Road it is not envisaged that this will be an issue.

g) Any written advice received from the road or rail authority

Not applicable.

9. Sustainable Transport

9.1 Buses

The site is well located to take advantage of the several bus service s that operate along Sandy Bay Road, with stops located within 160metres of the site. Metro services provide potential visitors/residents of the site with a range of bus service options between the Hobart City Interchange through to Kingston via the Channel Highway (B68) https://www.metrotas.com.au/wp-content/uploads/2020/08/DSG_tt_401_web.pdf, notably the:

- 402 service providing a 30-minute interval service between Lower Sandy Bay and Hobart via Rosny Park Interchange, Monday to Friday, every hour on Saturdays and every two hours on Sunday and public holidays
- 422 service – 2 hourly service on Saturdays between Margate and the Hobart Interchange via Sandy Bay Road.
- 426 service – provides a 30 minute interval service between Taroona and the Hobart Interchange via Sandy Bay Road, and every hour on Saturdays.
- 427 service – provides a low frequency service between Blackmans Bay and Hobart Interchange via Sandy Bay Road.
- 428 service – provides a low frequency service between Blackmans Bay and Hobart Interchange via Sandy Bay Road
- 429 service – provides a service between Huntingfield and Hobart Interchange via Sandy Bay Road, at a 30 minute frequency service Monday to Friday, and every two hours on Saturdays.

9.2 Bicycles/Electric Bicycles/Electric Scooters

There is an on road bicycle lane which has been implemented along on Sandy Bay Road in the vicinity of the site as shown in the photograph overleaf.

This links into an off-road shared pedestrian and bicycle facility which provides a connection to Marieville Esplanade.



Photograph 9: Bicycle lane along Sandy Bay Road which can be used as a safe on road facility in the vicinity of the site.

9.3 Pedestrian Linkages

There are good pedestrian linkages around the site which creates a safe pedestrian access to the proposed residential apartment development. There are 1.5 metre wide pedestrian footpaths along Sandy Bay Road and Earl Street which provides a staged crossing facility to facilitate access to the proposed development.

There are potential future plans to provide a segregated bicycle and pedestrian path between the Casino and the City as well as plans to extend ferry routes between the Casino and the City. Both of these developments would further benefit the proposed development providing residents with further improved sustainable transport options. Whilst these are still being developed at a strategic level the long term opportunity for the development to take advantage of these linkages should be considered.

10. Service Vehicles

It is proposed that the development will utilise the Council's on street refuse collection service as currently occurs. Typically, this is undertaken via an ~ 8.8m standard refuse collection vehicle (medium rigid vehicle). This will be done on street external to the site boundaries.

A dedicated bin storage area has been indicated on the ground floor, near the lift shaft, for residents to utilise and easily enable them to put out bins onto the Earl Street frontage.

11. Conclusion and Recommendation

The proposed development has been assessed in relation to the following:

Trip Generation

The trip generation to the proposed residential development is relatively low. Based on the trip generation rates calculated using the NSW, RTA, Guide to Traffic Generating Developments, 2002, it is anticipated that there would be approximately four trips to the site during the evening peak period,

Surveys undertaken by Howarth Fisher and Associates associated with the existing three apartments showed there to be zero trips to and from the site during the weekday evening peak period.

Given the proximity of the site to the centre of Hobart and Sandy Bay and the University campus, the site is well placed to take advantage of sustainable modes of transport such as cycling and walking as well as public transport. The site is 2.7km away from the Hobart GPO making much of the City accessible from this development.

Parking

As part of the proposed development, 10 car parking spaces have been provided, giving a total shortfall of 6 spaces. As this parking provision does not meet the acceptable solution of the Hobart Interim Planning Scheme, the performance criteria have been addressed.

There may be some ability for some apartments to reach agreements with others on the number of car spaces required. For example, some owners may only require one space and others may request two. When residents are looking to purchase or rent an apartment they will be made aware of the parking supply and make their decision accordingly.

Access

The proposed access to the site allows for an entry and exit path to the carpark in the basement. The access consists of a 6.6metre crossover width for a distance of 6.3 metres from the site boundary which is greater than the minimum requirement. A 5.4metre x 2.4metre waiting bay (located within the boundary of the site), and a one way 3metre wide ramp with 0.3metre wide clearance to kerbs on either side (total open width of 3.6metres) are proposed. The layout for the access can be seen in Appendix A.

The proposed development requires vehicle passing bays to be provided, given it will serve more than 5 spaces and provides a 22metre section of one-way driveway operation which is to be controlled by signals. The proposed access width includes a passing bay at the entrance to the site which is 6.3 metres x 6 metres wide. This exceeds the requirement of the acceptable solution. Traffic signals will be used to facilitate a one-way operation of the access along the car park ramp. These will be positioned at the top and the bottom of the ramp as indicated on the drawing at Appendix A.

An additional passing bay has been provided within the basement car park itself to provide an area for egressing vehicles to wait at the bottom of the ramp. This area provides a clear passing area which is 7.4metres long x 6.4metres wide.

Sight Distance

The sight distance in the South West direction was measured to be 150 metres (it is acknowledged that there is an issue with obstructions from parked vehicles, but these are not permanent/fixed obstruction). This sight distance exceeds the acceptable solution requirement within the Hobart Interim Planning Scheme, 2015.
The location of the driveway on Earl Street allows a maximum sight distance of approximately 23metres in the North East direction, due to the lot location within the road network.

The sight distance to the North East has been assessed against the performance criteria. There is no accident history associated with the location of the existing access and the approach speed of vehicle, after having turned right or left into Earl Street from Sandy Bay Road, will be such that it will be significantly lower than the 50km/hr posted speed limit against which the sight distance has been assessed.

Sustainable Transport

Buses/Coaches

The site is well located to take advantage of the several bus services that operate along Sandy Bay Road, with stops located within 160metres of the site. Metro services provide potential visitors/residents of the site with a range of bus service options between the Hobart City Interchange through to Kingston via the Channel Highway (B68) https://www.metrotas.com.au/wp-content/uploads/2020/08/DSG_tt_401_web.pdf

Bicycle

There is an on-road bicycle lane which has been implemented along on Sandy Bay Road in the vicinity of the site. This provides a linkage to an off road shared bicycle and pedestrian path which runs on the opposite side of the road to the proposed development site.

Pedestrians

There are good pedestrian linkages around the site which creates a safe pedestrian access to the proposed residential apartment development. There are 1.5 metre wide pedestrian footpaths along Sandy Bay Road and Earl Street which provides a staged crossing facility to facilitate access to the proposed development.

There are potential future plans to provide a segregated bicycle and pedestrian path between the Casino and the City as well as plans to extend ferry routes between the Casino and the City. Both of these developments would benefit the proposed development providing residents with further improved sustainable transport options. Whilst these are still being developed at a strategic level the long term opportunity for the development to take advantage of these linkages should be considered.

Service Vehicles

It is proposed that the development will utilise the Council's on street refuse collection service as currently occurs. Typically this is undertaken via an ~ 8.8m standard refuse collection vehicle (medium rigid vehicle). This will be done on street external to the site boundaries.

A dedicated bin storage area has been indicated on the ground floor, near the lift shaft, for residents to utilise and easily enable them to put out bins onto the Earl Street frontage.

Howarth Fisher and Associates

Appendix A

DEVELOPMENT PLANS



1. LOCATION PLAN 1:1000

PROJECT DETAILS	
OWNER / CLIENT	SOHO PARTNERS
PROJECT ADDRESS	345 SANDY BAY ROAD, SANDY BAY
LAND TITLE REF. NO. (CERTIFICATE FOLIO AND VOLUME)	65462/1
TOTAL FLOOR AREA	Site 558m² New Building 1080m² Private Open Space 178m²

DRAWING No.	DESCRIPTION
DA01	COVER PAGE + DRAWING SCHEDULE
DA02	SITE PLAN - PROPOSED
DA03	SITE PLAN - DEMOLITION
DA04	PROPOSED BASEMENT PLAN
DA05	PROPOSED GROUND FLOOR PLAN
DA06	PROPOSED LEVEL 1 PLAN
DA07	PROPOSED LEVEL 2 PLAN
DA08	PROPOSED LEVEL 3 PLAN
DA09	PROPOSED ROOF PLAN
DA10	PROPOSED ELEVATIONS 1
DA11	PROPOSED ELEVATIONS 2
DA12	SECTIONS - PROPOSED
DA13	ARTIST IMPRESSIONS 1
DA14	ARTIST IMPRESSIONS 2
DA15	ARTIST IMPRESSIONS 3
DA16	SHADOW DIAGRAMS - PLANS 1
DA17	SHADOW DIAGRAMS - PLANS 2
DA18	SHADOW DIAGRAMS - 347 SANDY BAY ROAD
DA19	SHADOW DIAGRAMS - 347 SANDY BAY ROAD
DA20	SHADOW DIAGRAMS - 2 EARL STREET

SUMMARY

- 4 STOREYS
- 7 UNITS
- 911m² UNITS INTERNAL
- 178m² EXTERNAL
- 10 CAR SPACES

UNIT NUMBER	AREA (m2)
UNIT 01	92
UNIT 02	124
UNIT 03	134
UNIT 04	114
UNIT 05	134
UNIT 06	114
UNIT 07	199
	911 m²

DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
Fmr
SOHO PARTNERS

DRAWING

DRAWING NAME **COVER PAGE + DRAWING SCHEDULE**

DRAWING NO **21028_DA01**
Sheet 1 of 21

SCALE 1:1, 1:1000 @ A2
DATE August 2021
DRAWN TN
CHECKED SV

ACCREDITED DESIGNER SV
ACCREDITED NUMBER CC5471I
PLOT DATE 13/08/2021
CAD REF P:\21028 345 Sandy Bay Rd MRIEVILLE\4.0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING CF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING

DRAWING NAME **SITE PLAN - PROPOSED**

DRAWING NO **21028_DA02**
Sheet 2 of 21

SCALE	1:200 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd\MRES\14.0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

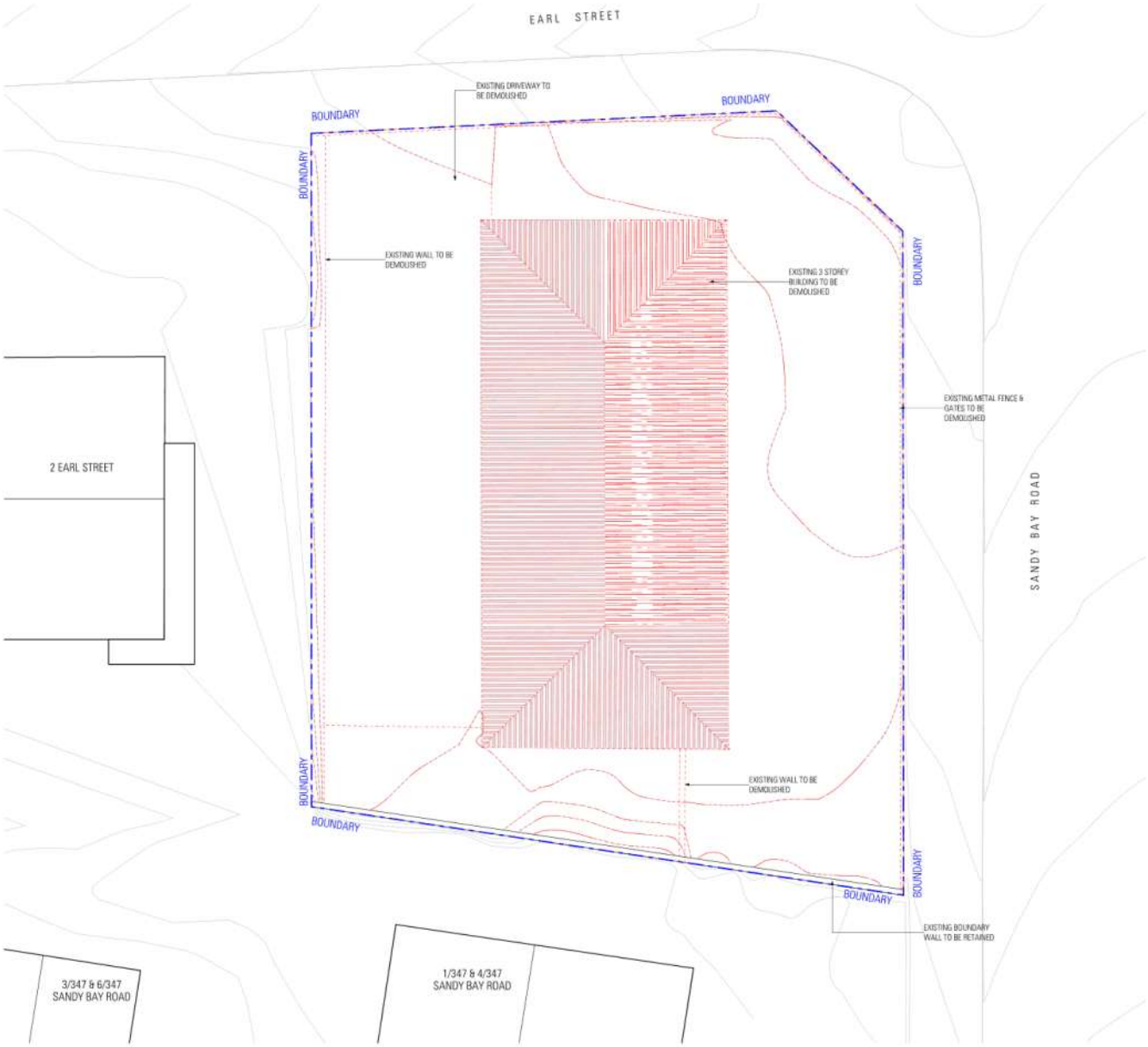
STATUS
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty. Ltd.



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING

DRAWING NAME **SITE PLAN - DEMOLITION**

DRAWING NO **21028_DA03**
Sheet 3 of 21

SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\014 0 DRAWINGS\014 1 Current\21028_345 Sandy Bay Road.pln

STATUS

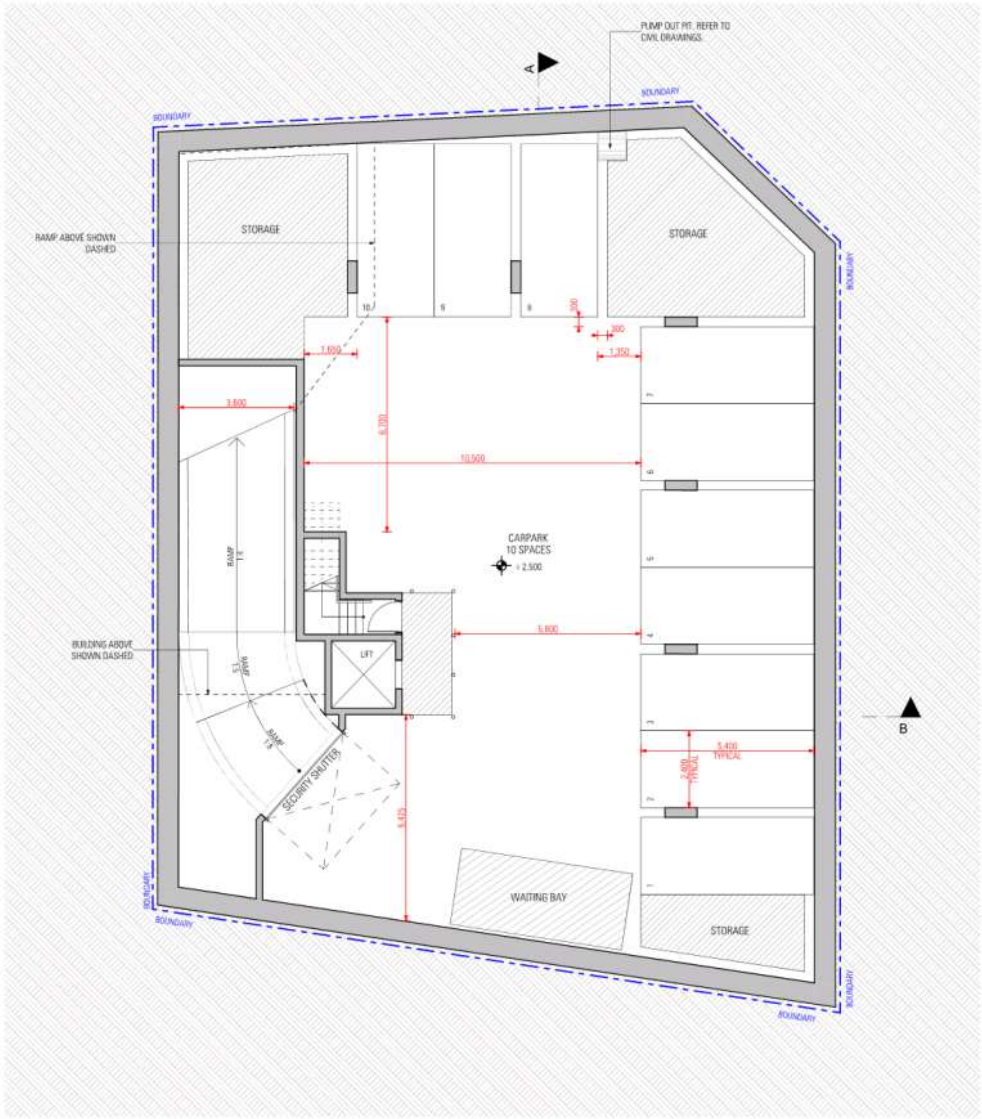
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME	**PROPOSED BASEMENT PLAN**
DRAWING NO	**21028_DA04** Sheet 4 of 21
SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\01-0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

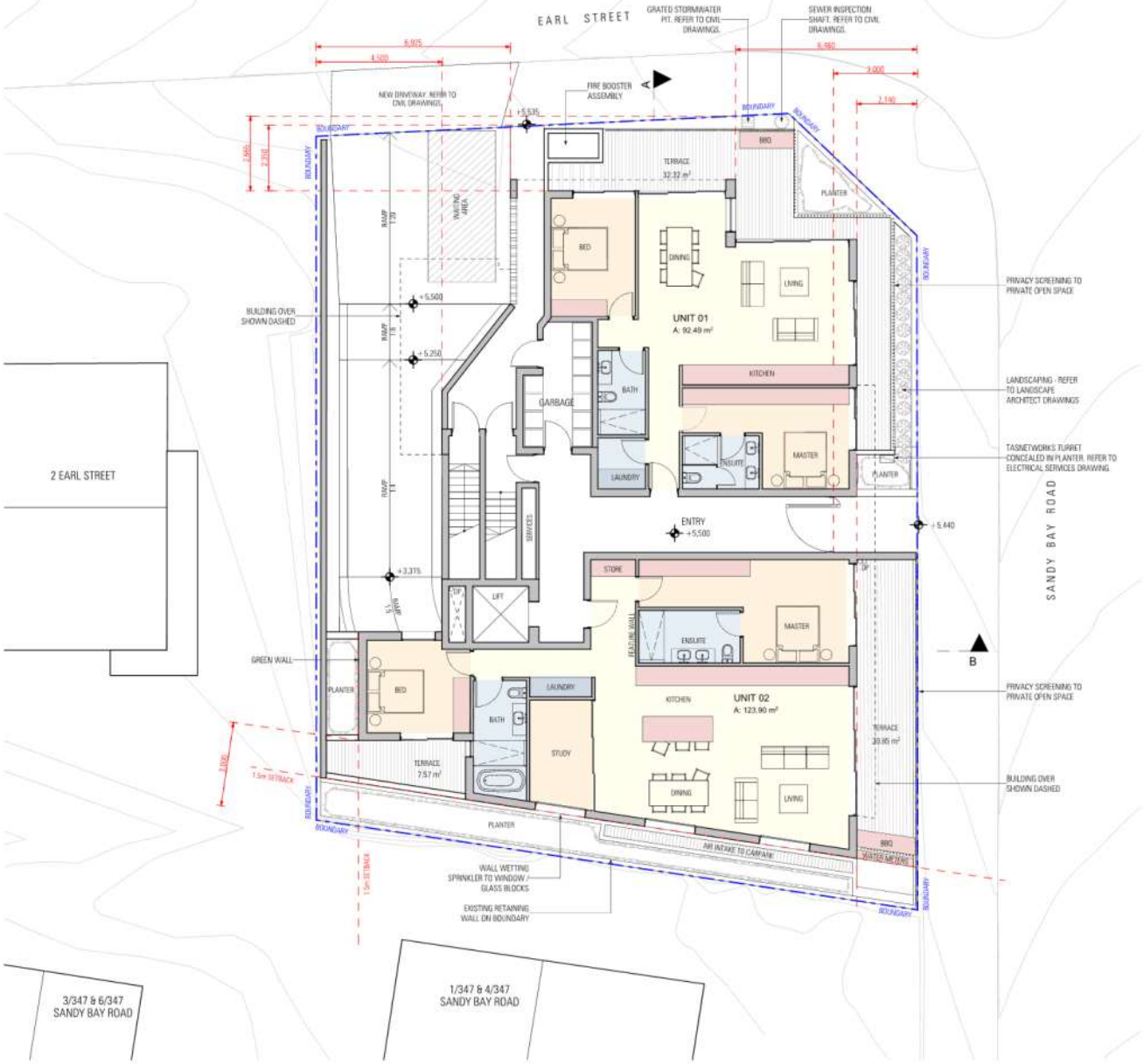
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME	**PROPOSED GROUND FLOOR PLAN**
DRAWING NO	**21028_DA05** Sheet 5 of 21
SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\03-4 D DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

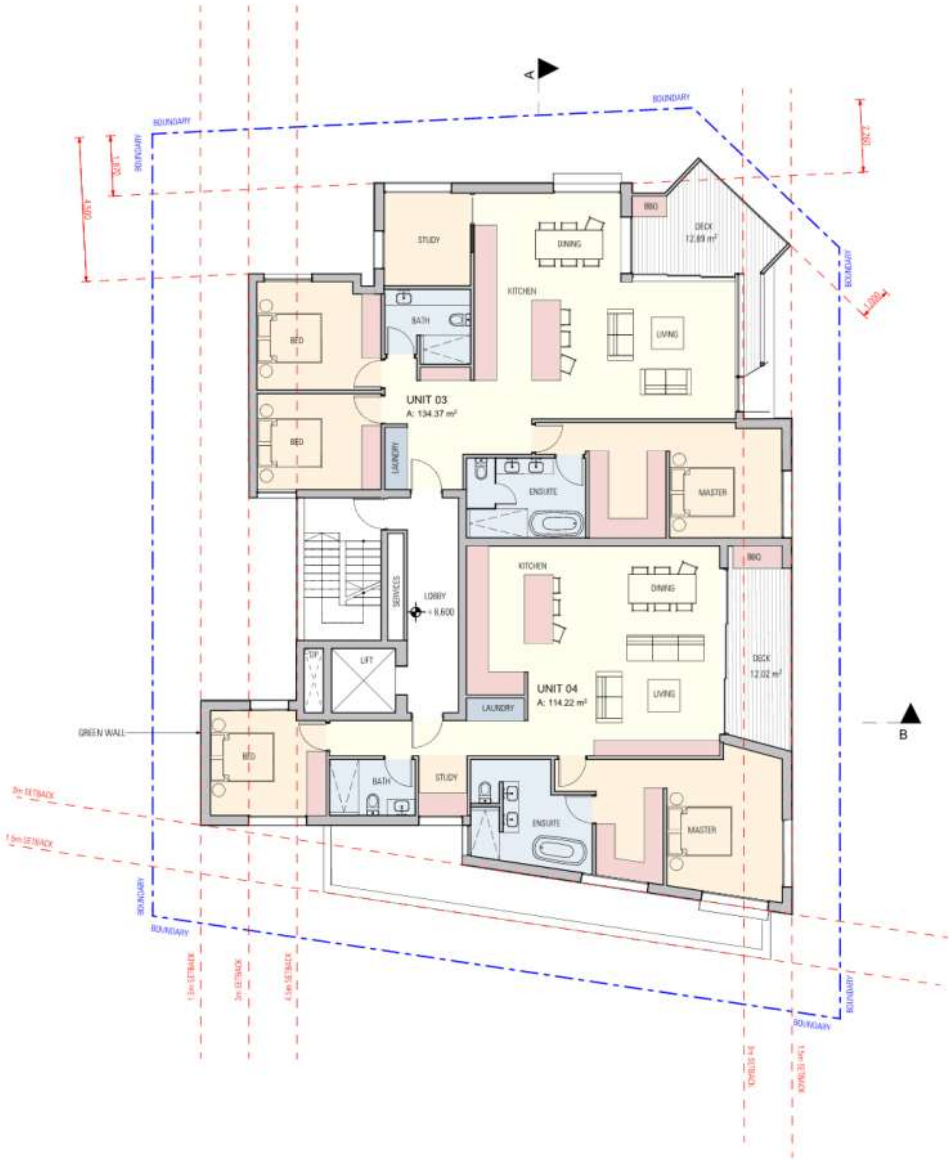
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTS JAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME: PROPOSED LEVEL 1 PLAN

DRAWING NO: 21028_DA06
Sheet 6 of 21

SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/09/2021
CAD REF	P:\21028 345 Sandy Bay Rd MIXED U...\21028_345 Sandy Bay Road.pln

STATUS

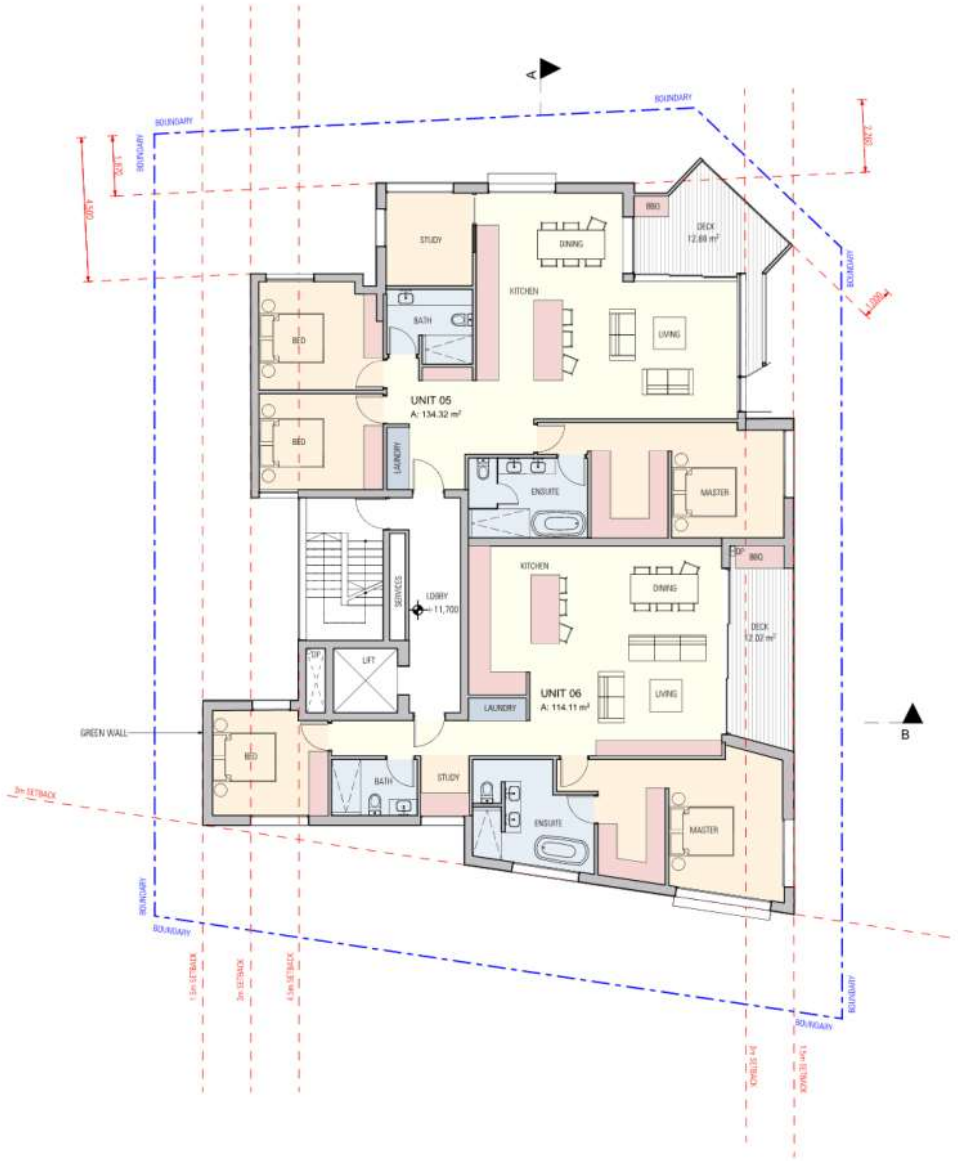
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/09/2021

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty. Ltd.



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
Fnr

SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME	**PROPOSED LEVEL 2 PLAN**
DRAWING NO	**21028_DA07** Sheet 7 of 21
SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028\345 Sandy Bay Rd MRE\01-4.0 DRAWINGS\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

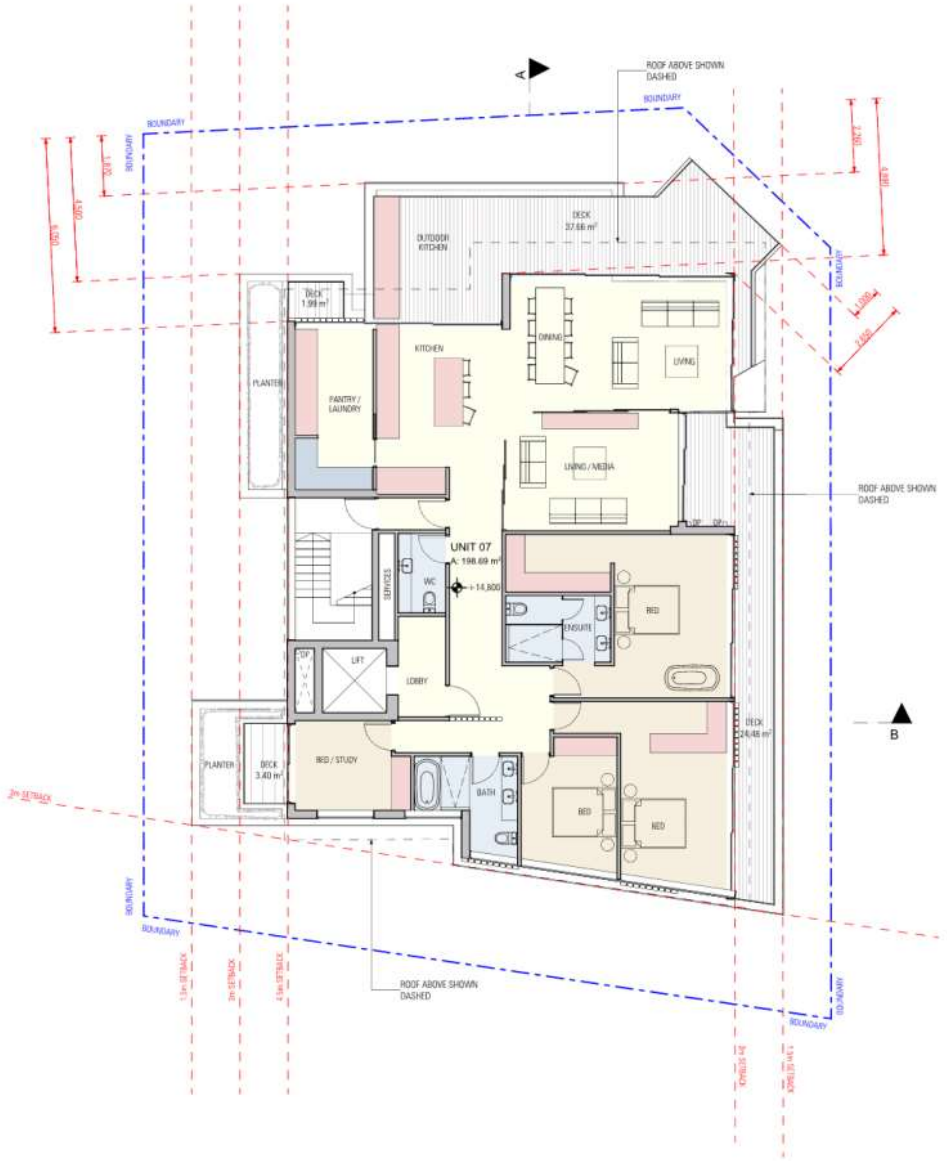
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME	**PROPOSED LEVEL 3 PLAN**
DRAWING NO	**21028_DA08** Sheet 8 of 21
SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd\MRB\01-0 DRAWINGS\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

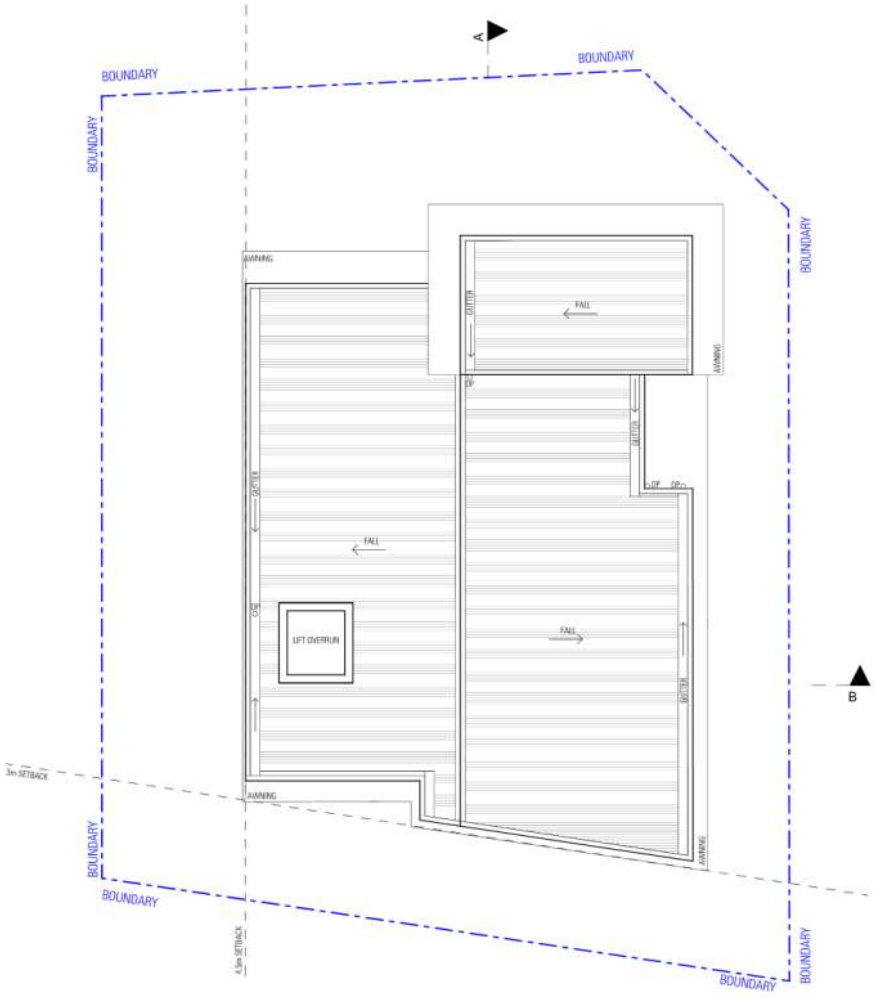
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



DRAWING LEGEND

ARCHITECTSMAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
Fnr

SOHO PARTNERS

DRAWING

0m 1 2 3 4 5m

DRAWING NAME **PROPOSED ROOF PLAN**

DRAWING NO **21028_DA09**
Sheet 9 of 21

SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\014.0 DRAWINGS\014.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



1 NORTH-EAST ELEVATION 1:100



2 SOUTH-WEST ELEVATION 1:100

MATERIAL LEGEND

	BAL	BALUSTRADE Clear glass
	BR-1	MASONRY WALL 1
	BR-2	MASONRY WALL 2
	BR-S	MASONRY SCREENING
	CONC	CONCRETE FINISH
	GL	GLAZING
	GW	GREEN WALL
	MC-1	METAL CLADDING 1
	MC-2	METAL CLADDING 2
	MC-3	METAL CLADDING 3
	SCN	SCREEN Timber privacy screen

ARCHITECTSMAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME	**PROPOSED ELEVATIONS 1**
DRAWING NO	**21028_DA10** Sheet 10 of 21
SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd\MRB\01-0 DRAWINGS\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



4 NORTH-WEST ELEVATION 1:100



3 SOUTH-EAST ELEVATION 1:100

MATERIAL LEGEND

	BAL	BALUSTRADE Clear glass
	BR-1	MASONRY WALL 1
	BR-2	MASONRY WALL 2
	BR-S	MASONRY SCREENING
	CONC	CONCRETE FINISH
	GL	GLAZING
	GW	GREEN WALL
	MC-1	METAL CLADDING 1
	MC-2	METAL CLADDING 2
	MC-3	METAL CLADDING 3
	SCN	SCREEN Timber privacy screen

ARCHITECTSMAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
Fsr

SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME **PROPOSED ELEVATIONS 2**

DRAWING NO **21028_DA11**
Sheet 11 of 21

SCALE	1:100 @ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\014.0 DRAWINGS\014.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

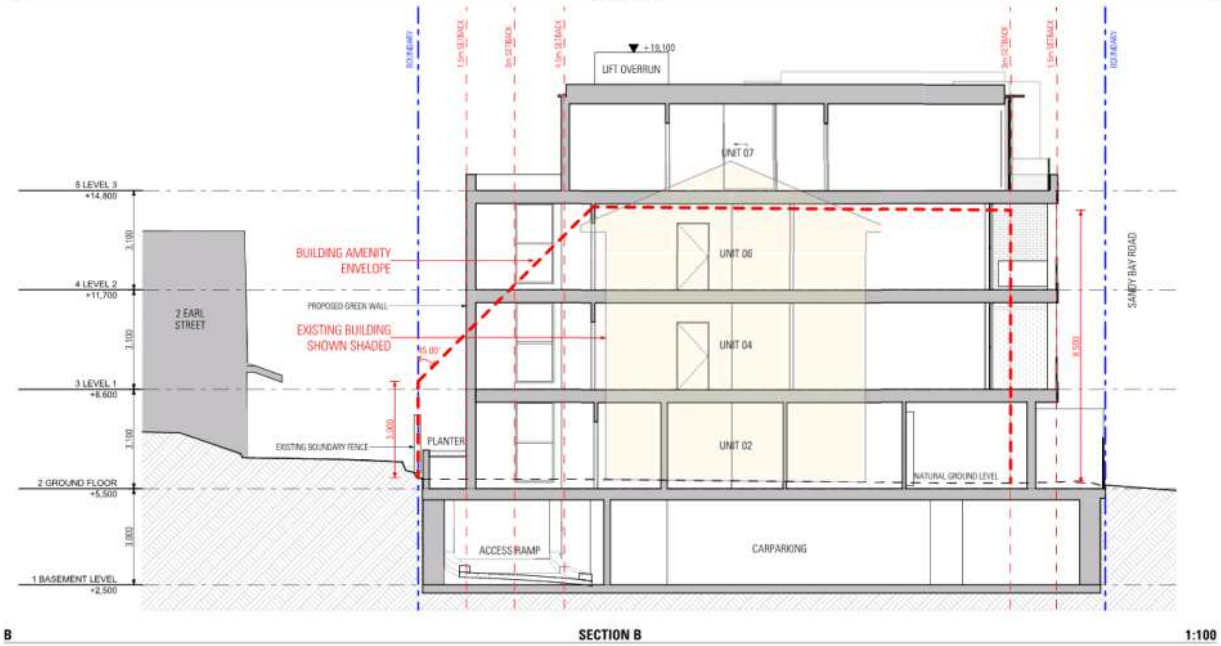
JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



A SECTION A 1:100



B SECTION B 1:100

DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY
For
SOHO PARTNERS

DRAWING 0m 1 2 3 4 5m

DRAWING NAME **SECTIONS - PROPOSED**

DRAWING NO **21028_DA12**
Sheet 12 of 21

SCALE 1:100 @ A2
DATE August 2021
DRAWN TN
CHECKED SV

ACCREDITED DESIGNER SV
ACCREDITED NUMBER CC5471I
PLOT DATE 13/08/2021
CAD REF P:\21028 345 Sandy Bay Rd MRB\B14.0 DRAWINGS\B14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



SANDY BAY ROAD - EXISTING



SANDY BAY ROAD - PROPOSED



EARL STREET - EXISTING



EARL STREET - PROPOSED

DRAWING LEGEND

ARCHITECTSWAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	**ARTIST IMPRESSIONS 1**
DRAWING NO	**21028_DA13** Sheet 13 of 21
SCALE	@ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028\345 Sandy Bay Rd MRI\01-0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



MARIEVILLE ESPLANADE - EXISTING



MARIEVILLE ESPLANADE - PROPOSED



SANDY BAY ROAD - EXISTING



SANDY BAY ROAD - PROPOSED

DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	**ARTIST IMPRESSIONS 2**
DRAWING NO	**21028_DA14** Sheet 14 of 21
SCALE	@ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028\345 Sandy Bay Rd MRB\014.0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



SANDAY BAY ROAD - EXISTING



SANDY BAY ROAD - PROPOSED

DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME: ARTIST IMPRESSIONS 3

DRAWING NO: 21028_DA15
Sheet 15 of 21

SCALE: @ A2
DATE: August 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5471I
PLOT DATE: 13/09/2021
CAD REF: P:\21028 345 Sandy Bay Rd MRED\01.0 DRAWINGS\01.1 Current\21028_345 Sandy Bay Road.pln

STATUS

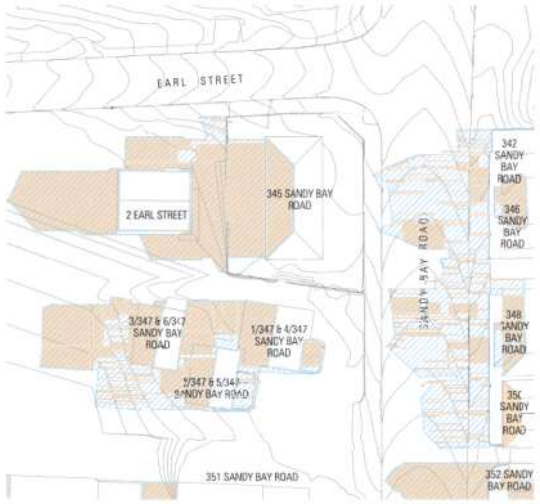
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/09/2021

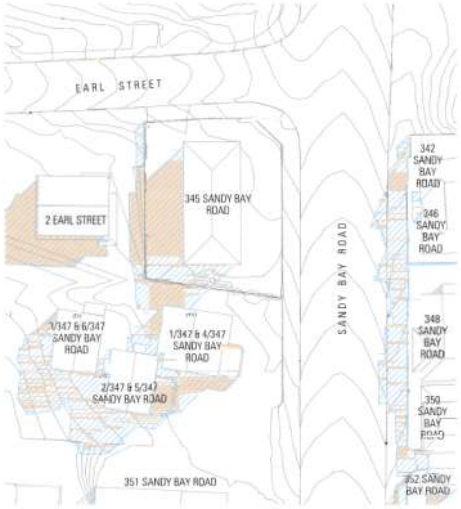
JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

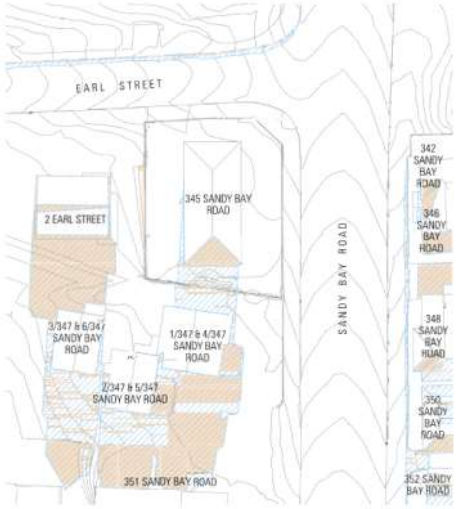
© Copyright Jacob Allom Wade Pty Ltd



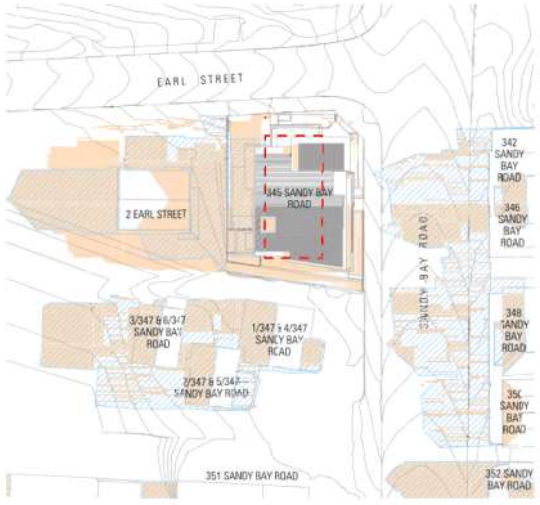
JUNE 21 - 9AM - EXISTING 1:500



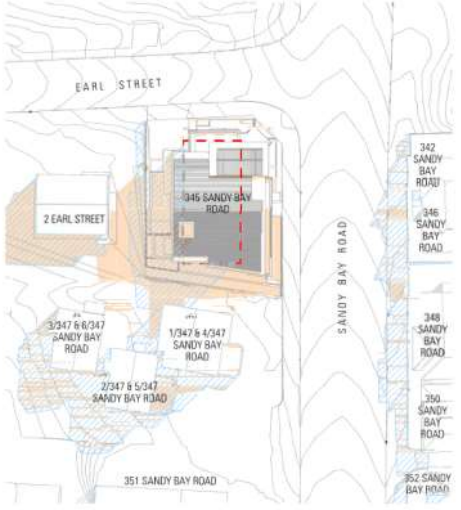
JUNE 21 - 12PM - EXISTING 1:500



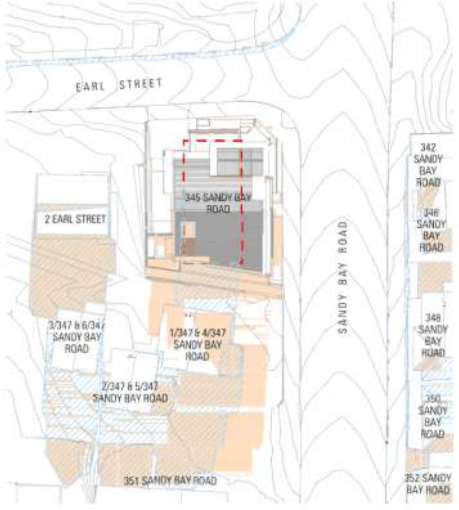
JUNE 21 - 3PM - EXISTING 1:500



JUNE 21 - 9AM - PROPOSED 1:500



JUNE 21 - 12PM - PROPOSED 1:500



JUNE 21 - 3PM - PROPOSED 1:500

DRAWING LEGEND

EXISTING SHADOWS

PROPOSED SHADOWS

EXISTING BUILDING TO BE DEMOLISHED

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME: SHADOW DIAGRAMS - PLANS 1

DRAWING NO: 21028_DA16
Sheet 16 of 21

SCALE: 1:500 @ A2
DATE: August 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5471
PLOT DATE: 13/09/2021
CAD REF: P:\21028 345 Sandy Bay Rd MRD\01-0 DRAWING\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

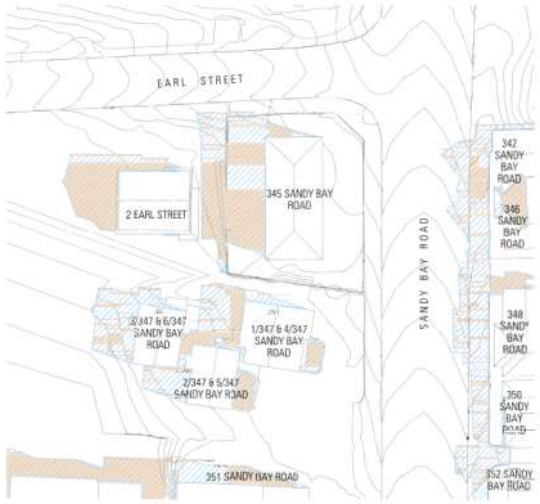
DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/09/2021

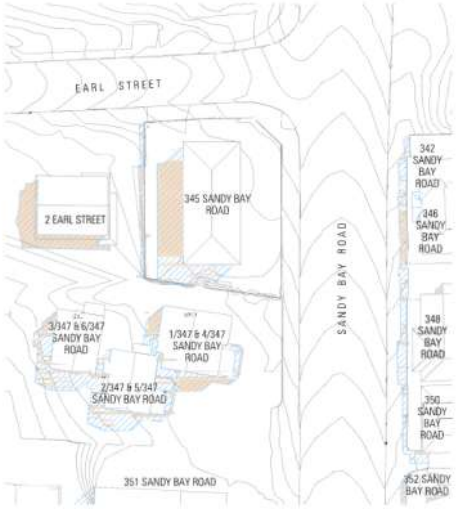
JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

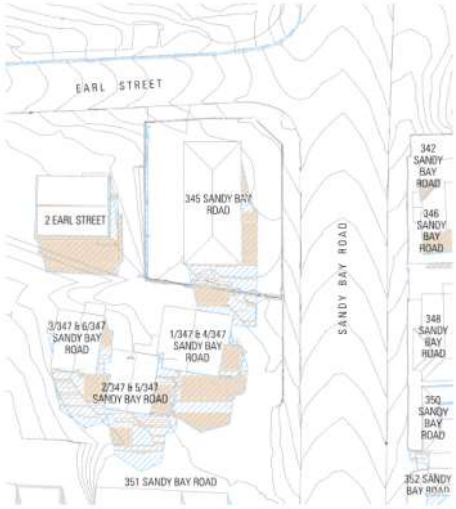
© Copyright Jacob Allom Wade Pty. Ltd.



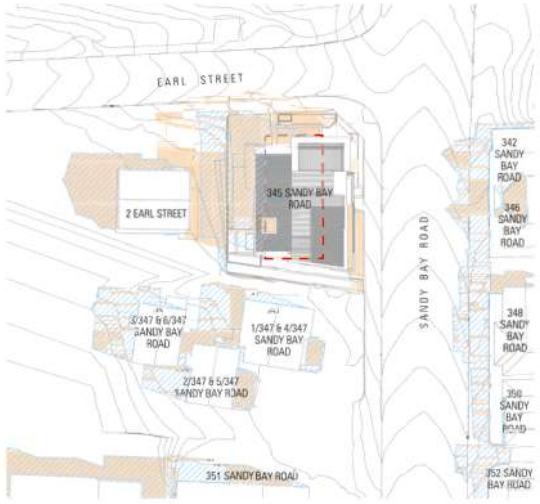
MARCH 20 - 9AM - EXISTING 1:500



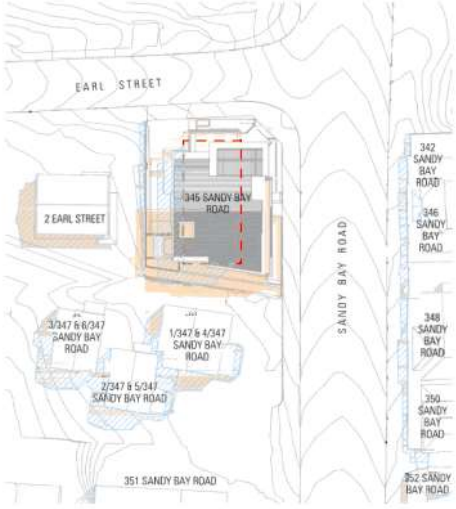
MARCH 20 - 12PM - EXISTING 1:500



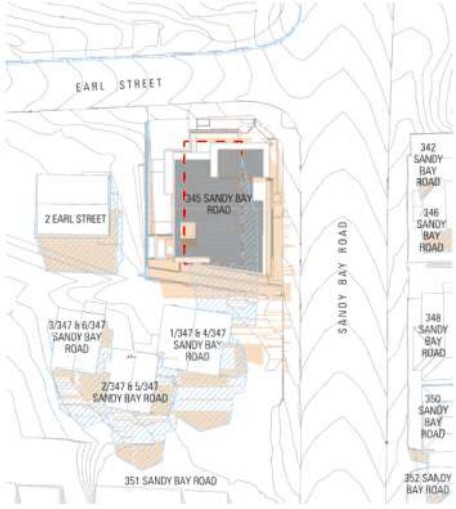
MARCH 20 - 3PM - EXISTING 1:500



MARCH 20 - 9AM - PROPOSED 1:500



MARCH 20 - 12PM - PROPOSED 1:500



MARCH 20 - 3PM - PROPOSED 1:500

DRAWING LEGEND

- EXISTING SHADOWS
- PROPOSED SHADOWS
- EXISTING BUILDING TO BE DEMOLISHED

ARCHITECTSJAWS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME: SHADOW DIAGRAMS - PLANS 2

DRAWING NO: 21028_DA17
Sheet 17 of 21

SCALE: 1:500 @ A2
DATE: August 2021
DRAWN: TN
CHECKED: SV

ACCREDITED DESIGNER: SV
ACCREDITED NUMBER: CC5471
PLOT DATE: 13/09/2021
CAD REF: P:\21028 345 Sandy Bay Rd MRD\01-0 DRAWING\01-1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/09/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

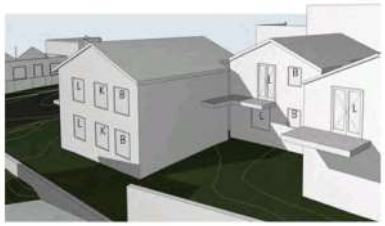
© Copyright Jacob Allom Wade Pty Ltd



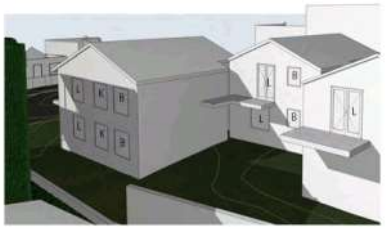
EXISTING - 9AM 21 JUNE



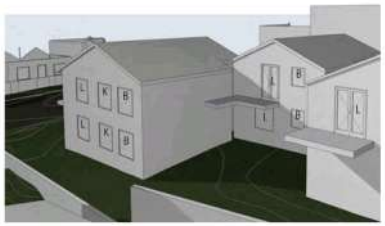
PROPOSED - 9AM 21 JUNE



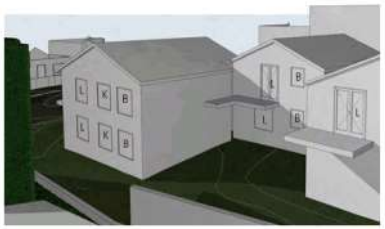
EXISTING - 12PM 21 JUNE



PROPOSED - 12PM 21 JUNE



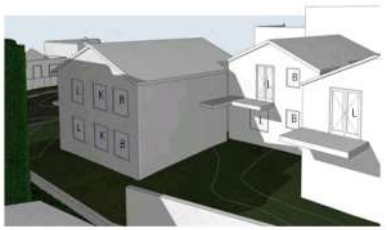
EXISTING - 10AM 21 JUNE



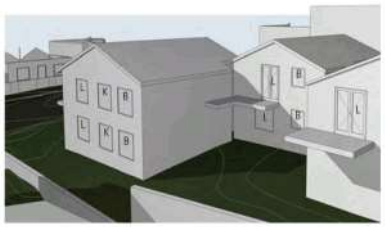
PROPOSED - 10AM 21 JUNE



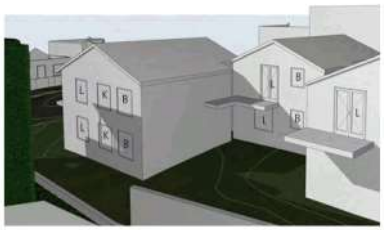
EXISTING - 1PM 21 JUNE



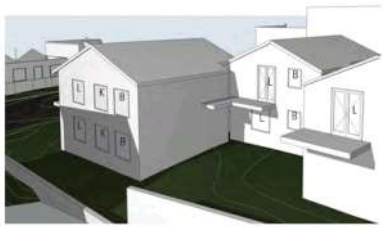
PROPOSED - 1PM 21 JUNE



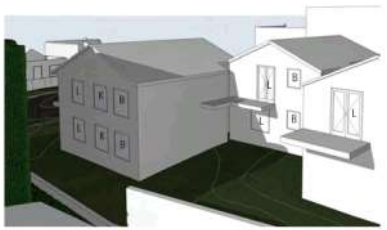
EXISTING - 11AM 21 JUNE



PROPOSED - 11AM 21 JUNE



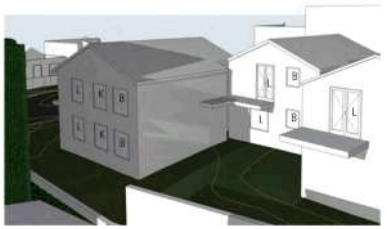
EXISTING - 2PM 21 JUNE



PROPOSED - 2PM 21 JUNE



EXISTING - 3PM 21 JUNE



PROPOSED - 3PM 21 JUNE

DRAWING LEGEND

B - BEDROOM WINDOW
K - KITCHEN WINDOW
L - LIVING ROOM WINDOW

ARCHITECTSMAJ

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	**SHADOW DIAGRAMS - 347 SANDY BAY ROAD**
DRAWING NO	**21028_DA18** Sheet 18 of 21
SCALE	@ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\014.0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



EXISTING - 9AM 21 JUNE



PROPOSED - 9AM 21 JUNE



EXISTING - 12PM 21 JUNE



PROPOSED - 12PM 21 JUNE



EXISTING - 10AM 21 JUNE



PROPOSED - 10AM 21 JUNE



EXISTING - 1PM 21 JUNE



PROPOSED - 1PM 21 JUNE



EXISTING - 11AM 21 JUNE



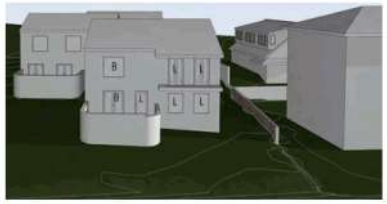
PROPOSED - 11AM 21 JUNE



EXISTING - 2PM 21 JUNE



PROPOSED - 2PM 21 JUNE



EXISTING - 3PM 21 JUNE



PROPOSED - 3PM 21 JUNE

DRAWING LEGEND

B - BEDROOM WINDOW
K - KITCHEN WINDOW
L - LIVING ROOM WINDOW

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	**SHADOW DIAGRAMS - 347 SANDY BAY ROAD**
DRAWING NO	**21028_DA19** Sheet 19 of 21
SCALE	@ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRB\01-0 DRAWINGS\14.1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

© Copyright Jacob Allom Wade Pty Ltd



EXISTING - 9AM 21 JUNE



PROPOSED - 9AM 21 JUNE



EXISTING - 10AM 21 JUNE



PROPOSED - 10AM 21 JUNE



EXISTING - 11AM 21 JUNE



PROPOSED - 11AM 21 JUNE



EXISTING - 12PM 21 JUNE



PROPOSED - 12PM 21 JUNE



EXISTING - 1PM 21 JUNE



PROPOSED -1PM 21 JUNE



EXISTING - 2PM 21 JUNE



PROPOSED - 2PM 21 JUNE



EXISTING - 3PM 21 JUNE



PROPOSED - 3PM 21 JUNE

DRAWING LEGEND

JAWS ARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

PRINT IN FULL COLOUR ONLY. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

345 SANDY BAY ROAD

345 SANDY BAY ROAD
SANDY BAY

For

SOHO PARTNERS

DRAWING

DRAWING NAME	SHADOW DIAGRAMS - 2 EARL STREET
DRAWING NO	21028_DA20 Sheet 20 of 21
SCALE	@ A2
DATE	August 2021
DRAWN	TN
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	13/08/2021
CAD REF	P:\21028 345 Sandy Bay Rd MRD\01-0 DRAWING\20-1 Current\21028_345 Sandy Bay Road.pln

STATUS

DEVELOPMENT APPLICATION

REVISION	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	13/08/2021

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

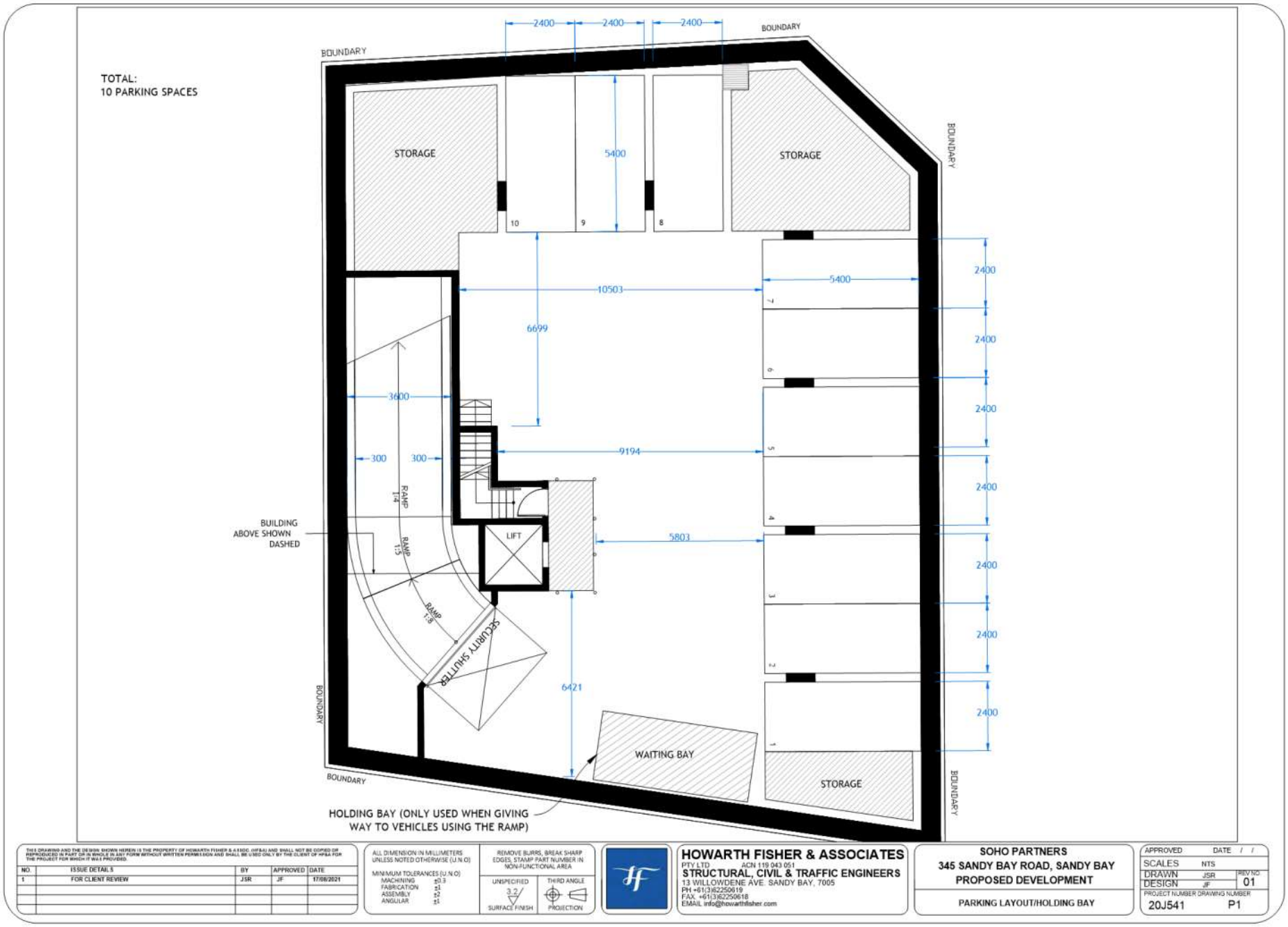
TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

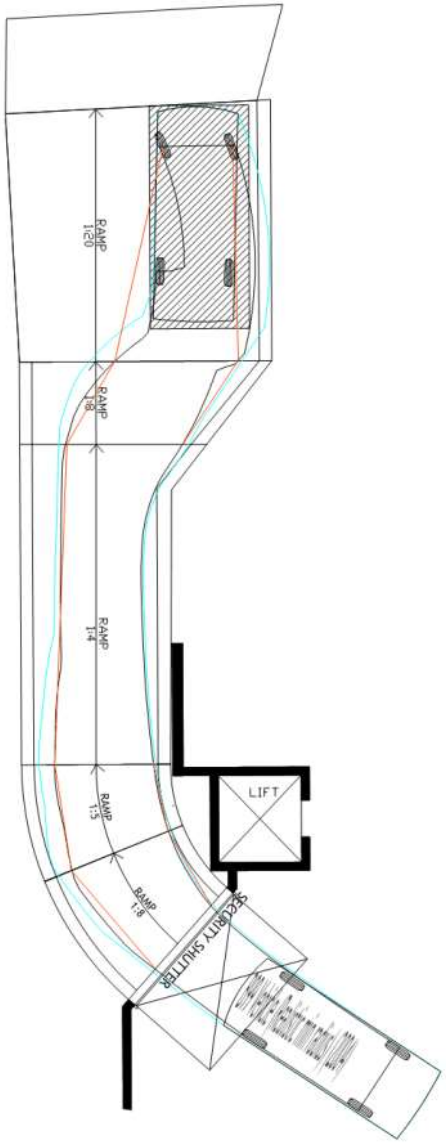
© Copyright Jacob Allom Wade Pty. Ltd.

Howarth Fisher and Associates

Appendix B

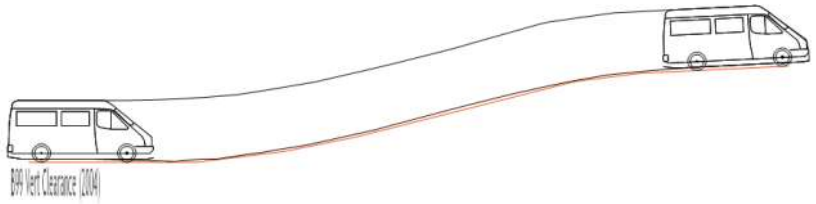
AUTOTRACK PATHS


TOTAL:
10 PARKING SPACES
BOUNDARY
STORAGE
STORAGE
2400
2400
2400
5400
10
9
8
10503
5400
6699
3600
9194
300
300
RAMP 1:4
RAMP 1:5
RAMP 1:8
SECURITY SHUTTER
LIFT
5803
6421
BUILDING ABOVE SHOWN DASHED
WAITING BAY
STORAGE
HOLDING BAY (ONLY USED WHEN GIVING WAY TO VEHICLES USING THE RAMP)
HOWARTH FISHER & ASSOCIATES
PTY LTD ACN 119 043 051
STRUCTURAL, CIVIL & TRAFFIC ENGINEERS
13 WILLOWDENE AVE. SANDY BAY, 7005
PH +61(3)62250619
FAX +61(3)62250618
EMAIL info@howarthfisher.com
SOHO PARTNERS
345 SANDY BAY ROAD, SANDY BAY
PROPOSED DEVELOPMENT
PARKING LAYOUT/HOLDING BAY
SCALES NTS
DRAWN JSR
DESIGN JF
REV NO 01
PROJECT NUMBER 20J541
DRAWING NUMBER P1
NO. 1 ISSUE DETAILS FOR CLIENT REVIEW BY JSR APPROVED JF DATE 17/08/2021



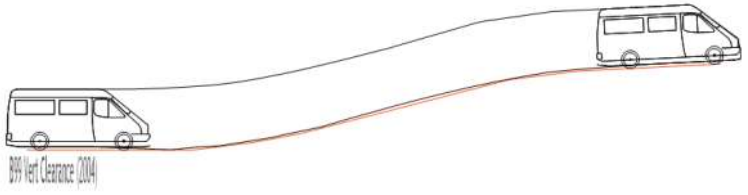
PASSENGERS SIDE

DATUM 2.500												
Design Surface	2.5	GARAGE FLOOR	2.5		2.891	3.410		5.381		5.672		5.309
Chainage	0.00	6000	6.00	3129	9.129	2592	11.721	7752	19.473	2331	21.804	5313	27.117
Grade		0%		12.5%		25%		25%		12.5%		5%	



DRIVERS SIDE

DATUM 2.500												
Design Surface	2.5	GARAGE FLOOR	2.5		2.766	3.099		5.659		5.365		5.167
Chainage	0.00	6000	6.00	2131	8.131	1655	9.786	7720	17.506	2451	19.957	5175	25.132
Grade		5%		12.5%		25%		25%		12.5%		5%	



THIS DRAWING AND THE DESIGN SHOWN HEREIN IS THE PROPERTY OF HOWARTH FISHER & ASSOC. (HF&A) AND SHALL NOT BE COPIED OR REPRODUCED IN PART OR IN WHOLE IN ANY FORM WITHOUT WRITTEN PERMISSION AND SHALL BE USED ONLY BY THE CLIENT OF HF&A FOR THE PROJECT FOR WHICH IT WAS PROVIDED.

NO.	ISSUE DETAILS	BY	APPROVED	DATE
1	FOR CLIENT REVIEW	JSR	JF	17/08/2021

ALL DIMENSION IN MILLIMETERS UNLESS NOTED OTHERWISE (U.N.O)

MINIMUM TOLERANCES (U.N.O)
MACHINING ±0.3
FABRICATION ±1
ASSEMBLY ±2
ANGULAR ±1

REMOVE BURRS, BREAK SHARP EDGES, STAMP PART NUMBER IN NON-FUNCTIONAL AREA

UNSPECIFIED 3.2 SURFACE FINISH

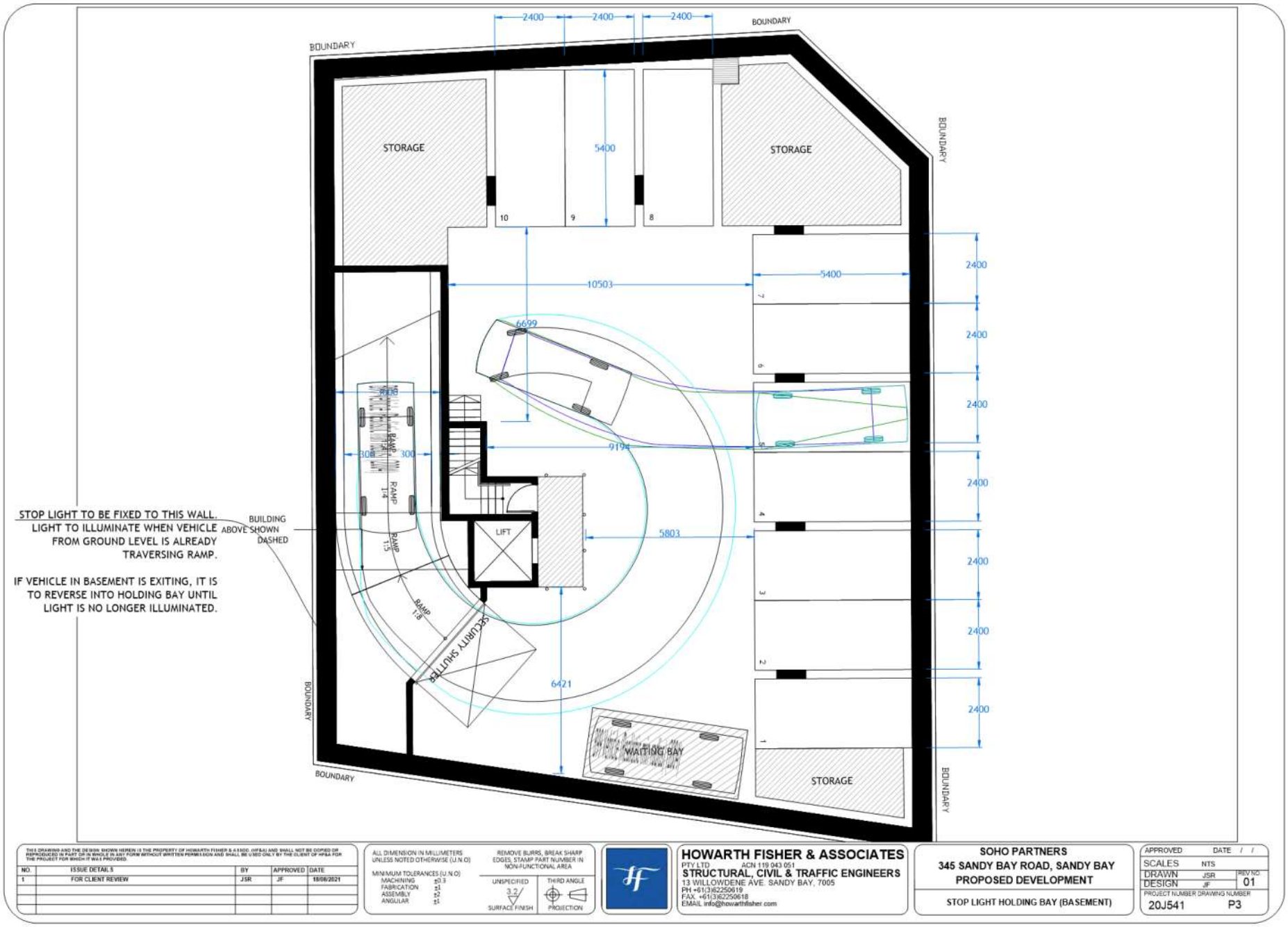
THIRD ANGLE PROJECTION

HOWARTH FISHER & ASSOCIATES
PTY LTD ACN 119 043 051
STRUCTURAL, CIVIL & TRAFFIC ENGINEERS
13 WILLOWDENE AVE. SANDY BAY, 7005
PH +61(3)62250619
FAX. +61(3)62250618
EMAIL info@howarthfisher.com

SOHO PARTNERS
345 SANDY BAY ROAD, SANDY BAY
PROPOSED DEVELOPMENT

RAMP VERTICAL CLEARANCE MODEL

APPROVED	DATE / /		
SCALES	NTS		
DRAWN	JSR	REV NO	01
DESIGN	JF		
PROJECT NUMBER	DRAWING NUMBER		
20J541	P2		


2400
2400
2400
BOUNDARY
BOUNDARY
STORAGE
STORAGE
5400
10
9
8
BOUNDARY
10503
5400
2400
2400
2400
2400
2400
2400
2400
6699
9194
RAMP 1:4
RAMP 1:4
RAMP 1:5
RAMP 1:8
LIFT
5803
6421
SECURITY SHUTTER
WAITING BAY
STORAGE
BOUNDARY
BOUNDARY
BOUNDARY
STOP LIGHT TO BE FIXED TO THIS WALL. LIGHT TO ILLUMINATE WHEN VEHICLE FROM GROUND LEVEL IS ALREADY TRAVERSING RAMP.
IF VEHICLE IN BASEMENT IS EXITING, IT IS TO REVERSE INTO HOLDING BAY UNTIL LIGHT IS NO LONGER ILLUMINATED.
BUILDING ABOVE SHOWN DASHED
THIS DRAWING AND THE DESIGN SHOWN HEREIN IS THE PROPERTY OF HOWARTH FISHER & ASSOC. (HF&A) AND SHALL NOT BE COPIED OR REPRODUCED IN PART OR IN WHOLE IN ANY FORM WITHOUT WRITTEN PERMISSION AND SHALL BE USED ONLY BY THE CLIENT OF HF&A FOR THE PROJECT FOR WHICH IT WAS PROVIDED.
NO. ISSUE DETAILS BY APPROVED DATE
1 FOR CLIENT REVIEW JSR JF 18/06/2021
ALL DIMENSION IN MILLIMETERS UNLESS NOTED OTHERWISE (U.N.O)
MINIMUM TOLERANCES (U.N.O)
MACHINING ±0.3
FABRICATION ±1
ASSEMBLY ±2
ANGULAR ±1
REMOVE BURRS, BREAK SHARP EDGES, STAMP PART NUMBER IN NON-FUNCTIONAL AREA
UNSPECIFIED 3.2
SURFACE FINISH
THIRD ANGLE PROJECTION
HOWARTH FISHER & ASSOCIATES
PTY LTD ACN 119 043 051
STRUCTURAL, CIVIL & TRAFFIC ENGINEERS
13 WILLOWDENE AVE. SANDY BAY, 7005
PH +61(3)62250619
FAX +61(3)62250618
EMAIL info@howarthfisher.com
SOHO PARTNERS
345 SANDY BAY ROAD, SANDY BAY
PROPOSED DEVELOPMENT
STOP LIGHT HOLDING BAY (BASEMENT)
APPROVED DATE / /
SCALES NTS
DRAWN JSR
DESIGN JF
REV NO 01
PROJECT NUMBER DRAWING NUMBER
20J541 P3

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
65462	1
EDITION	DATE OF ISSUE
4	01-May-2020

SEARCH DATE : 25-Aug-2021
SEARCH TIME : 12.30 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Sealed Plan 65462 (formerly being SP3742)
Derivation : Part of 52.1/2 Acres - Gtd. to D. Lord.
Prior CT 3131/98

SCHEDULE 1

M817340 ASSENT to ANNA MARIA JANKOVIC and PETER PALMERINO MONACHETTI as tenants in common in equal shares Registered 01-May-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

M910294 PRIORITY NOTICE reserving priority for 60 days TRANSFER Anna Maria Jankovic and Peter Palmerino Monachetti to 345 Sandy Bay Road Pty Ltd as Trustee for 345 Sandy Bay Road Sub Trust MORTGAGE 345 Sandy Bay Road Pty Ltd as Trustee for 345 Sandy Bay Road Sub Trust to Australia and New Zealand Banking Group Limited Lodged by SIMMONS WOLFHAGEN on 22-Jul-2021 BP: M910294

E273812 MORTGAGE to Australia and New Zealand Banking Group Limited Lodged by WALLACE WILK & WEB on 10-Aug-2021 BP: M893518

M893518 TRANSFER to 345 SANDY BAY ROAD PTY LTD Lodged by WALLACE WILK & WEB on 10-Aug-2021 BP: M893518

Department of Primary Industries, Parks, Water and Environment www.thelist.tas.gov.au

FOLIO PLAN

RECORDER OF TITLES

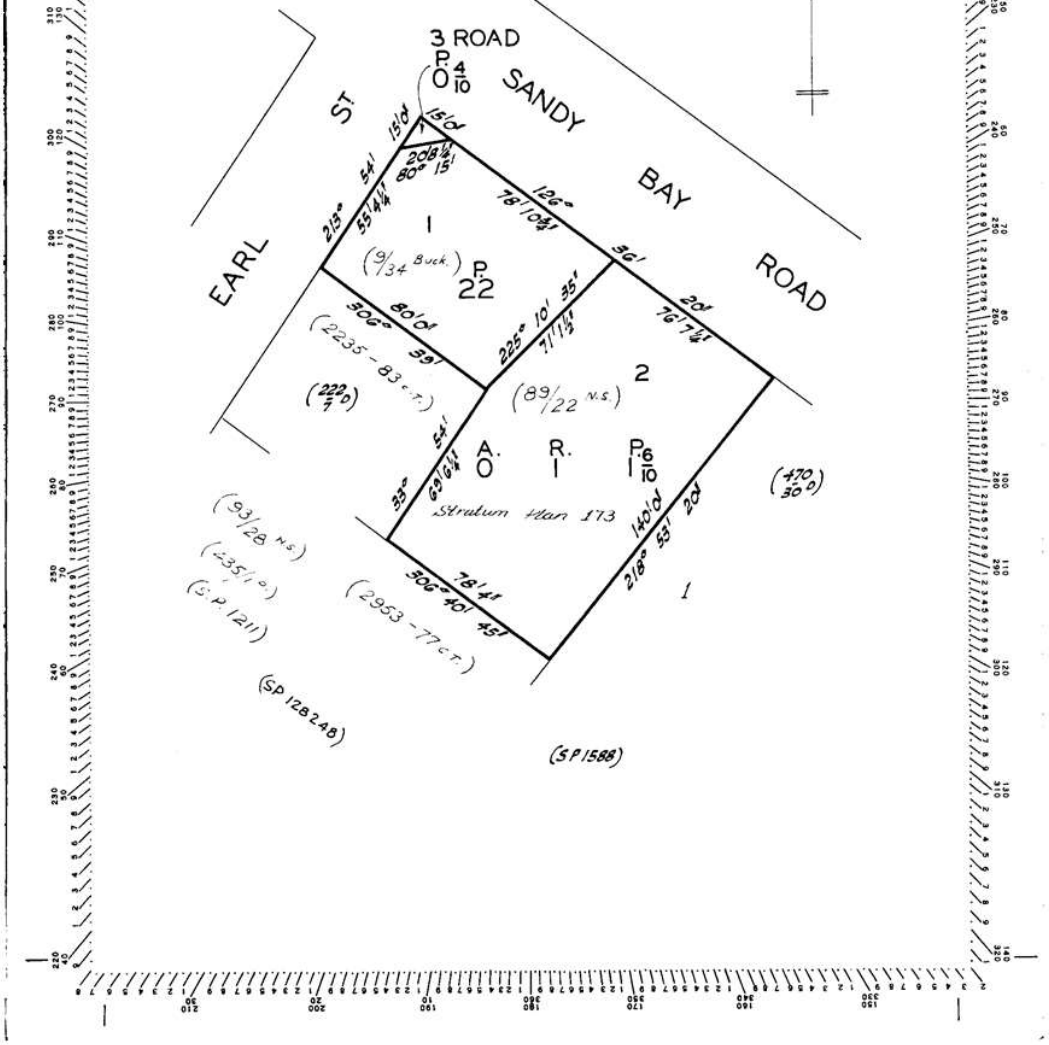
Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Owner: Meshak Pty. Ltd.	**PLAN OF SURVEY** by Surveyor J. E. MURFET of land situated in the CITY OF HOBART	**Registered Number:** S.P.3742
Title Reference: C.T. 2809-65 & C.T. 2608-13		**Effective from:** 15 Sept 1971 Recorder of titles
Grantee: Part of 52½ ac. David Lord	SCALE 40 feet TO AN INCH	

REGISTERED NUMBER 65462

SEE INSET FIELD NOTES FOR RIPTG.



the List

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

11

RECORDER OF TITLES TASMANIA

SCHEDULE OF EASEMENTS **PLAN NO.** S.P.3742

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

NO EASEMENTS profits a prendre or covenants are created to benefit or burden any lot shown on the plan.

THE COMMON SEAL of MESHAK PTY. LTD.)
)
the registered proprietor of the land)
)
comprised in Certificates of Title)
)
Volume 2608 Folio 13 and Volume 2809)
)
Folio 65 was hereto affixed in the)
)
presence of:)

MESHAK PTY. LIMITED Common Seal

DIRECTOR

SECRETARY

CERTIFIED correct for the purposes of The Real Property Act, 1862, as amended.

MURDOCH CLARKE COSGROVE & DRAKE.

per:

Solicitors for the Subdivider.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

This is the schedule of easements attached to the plan of Lots 1, 2 & 3

Sandy Bay Road comprising part of the land in

Certificates of Title Volume 2608 Folio 13 and Volume 2809 Folio 65.

(Insert Title Reference)

Sealed by Hobart City Council on 24 June 1971

Council Clerk/Town Clerk

47818

7.2.2 1/816 SANDY BAY ROAD, SANDY BAY AND COMMON LAND OR PARENT TITLE - PARTIAL DEMOLITION, ALTERATIONS AND EXTENSION PLN-21-454 - FILE REF: F22/4992

Address:	1/816 Sandy Bay Road, Sandy Bay and Common Land or Parent Title
Proposal:	Partial Demolition, Alterations and Extension
Expiry Date:	22 February 2022
Extension of Time:	
Author:	Deanne Lang

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 demotion, alterations and extension at 1/816 Sandy Bay Road, Sandy Bay, TAS 7005 and Common Land of Parent Title 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-21-454 - 1/816 SANDY BAY ROAD SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

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 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS 1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

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

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

Reason for condition

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

ENG 3b

The following aspects of the access driveway and parking module (parking spaces and manoeuvring area) require further detailed designs:

1. **Extent and depth of excavations abutting Council's highway reservation; and**
2. **Detailed design of any earth retaining structures abutting Council's highway reservation.**

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*. The detailed designs must:

1. **be prepared and certified by a suitably qualified engineer;**
2. **be in accordance with the design EAST documentation received by the Council on the 1st December 2021;**
3. **be in accordance with the Australian Standard AS/NZS 2890.1:2004, if possible;**
4. **where the design deviates from AS/NZS 2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use; and**
5. **show dimensions, levels, gradients and transitions, and other details as Council deem necessary to satisfy the above requirement; and**
6. **show cross-sections at 2 metre intervals along the length of the driveway abutting the Sandy Bay highway reservation showing the extent of excavations, earth retaining structures, cross fall gradients, existing natural surface level (NSL) and new design levels from the back of footpath for the width of the proposed driveway (including any batter slopes).**

The access driveway and parking area must be constructed in accordance with the approved detailed designs prior to first occupation.

Advice:

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

It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

Reason for condition

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

ENG 3c

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

Prior to the commencement of use, documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

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

Reason for condition

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

ENG 4

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

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENG r1

The excavation and earth-retaining structures (i.e. cuttings, retaining walls) and/or footings supporting the highway reservation must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the excavation and earth-retaining structures supporting the Sandy Bay Road highway reservation must be submitted and approved as a Condition Endorsement, prior to the commencement of work and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer;**
2. **Not undermine the stability of the highway reservation;**
3. **Be designed in accordance with AS 4678, with a design life in accordance with table 3.1 typical application major public infrastructure works;**
4. **Take into account any additional surcharge loadings as required by relevant Australian Standards;**
5. **Take into account and reference accordingly any Geotechnical findings;**
6. **Detail any mitigation measures required; and**
7. **Detail the design and location of the footing adjacent to Sandy Bay Road highway reservation.**

The structure certificated and/or drawings should note accordingly the above. All work required by this condition must be undertaken in accordance with the approved select design drawing and structural certificates.

Advice:

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

Reason for condition

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

ENV 1

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

Advice:

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

Reason for condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

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

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016.* Click here for more information.

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

STRATA AMENDMENT

You will be required to amend the strata plan pursuant to the provisions of the *Strata Titles Act 1998* in order to reflect the completed development works. Click here for more information.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A:	PLN-21-454 - 1/816 SANDY BAY ROAD SANDY BAY TAS 7005 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-21-454 - 1 816 SANDY BAY ROAD SANDY BAY TAS 7005 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Committee:	24 January 2022
Expiry Date:	22 February 2022
Application No:	PLN-21-454
Address:	1 / 816 SANDY BAY ROAD , SANDY BAY COMMON LAND OF PARENT TITLE
Applicant:	DESIGN EAST PTY LTD 153 DAVEY STREET
Proposal:	Partial Demolition, Alterations, and Extension
Representations:	Five (5)
Performance criteria:	12.0 Low Density Residential Zone - Development Standards for Building and Works- Site Coverage, Impervious Surfaces and Private Open Space for Multiple Dwellings E3.0 Landslide Code, E6.0 Parking and Access Code

1. Executive Summary

1.1 Planning approval is sought for Partial Demolition, Alterations and Extension at 1/816 Sandy Bay Road, Sandy Bay and Common Land of Parent Title.

1.2 More specifically the proposal includes:

- demolition of the existing stairs and deck at upper and ground floor levels;
- the existing carport will be converted to a bedroom and ensuite and further excavation at ground floor level will create a new ground floor level access;
- the existing 7.5sqm first floor deck on the eastern (rear) elevation will be demolished and a new 34sqm deck will be constructed. This deck will have the same (2.790m) side setback as the existing deck;
- a double garage will be a constructed beneath the new deck;
- a 1.7m high privacy screen will be erected for the full length of the southern elevation of the deck;
- widening of the existing driveway to allow for a passing bay to be provided; and
- installation of 900mm high bollards at 1m intervals along the first 14 m of the southern side of the driveway

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

1.3.1 Low Density Residential Zone - Site Coverage, Area free from Impervious Surfaces, Private Open Space for Multiple Dwellings
1.3.2 E3.0 Landslide Code - Building and Works, Other than Minor Extensions
1.3.3 E6.0 Parking and Access Code -Design of Vehicular Accesses, Vehicular Passing Areas Along an Access

1.4 Five (5) representations objecting to the proposal were received within the statutory advertising period between 7-21 December 2021.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the City Planning Committee, because five representations were received within the statutory advertising period.

2. Site Detail

2.1 The subject site is located on the eastern side of Sandy Bay Road and is part of a two lot strata scheme, each containing one dwelling. The site is opposite Council's Pearce's Reserve, which in addition to being a Council owned reserve, contains 2 buildings, both of which are used as office accommodation. The adjoining property to the north (814 Sandy Bay Road) consists of vacant residential land, while the remaining properties in the immediate area are a mix of single and multiple dwellings.



Fig. 1 - the subject site is bordered in blue



Fig. 2 - the site and dwelling which are the subject of this proposal

3. Proposal

3.1 Planning approval is sought for Partial Demotion, Alterations and Extension at 1/816 Sandy Bay Road Sandy Bay and Common Land of Parent Title.

3.2 More specifically the proposal is for:

- demolition of the existing stairs and deck at upper and ground floor levels;
- the existing carport will be converted to a bedroom and ensuite and further excavation at ground floor level will create a new ground floor level access;
- the existing 7.5sqm first floor deck on the eastern (rear) elevation will be demolished and a new 34sqm deck will be constructed. This deck will have the same (2.790m) side setback as the existing deck;
- a double garage will be a constructed beneath the new deck;
- a 1.7m high privacy screen will be erected for the full length of the southern elevation of the deck;
- widening of the existing driveway to allow for a passing bay to be provided; and
- installation of 900mm high bollards at 1m intervals along the first 14 m of the southern side of the driveway

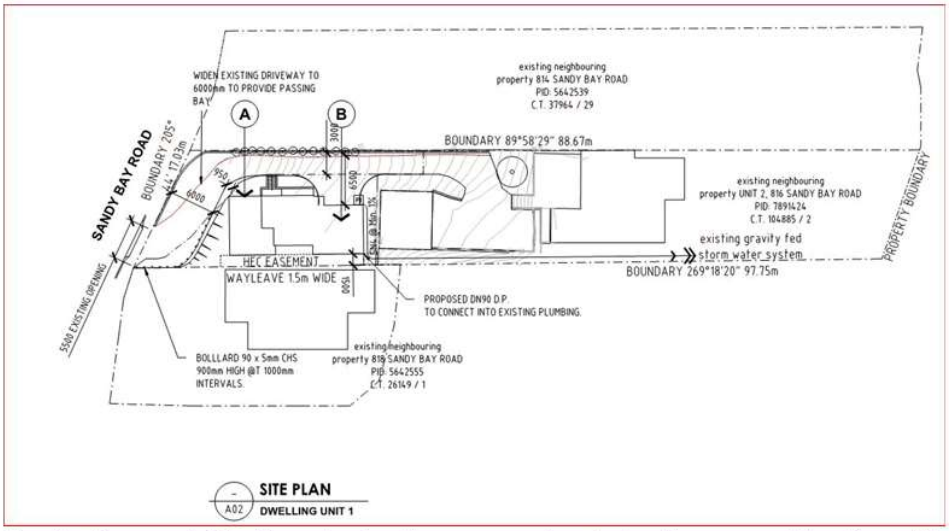


Fig. 3 - Proposed Site Plan showing the proposed works to driveway and location of the dwelling extension

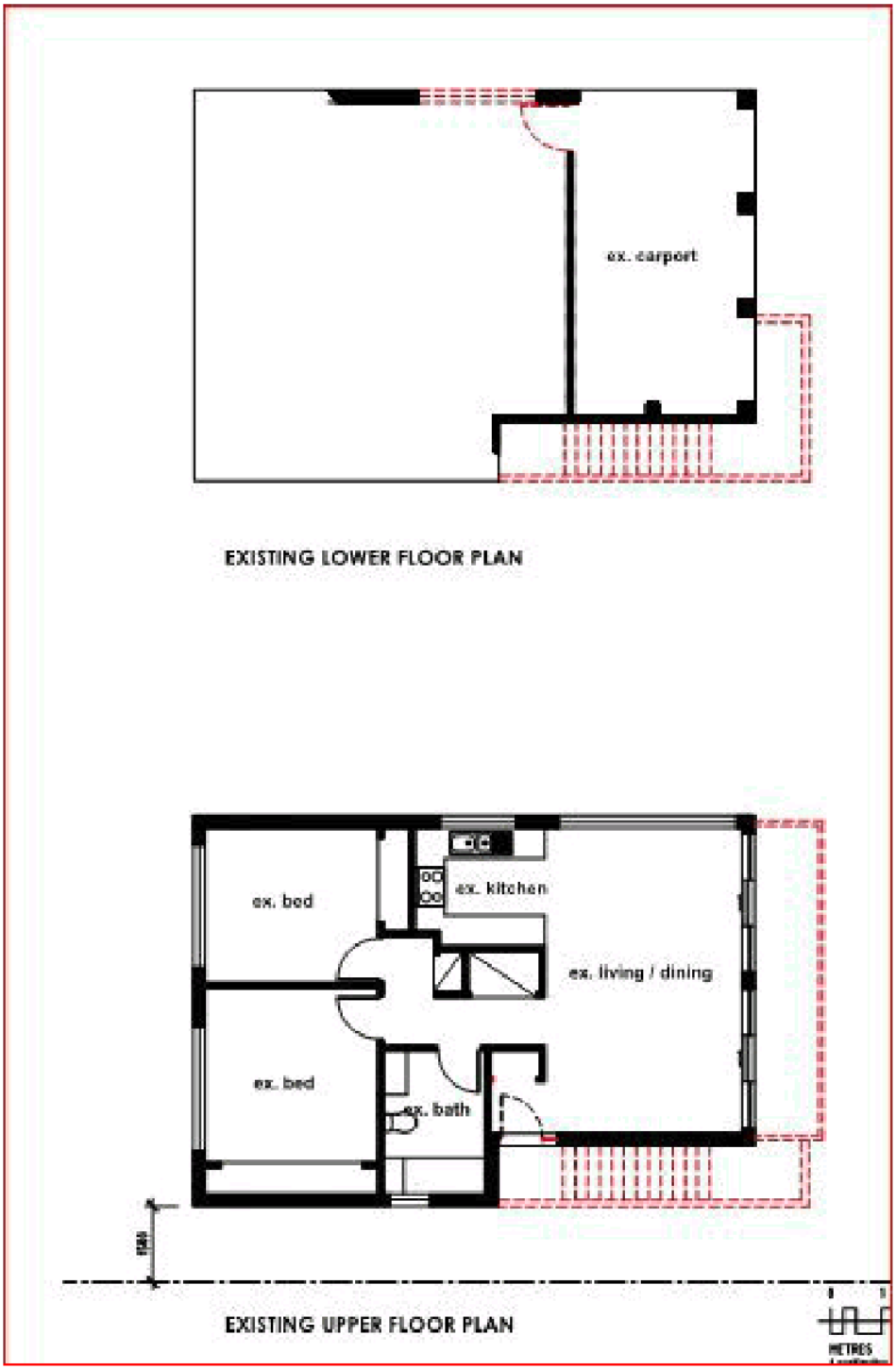


Fig. 4 - Existing floor plans

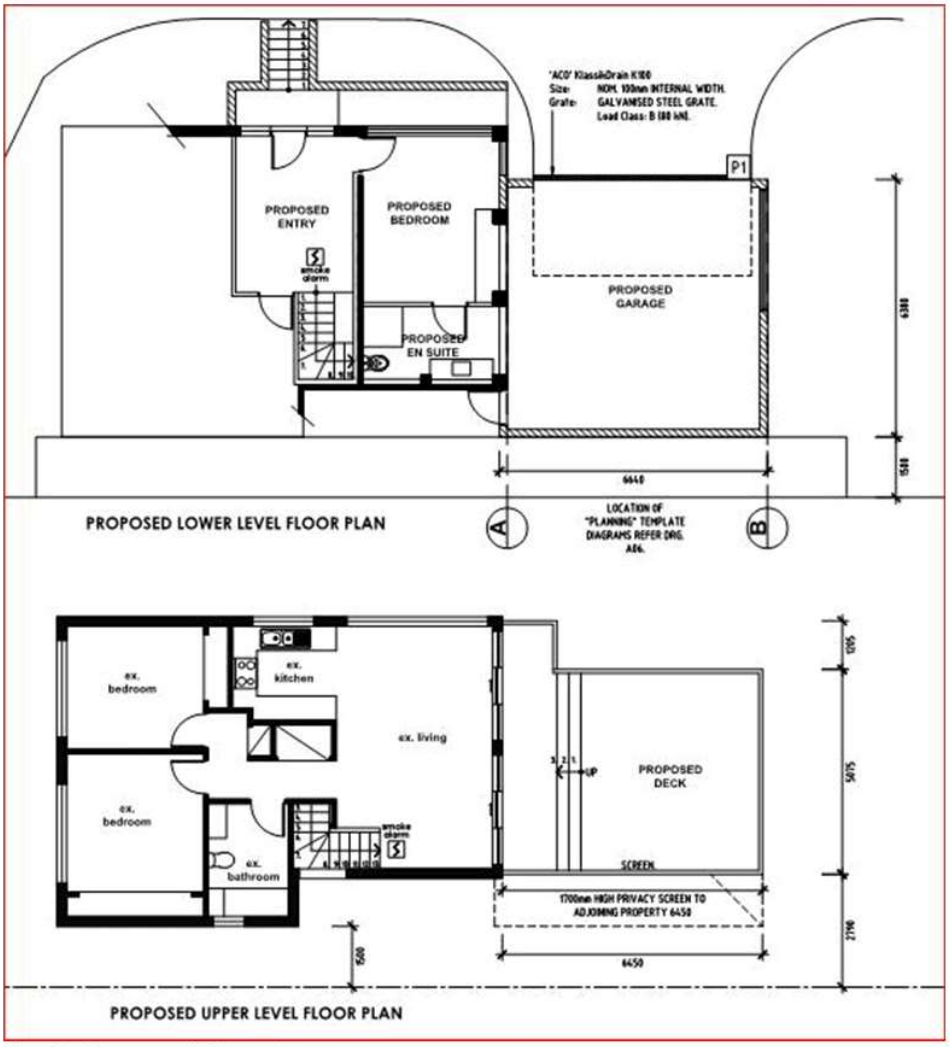


Fig. 5 - Proposed Floor plans



Fig. 6 existing driveway - note: the existing tree stumps will be replaced with bollards



Fig. 7- existing driveway and northern elevation

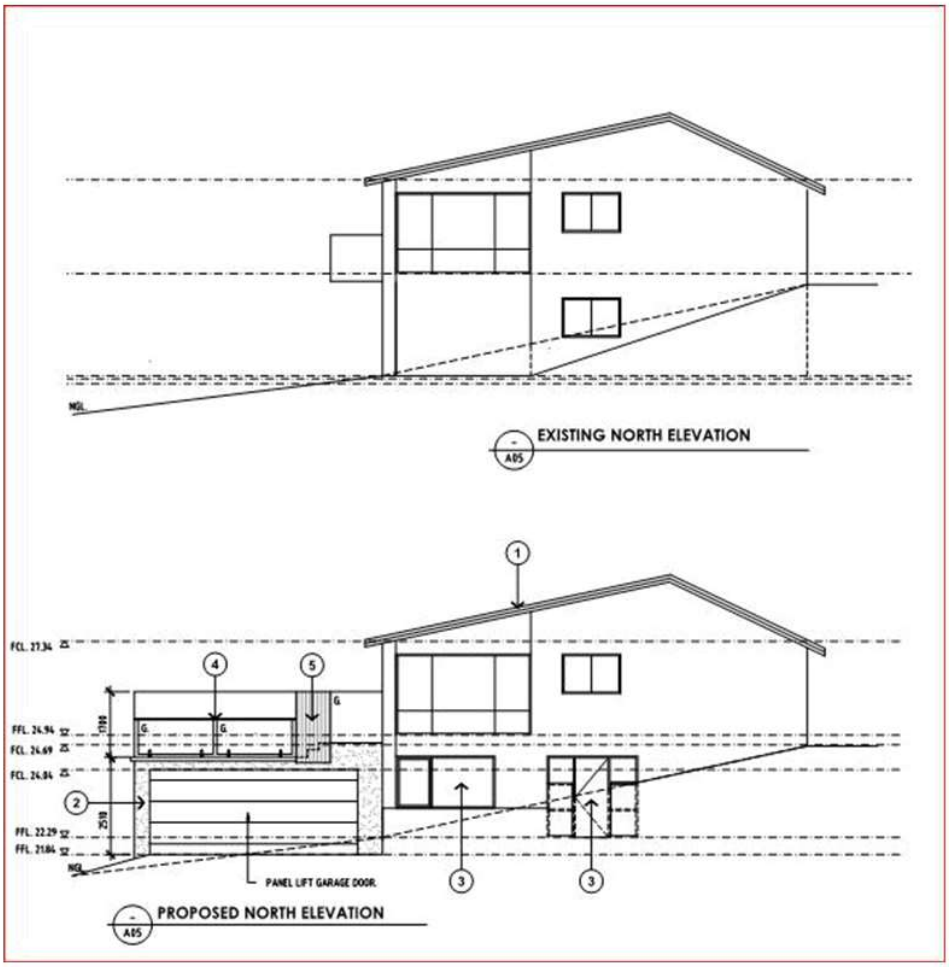


Fig. 8- Existing and proposed northern elevation



Fig. 9 The existing deck will be demolished and a new 34sqm deck will be constructed with the same setback from side boundaries A double garage will be constructed directly under the deck.

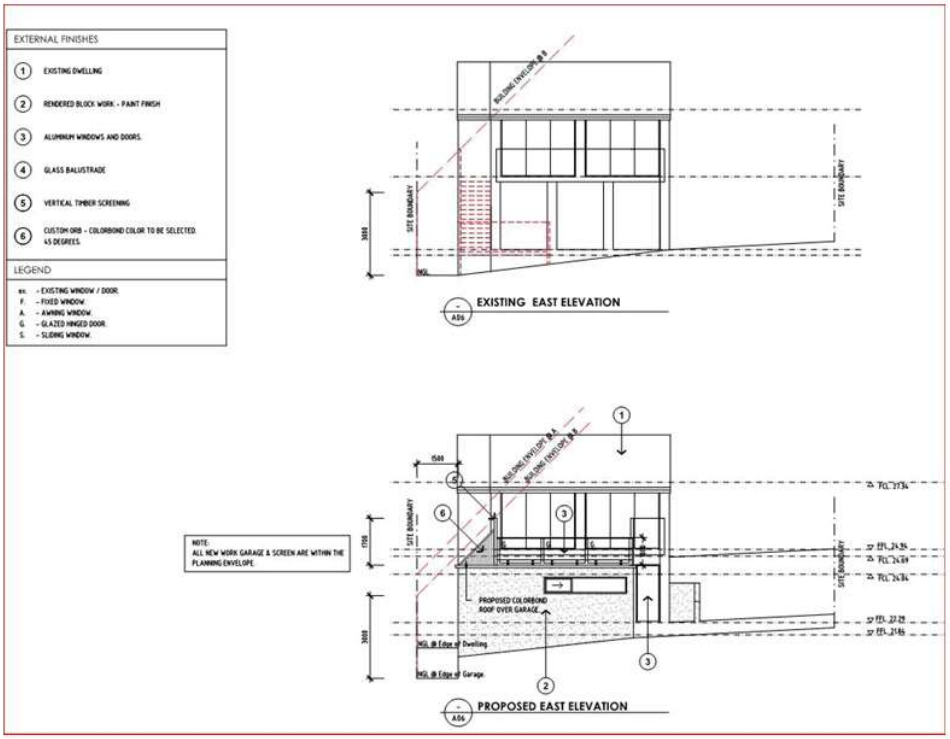


Fig. 10- Existing and Proposed East Elevation

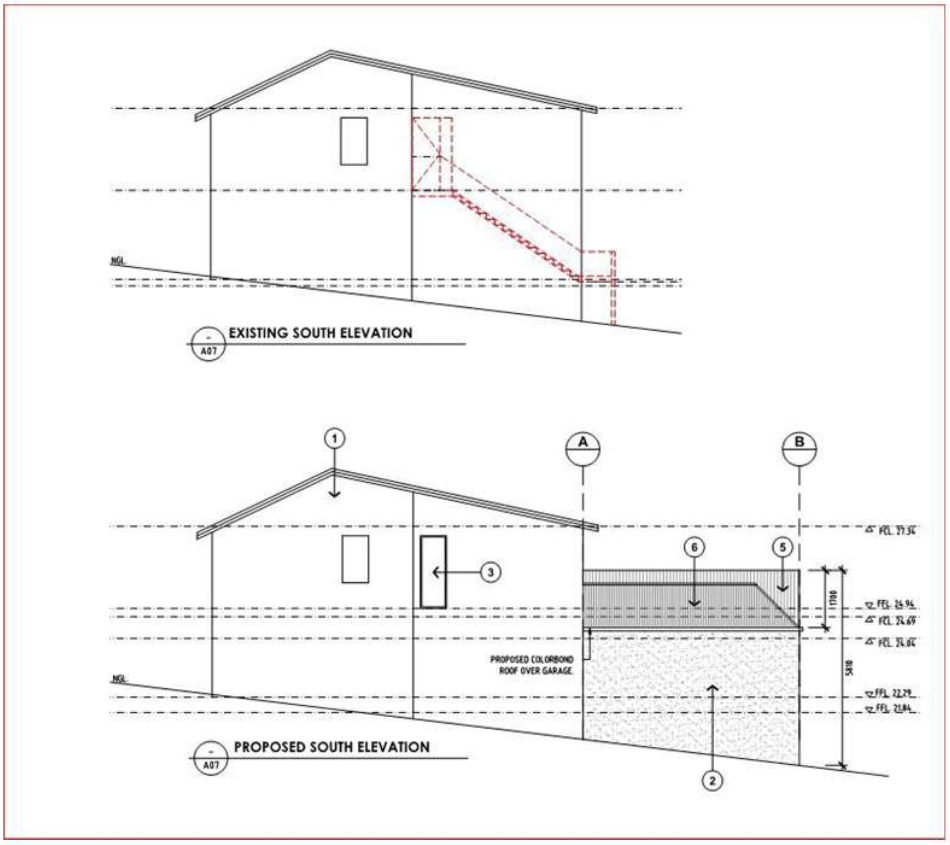


Fig. 11- Existing and Proposed South Elevation

4. Background

4.1 An application (PLN-21-203) for a partial change of use to visitor accommodation at 1/816 Sandy Bay Road was approved under delegation on the 7 May 2021. A (CEP) condition was imposed on the permit requiring the applicant to submit a Visitor Management Plan prior to the commencement of the use. Council's records confirm (as at 17 January 2022) that this plan has not been submitted to Council.

A number of representations have confirmed that the visitor accommodation use has commenced and also forwarded a copy of the Management Plan provided to them by the owner of the site. This issue has been referred to our enforcement team for consideration.

4.2 The application for alterations and extension to the existing dwelling has been assessed against the provisions relating to multiple dwellings within the *Hobart Interim Planning Scheme 2015*, including those which specifically relate to multiple dwellings, which are as follows:

Part D 12.4.3A1 (c)- private open space for multiple dwellings;
Part D 12.4.3A2 - dimensions required for private open space;
Part D 12.4.4 A1 - A3- sunlight to habitable rooms and overshadowing, including for multiple dwellings;
Part D 12.4.6 A1 - A3- all privacy provisions (from decks, habitable rooms and shared driveways);
Part D 12.4.8 - waste storage for multiple dwellings; and
Part D 12.4.9 - residential density for multiple dwellings

4.3 The applicant submitted a pre-application enquiry (PAE-21-164) for the proposed works. Council's officer confirmed that all proposed internal alterations required to create the ground floor bedroom, ensuite, internal staircase and entry are exempt from obtaining planning permit.

4.4 It is noted that the strata lot is located a minimum setback of 50m from the escarpment line and as such no assessment is required against Part D:12.4.10A1 of the *Hobart Interim Planning Scheme 2015*.

4.5 The property is part of a two lot strata scheme. The existing house at 2/816 Sandy Bay Road, which is accessed via the driveway which is proposed to be upgraded, is subject to an application (PLN-21-569) for a change of use to visitor accommodation which is currently being assessed by Council.

5. Concerns raised by representors

5.1 Five (5) representations objecting to the proposal were received within the statutory advertising period between 7-21 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.

Driveway and Access to the site and general parking concerns

Increased traffic on a dangerous corner for entry/exit of the driveway.

Increased parking requirements using the areas opposite the existing driveway, resulting in tenants crossing Sandy Bay Road on a blind corner. We have witnessed near misses on a regular basis.

The scaling of the vehicles in diagrams indicate smaller vehicles than what is observed in the current driveway. This usually results with the vehicles parking on the street. For unit 2/816 we have observed up to 4 vehicles using the property, essentially one for each bedroom. The same would apply for unit 1/816. Essentially 7 cars shuffling in very limited space. In addition the application requires cars parking at unit 1/816 to use the driveway of unit 2 to enable turning of vehicles.

General Comments on the proposed alterations and extension and resultant use of the site

This is totally unsuitable for further development.

This development will result in creating extra noise with the building with more Airbnb people in this "default motel" established on this overall block.

Unit 1 816 has permits to be operated as a fully commercial two-bedroom Unit, complete with a management plan for two-bedroom accommodation.

This new planning application (for an extension to 1/816 Sandy Bay Road) has three bedrooms, and we request reassessment of the permit for short term accommodation as it allows both properties to be jointly let and large regular parties to be held in a residential neighbourhood setting.

The significant addition of the converted garage and deck area adds yet another level of accommodation to facilitate the “party” environment outlined above. The owner has already advised neighbours that the venue has been subscribed for use as weddings and significant birthday celebrations.

Comments and complaints on the current use of the site (1 and 2/816

Sandy Bay Road)

The owner of the subject site also owns unit 2/ 816and intends operating both as Airbnb properties.

Unit 2/ 816 Sandy Bay Road is being operated as a fully commercial 4-bedroom accommodation facility. Although it is being advertised as a family retreat with pool and spa facility, what has been observed is essentially an entertainment / party house. Numerous complaints have been lodged with both the police and Airbnb.

The conversion of unit 1/ 816 Sandy Bay Road into short term holiday rental was allowed with the provision of a management plan (see attached) to be circulated to the effected neighbours. This plan has been circulated to the effected neighbours but is not of the required standard.

A noise complaint was made directly to the owner on Friday 4th October by a close owner/occupier/resident and the response from the owner was unreceptive and inappropriate. Typically the owner is either unreceptive or just unresponsive to issues raised regarding management of the properties.

All nearby neighbours (6 in total) have objected already to the raised and regular noise levels.

The owner of unit 2 / 816 verbally committed to installing and developing a range of noise minimisation strategies, including new physical sound barriers, to surrounding neighbours but no infrastructure / physical minimisation structures as promised have been installed.

The owner/residents of 814, 818, U1 818a and U2 818a and 824 have noticed significant increases in light and noise pollution of what is now in essence a commercial accommodation facility (major spotlights on late into the evening / all night lighting pool area and other garden/ car areas).

Overall, all surrounding residents, including residents who are several houses away, feel the recent developments already impinge on the viability of us using our own properties as residential homes and are decreasing our own capacity to alter and enjoy our own properties.

The increased usage due to regular commercial Airbnb utilisation has increased the amount of physical garbage, often left in bags at the top of the driveway as the existing wheelie bins are insufficient for the volume. All direct neighbours, 814, 818 and 820 Sandy Bay Road have had to remove rubbish in the form of bottles, cans, cigarette butts which have been dropped/thrown over the fence lines. The residents also feel that the development of 816 Sandy Bay Rd has been one of incremental stages which has enabled commercial development at an unacceptable level for a residential area. Also it is felt that the timing of the application has been planned to minimalize opportunity for effective opposition by being lodged prior to Christmas, an old but effective ploy.
Lack of information provided within documentation submitted with the application There is no shadow diagrams and yet it will clearly overshadow 818, and may overshadow unit 2/818a Sandy Bay Road. The proposed development will reduce significantly the winter and afternoon sun to our property. There is no retaining walls showed on the plans particularly at the top of the driveway where there will be increased car traffic (and a three metre drop to 818 Sandy Bay Road) and again at the bottom of the proposed development and the boundary to my property. As the land naturally slopes towards my property, any proposed new infrastructure should have properly engineered retaining walls as the existing wooden ones will not suffice

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 Low Density Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The existing use is residential (multiple dwelling). The proposed use is residential (multiple dwelling). The existing use is a permitted use in the zone. The proposed use is a permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 12 Low Density Residential Zone

6.4.2 E3.0 Landslide Code

6.4.3 E6.0 Parking and Access Code

6.4.4 E7.0 Stormwater Management Code

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

6.5.1 Low Density Residential Zone:

Site Coverage, Area free from impervious surfaces and area of private open space for multiple dwellings– Part D 12.4.3P1

6.5.2 E3.0 Landslide Code

Buildings and Works, Other than Minor Extensions, within the Landslide Hazard Area - E3.7.1P1

6.5.3 Parking and Access Code:

Design of Vehicular Accesses - E6.7.2P1
Vehicular Passing Areas Along an Access - E6.7.3P1

6.6 Each performance criterion is assessed below.

6.7 Maximum Site Coverage, Area free from Impervious Surfaces and Minimum Area of Private Open Space for Multiple Dwellings Part D 12.4.3P1

6.7.1 The acceptable solution at clause 12.4.3A1 requires:

a. a site coverage of no greater than 25%;
b. a site area of which at least 25% is free from impervious surfaces; and
c. a total area of no less than 60sqm of private open space per multiple dwelling.

A portion of Lot 2 of the strata scheme is situated east of the Lower Sandy Bay Escarpment Line. This area cannot be and has not been included in the site area for the purpose of calculating the site coverage.

6.7.2 The proposal includes:

a. a site coverage of 55%;
b. an area of 15% free from impervious surfaces; and
c. the dwelling subject to the application is an extension to a multiple dwelling, which will result in an area of 34sqm of open space associated with this dwelling.

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

6.7.4 The performance criterion at clause D12.4.3P1 provides as follows:

Dwellings must have:

(a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:

(i) outdoor recreational space consistent with the projected requirements of the occupants; and
(ii) operational needs, such as clothes drying and storage; and

(b) have reasonable space for the planting of gardens and landscaping.

(c) not be out of character with the pattern of development in the surrounding area; and

(d) not result in an unreasonable loss of natural or landscape values.

6.7.5 The objective of the site coverage and private open space provisions is to provide for outdoor recreation and operational needs of the residents, including that the private open space is integrated within the living areas of the dwelling, which has access to sunlight. The provisions also aim to ensure that there is opportunities for planting of gardens and landscaping

and that the development is compatible with the existing built and natural environment of the area.

The proposal will result in the construction of a 34sqm deck, with access directly via the living/kitchen dining room and results in an extension of the living area which is appropriate for the size of the dwelling. The deck is compatible with the pattern of development in the surrounding area, as the majority of houses have large decks off the living area, which are orientated to the north east to take advantage of the sunlight and views of the River Derwent (see fig. below).

While not expressly shown on the site plan provided, it is considered that there is ample room to continue to provide for the operational needs for any resident. As evident in the photos throughout the report, there is a mature hedge within the property along the northern boundary. This will be retained. There is also opportunity for further landscaping to be undertaken along the southern boundary shared with 818 Sandy Bay Road subsequent to the demolition of the existing external stairs. While there is some existing planting, including an existing conifer between the front boundary and the dwelling, there is reasonable space to upgrade the landscaping in this area.

6.7.6 The proposal complies with the performance criterion.



Fig.12 - the view from the existing (and proposed) deck

6.8 Landslide Code Part E3.7.1P1

6.8.1 There is no acceptable solution for building and works, other than minor extension in Landslide Hazard Areas.

6.8.2 The proposal includes works to a dwelling which is not considered to be minor works, with the Landslide Hazard Area.

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

6.8.4 The performance criterion at clause E3.7.1P1 provides as follows:

Buildings and works must satisfy all of the following:

(a) no part of the buildings and works is in a High Landslide Hazard Area;
(b) the landslide risk associated with the buildings and works is either:
(i) acceptable risk; or
(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

6.8.5 The objective of the provisions relating to building and works (other than minor extensions) under the scheme is to ensure that the building and works within the Landslide Hazard Areas is either an acceptable risk or a tolerable risk, having regard to the feasibility and effectiveness of measures required to manage the landslide hazard.

The proposal was referred to Council's Environmental Development Planner, who undertook an assessment and provided the following report:

Approval is sought for partial demolition, alterations and extensions to an existing dwelling at 1/816 Sandy bay Road, Sandy Bay. Widening of an existing driveway is also proposed.

Landslide Code

The Code applies because development is proposed within a Landslide Hazard Area (Low Landslide Hazard Area). Small portions of the proposed garage/deck would be located within the LHA as well as a small section of driveway widening (including fill).

The land within the LHA has been modelled to be susceptible to debris

flow.



Image1: Landslide Hazard Area relative to the site

The new building works would be exempt from the Code standards pursuant to exemptions clause E3.4(c), however the driveway widening is not exempt.

The relevant standards are under clause E3.7.1. There is no acceptable solution for A1. Performance criterion P1 states the following:

Buildings and works must satisfy all of the following:

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

(b) the landslide risk associated with the buildings and works is either:
(i) acceptable risk; or
(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

No works are proposed in a High LHA in conformity with P1(a).

'Acceptable risk' is defined as 'a risk society is prepared to accept as it is. That is; without management or treatment'.

The modelled landslide susceptibility is to debris flow (run out area) from an up-slope source area, so the works should not increase the likelihood of a debris flow occurring. Given the very small scale of works proposed within the LHA, there would also be no significant change to the consequences if a debris flow did occur.

In addition, Council's in-house debris flow modelling, which is considered to be more sophisticated than the State modelling, does not indicate any debris flow risk in the area.

Based on the above, in my opinion a reasonable person would accept the landslide risk associated with the proposed works without any particular management measures (i.e. acceptable risk) and the exercise of discretion is recommended.

6.8.6 The proposal complies with the performance criterion.

6.9 Part E6.7.2P1 - Design of Vehicular Accesses

6.9.1 The acceptable solution at clause 6.7.2A1 requires vehicle access points to be designed and constructed to comply with the location, sight distance, geometry and gradient under AS2890.2 - 2002.

6.9.2 The proposed 2m x 2.5m sight triangles abutting the driveway are not clear of obstructions to visibility.

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 E.6.7.2P1 provides as follows:

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

(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;
(b) avoidance of unreasonable interference with the flow of traffic on

adjoining roads;
(c) suitability for the type and volume of traffic likely to be generated by the use or development;
(d) ease of accessibility and recognition for users.

6.9.5 The standards relating to the design of vehicular accesses is 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.

The proposal was referred to Council's Development Engineer who assessed the proposal and concluded that the submitted documents indicated that there were:

- no proposed changes at the road frontage, including fencing;
- no proposed intensification of the existing accesses;
- no proposed intensification and type of users using the existing access; and
- residential use is consistent with the existing use.

On this basis it is considered that the sight lines may be accepted under performance criteria Part E6.7.2P1.

It is also noted that the surrounding properties exhibit similar access provisions.

6.9.6 The proposal complies with the performance criterion.

6.10 Part E 6.7.3 Vehicle Passing Areas Along An Access

6.10.1 The acceptable solution at clause E6.7.2A1 requires vehicle passing areas to be provided if an access is more than 30m long and meets a road serving more than 6000 vehicles per day.

6.10.2 The proposal includes a dwelling extension and works to an access way, which is in excess of 30m long and meets a road serving more than 6000m per day.

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

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

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

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

6.10.5 The objective of the standards relating to vehicular passing areas along an access, in this instance aims to ensure that the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists.

The proposal was referred to Council's Development Engineer who assessed the proposal and concluded that the submitted documents, enabled the vehicle passing areas to be accepted under E6.7.3P1 of the *Hobart Interim Planning Scheme 2015*.

6.10.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Partial Demotion, Alterations and Extension at 1/816 Sandy Bay Road Sandy Bay and Common Land of Parent Title.

7.2 The application was advertised and received five representations. The representations raised several concerns particularly the management of the existing visitor accommodation unit at 1/816 Sandy Bay Road and the impact on the surrounding neighbours. As stated above, the subject dwelling was approved as visitor accommodation under PLN-21-203 on 7 May 2021. As the management plan required under condition PLN 18 has not been submitted to Council the use should not have commenced. Council has written to the owner confirming that the management plan must be submitted to Council prior to the use commencing.

Other issues raised in the representations relate to the existing (lack of) sight distance when entering/exiting the driveway rendering it unsafe. The representors also raised the lack of information submitted to Council including the absence of shadow diagrams or retaining walls adjacant to the driveway works. It was also noted that the scale of the cars on the driveway plans indicated smaller vehicles that what was observed using the existing driveway, leading to the increase in onsite carparking.

The representors also stated that they believe that the site is unsuitable for further development and will result in a default motel on the property. As such the representors requested a reassessment of the dwelling, as short term visitor accommodation, due to the increase in floor area, thereby creating a third bedroom.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well. The concern raised about shadow diagrams is not something which is prompted by the planning scheme, given that all new works fall within the building envelope and it therefore satisfies 12.4.2A3. The concerns about the vehicle movements and access have been considered by the development engineering team and are addressed above. Further detailed designs are required by conditions regarding the retaining structures. Given that this application is not for visitor accommodation, those issues cannot be considered in relation to this application.

7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Environmental Development Planner and Stormwater Services Engineer. 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 Demotion, Alterations and Extension at 1/816 Sandy Bay Road Sandy Bay and Common Land of Parent Title 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 Demotion, Alterations and Extension at 1/816 Sandy Bay Road Sandy Bay and Common Land of Parent Title 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-21-454 - 1/816 SANDY BAY ROAD SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

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 2a

Prior to first occupation or commencement of use (whichever occurs first),

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

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the National Construction Code 2016 to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

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

ENG 3b

The following aspects of the access driveway and parking module (parking spaces and manoeuvring area) require further detailed designs:

1. Extent and depth of excavations abutting Council's highway reservation; and
2. Detailed design of any earth retaining structures abutting Council's highway reservation.

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*. The detailed designs must:

1. be prepared and certified by a suitably qualified engineer;
2. be in accordance with the design EAST documentation received by the Council on the 1st December 2021;
3. be in accordance with the Australian Standard AS/NZS2890.1:2004, if possible;
4. where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and

enable safe, easy and efficient use; and
5. show dimensions, levels, gradients & transitions, and other details as Council deem necessary to satisfy the above requirement; and
6. show cross-sections at 2 metre intervals along the length of the driveway abutting the Sandy Bay highway reservation showing the extent of excavations, earth retaining structures, cross fall gradients, existing natural surface level (NSL) and new design levels from the back of footpath for the width of the proposed driveway (including any batter slopes).

The access driveway and parking area must be constructed in accordance with the approved detailed designs prior to first occupation.

Advice:

- *This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.*
- *It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.*

Reason for condition

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

ENG 3c

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

Prior to the commencement of use, documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

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

obtain condition endorsement)

Reason for condition

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

ENG 4

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

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENG r1

The excavation and earth-retaining structures (i.e. cuttings, retaining walls) and/or footings supporting the highway reservation must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the excavation and earth-retaining structures supporting the Sandy Bay Road highway reservation must be submitted and approved as a Condition Endorsement, prior to the commencement of work and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer;**
2. **Not undermine the stability of the highway reservation;**
3. **Be designed in accordance with AS4678, with a design life in accordance with table 3.1 typical application major public infrastructure works;**
4. **Take into account any additional surcharge loadings as required by relevant Australian Standards;**
5. **Take into account and reference accordingly any Geotechnical findings;**
6. **Detail any mitigation measures required; and**
7. **Detail the design and location of the footing adjacent to Sandy Bay Road highway reservation.**

The structure certificated and/or drawings should note accordingly the above.

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

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

Reason for condition

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

ENV 1

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

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

Reason for condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

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

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*. Click here for more information.

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

STRATA AMENDMENT

You will be required to amend the strata plan pursuant to the provisions of the *Strata Titles Act 1998* in order to reflect the completed development works. Click here for more information.

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.



(Deanne Lang)
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: 18 January 2022

Attachment(s):

Attachment B - CPC Agenda Documents

SHEET No. 1 OF 10

PROPOSED ALTERATIONS & ADDITIONS
at UNIT 1 816 SANDY BAY ROAD, 7005
for SHANE FARMER

DE JOB #
5426

ISSUE: DEVELOPMENT APPLICATION REVC 1 Dec 2021

DWG. No.	DRAWING	ISSUE
5426 - A01	DRAWING INDEX	C
5426 - A02	SITE PLAN	C
5426 - A03	EXISTING & DEMOLITION FLOOR PLANS	C
5426 - A04	PROPOSED FLOOR PLANS	C
5426 - A05	NORTH ELEVATIONS	C
5426 - A06	EAST ELEVATIONS	C
5426 - A07	SOUTH ELEVATIONS	C
5426 - C01	PROPOSED DRIVEWAY FINISHED LEVELS	C
5426 - C02	DRIVEWAY SECTIONS	C
5426 - C03	TURNING TEMPLATES	C

GENERAL INFORMATION

Accredited Building Designer:	Monty East
Accreditation Number:	CC 191O
Land title reference number:	C.T. 104885 / 1
Site area:	354 m²

153A Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC191 O

design EAST
building design and interior architecture

SHEET No. 2 OF 10

SITE NOTES

Property Address:	**UNIT 1, 816 SANDY BAY ROAD**
Property ID:	**7891416**
Title Reference:	**104885 / 1**
Site Area:	**354**
Municipality:	**HOBART**
Owner:	**SHANE FARMER**

SITE KEY

(A) OUTLINE OF EXISTING RESIDENCE.

(B) PROPOSED ALTERATIONS ADDITIONS SHOWN HATCHED.

SITE COVERAGE

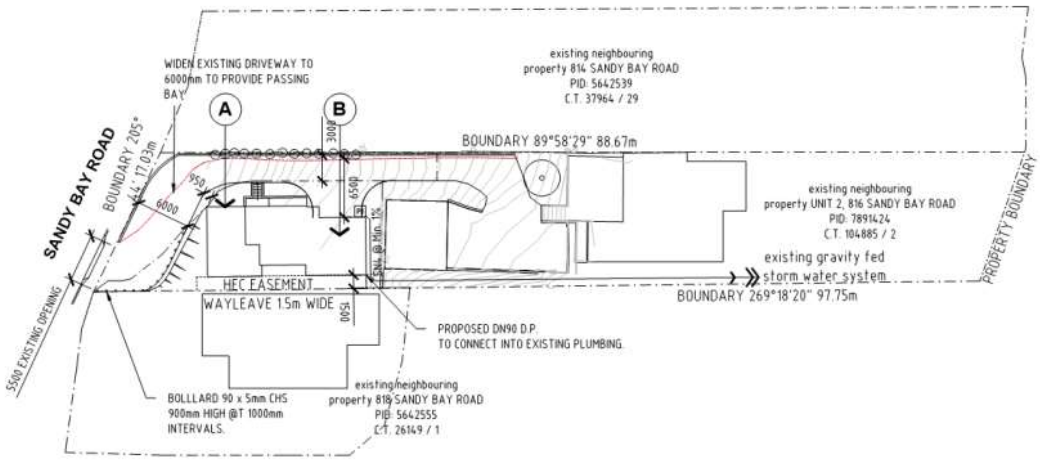
EX. SITE COVERAGE	= 26.8% +/-
PROPOSED SITE COVERAGE	= 34% +/-

CAR PARKING

ex. CAR PARKING SPACES	= 2
PROPOSED CAR PARKING SPACES	= 2

PLUMBING LEGEND

MARK	DESCRIPTION
———	STORMWATER PIPES TO BE PVC-U Class SN4 @ Min. 1% (to AS/NZS 1254:2010). DOWN PIPE SIZE 90mm / PIPE SIZE 100MM
P1	'ACO' GRATED PIT TYPE 66 Size: 600mm SQ. x 600mm (D). Grate: Type 66 Galvanised Heelguard Grate. Min. Load Class: B (80 kN).



SITE PLAN
A02 DWELLING UNIT 1

ISSUE	DESCRIPTION	DATE	DRAWN
C	PLANNING RFI		

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

Drawing: SITE PLAN

design EAST registered trading name for design EAST Pty. Ltd.

SCALE: 1:500 @ A3
DRG NO: A02
DATE: 22.07.21
DRAWN: ME

153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1810

north

design EAST

building design and interior architecture

SHEET No. 3 OF 10

LEGEND	
MARK	DESCRIPTION
	EXISTING WALLS TO BE RETAINED.
	EXISTING WALLS TO BE DEMOLISHED.

EXISTING DWELLING AREA	
EXISTING LOWER FLOOR AREA (CARPORT)	= 23.5 ± sqm
EXISTING UPPER FLOOR AREA	= 78.5 ± sqm
EXISTING DECK AREA	= 8.5 ± sqm

DEMOLITION NOTES

GENERALLY DEMOLITION WORKS MUST BE CARRIED OUT IN ACCORDANCE WITH AS 2601-2001: DEMOLITION OF STRUCTURES & REGULATIONS 29, 30 & 31 OF THE BUILDING REGULATIONS (Tas.) 2019.

BUILDINGS PRIOR TO 1990 MAY CONTAIN ASBESTOS.BUILDINGS PRIOR TO 1986 ARE LIKELY TO CONTAIN ASBESTOS EITHER IN CLADDING MATERIAL OR IN FIRE RETARDANT INSULATION MATERIAL. THE BUILDER SHOULD CHECK &, IF NECESSARY, TAKE APPROPRIATE ACTION BEFORE DEMOLISHING, CUTTING, SANDING, DRILLING OR OTHERWISE DISTURBING THE EXISTING STRUCTURE.

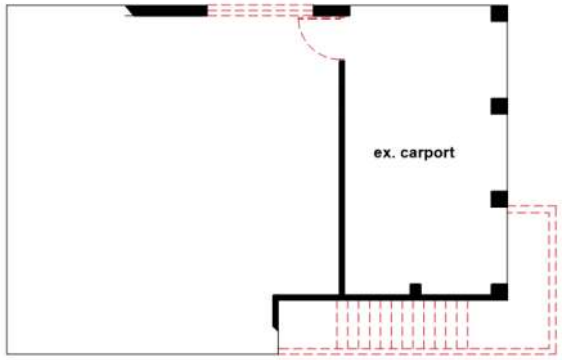
PROCEDURES & METHODS OF DEMOLITION MUST BE ADEQUATE TO PREVENT INJURY TO PERSONS & AVOID DAMAGE TO NEIGHBORING PROPERTY.

BEFORE REMOVING EXISTING WALLS SHOWN TO BE DEMOLISHED, BUILDER SHALL CONFIRM ON-SITE WHETHER THEY ARE LOAD-BEARING OR NOT. IF IT IS FOUND THAT THEY ARE LOAD-BEARING, A STRUCTURAL ENGINEER MUST BE ENGAGED TO DETERMINE ANY BEAMS REQUIRED TO SUPPORT THESE EXISTING LOADS.

ALL REDUNDANT STORMWATER, SEWER & WATER CONNECTIONS ASSOCIATED WITH THE DEMOLITION SHALL BE CUT & SEALED TO THE SATISFACTION OF COUNCIL'S SENIOR PLUMBING INSPECTOR.

THE REMOVAL OF EXISTING PLUMBING FIXTURES SHALL INCLUDE ALL ASSOCIATED WASTE & VENT PIPES, FLOOR DRAINS, WATER SERVICE PIPEWORK BRACKETS, SUPPORTS etc. & SEAL OFF EXISTING SERVICES. SEAL OFF & MAKE GOOD ALL FLOOR, WALL & ROOF PENETRATIONS.

GENERALLY, MAKE GOOD TO EXISTING FLOORS, WALLS & CEILINGS WHERE ALL DEMOLITION WORK OCCURS TO MATCH EXISTING AS & WHERE REQUIRED.



EXISTING LOWER FLOOR PLAN



EXISTING UPPER FLOOR PLAN

0 1 2 5
METRES
1 centimetre on this drawing represents 1 metre on the ground (i.e. 1:100).

ISSUE	DESCRIPTION	DATE	DRAWN

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

Drawing: EXISTING & DEMOLITION FLOOR PLAN

SCALE: 1:100 @ A3
DRG NO: A03
DRAWN: ME
DATE: 22.07.21

153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1810

design EAST

building design and interior architecture

design EAST registered trading name for design EAST Pty. Ltd.

LEGEND	
MARK	DESCRIPTION
	EXISTING WALLS TO BE RETAINED.
	190mm BLOCKWORK RETAINING WALL.
	90mm STUDWORK WALL (internal wall).
	BRICK VENEEER WALL. 255mm (to match existing)

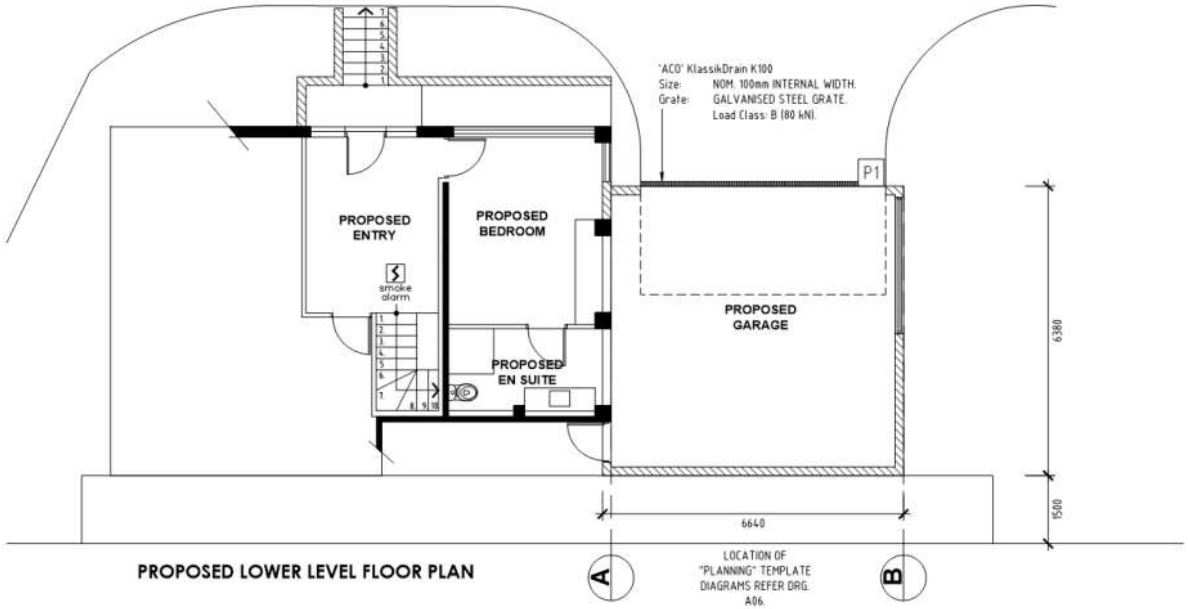
PROPOSED FLOOR AREA	
PROPOSED LOWER FLOOR AREA INCLUDING GARAGE	= ± 82 sqm.
PROPOSED UPPER FLOOR AREA	= ± 78.5 sqm.
PROPOSED DECK AREA	= ± 32.5 sqm.

KEY	
MARK	DESCRIPTION
smoke alarm	PHOTOELECTRIC SMOKE ALARM (HARD WIRED) TO COMPLY WITH BCA 3.7.2 & AS 3786 (must be interconnected where there is more than one alarm).

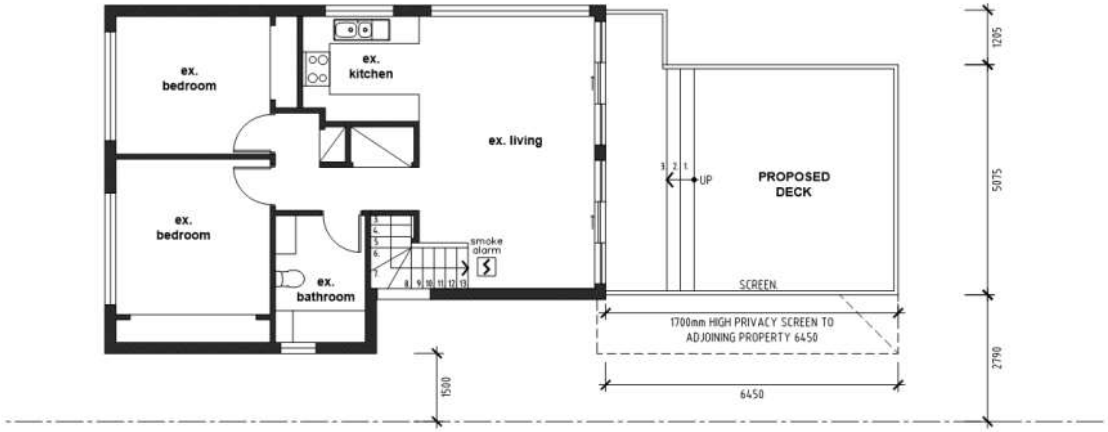
SETOUT NOTES

1. USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE DRAWINGS.
2. ALL LEVELS, DATUMS & DIMENSIONS SHALL BE VERIFIED ON-SITE BEFORE COMMENCING ANY WORK OR SHOP DRAWINGS. ANY ANOMALIES ARE TO BE DIRECTED TO THE DESIGNER.

PLUMBING LEGEND	
MARK	DESCRIPTION
	STORMWATER PIPES TO BE PVC-U Class SN4 @ Min. 1% (to AS/NZS 1254:2010). DOWN PIPE SIZE 90mm / PIPE SIZE 100MM
P1	'ACO' GRATED PIT TYPE 66 Size: 600mm SQ. x 600mm (D). Grate: Type 66 Galvanised Heelguard Grate. Min. Load Class: B (80 kN).



PROPOSED LOWER LEVEL FLOOR PLAN



PROPOSED UPPER LEVEL FLOOR PLAN

0 1 2 5
METRES
1 centimetre on this drawing represents 1 metre on the ground (i.e. 1:100).

SHEET No. 4 OF 10

ISSUE	DESCRIPTION	DATE	DRAWN

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

Drawing: PROPOSED FLOOR PLAN

SCALE: 1:100 @ A3
DRG. NO: A04
DRAWN: ME
DATE: 22.07.21

153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1810

design EAST registered trading name for design EAST Pty. Ltd.

design EAST
building design and interior architecture

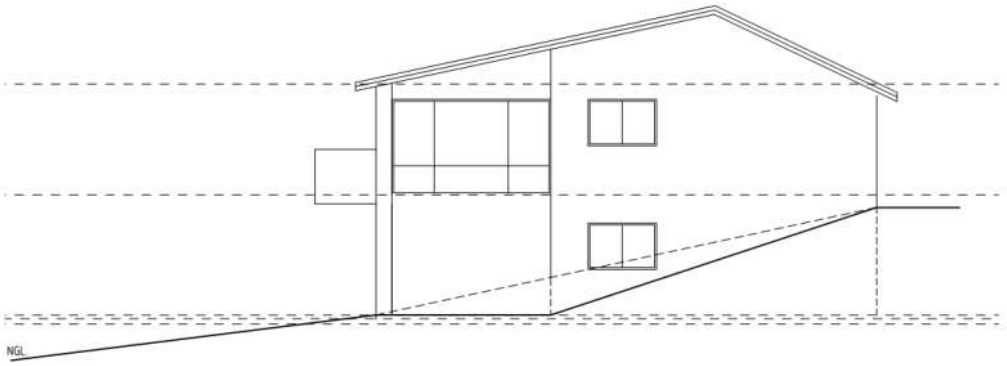
SHEET No. 5 OF 10

EXTERNAL FINISHES

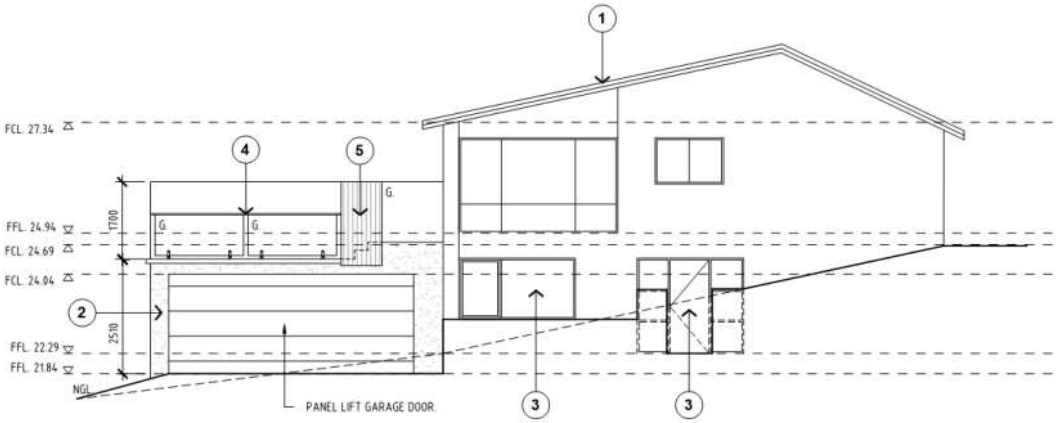
1. EXISTING DWELLING
2. RENDERED BLOCK WORK - PAINT FINISH
3. ALUMINUM WINDOWS AND DOORS.
4. GLASS BALUSTRADE
5. VERTICAL TIMBER SCREENING
6. CUSTOM ORB - COLORBOND COLOR TO BE SELECTED. 45 DEGREES.

LEGEND

ex. - EXISTING WINDOW / DOOR.
F. - FIXED WINDOW.
A. - AWNING WINDOW.
G. - GLAZED HINGED DOOR.
S. - SLIDING WINDOW.



EXISTING NORTH ELEVATION
A05



PROPOSED NORTH ELEVATION
A05

ISSUE	DESCRIPTION	DATE	DRAWN

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

Drawing: NORTH ELEVATIONS

SCALE: 1:100 @ A3
DRG NO: A05
DRAWN: ME
DATE: 22.07.21

153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1810

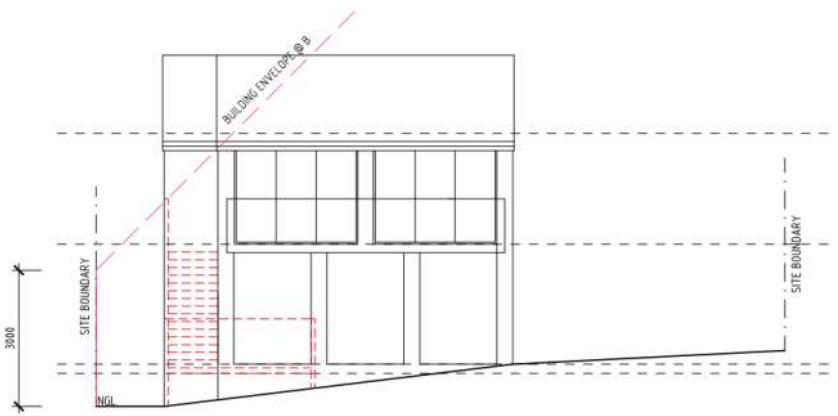
design.EAST registered trading name for design.EAST Pty. Ltd.

design EAST
building design and interior architecture

SHEET No. 6 OF 10

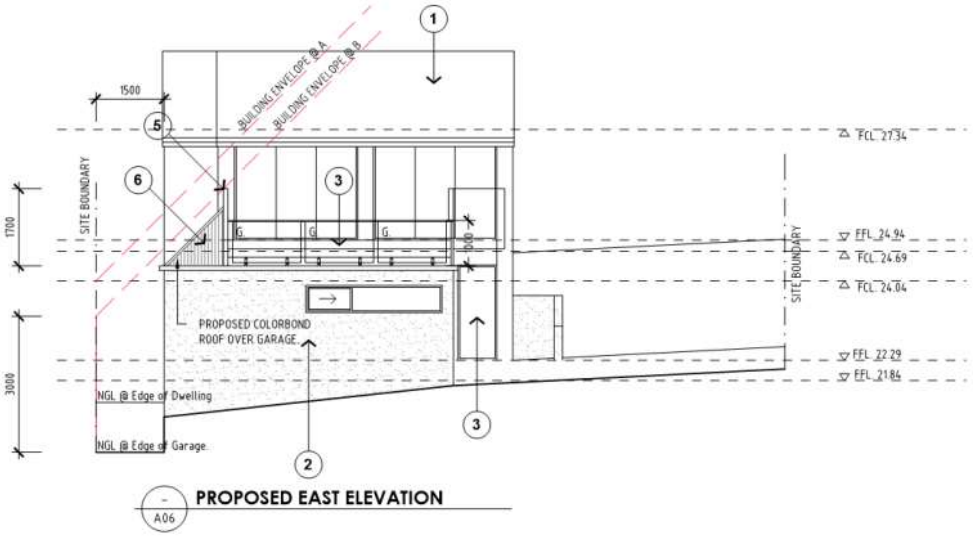
EXTERNAL FINISHES	
1	EXISTING DWELLING
2	RENDERED BLOCK WORK - PAINT FINISH
3	ALUMINUM WINDOWS AND DOORS.
4	GLASS BALUSTRADE
5	VERTICAL TIMBER SCREENING
6	CUSTOM ORB - COLORBOND COLOR TO BE SELECTED. 45 DEGREES.

LEGEND	
ex.	- EXISTING WINDOW / DOOR.
F.	- FIXED WINDOW.
A.	- AWNING WINDOW.
G.	- GLAZED HINGED DOOR.
S.	- SLIDING WINDOW.



EXISTING EAST ELEVATION
A06

NOTE:
ALL NEW WORK GARAGE & SCREEN ARE WITHIN THE PLANNING ENVELOPE.



PROPOSED EAST ELEVATION
A06

ISSUE	DESCRIPTION	DATE	DRAWN

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

Drawing: EAST ELEVATIONS

SCALE: 1:100 @ A3
DRG NO: A06
DRAWN: ME
DATE: 22.07.21

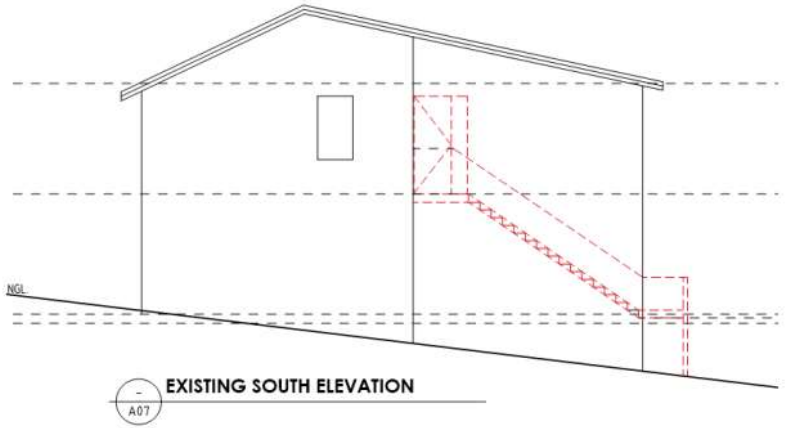
153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1810 D

design.EAST registered trading name for design.EAST Pty. Ltd.

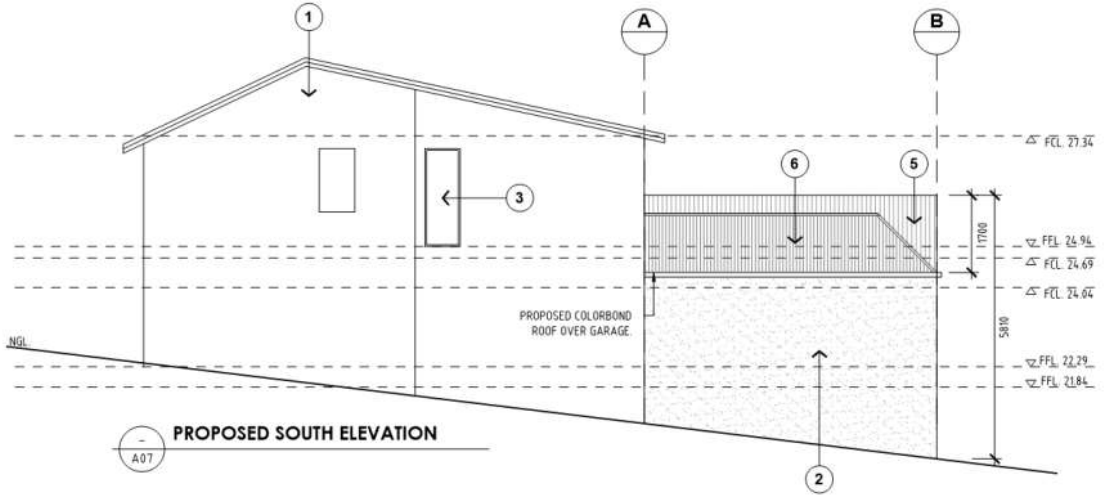
design EAST
building design and interior architecture

EXTERNAL FINISHES	
1	EXISTING DWELLING
2	RENDERED BLOCK WORK - PAINT FINISH
3	ALUMINUM WINDOWS AND DOORS.
4	GLASS BALUSTRADE
5	VERTICAL TIMBER SCREENING
6	CUSTOM ORB - COLORBOND COLOR TO BE SELECTED. 45 DEGREES.

LEGEND	
ex.	- EXISTING WINDOW / DOOR.
F.	- FIXED WINDOW.
A.	- AWNING WINDOW.
G.	- GLAZED HINGED DOOR.
S.	- SLIDING WINDOW.



EXISTING SOUTH ELEVATION
A07



PROPOSED SOUTH ELEVATION
A07

SHEET No. 7 OF 10

ISSUE	DESCRIPTION	DATE	DRAWN

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

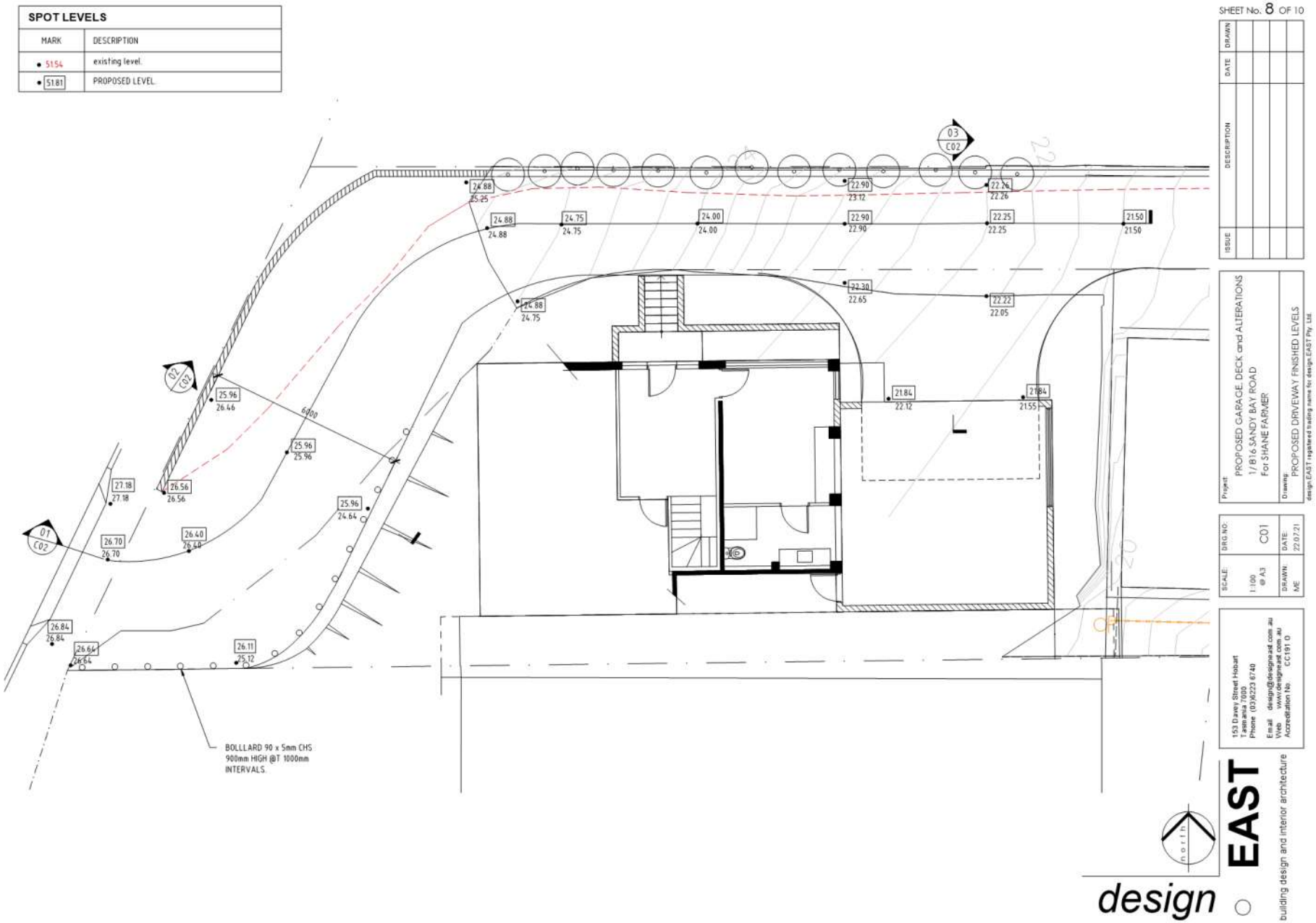
Drawing: SOUTH ELEVATIONS

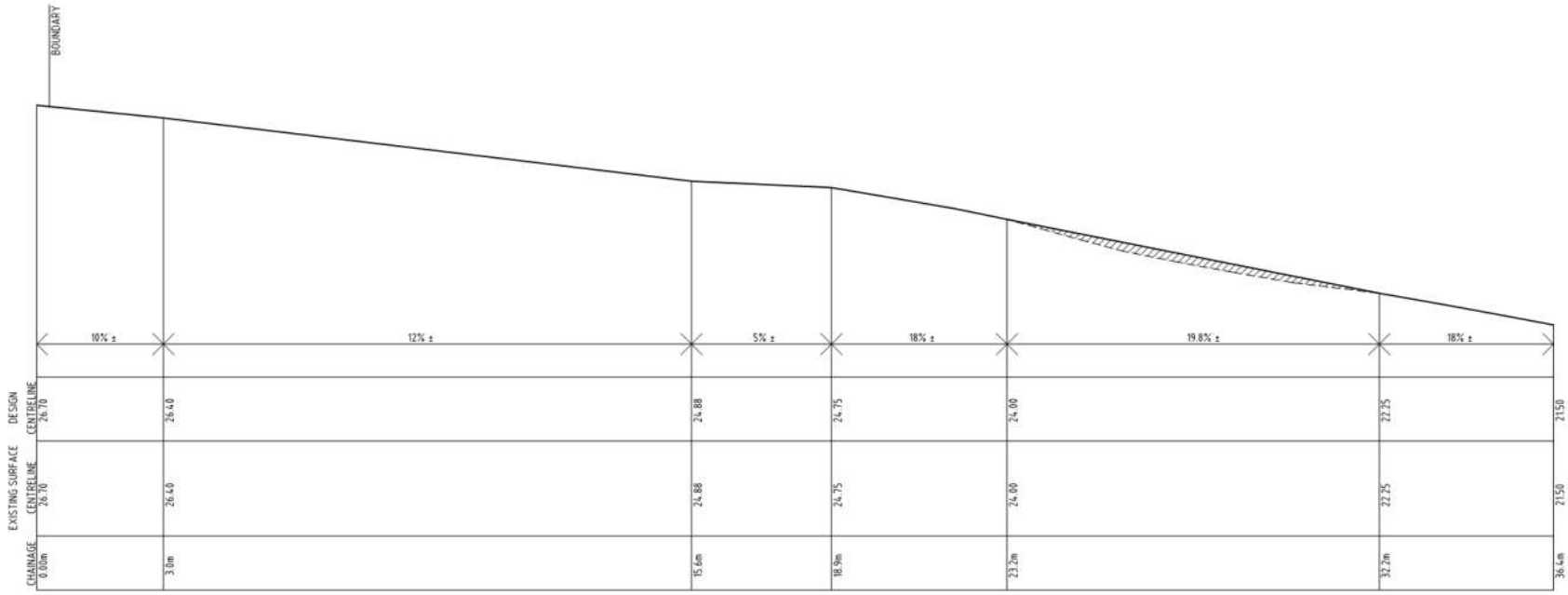
design EAST registered trading name for design EAST Pty. Ltd.

SCALE:	DRG NO:
1:100 @ A3	A07
DRAWN: ME	DATE: 22.07.21

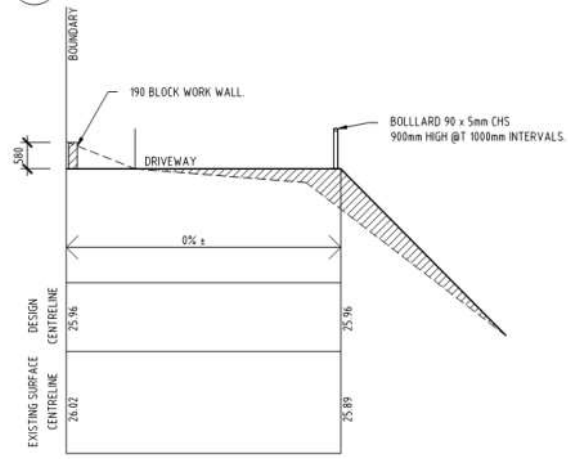
153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1911 D

design EAST
building design and interior architecture

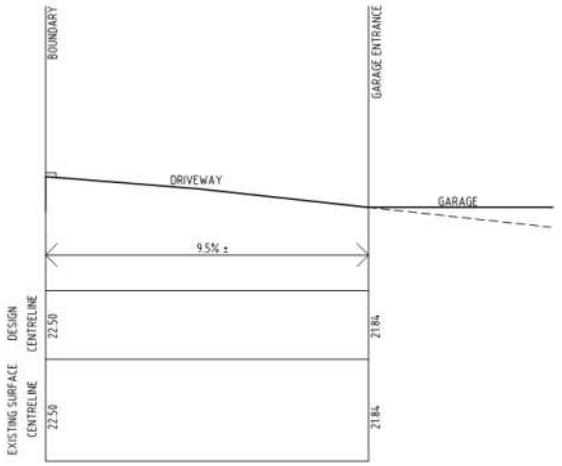

SPOT LEVELS
MARK
DESCRIPTION
• 51.54
existing level.
• 51.81
PROPOSED LEVEL.
SHEET No. 8 OF 10
ISSUE
DESCRIPTION
DATE
DRAWN
Project:
PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER
Drawing:
PROPOSED DRIVEWAY FINISHED LEVELS
design EAST registered trading name for design EAST Pty. Ltd.
SCALE:
1:100 @ A3
DRG NO:
C01
DRAWN:
ME
DATE:
22.07.21
153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1810 D
design EAST
building design and interior architecture
north
BOLLLARD 90 x 5mm CHS
900mm HIGH @T 1000mm
INTERVALS.
6000



01 C01 **DRIVE WAY SECTION 1 1:100**



02 C01 **DRIVE WAY CROSS SECTION 2 1:100**



03 C01 **DRIVE WAY CROSS SECTION 3 1:100**

SHEET No.9 OF 10

ISSUE	DESCRIPTION	DATE	DRAWN

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

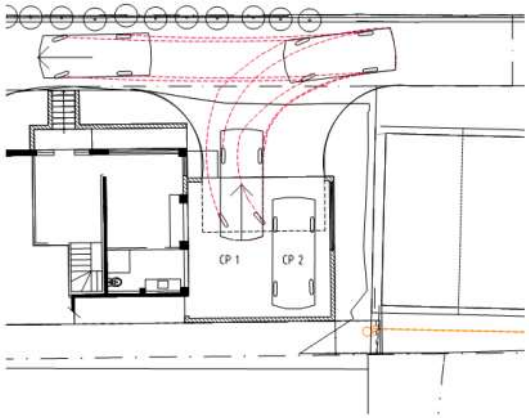
Drawing: DRIVEWAY SECTIONS

design EAST registered trading name for design EAST Pty. Ltd.

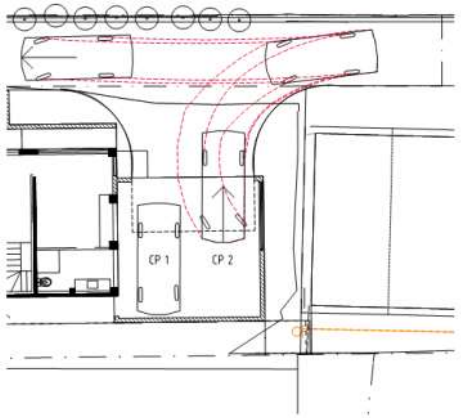
SCALE:	DRG NO:
1:100 @ A3	C02
DRAWN: ME	DATE: 22.07.21

153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1910

design EAST
building design and interior architecture



CAR PARK 1 EXITING



CAR PARK 2 EXITING

SHEET No.10 OF 10

ISSUE	DESCRIPTION	DATE	DRAWN

Project: PROPOSED GARAGE, DECK and ALTERATIONS
1/816 SANDY BAY ROAD
For SHANE FARMER

Drawing: TURNING TEMPLATES

SCALE: 1:100 @ A3
DRG NO: C03
DATE: 22.07.21
DRAWN: ME

design EAST registered trading name for design EAST Pty. Ltd.

153 Davey Street Hobart
Tasmania 7000
Phone (03)6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1810

design EAST
building design and interior architecture

Planning: #235878

Property

1/816 SANDY BAY ROAD SANDY BAY TAS 7005

People

Applicant
*
DESIGN EAST PTY LTD
03 6223 6740
meast@designeast.com.au

Owner
*
Shane Farmer
2/816 Sandy Bay Road
SANDY BAY TAS 7005
0447517922
srfguru@gmail.com

Entered By
DESIGN EAST PTY LTD
03 6223 6740
meast@designeast.com.au

Use

Multiple dwellings

Details

Have you obtained pre application advice?

- Yes

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

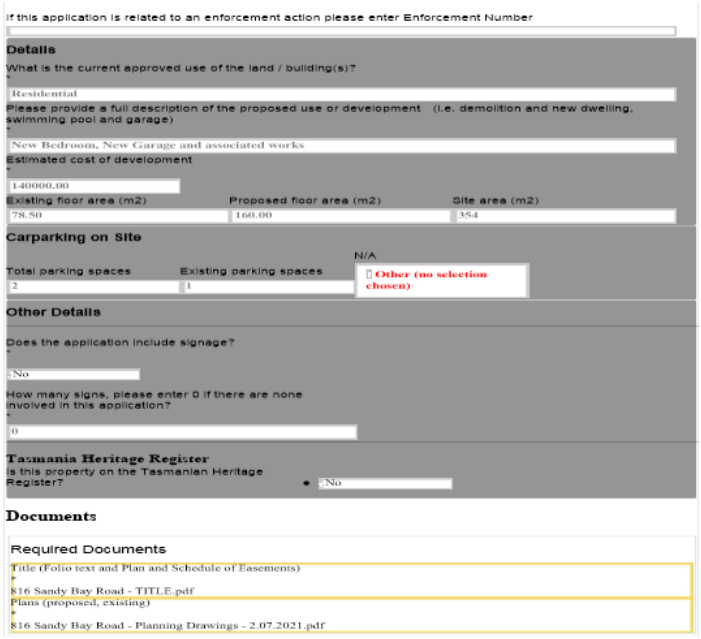
PAE-21-164

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)
*
New Bedroom, New Garage and associated works

Estimated cost of development
*
140000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
78.50	160.00	354

Carparking on Site

N/A

Total parking spaces	Existing parking spaces	
2	1	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)
*
816 Sandy Bay Road - TITLE.pdf

Plans (proposed, existing)
*
816 Sandy Bay Road - Planning Drawings - 2.07.2021.pdf

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
104885	1
EDITION	DATE OF ISSUE
6	23-Mar-2021

SEARCH DATE : 24-Jun-2021
SEARCH TIME : 09.37 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Strata Plan 104885 and a general unit entitlement operating for all purposes of the Strata Scheme being a 1 undivided 1/2 interest
Derived from Strata Plan 104885
Derivation : Part of 72a 3r 34ps Gtd to Vernon William Hookey

SCHEDULE 1

M870479 TRANSFER to SHANE RONALD FARMER Registered 23-Mar-2021 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
The registered proprietor holds the lot and unit entitlement subject to any interest noted on common property Folio of the Register volume 104885 folio 0
B658785 BURDENING EASEMENT: Wayleave Easement for the Hydro Electric Commission over the HEC Wayleave Easement on Diagram No 104884 Registered 25-May-1993 at noon
E254348 MORTGAGE to First Mortgage Company Home Loans Pty Ltd Registered 23-Mar-2021 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

REGISTERED NUMBER

104885

Conveyancing and Law of Property Act 1884

STRATUM PLAN

Sheet 1 of 3 Sheets

City ~~or Town~~ HOBART

Locality SANDY BAY

Reference to Title C.T. 4794 - 27

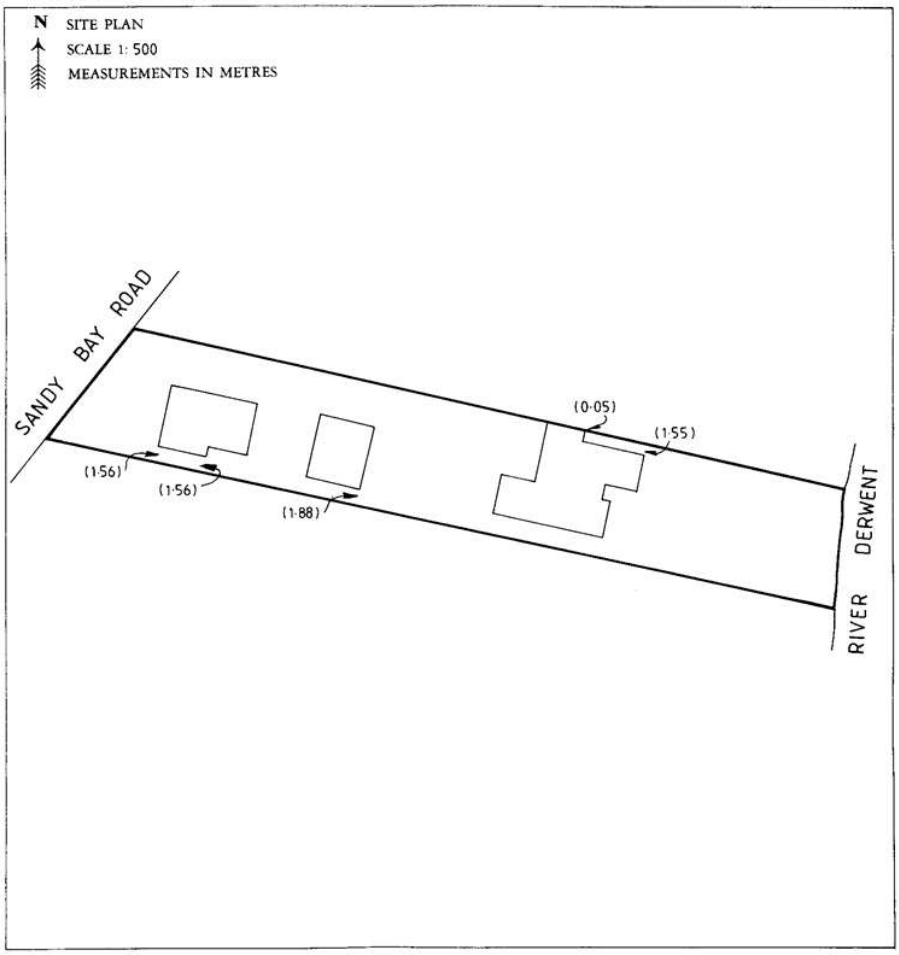
27/05/93 5655 CASHIER.01
L.T.O OTHER FEES $320.00

Site comprises the whole / ~~portion~~ of Lot 1 on ~~Plan~~ / Diagram No. D.104884 in the Lands Titles Office

The name of the building is 816 SANDY BAY ROAD, ~~SANDY BAY~~ HOBART

N SITE PLAN
SCALE 1: 500
MEASUREMENTS IN METRES

External surface boundaries of the site and the location of the building in relation thereto to be delineated in this space



REGISTERED this 25TH day of MAY 1993, No. 104885

This plan is lodged for registration by
GUNSON, PICKARD, & HANN.

Recorder of Titles

OS-D 754

FOLIO PLAN

RECORDER OF TITLES

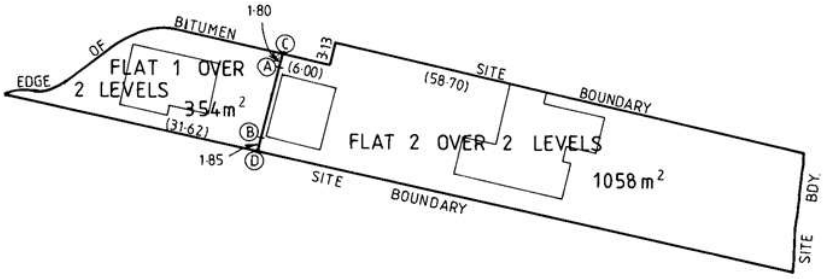
Issued Pursuant to the Land Titles Act 1980

Sheet 2 of 3 Sheets

No. 104885

Town Clerk/~~Council Clerk~~

1:500



THE HORIZONTAL BOUNDARIES ARE SHOWN BY HEAVY UNBROKEN LINES DEFINED BY:

SITE BOUNDARIES
THE EDGE OF BITUMEN
THE EXTERNAL EDGE OF GUTTERING LABELLED Ⓐ-Ⓑ
MEASUREMENT WHERE BOUNDARY IS OPEN
ⒶⒸ & ⒷⒹ ARE THE PROLONGATION OF ⒶⒷ
MEASUREMENTS IN BRACKETS ARE FOR BOUNDARY FIXATION ONLY

THE VERTICAL FLAT BOUNDARIES EXTEND FROM 2·00m BELOW GROUND LEVEL TO 10·00m ABOVE GROUND LEVEL

FLAT N°	FLOOR AREA	GARAGE & STORAGE AREA	OPEN SPACE AREA
1	77m²	77m²	200m²
2	206m²	52m²	800m²

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Sheet 3 of 3 Sheets

No. 104885

Town Clerk/~~Council Clerk~~

The address for service of notices on the company is:—

816 SANDY BAY ROAD,
SANDY BAY, 7005

UNIT ENTITLEMENTS

Flat	Unit Entitlement	For Office Use Only
1	1	
2	1	
Total	2	

SURVEYOR'S CERTIFICATE

I, CRAIG BRADLEY ROGERSON

of HOWRAH

a surveyor registered under the *Land Surveyor's Act* 1909, hereby certify that the building erected on the site described and delineated on sheet 1 of this plan is within the external boundaries of the title stated on sheet 1.

Dated this 20 day of NOVEMBER 1992

Registered Surveyor

COUNCIL CLERK'S CERTIFICATE

I certify that the subdivision shown in this plan has been approved by the

HOBART CITY *Council*

Dated this 9TH day of MARCH 1993

Town Clerk/~~Council Clerk~~

For Office Use Only

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
104885	2
EDITION	DATE OF ISSUE
8	27-Sep-2017

SEARCH DATE : 17-Feb-2021
SEARCH TIME : 01.53 PM

DESCRIPTION OF LAND

City of HOBART
Lot 2 on Strata Plan 104885 and a general unit entitlement operating for all purposes of the Strata Scheme being a 1 undivided 1/2 interest
Derived from Strata Plan 104885
Derivation : Part of 72a 3r 34ps Gtd to Vernon William Hookey

SCHEDULE 1

M653687 TRANSFER to SHANE RONALD FARMER Registered 27-Sep-2017 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
The registered proprietor holds the lot and unit entitlement subject to any interest noted on common property Folio of the Register volume 104885 folio 0
B658785 BURDENING EASEMENT: Wayleave Easement for the Hydro Electric Commission over the HEC Wayleave Easement on Diagram No 104884 Registered 25-May-1993 at noon
E107361 MORTGAGE to First Mortgage Company Home Loans Pty Ltd Registered 27-Sep-2017 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

REGISTERED NUMBER

104885

Conveyancing and Law of Property Act 1884

STRATUM PLAN

Sheet 1 of 3 Sheets

City ~~or Town~~ HOBART

Locality SANDY BAY

Reference to Title C.T. 4794 - 27

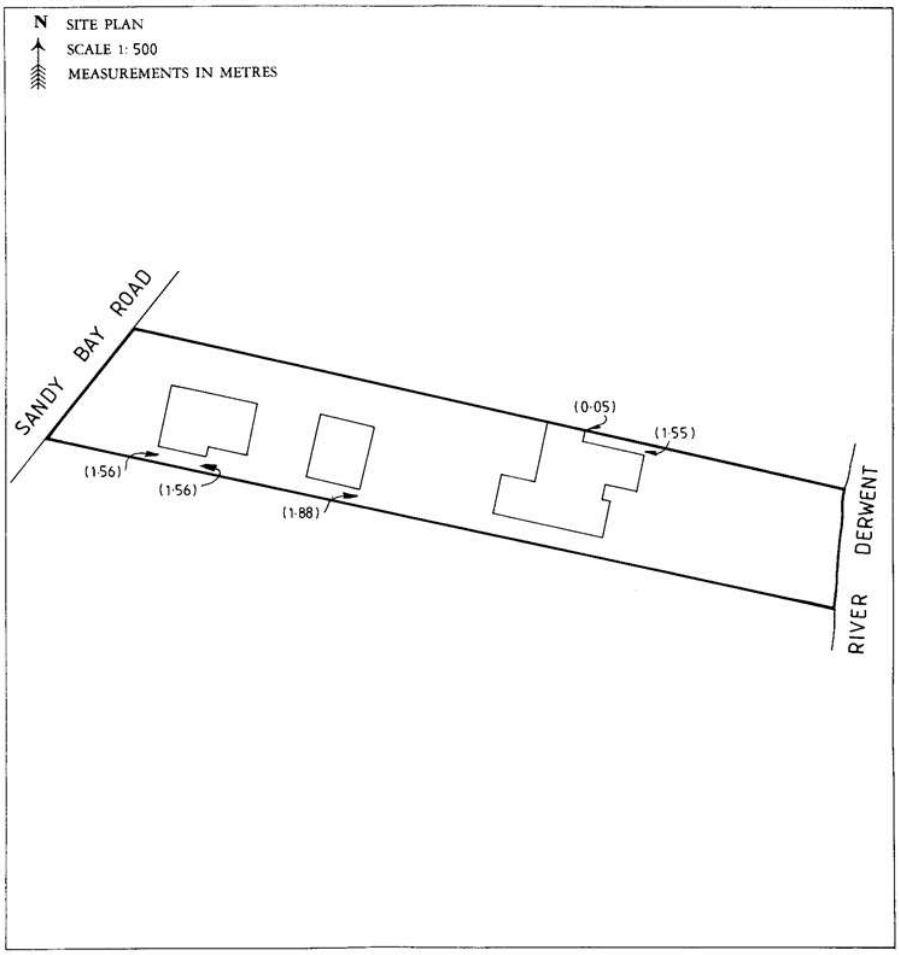
27/03/93 5655 CASHIER.01
L.T.O OTHER FEES $20.00

Site comprises the whole / ~~portion~~ of Lot 1 on ~~Plan~~ / Diagram No. D.104884 in the Lands Titles Office

The name of the building is 816 SANDY BAY ROAD, ~~SANDY BAY~~ HOBART

N SITE PLAN
SCALE 1: 500
MEASUREMENTS IN METRES

External surface boundaries of the site and the location of the building in relation thereto to be delineated in this space



REGISTERED this 25TH day of MAY 1993, No. 104885

This plan is lodged for registration by
GUNSON, PICKARD, & HANN.

Recorder of Titles

OS-D 754

FOLIO PLAN

RECORDER OF TITLES

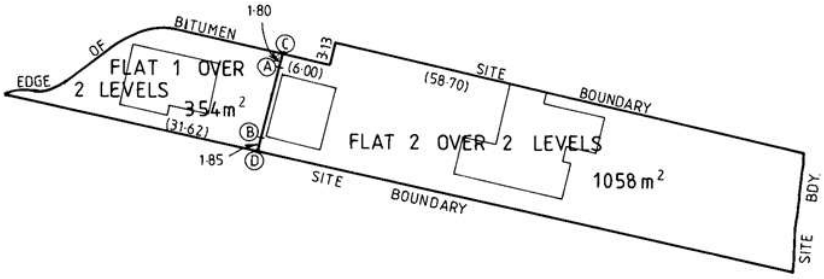
Issued Pursuant to the Land Titles Act 1980

Sheet 2 of 3 Sheets

No. 104885

Town Clerk/~~Council Clerk~~

1:500



THE HORIZONTAL BOUNDARIES ARE SHOWN BY HEAVY UNBROKEN LINES DEFINED BY:

SITE BOUNDARIES
THE EDGE OF BITUMEN
THE EXTERNAL EDGE OF GUTTERING LABELLED Ⓐ-Ⓑ
MEASUREMENT WHERE BOUNDARY IS OPEN
ⒶⒸ & ⒷⒹ ARE THE PROLONGATION OF ⒶⒷ
MEASUREMENTS IN BRACKETS ARE FOR BOUNDARY FIXATION ONLY

THE VERTICAL FLAT BOUNDARIES EXTEND FROM 2·00m BELOW GROUND LEVEL TO 10·00m ABOVE GROUND LEVEL

FLAT N°	FLOOR AREA	GARAGE & STORAGE AREA	OPEN SPACE AREA
1	77m²	77m²	200m²
2	206m²	52m²	800m²

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Sheet 3 of 3 Sheets

No. 104885

Town Clerk/~~Council Clerk~~

The address for service of notices on the company is:—

816 SANDY BAY ROAD,
SANDY BAY, 7005

UNIT ENTITLEMENTS

Flat	Unit Entitlement	For Office Use Only
1	1	
2	1	

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
104885	0
EDITION	DATE OF ISSUE
2	13-Apr-2006

SEARCH DATE : 24-Jun-2021
SEARCH TIME : 09.37 AM

DESCRIPTION OF LAND

City of HOBART
The Common Property for Strata Scheme 104885
Derivation : Part of 72a 3r 34ps Gtd to Vernon William Hookey
Prior CT 4794/27

SCHEDULE 1

STRATA CORPORATION NUMBER 104885, 816 SANDY BAY ROAD, HOBART

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
B658785 BURDENING EASEMENT: Wayleave Easement for the Hydro Electric Commission over the HEC Wayleave Easement on Diagram No 104884 Registered 25-May-1993 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

7.2.3 72 SUMMERHILL ROAD, WEST HOBART - DWELLING PLN-21-815 - FILE REF: F22/14056

Address:	72 Summerhill Road, West Hobart
Proposal:	Dwelling
Expiry Date:	2 April 2022
Extension of Time:	
Author:	Mark O'Brien

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 a single dwelling at 72 Summerhill Road, West 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-21-815 - 72 SUMMERHILL ROAD WEST HOBART TAS 7000 - Final Planning Document, except where modified below.

Reason for condition

To clarify the scope of the permit.

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).

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 3b

The following aspects of the access driveway and parking area require further detailed designs:

1. **Transition and change of grades for all wheel paths of both car spaces, with a minimum clearance of 50 mm for a B85 vehicle template from the Right of way to the parking bay(s)**

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. **be prepared and certified by a suitably qualified engineer;**

2. **be in accordance with the Australian Standard AS/NZS 2890.1:2004, if possible;**

3. **where the design deviates from AS/NZS2 890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use; and**

4. **show [dimensions, levels, gradients and transitions], and other details as Council deem necessary to satisfy the above requirement.**

The access driveway and parking area must be constructed in accordance with the approved detailed designs prior to first occupation.

Reason for condition

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

ENG 3c

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway and parking area has been constructed in accordance with design drawings approved by Condition ENG 3b.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

Reason for condition

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

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 1

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

Advice:

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

Reason for condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016.* Click here for more information.

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a permit 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 an occupational license for structures in the Hobart City Council highway reservation, in accordance with conditions to be established by the Council. Click here for more information.

You may require a road closure permit for construction or special event. Click here for more information.

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

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A:	PLN-21-815 - 72 SUMMERHILL ROAD WEST HOBART TAS 7000 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-21-815 - 72 SUMMERHILL ROAD WEST HOBART TAS 7000 - Attachment B - CPC Agenda Documents ⇩
Attachment C:	PLN-21-815 - 72 SUMMERHILL ROAD WEST HOBART TAS 7000 - Planning Referral Officer Development Engineering Report ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Committee:	21 February 2022
Expiry Date:	2 April 2022
Application No:	PLN-21-815
Address:	72 SUMMERHILL ROAD , WEST HOBART
Applicant:	Damon Jackson (Archibim) 51a Seven Mile Beach Road
Proposal:	Dwelling
Representations:	Three
Performance criteria:	Development standards; Parking and Access Code

1. Executive Summary

1.1 Planning approval is sought for a single dwelling at 72 Summerhill Road.

1.2 More specifically the proposal includes:

- a four bedroom dwelling over three levels;
- a lower ground level including a two car garage, wine cellar, and laundry;
- a ground level including a kitchen, living, study, toilet, and outdoor terrace;
- a first floor level including three bedrooms, two bathrooms, and a covered balcony.

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

1.3.1 General Residential Zone - Building envelope, Private Open Space, Privacy

1.3.2 Parking and Access Code - Layout of parking areas

1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 25 January 2022 and 9 February 2022.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the City Planning Committee, because three objections were received.

2. Site Detail

2.1 The site at 72 Summerhill Road is a vacant lot located on the western side of a new subdivision. The area immediately surrounding the site consists of vacant lots and recently constructed dwellings as part of the new subdivision, and a Council bushland reserve to the west. Further to the east and north, the area consists of established medium density residential development.



Figure 1 - Location of site



Figure 2 - Aerial image of site



Image 1 - View of the site looking northwest from the shared right of way access



Image 2 - View of the site looking north from the adjoining property at 70 Summerhill Rd.



Image 3 - View of the site and surrounds looking east from the site.

3. Proposal

3.1 Planning approval is sought for a dwelling at 72 Summerhill Road.

3.2 More specifically the proposal is for:

- a four bedroom dwelling over three levels;
- a lower ground level including a two car garage, wine cellar, and laundry;
- a ground level including a kitchen, living, study, toilet, and outdoor terrace;
- a first floor level including three bedrooms, two bathrooms, and a covered balcony.

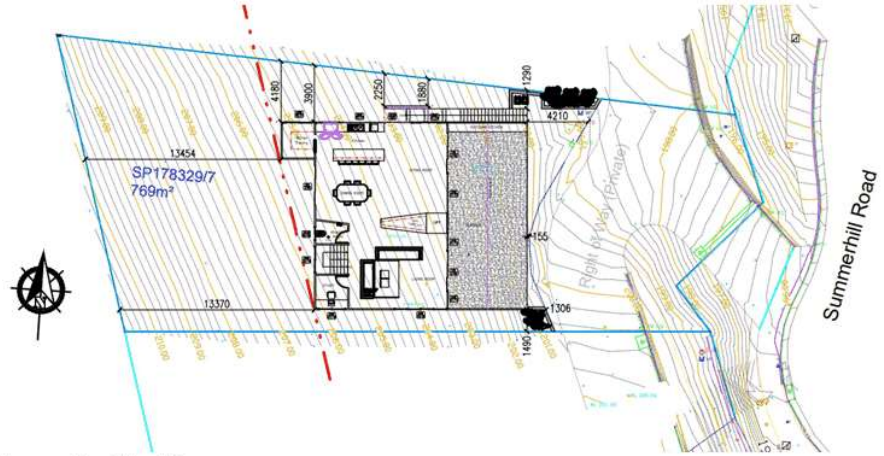


Figure 3 - Site Plan

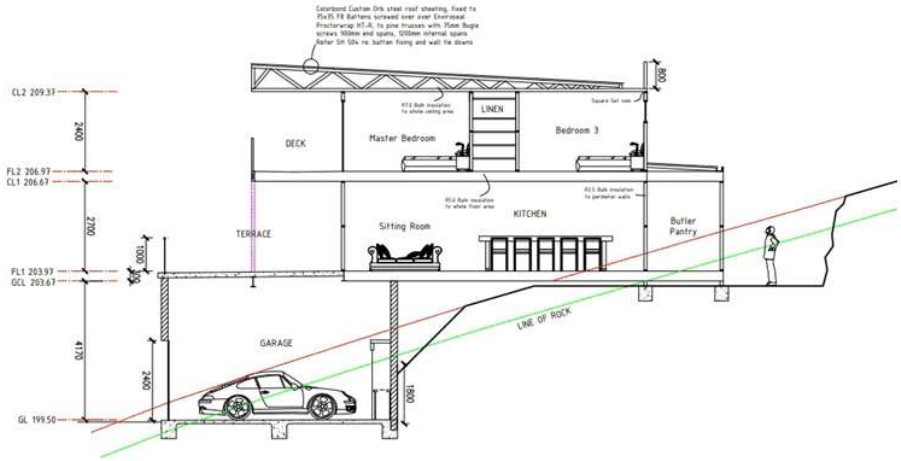


Figure 4 - Sectional Elevation

4. Background

4.1 A proposal for two multiple dwellings on the site (PLN-21-327) was lodged, recommended for refusal, and subsequently withdrawn. During assessment of the application, Council's Development Engineers raised concerns with the adequacy of parking and access for the two multiple dwellings. During assessment of the application, Council's Development Appraisal Planner raised concerns with the extent of overshadowing on the private open space of one of the multiple dwellings.

4.2 The form, scale and materiality of the two multiple dwellings proposed under PLN-21-327 is similar to that of the current proposal for a single dwelling.

5. Concerns raised by representors

5.1 Three (3) representation objecting to the proposal were received within the statutory advertising period between 25 January 2022 and 9 February 2022.

5.1 The application is permitted and was not advertised in accordance with section 58 of the *Land Use Planning and Approvals Act 1993*.

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.

Visual Impact

The proposal will result in high negative visual impact. The visual impact is overbearing being a full storey higher than adjoining dwellings. It is requested that the building bulk be reduced through further excavation.

[Planner note: due to the height of the existing shared driveway, it is not practicably possible to further excavate as this would introduce issues with grades of the parking and access.]

The building is well outside the building envelope on both sides due to the high garage level. The overall maximum height of the structure is 10.67m high from finished floor level to top of the roof.

[Planner note: maximum height measured from natural ground level is approximately 9.4m. This height is reached at the eaves overhanging the upper floor balcony. When excluding eaves, the building is entirely below 8.5m from natural ground level.]

Privacy

Windows and decks will directly overlook neighbours and will result in an unreasonable loss of amenity pursuant to clause 10.4.2 P3 and unreasonable impact on privacy pursuant to clause 10.4.6 P1; P2.

[Planner note: there are no adjoining dwellings or private open space. Planning approval has been granted on adjoining properties but no substantial commencement has occurred. Therefore, for the purposes of this assessment, the adjoining properties are considered as vacant land.]

[Planner note: overlooking issues are assessed under clause 10.4.6. The test at clause 10.4.6 does not take into consideration overlooking and privacy concerns.

Overshadowing Shadow diagrams have only been provided for mid winter. They should have been provided for mid summer also. The diagrams provided are not accurate. The overshadowing impact will be substantial, not only from the building but from the fencing also. [Planner note: the overshadowing impact shown in the submitted applications documents is similar to that shown in PLN-21-327, which was a previous proposal over the site for multiple dwellings of a similar scale and bulk to the current proposal. [Planner note: if more than 4.5m from the frontage, side boundary fencing to a height of 2.1m is exempt from requiring planning approval pursuant to clause 5.6.2.]
Design No design detail has been provided to show how the land will be appropriately retained following excavations at the rear and side boundaries. [Planner note: this concern is addressed through the building regulations and does not trigger a discretion requiring assessment during the planning permit stage.]
Parking We wish to understand how access and parking issues raised in relation to a previous planning application over the site (PLN-21-327) have been addressed by the current proposal. [Planner note: the previous application was for two multiple dwellings with more parking and a greater number of vehicle trips. In addition, conditions have been recommended by Council's Development Engineer to resolve issues with driveway grades that were raised during the previous application.]

Appeal
We wish to table our intent to appeal any decision for approval based on the proposed design.

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 General Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The site is currently vacant. The proposed use is residential for a single dwelling, which is a permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 10 General Residential Zone

6.4.2 E6.0 Parking and Access Code

6.4.3 E7.0 Stormwater Management Code

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

6.5.1 General Residential Zone:

Building envelope - Part D 10.4.2 P3
Private open space - Part D 10.4.3 P2
Privacy - Part D 10.4.6 P1; P2

6.5.2 Parking and Access Code:

Layout of parking areas - E6.7.5 P1

6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope Part D 10.4.2 P3

6.7.1 The acceptable solution at clause 10.4.2 A3 requires the dwelling to be sited inside a prescribed building envelope, which includes a maximum height of 3m on the side boundary, increasing at an angle of 45 degrees to a maximum height of 8.5m.

6.7.2 The proposal includes a dwelling outside the prescribed building envelope, reaching a maximum height of around 9.5m above natural ground level and extending beyond the 45 degree angle by a horizontal distance of around 3m.

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

6.7.4 The performance criterion at clause 10.4.2 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;

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

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:

(i) an adjoining property; or

(ii) another dwelling on the same site.

6.7.5 Adjoining properties

Adjoining properties for the purposes of this assessment are located at 74 Summerhill Rd (private land north of site), 70 Summerhill Rd (private land south of site) and 90 Summerhill Rd (Council reserve west of site). It is important to note that both 70 and 74 Summerhill Rd have received planning permits for new dwellings (PLN-21-393 and PLN-21-163 respectively). However, at the time of this assessment, building permits and substantial commencement has not occurred. Therefore, the adjoining properties at 70 and 74 Summerhill Rd must be considered vacant land for the purposes of this planning assessment.

Overshadowing

Sun shadow diagrams for the winter solstice have been submitted to demonstrate the extent of overshadowing impact caused by the proposal on adjoining vacant land, dwellings, and the private open space of dwellings.

During mid winter, overshadowing impacts will not affect 74 Summerhill Rd, which is located north of the site. Minimal overshadowing will impact on 90 Summerhill Rd during early morning periods, which is upslope of the site and contains Council reserve.

Overshadowing will impact to a larger degree on the vacant land at 70 Summerhill Rd, which is south of the proposal. Broadly speaking, sun shadow diagrams indicate that the proposal will result in overshadowing to the northwest quarter of the lot in early morning periods, the north central third of the lot around midday, and the eastern third of the lot in late afternoon. The slope of the land, existence of an access strip, and constraints for bushfire protection require a dwelling to be sited as proposed. That is, there is no margin to construct a dwelling elsewhere on the site. Therefore, it is reasonable to assume that any two storey development on the lot, even if entirely within the building envelope, would cast a similar shadow on the adjoining vacant land. Considering this context, the extent of overshadowing is not unreasonable because most of the adjoining vacant lot would receive at least three hours of direct sunlight during the winter solstice. It is considered that this would not be detrimental to the future residential amenity of the adjoining properties.

Visual impact

The proposed dwelling has been sited into the slope of the land, which somewhat reduces the overall scale and bulk of the proposal. A lower ground floor garage and subfloor space sits below a ground floor terrace and living area. Stepped back slightly upslope is the upper floor bedrooms. The dwelling is setback no less than 1.5m from the adjoining properties, with the main bulk of the dwelling reaching a height of around 8.5m above natural ground level (excluding the eaves). Due to constrains with bushfire hazard management and right of way access, the proposed building could not be sited in a different location. This siting and scale is not dissimilar to a moderate two-three storey split level dwelling permissible under the acceptable solution at A3. Nor is the visual impact unreasonable or out of character with the area when viewed from adjoining properties. In addition, fenestration and articulation has been introduced into the design in a manner that further minimises the apparent bulk and visual impact of what would otherwise be flat, unadorned and homogenous facades. Finally, it should be noted that the main view lines of adjoining properties are looking east towards the River Derwent. This visual focus draws attention of the viewer, which is seen to further reduce the visual impact of the proposal.

Separation distance

There are minimal dwellings on adjoining lots in the newly subdivided area to establish a prevailing precedent. In the surrounding area more broadly, separation distance between dwellings ranges from 0m (for example, between 3 and 5 Bimbadeen Ct) to more than 8m (for example, between 1 and 3 Bimbadeen Court). The proposal allows for not less than 1.5m separation between future dwellings on the adjoining properties, which is consistent with the surrounding area.

Summary

The proposal presents overshadowing and visual impact that is not unreasonable in the context of what could reasonably be expected to be built on the property, and separation distances that are consistent with those prevailing in the area.

6.7.6 The proposal complies with the performance criterion.

6.8 Private Open Space - Part D 10.4.3 P2

6.8.1 The acceptable solution at clause 10.4.3 A2 requires the private open space to have a gradient less than 1 in 10 and only located between the

dwelling and its frontage if facing north.

6.8.2 The proposal includes a back yard with a gradient greater than 1 in 10 and a front terrace that faces east and is between the dwelling and frontage.

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 10.4.3 P2 provides as follows:

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:

(a) conveniently located in relation to a living area of the dwelling; and

(b) orientated to take advantage of sunlight.

6.8.5 The dwelling has roughly 70m^2 of outdoor living space in the east facing terrace, and additional space the west facing back yard. The terrace is directly accessible from the main living areas of the dwelling and will receive direct sunlight throughout most of the day.

6.8.6 The proposal complies with the performance criterion.

6.9 Privacy - Part D 10.4.6 P1

6.9.1 The acceptable solution at clause 10.4.6 A1 requires the balcony and terrace area to be setback no less than 3m from the side boundary or screened along the side boundary to a height of 1.7m where more than 1m above existing ground level.

6.9.2 The proposal includes a balcony and terrace area that is more than 1m above existing ground level, is less than 3m from a side boundary, and is not screened.

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 10.4.6 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.

6.9.5 There are no adjoining properties containing a dwelling. Although 70 and 74 Summerhill Road have received planning permits, substantial commencement has not occurred at the time of this assessment. Therefore, they must be considered vacant land. There are no relevant performance criteria under which to assess the proposed developments impact on privacy of vacant land. That is, as a result of recent amendments to the *Hobart Interim Planning Scheme 2015* under Interim Planning Directive 4, there is currently no head of power to assess privacy impacts on vacant lots.

6.9.6 The proposal complies with the performance criterion.

6.10 Privacy - Part D 10.4.6 P2

6.10.1 The acceptable solution at clause 10.4.6 A2 requires windows to habitable rooms with floor levels more than 1m above existing ground level to be screened to a sill height of 1.7m or setback not less than 3m from the side boundary.

6.10.2 The proposal includes windows to habitable rooms more than 1m above existing ground level that are not screened and are setback less than 3m from a side boundary.

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

6.10.4 The performance criterion at clause 10.4.6 P2 provides as follows:

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 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.

6.10.5 There are no adjoining properties containing a dwelling. Although 70 and 74 Summerhill Road have received planning permits, substantial commencement has not occurred at the time of this assessment. Therefore, they must be considered vacant land. There are no relevant performance criteria under which to assess the proposed developments impact on privacy of vacant land. That is, as a result of recent amendments to the *Hobart Interim Planning Scheme 2015* under Interim Planning Directive 4, there is currently no head of power to assess privacy impacts on vacant lots.

6.10.6 The proposal complies with the performance criterion.

6.11 Layout of Parking Areas - E6.7.5 P1

6.10.1 The acceptable solution at clause E6.7.5 A1 requires the layout of parking to meet the Australian Standards.

6.10.2 The proposal includes gradients and ground clearances for vehicle parking that do not meet the Australian Standards.

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

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

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

6.10.5 The application has been referred to Council's Senior Development Engineer for assessment. Subject to conditions, the layout of the access and parking will be designed and constructed to ensure safe and convenient access.

6.10.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for a dwelling at 72 Summerhill Road.

7.2 The application was advertised and received three representations. The representations raised concerns including visual impact, privacy, overshadowing, and design.

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, 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 dwelling at 72 Summerhill Road 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 a single dwelling at 72 Summerhill Road 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-21-815 - 72 SUMMERHILL ROAD WEST HOBART TAS 7000 - Final Planning Document, except where modified below.

Reason for condition

To clarify the scope of the permit.

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).

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 3b

The following aspects of the access driveway and parking area require further detailed designs:

1. **Transition and change of grades for all wheel paths of both car spaces, with a minimum clearance of 50 mm for a B85 vehicle template from the**

Right of way to the parking bay(s)

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the Building Act 2016.

The detailed designs must:

1. **be prepared and certified by a suitably qualified engineer;**
2. **be in accordance with the Australian Standard AS/NZS2890.1:2004, if possible;**
3. **where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use; and**
4. **show [dimensions, levels, gradients & transitions], and other details as Council deem necessary to satisfy the above requirement.**

The access driveway and parking area must be constructed in accordance with the approved detailed designs prior to first occupation.

Reason for condition

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

ENG 3c

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway and parking area has been constructed in accordance with design drawings approved by Condition ENG 3b.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

Reason for condition

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

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 1

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

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

Reason for condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016.* Click here for more information.

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

PLUMBING PERMIT

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

information.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a permit 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 an occupational license for structures in the Hobart City Council highway reservation, in accordance with conditions to be established by the Council. Click here for more information.

You may require a road closure permit for construction or special event. Click here for more information.

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

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.



(Mark O'Brien)

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: 11 February 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Report

ARCHIBIM

ARCHITECTURAL BUILDING INVENTORY MODELLING

ABN: 34 625 657 785
Tel: 0417 583 588,
Email: damon@archibim.com.au
23/15 Stanton Place, Cambridge, Tasmania 7170

Hobart City Council Planning Department
Michaela Nolan nolanm@hobartcity.com.au

25/11/2021

72 Summerhill Road, West Hobart

Existing cancelled PLN-21-327

Good Morning Michaela,

As promised and instructed after the Alderman committee hearing Russell Tunks and I have completed the revised design changing the existing (cancelled) DA from a Duplex to a single dwelling as negotiated.

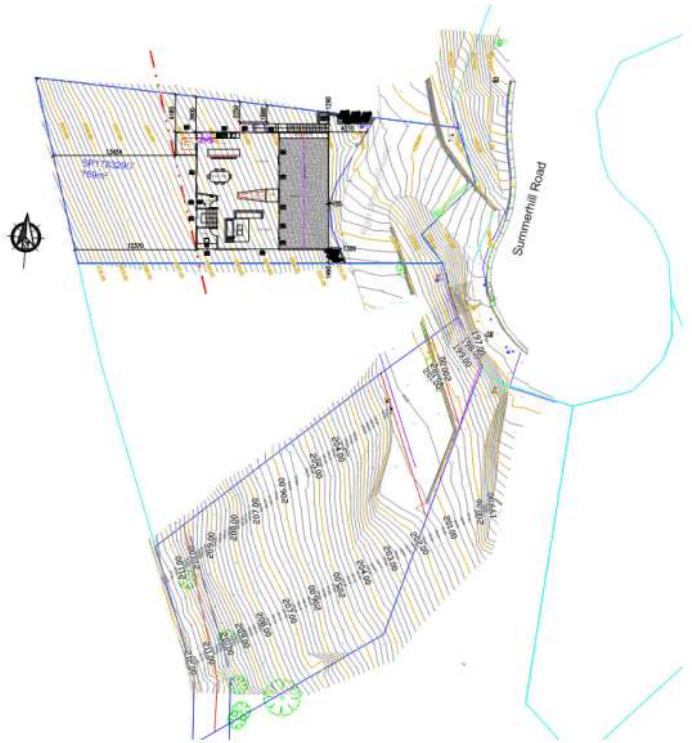
Please find attached new architectural plans with reduced size and bulk which now features a reduced design to a single dwelling.

I am hoping you can get Russell DA sorted before you go on Maternity leave as you have been the planner on the journey since May 2021

Regards

Damon Jackson

Development Application for Proposed new Private Dwelling at 72 Summerhill Road, West Hobart for R & R Tunks



Drawing List (14 sheets)

Architectural	Sheet A01	-	Survey plan
	Sheet A02	-	Proposed site plan
	Sheet A03	-	Proposed floor plan - Basement
	Sheet A04	-	Proposed floor plan - Main Level
	Sheet A05	-	Proposed floor plan - Upper Level
	Sheet A06	-	Elevations
	Sheet A06a	-	Elevations
	Sheet A07	-	Section plan - Architectural
	Sheet A08	-	Window flashings
	Sheet A09	-	Sun Shading - Winter Solstice
	Sheet H01	-	Roof plan
	Sheet M01-03	-	SWMP plans

NOTES TO PLANS

To be read in conjunction with plans and specifications

1- Figured dimensions to be used. Do not scale drawings.
2- Due to local planning laws regarding setback restrictions relative to the proposed height of construction it is considered mandatory that a registered surveyor be engaged to confirm all dimensions. It is encumbent upon the builder to instigate this process. Discrepancies are to be notified to this office immediately.
3- All materials to be in accordance with the relevant AS code, BCA and Manufacturers recommendations.
4- All work to be carried out in accordance with the codes in (3) above.
5- Although every care is taken, ARCHIBIM accepts no responsibility for interpretation, error or omission. It is expected that all building work will be carried out in a professional manner in accordance with the relevant AS codes however where ambiguity or doubt exists on the plans the builder MUST notify this office immediately. It is also expected that the builder will be familiar with and understand all aspects of the construction before commencement.
6- These drawings to be read in conjunction with engineers reports and other associated reports and details.
7- All plumbing and drainage to AS 3500 and Local Authority requirements.
8- All electrical work to be in accordance with the relevant AS codes.
9- Aerial imagery courtesy of 'Google Maps Aust.' where supplied.
10- Any changes to the drawings after submission to the building surveyor are at the cost of the owner and/or the builder. This includes 'as constructed' as a consequence of changes made on site and to be paid for prior to re-lodging with the building surveyor.

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

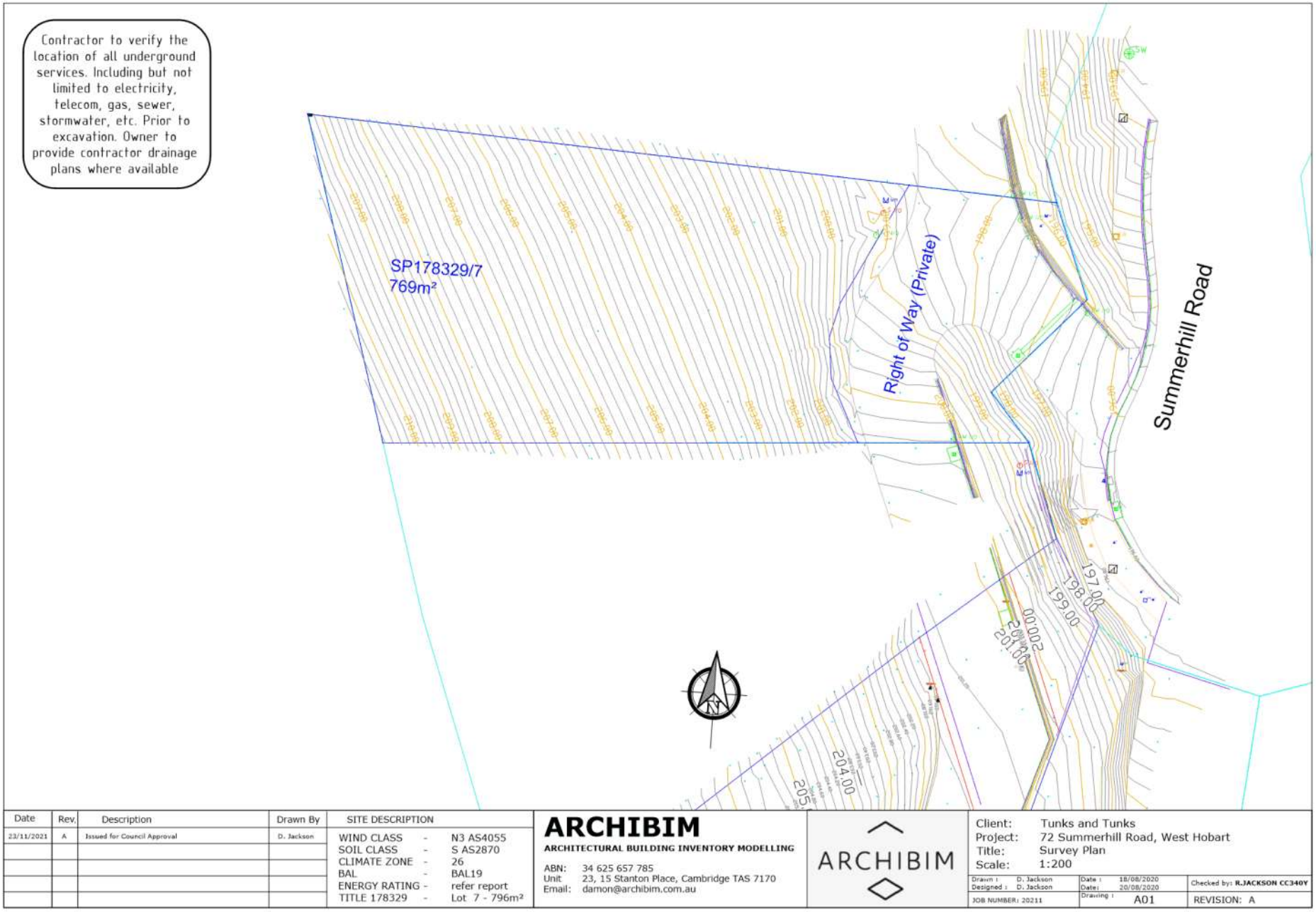
PROJECT No.
20211

REV B

CORROSION ENVIRONMENT	- moderate
ALPINE AREA	- N/A
FLOOD HAZARD	- N/A
BUSHFIRE HAZARD	- BAL19
ZONE 10.0 General Residential	
THREATENED SPECIES	-
WIND CLASS	- N3 AS4055
SOIL CLASS	- S AS2870
CLIMATE ZONE	- 26
ENERGY RATING	- refer report
TITLE 178329	- Lot 7 - 796m²

Accredited Building Practitioner
R. JACKSON CC348Y

REV denotes latest version of drawings and supersedes all others



Date	Rev.	Description	Drawn By
23/11/2021	A	Issued for Council Approval	D. Jackson

SITE DESCRIPTION

WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

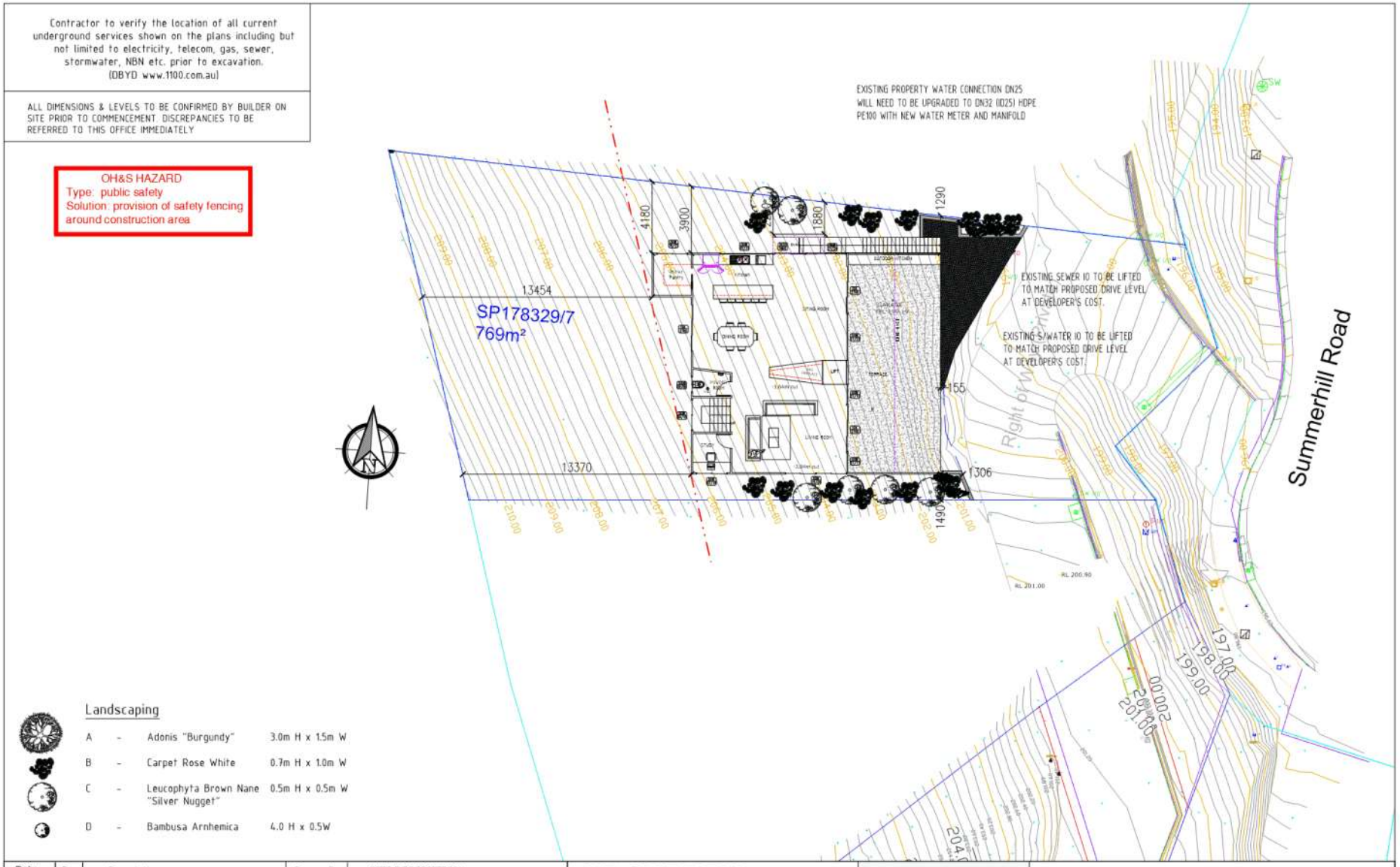
Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Survey Plan
Scale: 1:200

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A01
REVISION: A

Contractor to verify the location of all current underground services shown on the plans including but not limited to electricity, telecom, gas, sewer, stormwater, NBN etc. prior to excavation. (DBYD www.1100.com.au)

ALL DIMENSIONS & LEVELS TO BE CONFIRMED BY BUILDER ON SITE PRIOR TO COMMENCEMENT. DISCREPANCIES TO BE REFERRED TO THIS OFFICE IMMEDIATELY

OH&S HAZARD
Type: public safety
Solution: provision of safety fencing around construction area



Landscaping

A	-	Adonis "Burgundy"	3.0m H x 1.5m W
B	-	Carpet Rose White	0.7m H x 1.0m W
C	-	Leucophyta Brown Nane "Silver Nugget"	0.5m H x 0.5m W
D	-	Bambusa Arnhemica	4.0 H x 0.5W

Date	Rev.	Description	Drawn By
10/12/2021	A	Issued for Building Approval	D. Jackson
11/01/2021	B	Issued for RFI Approval	D. Jackson

SITE DESCRIPTION		
WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Proposed Site Plan
Scale: 1:200

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A02
REVISION: B

Door & window Tag interpretation
(examples only - refer to floor plan for actual)

- Denotes Safety Glass Window (1000h x 900w)
- Denotes Single Glazed Window (1000h x 1800w)
- Denotes Double Glazed Window (1000h x 1800w)
- Denotes Single Glazed Sliding Doors (2100h x 1800w)
- Denotes Double Glazed Sliding Doors (2100h x 1800w)
- Denotes Fixed Glass Window (1000h x 900w)
- Denotes Safety Glass Obscure Window (1000h x 900w)
- Denotes mech. light & ventilation to AS1668.2
- Denotes wired-in smoke detector to AS 3786
  NOTE: All to be interconnected to operate simultaneously

WINDOW/DOOR FRAMING TO BE **ALUMINIUM**

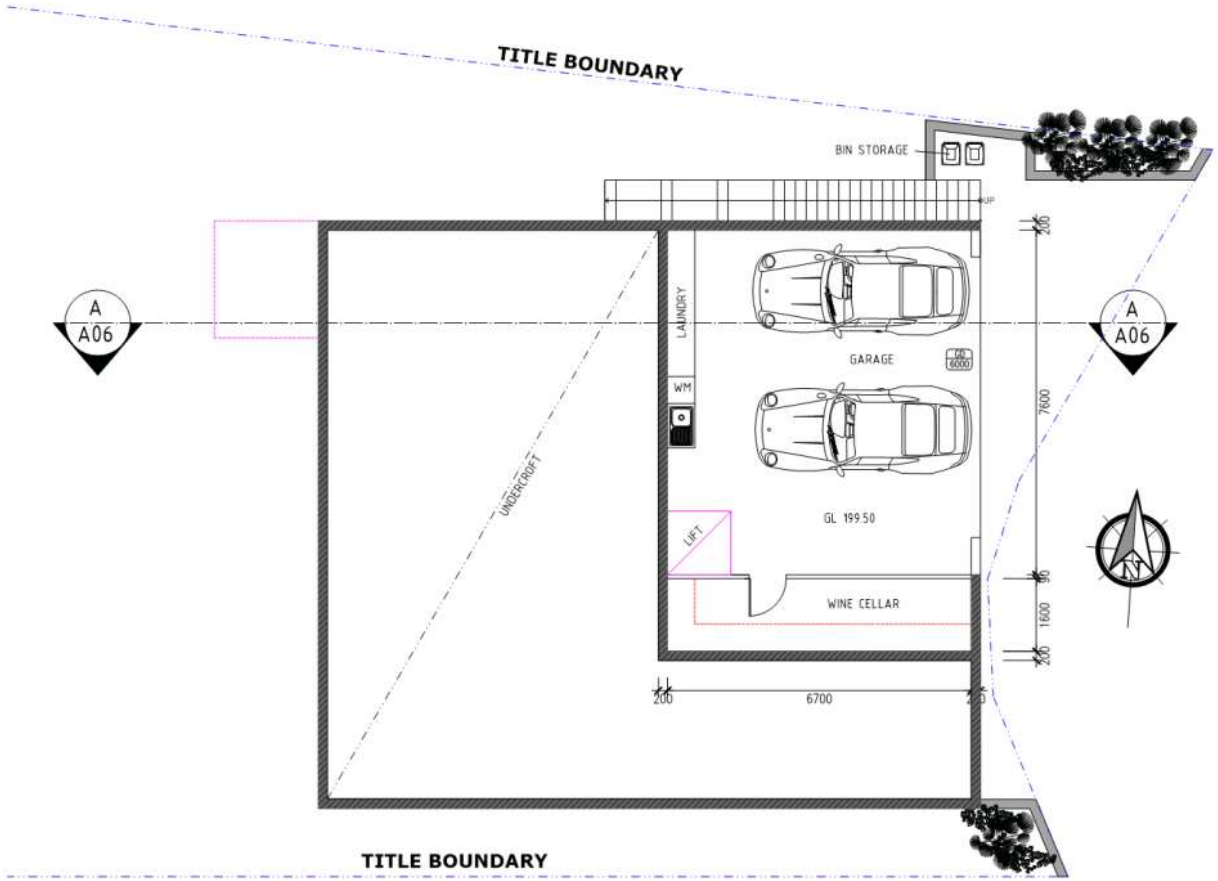
Sliding Windows:
DOW-001-01 A Dowell Uval 6.38 SHGC 0.75
Glass 5Cb
Frame DOW-001 Al Sliding Window SG
Sliding Doors
DOW-006-04 A Dowell Uval 6.27 SHGC 0.72
Glass 4Cb
Frame DOW-006 Al Sliding Door SG

Window manufacturer to ensure that all bedroom windows where there is a >2m fall externally and the sill of the opening part is less than 1700mm from the floor - with no climable elements (eg sill) within 150-760mm from floor - be restricted to max. opening width of 125mm. Permanent / removable screens etc permissable subject to compliance with conditions specified in the BCA. This note is for information only. Manufacturer to liase with builder / owner accordingly.

All doors unless noted otherwise to be 2040x820
WC door alternatives - inward swing with removable hinges, outward swing, slide, inward swing with 1200 min. between doorway and pan

Floor Levels

Basement - 67.90m²



Basement

NOTES:-

1. Kitchen to be provided with rangehood vented externally.
2. All MLV's to be vented externally (can interconnect in roof space) and to be provided with time delay switches.
3. All cupboards adjacent to external walls to be provided with air vents
4. ARTIFICIAL LIGHTING -
   max. 5 watts/m² for living areas
   max. 4 watts/m² for balconies, verandahs
   max. 3 watts/m² for Class 10a buildings (assoc. with Class 1a)
5. All windows are to positioned centrally within walls UNO
6. Provide 12mm ply blocking between studs at positions of handrails etc in WC's and bathrooms etc.
7. All doors UNO to be 2040x820
8. WC door to either inward swing with removable hinges, outward swing, slide, or inward swing with 1200mm min. between doorway and pan

ALL DIMENSIONS & LEVELS TO BE CONFIRMED BY BUILDER ON SITE PRIOR TO COMMENCEMENT. DISCREPANCIES TO BE REFERRED TO THIS OFFICE IMMEDIATELY

Date	Rev.	Description	Drawn By
10/12/2021	A	Issued for Building Approval	D. Jackson
11/01/2021	B	Issued for RFI Approval	D. Jackson

SITE DESCRIPTION

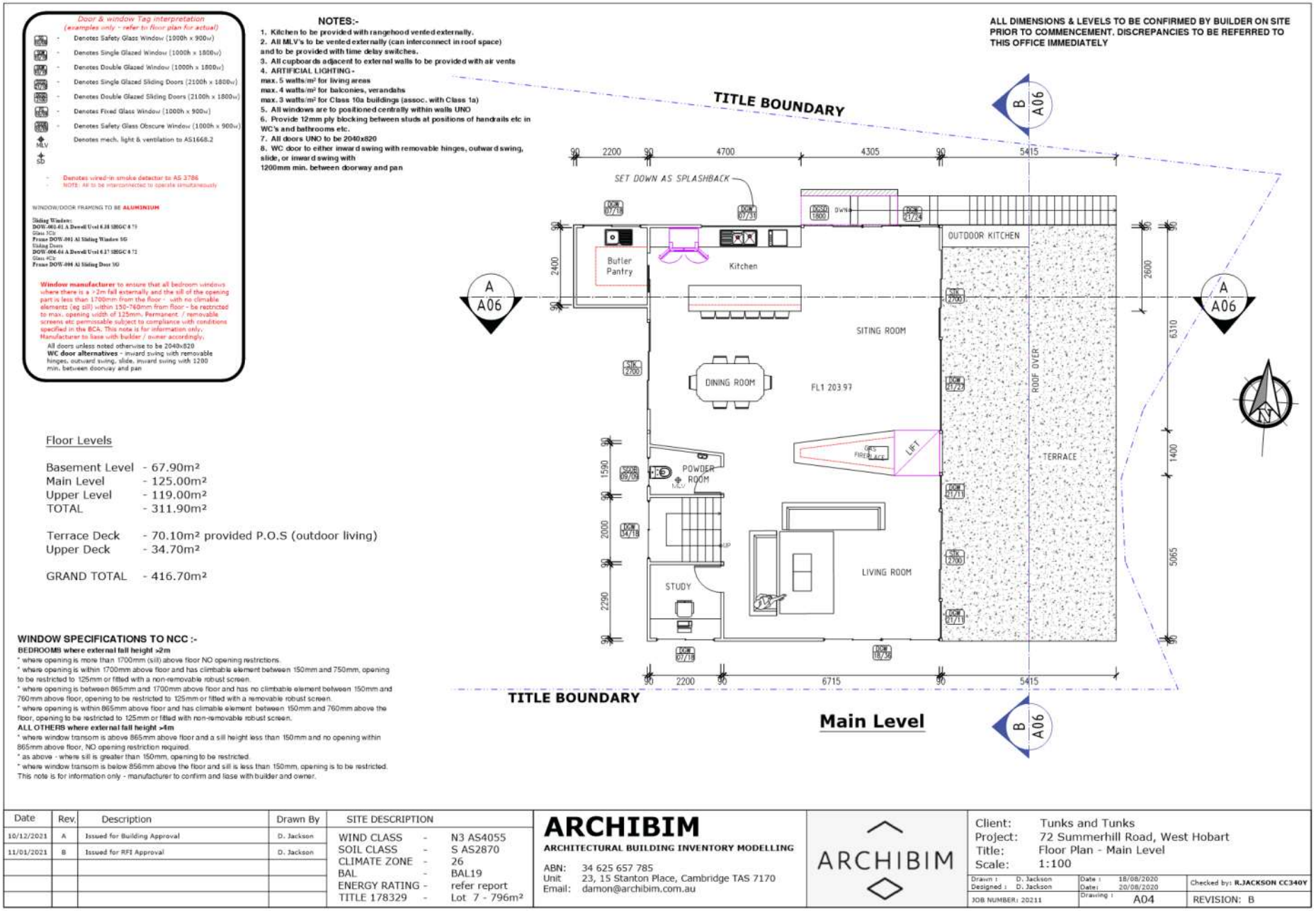
WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

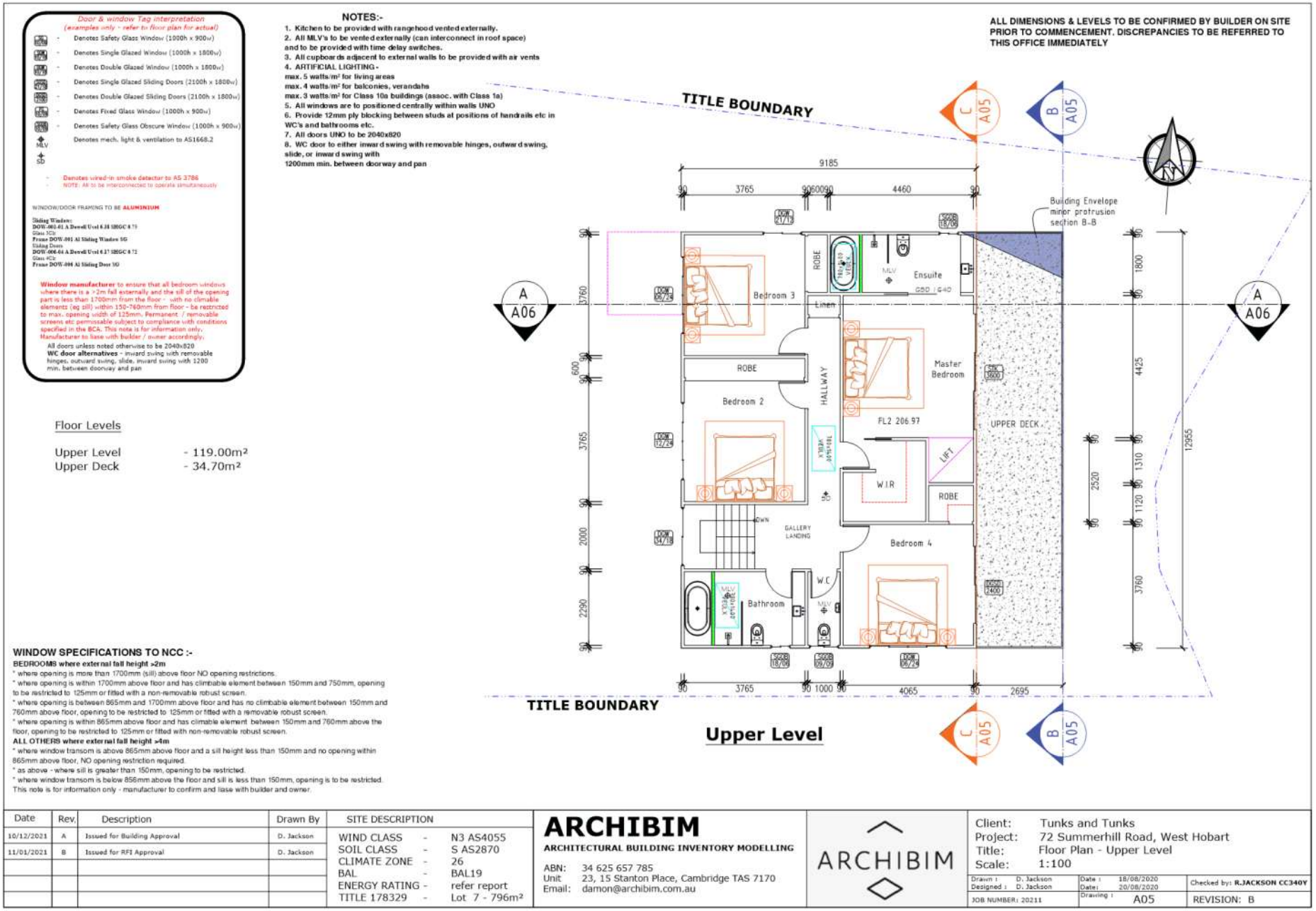
ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Floor Plan - Basement
Scale: 1:100

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: **R.JACKSON CC340Y**
JOB NUMBER: 20211
Drawing : A03
REVISION: B


Door & window Tag interpretation
(examples only - refer to floor plan for actual)
Denotes Safety Glass Window (1000h x 900w)
Denotes Single Glazed Window (1000h x 1800w)
Denotes Double Glazed Window (1000h x 1800w)
Denotes Single Glazed Sliding Doors (2100h x 1800w)
Denotes Double Glazed Sliding Doors (2100h x 1800w)
Denotes Fixed Glass Window (1000h x 900w)
Denotes Safety Glass Obscure Window (1000h x 900w)
Denotes mech. light & ventilation to AS1668.2
Denotes wired-in smoke detector to AS 3786
NOTE: All to be interconnected to operate simultaneously
WINDOW/DOOR FRAMING TO BE ALUMINIUM
Window manufacturer to ensure that all bedroom windows where there is a >2m fall externally and the sill of the opening part is less than 1700mm from the floor - with no climable elements (eg sill) within 150-760mm from floor - be restricted to max. opening width of 125mm. Permanent / removable screens etc permissable subject to compliance with conditions specified in the BCA. This note is for information only. Manufacturer to liase with builder / owner accordingly.
All doors unless noted otherwise to be 2040x820
WC door alternatives - inward swing with removable hinges, outward swing, slide, inward swing with 1200 min. between doorway and pan
NOTES:-
1. Kitchen to be provided with rangehood vented externally.
2. All MLV's to be vented externally (can interconnect in roof space) and to be provided with time delay switches.
3. All cupboards adjacent to external walls to be provided with air vents
4. ARTIFICIAL LIGHTING -
max. 5 watts/m² for living areas
max. 4 watts/m² for balconies, verandahs
max. 3 watts/m² for Class 10a buildings (assoc. with Class 1a)
5. All windows are to positioned centrally within walls UNO
6. Provide 12mm ply blocking between studs at positions of handrails etc in WC's and bathrooms etc.
7. All doors UNO to be 2040x820
8. WC door to either inward swing with removable hinges, outward swing, slide, or inward swing with 1200mm min. between doorway and pan
ALL DIMENSIONS & LEVELS TO BE CONFIRMED BY BUILDER ON SITE PRIOR TO COMMENCEMENT. DISCREPANCIES TO BE REFERRED TO THIS OFFICE IMMEDIATELY
TITLE BOUNDARY
SET DOWN AS SPLASHBACK
Butler Pantry
Kitchen
OUTDOOR KITCHEN
SITING ROOM
DINING ROOM
FL1 203.97
POWDER ROOM
LIFT
FIREPLACE
ROOF OVER
TERRACE
STUDY
LIVING ROOM
TITLE BOUNDARY
Main Level
Floor Levels
Basement Level - 67.90m²
Main Level - 125.00m²
Upper Level - 119.00m²
TOTAL - 311.90m²
Terrace Deck - 70.10m² provided P.O.S (outdoor living)
Upper Deck - 34.70m²
GRAND TOTAL - 416.70m²
WINDOW SPECIFICATIONS TO NCC :-
BEDROOMS where external fall height >2m
* where opening is more than 1700mm (sill) above floor NO opening restrictions.
* where opening is within 1700mm above floor and has climbable element between 150mm and 750mm, opening to be restricted to 125mm or fitted with a non-removable robust screen.
* where opening is between 865mm and 1700mm above floor and has no climbable element between 150mm and 760mm above floor, opening to be restricted to 125mm or fitted with a removable robust screen.
* where opening is within 865mm above floor and has climable element between 150mm and 760mm above the floor, opening to be restricted to 125mm or fitted with non-removable robust screen.
ALL OTHERS where external fall height >4m
* where window transom is above 865mm above floor and a sill height less than 150mm and no opening within 865mm above floor, NO opening restriction required.
* as above - where sill is greater than 150mm, opening to be restricted.
* where window transom is below 856mm above the floor and sill is less than 150mm, opening is to be restricted.
This note is for information only - manufacturer to confirm and liase with builder and owner.
Date | Rev. | Description | Drawn By
10/12/2021 | A | Issued for Building Approval | D. Jackson
11/01/2021 | B | Issued for RFI Approval | D. Jackson
SITE DESCRIPTION
WIND CLASS - N3 AS4055
SOIL CLASS - S AS2870
CLIMATE ZONE - 26
BAL - BAL19
ENERGY RATING - refer report
TITLE 178329 - Lot 7 - 796m²
ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au
ARCHIBIM
Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Floor Plan - Main Level
Scale: 1:100
Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A04
REVISION: B



Date	Rev.	Description	Drawn By
10/12/2021	A	Issued for Building Approval	D. Jackson
11/01/2021	B	Issued for RFI Approval	D. Jackson

SITE DESCRIPTION

WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Floor Plan - Upper Level
Scale: 1:100

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A05
REVISION: B



NOTES :

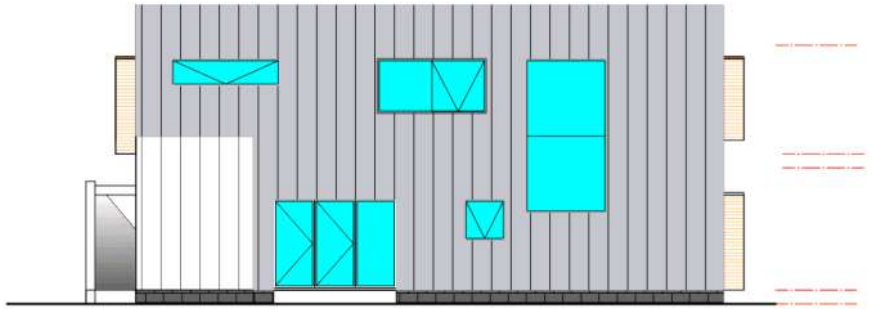
* Subfloor vents in accordance with Tas. attachment
* Articulation joints (AJ) indicative only and to be in accordance with details as per Sh BC1
* All external cladding to be provided with timber battening (eg- 42x19 treated pine) fixed to studs over wall sarking.

ABBREVIATIONS

NSL	-	natural surface level
ESL	-	existing surface level
FSL	-	final surface level
EFL	-	existing floor level
FFL	-	finished floor level
FCL	-	finished ceiling level
US	-	underside
JH	-	joinery height

Schedule

- Windows / doors
- Colorbond Matte 410 Rib Cladding - Monument
- James Hardie Scyon - Dulux Teahouse
- 20.01 Faced Blockwork - Charcoal
- CSR Barestone Cladding - Charcoal Ash
- Hardwood Shiplap Cladding



WEST ELEVATION

Date	Rev.	Description	Drawn By
10/12/2021	A	Issued for Building Approval	D. Jackson
11/01/2021	B	Issued for RFI Approval	D. Jackson

SITE DESCRIPTION

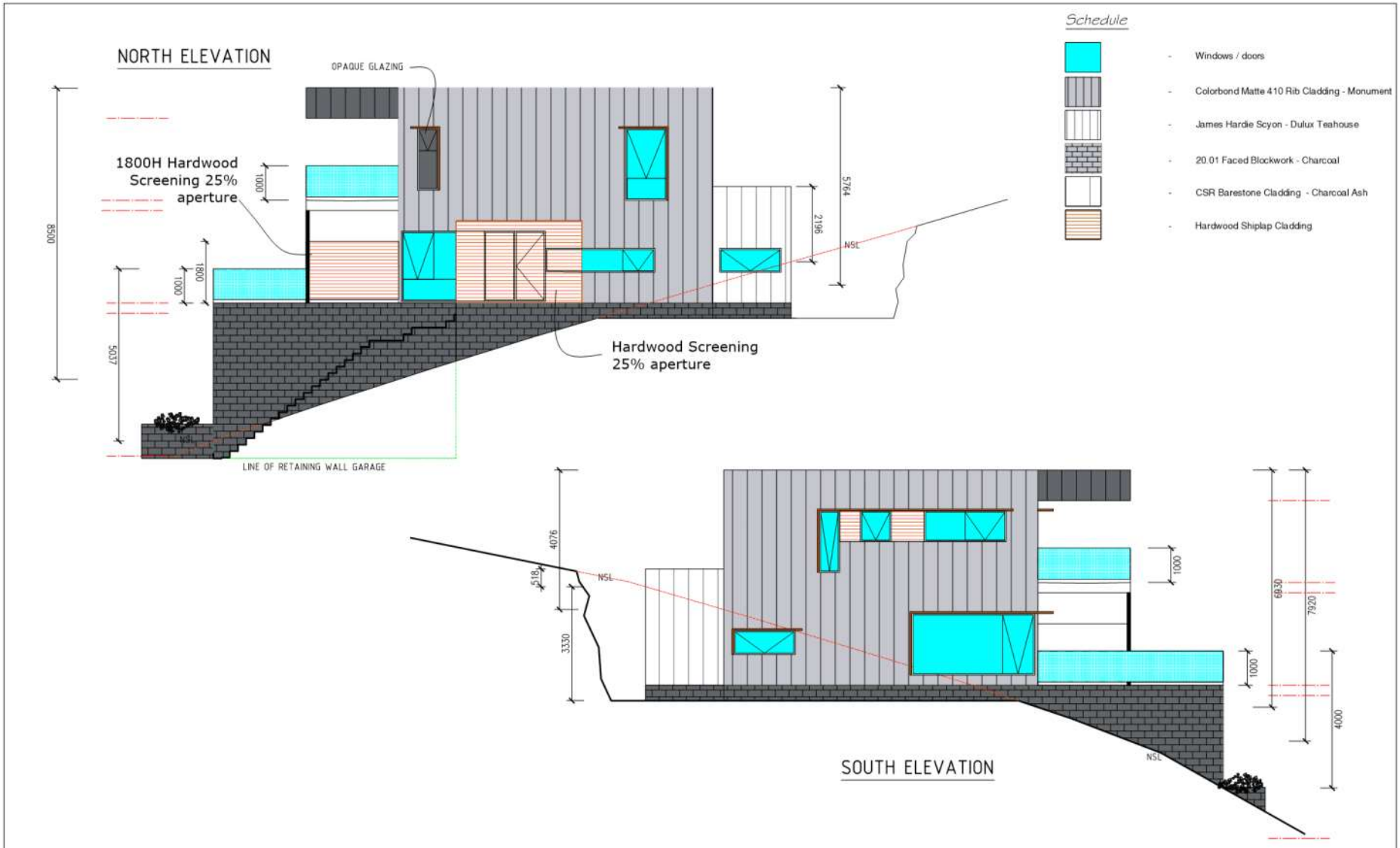
WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Elevations
Scale: 1:100

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A06
REVISION: B



Date	Rev.	Description	Drawn By
10/12/2021	A	Issued for Building Approval	D. Jackson
11/01/2021	B	Issued for RFI Approval	D. Jackson

SITE DESCRIPTION

WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Elevations
Scale: 1:100

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A06a
REVISION: B

TREADS
45 thick F5 (internal/external - max span 1000mm)) All treads to be provided with a slip-resistant finish or non-skid strip in accordance with 3.9.1.3 (g) **- eg. Duragrip non-slip tape.**
NOTE: All treads to be housed into stringers and 8mm S/S rods bolted through opposing stringers every 4th +- tread

HANDRAILS
To be provided along (1) side of the stair where height above floor exceeds 1m. Height to be not less than 865mm above nosing of treads.

BALUSTRADES
(Required where floor height exceeds 1m from surface level) 1000mm high(Refer drawings) Stair balustrades 865mm height from edge of nosing.
125mm max aperture.
Wire balustrades to comply with Clause 3.9.2.3 (f) and Tables 3.9.2.1. - 3.9.2.2 and 3.9.2.3

SOFFITS
4.5mm Hardiflex fixed with 30x2.8 fibre cement nails at 200 crs to trimmers

EXHAUST FANS - to have dampers fitted

TRP denotes treated pine

CLADDING
All cladding to be provided with battening strips over wall sarking

WOODHEATERS
To be installed in accordance with 3.7.3 of BCA and AS 2918 and damper to be provided in flue.

ROOF VENTILATION

EXHAUST FANS - to have dampers fitted

WALL & CEILING LININGS
10mm plasterboard on furring channel at 450ctrs to all ceilings except where noted otherwise. 10mm plasterboard to all wall areas except where noted otherwise.

STRUCTURAL STEEL
(internal - moderate environment) -
no protection required

STRUCTURAL STEEL
(internal - severe environment) -
to be painted with (2) coats of alkyd primer **or**
(2) coats of alkyd gloss

STRUCTURAL STEEL
(external - severe environment) -
All members (if **non-Duragal**) - inorganic zinc primer plus (2) coats vinyl gloss finishing coats
If **Duragal** - (2) coats of of solvent based vinyl primer **or** (2) coats of vinyl gloss or alkyd
OR - hot dipped galv. (300g/m²)

WOODHEATERS
To be installed in accordance with 3.7.3 of BCA and AS 2918 and damper to be provided in flue.

WET AREA FINISHES TO AS 3740
Villaboard or similar to all walls and ceilings Ceramic tiles or similar to 1800mm above shower base. Ceramic tiles or similar to 150mm min above vanity/laundry basins. Ceramic tiles or similar to 150mm min above kitchen benches. Ceramic tiles or similar to all floors with approved cement sheet underlay fixed as per Manufacturers instructions. **Waterproofing** as required in strict accordance with As 3740 and Part 3.8.1 of BCA

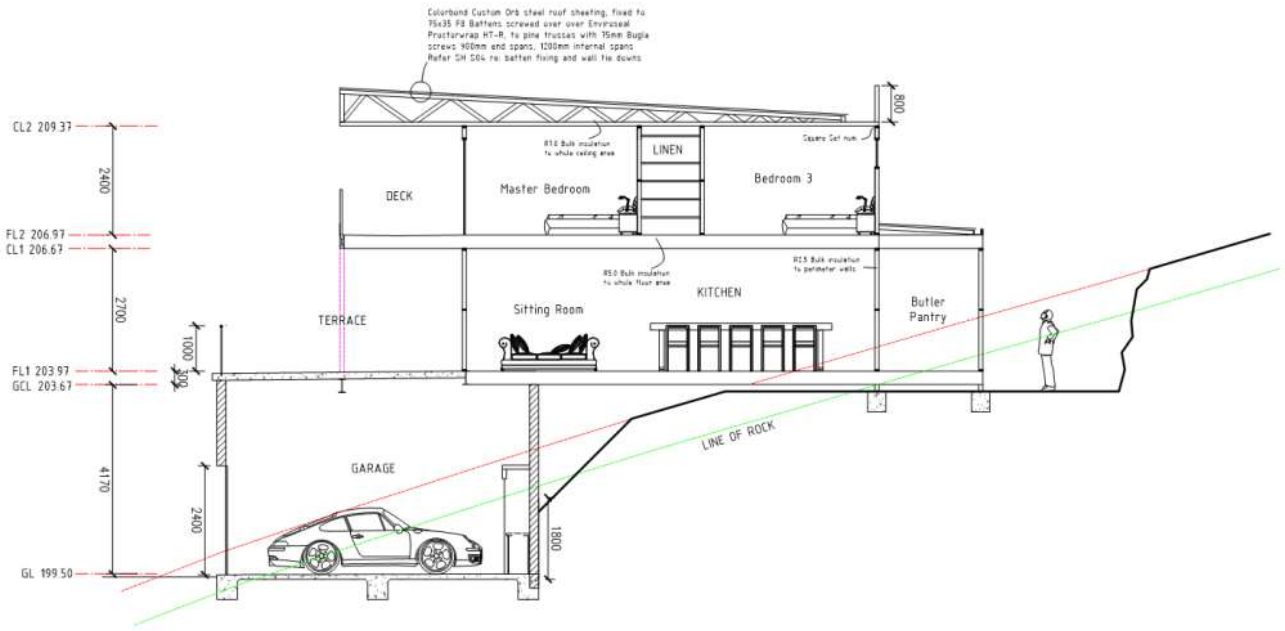
TIE DOWNS (WALL & ROOF)

WALL FRAMING MGP10

BRICKWORK SPEC'S - refer Sh A7a

CONDENSATION CONTROL - refer Sh A8

A
A04



Date	Rev.	Description	Drawn By
10/12/2021	A	Issued for Building Approval	D. Jackson
11/01/2021	B	Issued for RFI Approval	D. Jackson

SITE DESCRIPTION

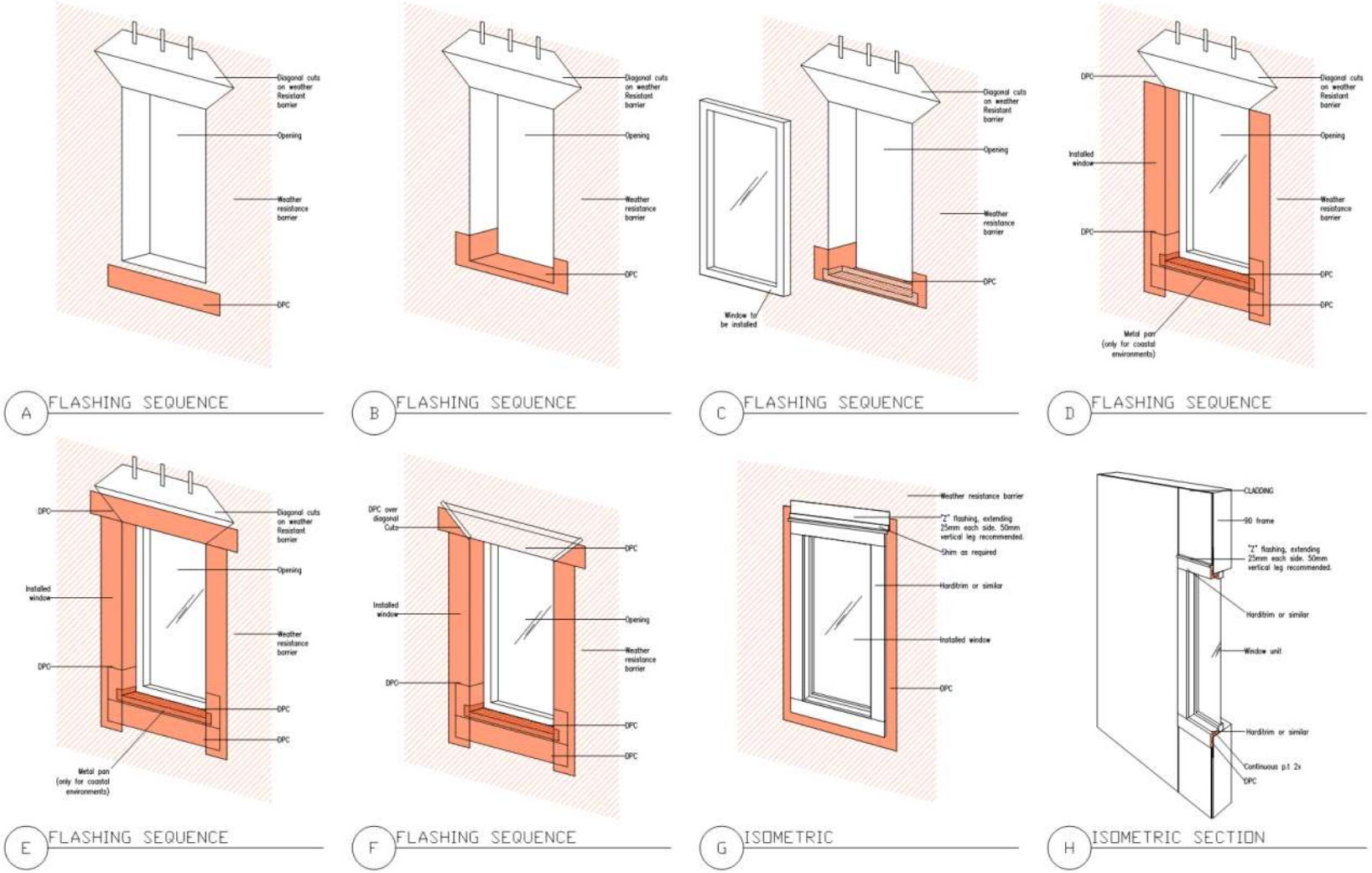
WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Section Plan - Architectural
Scale: 1:100

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A07
REVISION: B



Date	Rev.	Description	Drawn By
23/11/2021	A	Issued for Council Approval	D. Jackson

SITE DESCRIPTION

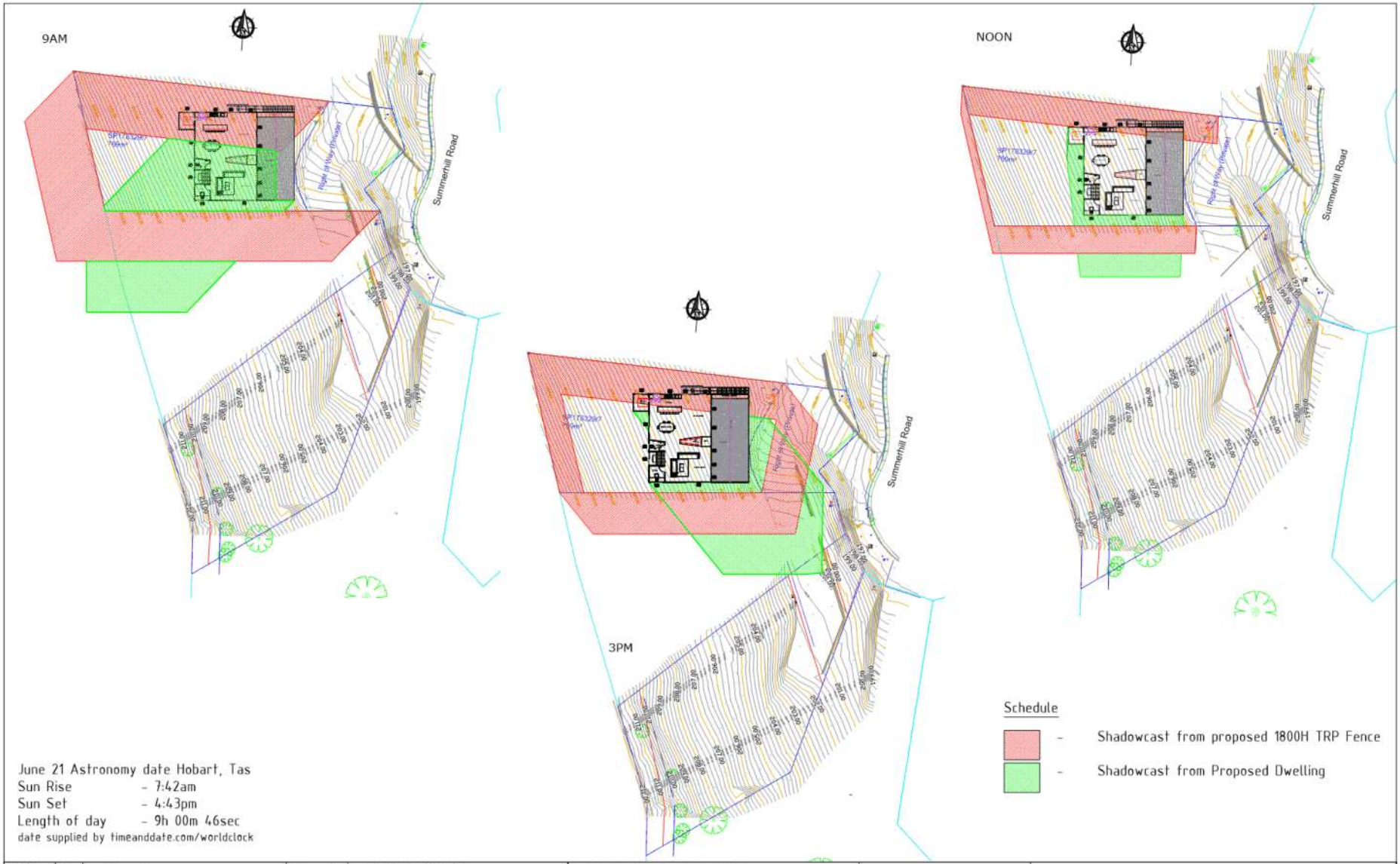
WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Window Flashing Details
Scale: Scale NTS

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A08
REVISION: A



Date	Rev.	Description	Drawn By
23/11/2021	A	Issued for Council Approval	D. Jackson
07/12/2021	B	Issued response to RFI 07-12-21	D. Jackson

SITE DESCRIPTION

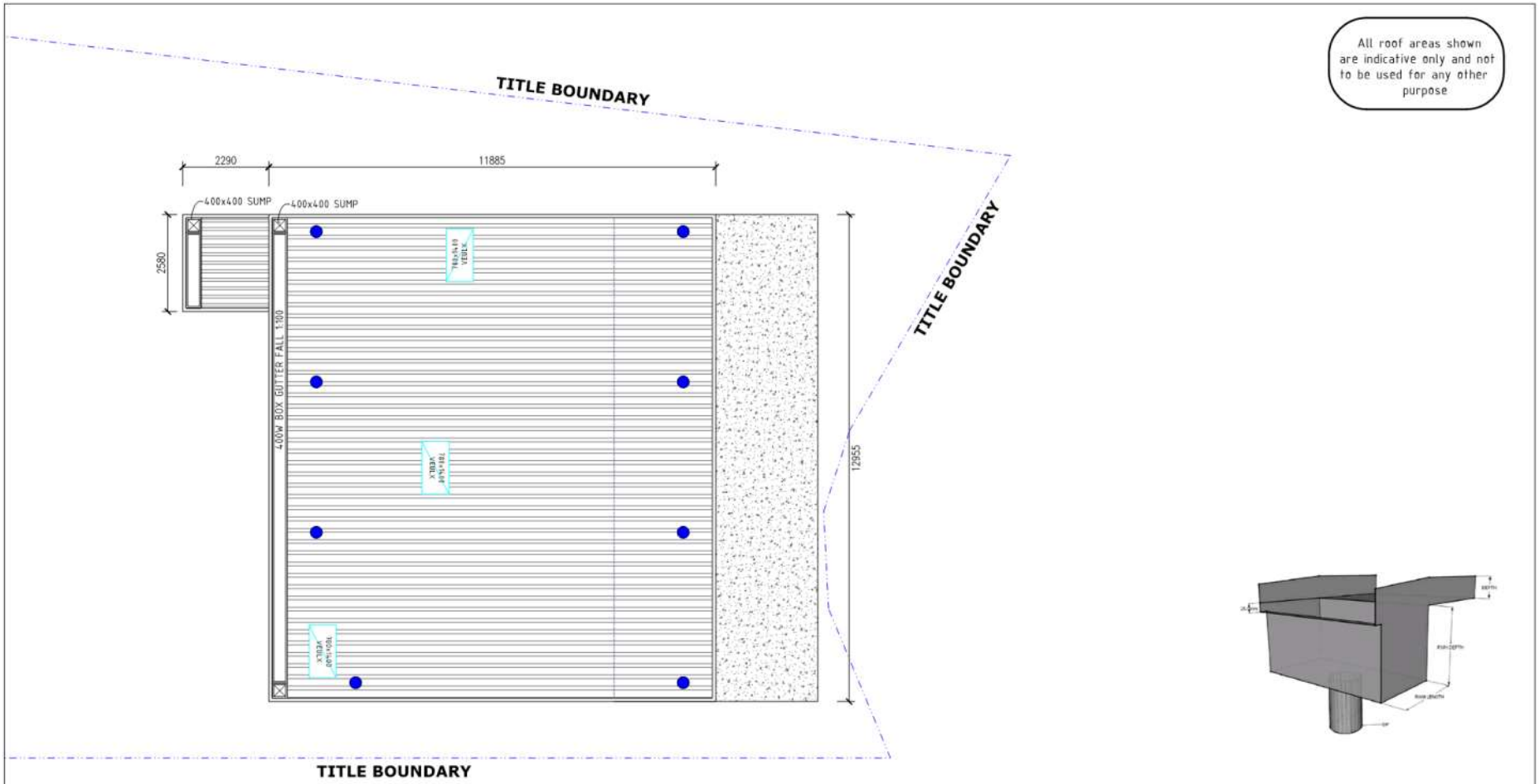
WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Sun Shading Plans - June 21
Scale: Scale 1:500

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : A09
REVISION: B



Date	Rev.	Description	Drawn By
23/11/2021	A	Issued for Council Approval	D. Jackson
07/12/2021	B	Issued response to RFI 07-12-21	D. Jackson

SITE DESCRIPTION

WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Roof / Stormwater Plan
Scale: 1:100

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : H01
REVISION: B

SOLID WASTE MATERIAL TO BE STORED AND REMOVED FROM SITE REGULARLY.

REMOVABLE WC TO BE INSTALLED ON SITE DURING CONSTURCTION UPTO THE POINT WHERE MAIN SEWER LINE IS CONNECTED.

STOCK PILES TO BE STABILISED AS SHOWN ON DETAIL SD9.

VEHICLES/MACHINERY ACCESSING THE SITE TO USE HARDENED ACCESS POINT AND TO BE THOROUGHLY WASHED (HIGH PRESSURE) TO REMOVE SOIL AND PLANT MATERIAL BEFORE LEAVING SITE.

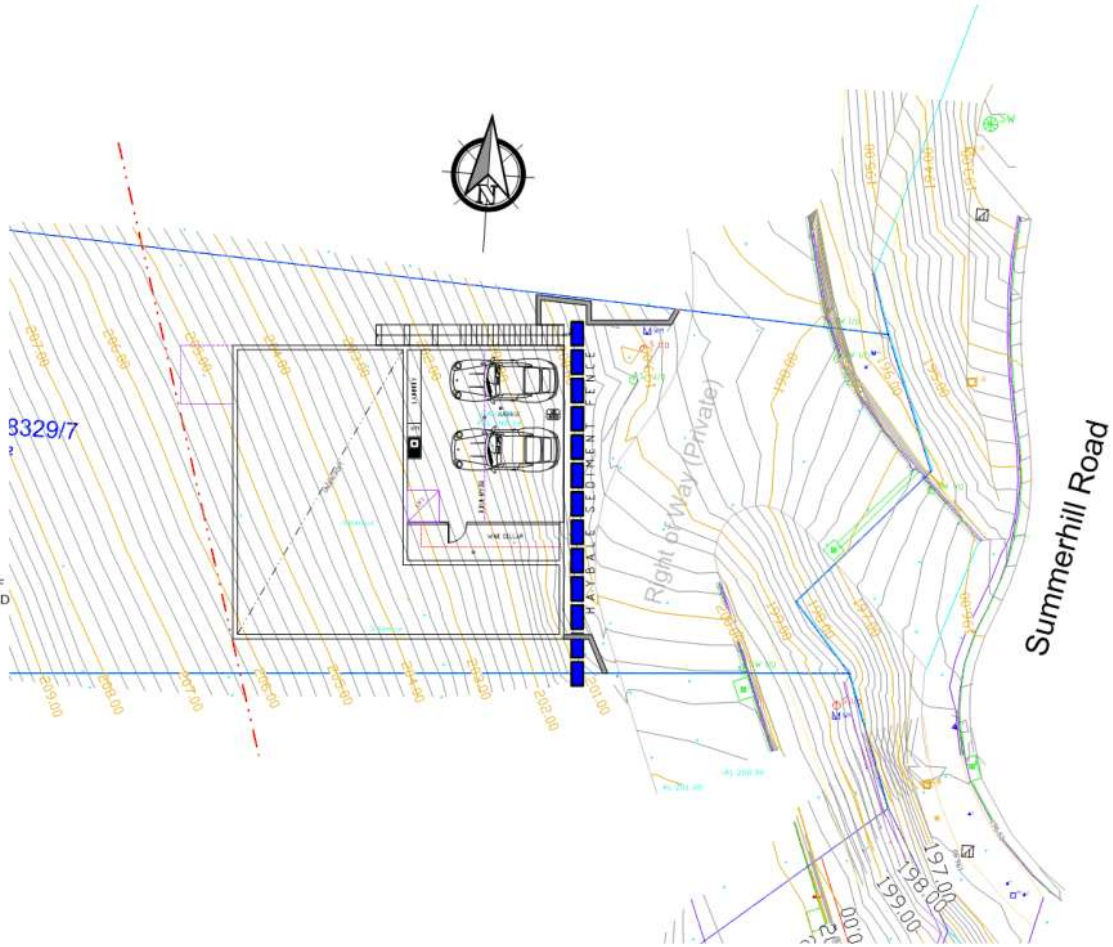
REMOVE ANY SOIL, CONCRETE, PAINT OR OTHER POTENTIAL POLLUTANTS FROM ANY AREA NOT WITHIN THE SITE BOUNDARY, TO MINIMISE POLLUTION THROUGH RUN OFF IN THE RETICULATED STORMWATER SYSTEM.

RETICULATED WATER MAINS AND ELECTRICAL CONNECTION TRENCHED TOGETHER. NOTES AS PER SEWER AND STORMWATER TRENCHING ABOVE.

WATER DIVERSION BARRIER (DIVERSION OF UPSLOPE WATER) CONSTRUCTED FROM SAND OR GRAVEL FILLED BAGS IN ACCORDANCE WITH DRAWING SD1.

SILT TRAP/STORM WATER PIT PROVIDE FILTRATION BARRIER AS PER DETAIL SD10.

IT IS THE BUILDERS RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UNDERGROUND SERVICES, INCLUDING BUT NOT LIMITED TO; GAS, WATER, SEWER, STORM WATER, ELECTRICITY, TELECOMMUNICATIONS.



LEVELS TO BE CONFIRMED BY BUILDER PRIOR TO CONSTRUCTION

REVEGITATION & LONG TERM EROSION CONTROLS:
ONLY REMOVE VEGETATION AS REQUIRED DURING CONSTRUCTION.
TREAT HEAVILY CLAYED SOILS WITH GYPSUM OR LIME AT A RATE OF 10t/ha TO STABILISE CLAY PARTICLES.
TEMPORARY STABILISATION CAN BE GAINED BY SOWING RYECORN/OATS AT 40kg/ha AND RYEGRASS *var.* CONCORDE AT 10kg/ha OR SIMILAR FAST ROOTING GRASSES/CROPS (WITH ADVICE FROM AGRONOMIST) TO HOLD TOGETHER TOP SOIL.
PERMANENT GROUND STABILISATION CAN BE ACHIEVED USING TURF OR OTHER GRASS MIXES OF FINE LEAF RYES, FESCUSES, POA, CLOVERS, ETC.
GARDEN AREAS TO BE MULCHED WITH WATER EFFICIENT PLANTINGS THAT HAVE QUICK ESTABLISHMENT TIMES TO BE USED IN INITIAL GARDEN BEDS.

WHERE TUNNEL EROSION IS A EVIDENT THE TUNNELED AREA MUST BE COMPLETELY BROKEN UP AND RECONSOLIDATED TO INTERRUPT CHANNELED FLOWS OF WATER AND THEN STABILISED WITH VEGETATION.
DEEP RIP ACROSS THE SLOPE MAKING SURE THAT THESE RIP LINES ARE DEEPER THAN THE BOTTOM OF THE TUNNELS.
COMPACT USING RUBBER WHEELED TRACTOR ON AREAS OF SHALLOW TUNNELING. TUNNELS DEEPER THAN THE RIPPERS ARE BEST EXCAVATED AND REPACKED.

Date	Rev.	Description	Drawn By
23/11/2021	A	Issued for Council Approval	D. Jackson

SITE DESCRIPTION

WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

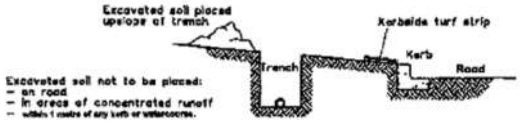
ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

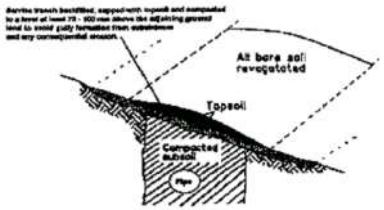
Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Storm Water Management Plan - SWMP
Scale: 1:200

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : M01
REVISION: A

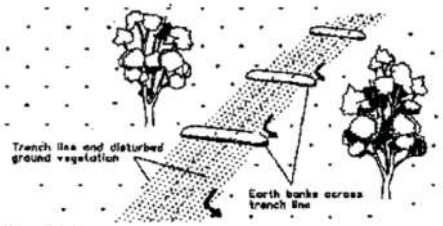
WHEN EXCAVATING TRENCH...



WHEN BACKFILLING TRENCH...



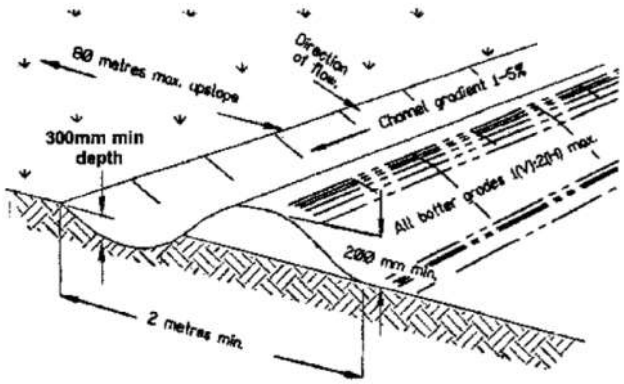
ON STEEP AND/OR LONG SECTIONS OF TRENCH...



Construction Notes

1. Do not open any trench unless it is likely to be closed in three days.
2. Place excavated material upslope of trench.
3. Stockpile topsoil separately from subsoil.
4. Divert runoff from the line of the cut
5. Rehabilitate in accordance with specification.

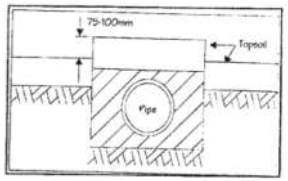
SD 3 - Service Installation



Construction Notes

1. Construct along gradient as specified.
2. Maximum spacing between banks shall be 80 metres.
3. Drains to be of parabolic or trapezoidal cross section not V-shaped.
4. Earth banks to be adequately compacted in order to prevent failure.
5. Construction is of a temporary nature and shall be completed at the end a days work or immediately prior to rain.
6. All outlets from disturbed lands are to feed into a sediment basin or similar.
7. Discharge runoff collected from undisturbed lands onto either a stabilised or an undisturbed disposal site within the same subcatchment area from which the water originated.
8. Compact with a suitable implement in situations where they are required to function for more than five days.
9. Earth banks to be free of projections or other irregularities that will impede normal flow.

SD 1 - Diversion of Upslope Water - CatchDrains



[See Appendix B - Standard Drawing SD 3 for installation and construction details]

DETAILS EXTRACTED FROM *"GUIDELINES FOR SOIL AND WATER MANAGEMENT"* BY THE DEPARTMENT OF PRIMARY INDUSTRIES WATER AND ENVIRONMENT - JUNE 1999 ENDORSED BY BRIGHTON, CLARENCE, GLENORCHY, HOBART AND KINGBOROUGH CITY AND MUNICIPAL COUNCILS.

Date	Rev.	Description	Drawn By
23/11/2021	A	Issued for Council Approval	D. Jackson

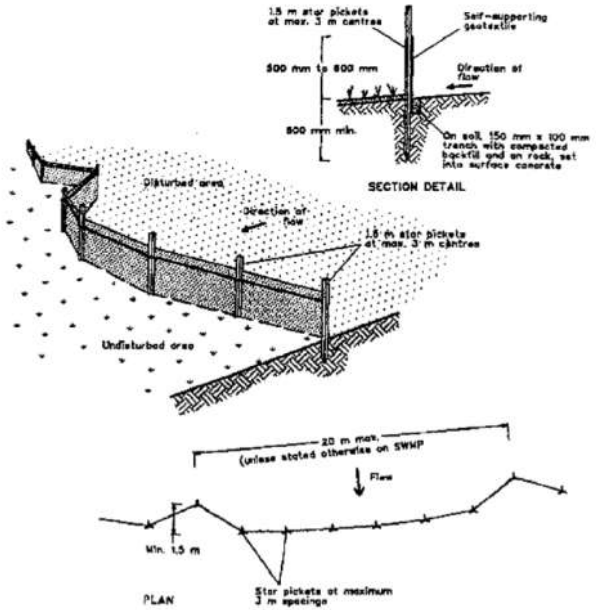
SITE DESCRIPTION		
WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Storm Water Management Plan - SWMP
Scale: Scale 1:100

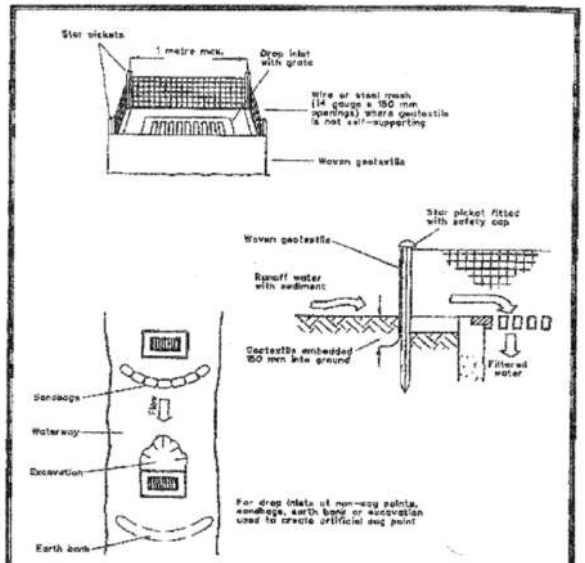
Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : M02
REVISION: A



Construction Notes

1. Construct sediment fence as close as possible to parallel to the contours of the site.
2. Drive 1.5 metre long star pickets into ground, 3 metres apart.
3. Dig a 150 mm deep trench along the upslope line of the fence for the bottom of the fabric to be entrenched.
4. Backfill trench over base of fabric.
5. Fix self-supporting geotextile to upslope side of posts with wire ties or as recommended by geotextile manufacturer.
6. Join sections of fabric at a support post with a 150 mm overlap.

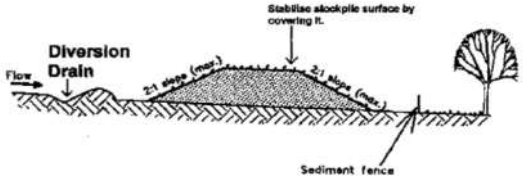
SD 8 - SEDIMENT FENCE



Construction Notes

1. Fabricate a sediment barrier made from geotextile.
2. Support geotextile with mesh tied to posts at 1 metre centres.
3. Do not cover inlet with geotextile.
4. Construction details are similar to those of SD 8.

SD 10 - Protecting on-site stormwater outlets



Construction Notes

1. Construct a diversion drain on upslope side of stockpile to divert water around stockpile and install a sediment fence 1-2 metres downslope of stockpile.
2. Locate stockpile at least 5 metres from existing bushland, concentrated water flows roads and other hazard areas.
3. Construct stockpile on the contour as a low, flat, elongated mound.
4. Where there is sufficient space, topsoil stockpiles shall be less than 2 metres high.
5. Rehabilitate in accordance with the SWMP.

SD 9 - Stabilising Stockpiles

DETAILS EXTRACTED FROM *"GUIDELINES FOR SOIL AND WATER MANAGEMENT"* BY THE DEPARTMENT OF PRIMARY INDUSTRIES WATER AND ENVIRONMENT - JUNE 1999 ENDORSED BY BRIGHTON, CLARENCE, GLENORCHY, HOBART AND KINGBOROUGH CITY AND MUNICIPAL COUNCILS.

Date	Rev.	Description	Drawn By
23/11/2021	A	Issued for Council Approval	D. Jackson

SITE DESCRIPTION

WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Storm Water Management Plan - SWMP
Scale: Scale 1:100

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : M03
REVISION: A

Contractor to verify the location of all current underground services shown on the plans including but not limited to electricity, telecom, gas, sewer, stormwater, NBN etc. prior to excavation. (DBYD www.1100.com.au)

ALL DIMENSIONS & LEVELS TO BE CONFIRMED BY BUILDER ON SITE PRIOR TO COMMENCEMENT. DISCREPANCIES TO BE REFERRED TO THIS OFFICE IMMEDIATELY

OH&S HAZARD
Type: public safety
Solution: provision of safety fencing around construction area

LEGEND & NOTES

Stormwater line (100mm UPVC)
Sewer line (100mm UPVC)
Install inspection openings at major bends for stormwater and all low points of downpipes.

All plumbing & drainage to be in accordance with local Council requirements.

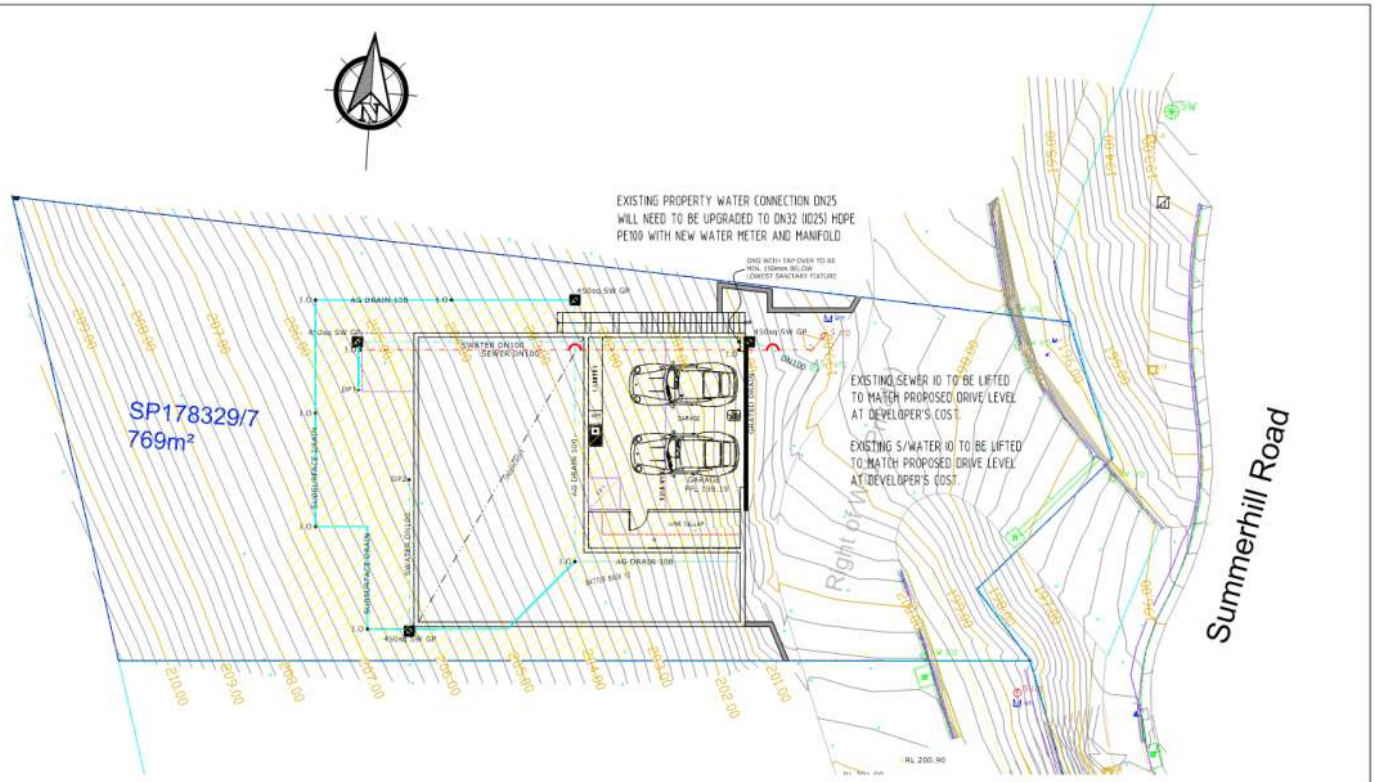
Provide surface drain to back of bulk excavation to drain levelled pad prior to commencing footing excavation.

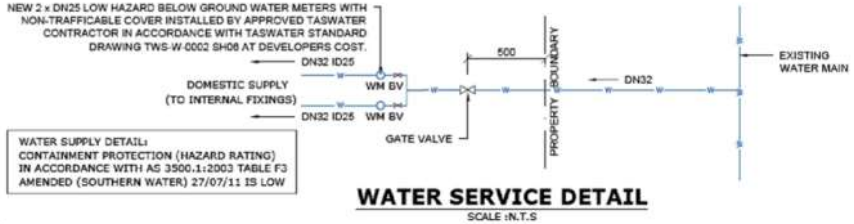
Services

The heated water system must be designed and installed with Part B2 of NCC Volume Three - Plumbing Code of Australia.

Thermal insulation for heated water piping must:
a) be protected against the effects of weather and sunlight; and
b) be able to withstand the temperatures within the piping; and
c) use thermal insulation in accordance with AS/NZS 4859.1

Heated water piping that is not within a conditioned space must be thermally insulated as follows:
1. Internal piping
a) All flow and return internal piping that is -
i) within an unventilated wall space
ii) within an internal floor between storeys; or
iii) between ceiling insulation and a ceiling
Must have a minimum R-Value of 0.2 (ie 9mm of closed cell polymer insulation)
2. Piping located within a ventilated wall space, an enclosed building subfloor or a roof space
a) All flow and return piping
b) Cold water supply piping and Relief valve piping within 500mm of the connection to central water heating system
Must have a minimum R-Value of 0.45 (ie 19mm of closed cell polymer insulation)
3. Piping located outside the building or in an unenclosed building sub-floor or roof space
a) All flow and return piping
b) Cold water supply piping and Relief valve piping within 500mm of the connection to central water heating system
Must have a minimum R-Value of 0.6 (ie 25mm of closed cell polymer insulation)
Piping within an insulated timber framed wall, such as that passing through a wall stud, is considered to comply with the above insulation requirements.





WATER SERVICE DETAIL
SCALE :N.T.S

Date	Rev.	Description	Drawn By
10/12/2021	A	Issued for Building Approval	D. Jackson
11/01/2021	B	Issued for RFI Approval	D. Jackson
17/01/2021	C	Issued for RFI Approval	D. Jackson

SITE DESCRIPTION

WIND CLASS	-	N3 AS4055
SOIL CLASS	-	S AS2870
CLIMATE ZONE	-	26
BAL	-	BAL19
ENERGY RATING	-	refer report
TITLE 178329	-	Lot 7 - 796m²

ARCHIBIM
ARCHITECTURAL BUILDING INVENTORY MODELLING
ABN: 34 625 657 785
Unit 23, 15 Stanton Place, Cambridge TAS 7170
Email: damon@archibim.com.au

ARCHIBIM

Client: Tunks and Tunks
Project: 72 Summerhill Road, West Hobart
Title: Services Plan
Scale: 1:200

Drawn : D. Jackson
Designed : D. Jackson
Date : 18/08/2020
Date: 20/08/2020
Checked by: R.JACKSON CC340Y
JOB NUMBER: 20211
Drawing : H02
REVISION: C

BUSHFIRE REPORT

FOR BANKS, MILLER & ROSE

66 Summerhill Road Subdivision

January 2019 - Version 1.7

Engineers & Planners
Your Vision is Our Mission

Engineers & Planners
Your Vision is Our Mission

Johnstone McGee and Gandy Pty Ltd
incorporating Dale P Luck & Associates
(trading as JMG Engineers and Planners)
ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE
117 Harrington Street
Hobart TAS 7000
Phone (03) 6231 2555
Fax (03) 6231 1535
infohbt@jmg.net.au

LAUNCESTON OFFICE
49-51 Elizabeth Street
Launceston TAS 7250
Phone (03) 6334 5548
Fax (03) 6331 2954
infoltn@jmg.net.au

Issuing Office: 117 Harrington Street, Hobart 7000
JMG Project No. J163033PH

Document Issue Status

Ver.	Issue Date	Description	Originator		Checked		Approved	
1.0	20/12/16	Draft	DAE/TIO		TIO		TIO	
1.2	22/12/16	Final	TIO		TIO		TIO	
1.3	28/03/16	Update BHMP. Updated Code.	DAE		MSC		DAE	
1.4	08/08/17	Minor edits in response to Council RFI	FMB		DAE		MSC	
1.5	28/08/17	Minor edits in response to minor changes	FMB		DAE		MSC	
1.6	15/12/17	Minor edits - New subdivision plan	DAE		DAE		DAE	
1.7	16/01/19	Minor change to BHMP	DAE		DAE		DAE	

CONDITIONS OF USE OF THIS DOCUMENT

1. Copyright © All rights reserved. This document and its intellectual content remains the intellectual property of JOHNSTONE McGEE & GANDY PTY LTD (JMG). ABN 76 473 834 852 ACN 009 547 139
2. The recipient client is licensed to use this document for its commissioned purpose subject to authorisation per 3. below. Unlicensed use is prohibited. Unlicensed parties may not copy, reproduce or retransmit this document or any part of this document without JMG's prior written permission. Amendment of this document is prohibited by any party other than JMG.
3. This document must be signed "Approved" by JMG to authorise it for use. JMG accept no liability whatsoever for unauthorised or unlicensed use.
4. Electronic files must be scanned and verified *virus free* by the receiver. JMG accept no responsibility for loss or damage caused by the use of files containing viruses.
5. This document must only be reproduced and/or distributed in full colour. JMG accepts no liability arising from failure to comply with this requirement.

LIMITATIONS & DISCLAIMERS

1. Compliance with BCA is not part of the scope of this report. The report may include references to BCA as a guide to likely compliance/non-compliance of a particular aspect but should not be taken as definitive nor comprehensive in respect of BCA compliance.
2. This report presents information and opinions which are to the best of our knowledge accurate. JMG accepts no responsibility to any purchaser, prospective purchaser, or mortgagee of the property who relies in any way on this report.
3. JMG have no pecuniary interests in the property or sale of the property.
4. This report presents information provided by others. JMG do not claim to have checked, and accept no responsibility for, the accuracy of such information.
5. The effectiveness of the measures and recommendations in this report are dependent on their implementation and maintenance for the life of the development. Should the site characteristics that this assessment has been measured from alter from those identified, the BAL classification may differ and cause this report to be void. No liability can be acceptable for actions by lot owners, Council or government agencies which compromise the effectiveness of this report.
6. Whilst compliance with the recommendations of this report will enhance the likelihood of the development surviving a bushfire hazard, no guarantee is made that the development will survive every bushfire hazard event.

TABLE OF CONTENTS

1. Introduction 4
2. Site Description 4
3. Proposed Use & Development 6
4. Bushfire Hazard Assessment 6
4.1 Vegetation & Effective Slope 6
5. Bushfire Protection Measures 8
5.1 Hazard Management Areas 9
5.2 Building Siting & Construction Standard 10
5.3 Water Supplies 11
5.4 Access 11
5.5 Optional Protection Measures 12
6. Planning Compliance 13
7. Building Compliance 15
8. Conclusion 15
9. References 15

Appendix A - Proposal Plans

Appendix B - Bushfire Hazard Management Plan

Appendix C - Owner Consent for Part 5 Agreement

Appendix D - Certificate of Compliance

1. Introduction

JMG have been engaged by Banks, Miller and Rose to prepare a bushfire hazard assessment for a proposed subdivision.

The development is proposed in a 'bushfire-prone area' as defined under the *Hobart Interim Planning Scheme 2015*, hence an assessment is required to satisfy the relevant planning requirements. The planning application was deemed valid on 4 December 2017, necessitating assessment under the applicable iteration of the Bushfire-Prone Areas Code - *Planning Directive No. 5.1 - Bushfire-Prone Areas Code*, in force as of 1 September 2017.

This report considers:

- The characteristics of the site and surrounding land;
- The proposed use and development that may be threatened by bushfire hazard;
- Appropriate bushfire hazard mitigation measures; and
- Compliance with planning requirements for bushfire hazard.

2. Site Description

The subject site is land located at 66 Summerhill Road, West Hobart (CT 199596/1) and adjoining untitled land, as shown in Figure 1. The untitled land is subject to a Deed of Occupation in favor of the owner of 66 Summerhill Road.

The site has a total area of approximately 10.4 ha and adjoins an existing urban residential area to the north/northeast and Council-owned bushland to the south, southeast and west.

The site is currently developed with a fire trail, a disused dwelling and an outbuilding. Approximately 8,000sqm of land has been substantially cleared around the existing dwelling with the balance of the site heavily vegetated with native forest.

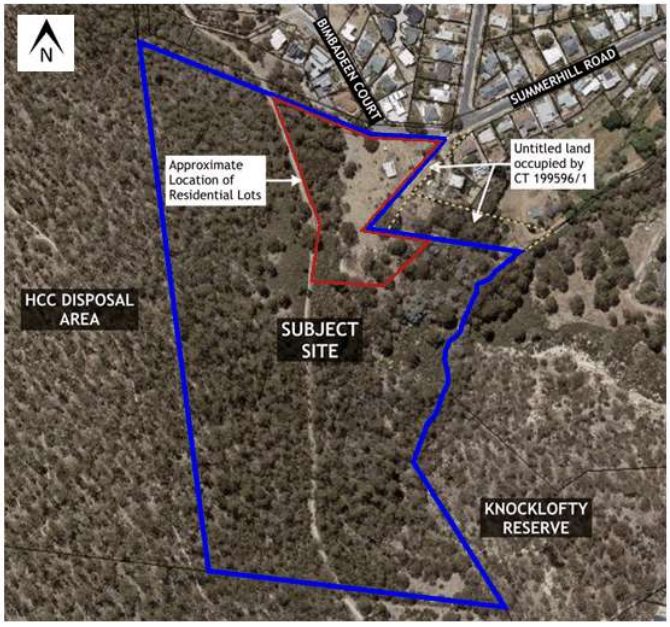


Figure 1 - Subject Site

Planning Context

The site is located in the 'General Residential' and 'Environmental Management' zones under the *Hobart Interim Planning Scheme 2015* ('the Planning Scheme'), as shown in Figure 2. The portion of the site zoned Environmental Management is also subject to the 'Biodiversity Protection Area' overlay and partially subject to the 'Landslide Hazard Area' overlay.

A separate development application has been made for the demolition of the existing dwelling (PLN-16-1263). This application had not been determined at the time of writing.

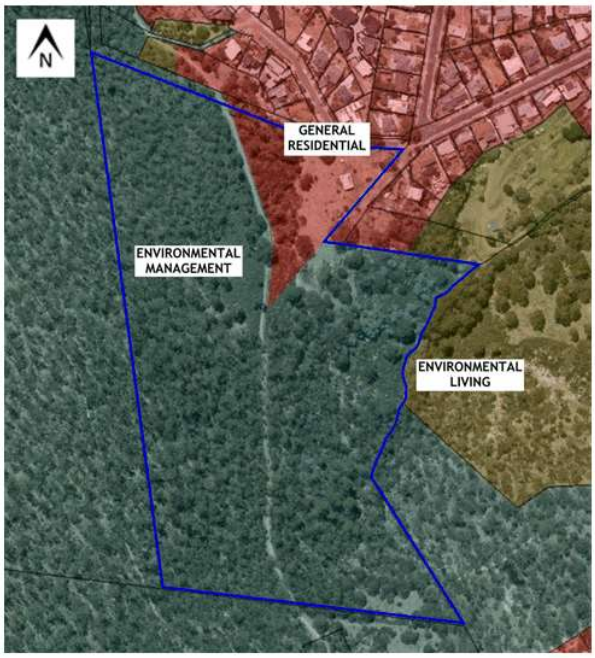


Figure 2 - Zoning plan

Natural Values

The most recent assessment of natural values was undertaken by Enviro-Dynamics (2016), who identified the following TASVEG vegetation communities onsite:

- *Eucalyptus globulus* dry forest and woodland (DGL);
- Regenerating cleared land (FRG);
- Cleared urban land (FUR).

Existing TASVEG mapping also indicates an area of *Eucalyptus amygdalina* forest and woodland on sandstone (DAS) exists at the southern end of the site, outside of the area surveyed by Enviro-Dynamics.

The DGL and DAS communities are listed under Schedule 3A of the *Nature Conservation Act 2002*.

Enviro-Dynamics concluded the following in relation to the proposed development:

The proposed subdivision is on land zoned as General Residential that is predominantly cleared. The majority of the HMA (estimated 2850m2) is within degraded land with only 1/3 of the are[a] containing an intact vegetation community. As such the design of the subdivision minimises impact on priority nature values as much as possible. In addition the DGL vegetation to be impacted is severely degraded by weed infestations and the more intact healthy vegetation is retained.

and

Overall the proposed subdivision will have very limited impacts on the natural values in the local vicinity.

Heritage

The site is not listed in the Historic Heritage code of the Planning Scheme, nor is it listed on the Tasmanian Heritage Register.

3. Proposed Use & Development

The proposed development involves the subdivision of land for residential lots. The proposed subdivision includes 9 residential lots and a Balance Lot which is intended to be transferred to Council as public open space.

The subdivision will be staged as follows:

- Stage 1 - Lots 1-3;
- Stage 2 - Lots 4-9, 100 (road) and Balance Lot.

Access will be provided via a short branch road from Summerhill Road that will terminate in a cul-de-sac. A shared private access will be constructed to access Lots 5-9 and has been designed to achieve acceptable grades for residential use.

A new hydrant is proposed within the new road reservation at the entrance to the cul-de-sac.

The proposed subdivision plan and concept civil design is enclosed as Appendix A.

4. Bushfire Hazard Assessment

The proposed development is located within 100m of over 1.0ha of contiguous unmanaged bushland and therefore within a 'bushfire prone area' as defined in the Planning Scheme.

The key factors affecting bushfire behaviour are fuel, weather conditions and topography. This section of the report considers these factors in the context of AS 3959-2009 - *Construction of buildings in bushfire-prone areas.*

4.1 Vegetation & Effective Slope

AS 3959-2009 provides categories for classifying unmanaged vegetation based on their structural characteristics.

'Effective Slope' refers to the slope of land underneath bushfire-prone vegetation relative to the subject site. Effective Slope affects a fire's rate of spread and flame length and is accordingly a critical aspect affecting bushfire behavior. AS 3959-2009 refers to five categories of Effective Slope and these have been used for the purpose of this analysis.

The site was inspected on 16 May 2016.

Figure 3 shows the approximate distribution of classified vegetation within 100m of the proposed residential lots and the relevant Effective Slopes.

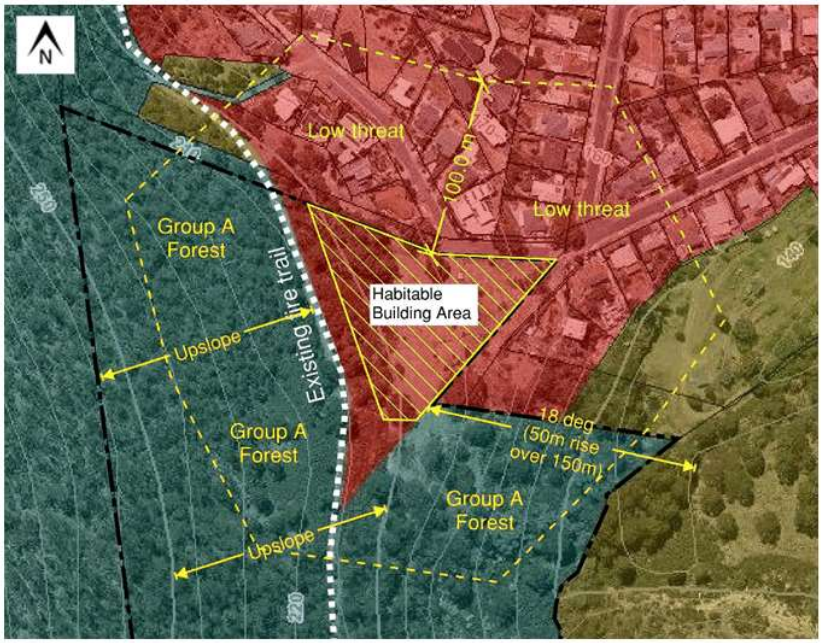


Figure 3 - Vegetation and effective slope analysis

Group A - Forest

Vegetation west and south of the proposed residential lots and encroaching into the General Residential Zone is characterised as follows:

- Canopy vegetation dominated by eucalypt trees, primarily blue gums (*Eucalyptus globulus*) with an average height of 10-15m and foliage cover exceeding 30%;
- Understorey of dense native shrubs and grasses in addition to invasive weeds (gorse, boneseed and English broom).

Photos are provided in Figure 4, 5 and 6.

This vegetation is classified as 'Group A - Forest'.



Figure 4 - Edge of existing cleared area and upslope forest in vicinity of Lots 7-9



Figure 5 - Typical forest vegetation in vicinity of proposed balance lot



Figure 6 - Forest vegetation downslope of balance lot building area

Low threat vegetation

The existing urban residential area north and east of the site is characterised by single dwellings surrounded by landscaped gardens. The relatively small blocks are generally vegetated with lawns, and small shrubs with the occasional scattered tree.

This vegetation together with unvegetated areas (roads, buildings and footpaths) are considered low threat in accordance with clause 2.2.3.2 (e) and (f) of AS 3959-2009.

5. Bushfire Protection Measures

During a bushfire event, a range of bushfire attack mechanisms may threaten buildings and occupants, including:

- Radiant heat;
- Direct flame contact;
- Ember attack; and
- Wind.

A range of bushfire protection measures are recommended to improve the resilience of the proposed development and achieve a tolerable level of residual risk for occupants.

Additional measures to improve resilience are also identified but are at the discretion of the developer and future developers within the subdivision.

A bushfire hazard management plan is enclosed as Appendix B.

5.1 Hazard Management Areas

The Hazard Management Area ('HMA') refers to land that is managed in a minimum fuel condition to reduce the potential exposure of habitable buildings and occupants to radiant heat and flames and to provide defendable space. The effectiveness of hazard management areas is reliant on ongoing maintenance by landowners.

Each new lot must be established as a Hazard Management Area upon creation of its certificate of title and be maintained by its owner in perpetuity. A separate HMA is required for the Balance Lot as described later in this section. It is noted that access to the adjoining untitled land for this purpose will be facilitated by the existing Deed of Occupation that benefits 66 Summerhill Road. The untitled land will be maintained as a HMA by the owners of lots in Stage 1.

The Hazard Management Area for the Balance Lot is demonstrated on the BHMP. The HMA includes a 10m strip on the Balance Lot along the shared boundary with lots 5-9 that will be maintained by the owner of the Balance Lot. This HMA is necessary for the following reasons:

- The irregular geometry of the General Residential-zoned land, the topography of the site and subsequent design of the shared private access restricts building areas for the upper slope lots. It is not feasible to contain BAL-19 equivalent HMAs within the General Residential Zone without a drastic reduction in lot yield, which would be inconsistent with the zoning;
- Pre-application consultation with the Tasmania Fire Service confirmed that the TFS will not support a performance based solution that involved reducing the hazard management area for the upper slope lots and increasing construction rating above BAL-19 for this site (Chladil, via email 22 July 2016).

The HMA on the Balance Lot will have the benefit of not only protecting the upper slope lots but improving the safety of the fire trail by bringing it into alignment with current expectations for vegetation management for fire trails.

The subdivision will be staged, hence there is a need to provide an interim hazard management area to protect Stage 1 lots until Stage 2 is completed. This HMA is demonstrated on the BHMP. The interim HMA must be established prior to the issue of Stage 1 titles and maintained by the owner of the balance lot until Stage 2 lots are created. The extent of the interim HMA includes land 23m upslope and 51m downslope.

Importantly, establishment and maintenance of HMAs does not require blanket clearance of all vegetation. Retention of some mature trees and additional landscaping using fire-retardant species may be beneficial in terms of limiting wind velocity and providing shielding from ember attack (as well as limiting potential erosion and maintaining soil stability). The Hazard Management Area requirements are provided in Table 1.

Table 1 - Hazard Management Area Requirements

Within 10m of habitable buildings	• No storage of flammable materials (e.g. firewood); • Avoid locating flammable garden materials near vulnerable building elements such as glazed windows/doors, decks and eaves (e.g. non-fire retardant plants and combustible mulches); • Non-flammable features such as paths, driveways and paved areas are encouraged around habitable buildings.
Trees within HMA	• Maintain canopy separation of approximately 2.0m;

	• Ensure no branches overhang habitable buildings; • Remove tree branches within 2.0m of ground level; • Locate any new tree plantings 1.5 x their mature height from house; • Avoid planting trees with loose, stringy or ribbon bark.
Understory vegetation within HMA	• Maintain grass cover at <100mm; • Maintain shrubs to <2.0m height; • Shrubs to be maintained in clumps so as to not form contiguous vegetation (i.e. clumps up to 10sqm in area, separated from each other by at least 10m); • Avoid locating shrubs directly underneath trees; • Periodically remove dead leaves, bark and branches from underneath trees and around habitable buildings.

5.2 Building Siting & Construction Standard

Habitable buildings must be sited within the habitable building area identified on the BHMP. All parts of habitable buildings and outbuildings within 6 m of a habitable building must be located within 120 m of the proposed hydrant. The minimum construction rating is BAL-19 for development within the specified habitable building areas.

Class 10 buildings that are at least 6.0 m horizontal distance from a habitable building are not required to be constructed to AS 3959-2009 or be contained within the building area.

Alternative BAL ratings outside of those specified in this report will be subject to separate bushfire assessment in support of a future building permit application.

Applicable permitted construction variations under AS 3959-2009 are outlined in Table 2.

Table 2 - Construction Requirements and Construction Variations (as per Table 4.1 of the Director's Determination)

Element	Requirement
A. Polycarbonate Sheeting for walls and roofs.	May be used in exposures up to and including BAL 19. *Comment: refer to the TFS Chief Officer's Bushfire Advisory Note 3.*
B. Straw Bale Construction	May be used in exposures up to and including BAL 19.
C. Shielding provisions under Section 3.5 of AS3959-2009.	To reduce construction requirements due to shielding, building plans must include suitable detailed elevations or plans that demonstrate that the requirements of Section 3.5 of the Standard can be met. *Comment: Application of Section 3.5 of the Standard cannot result in an assessment of BAL - LOW.*

It is noted that:

- AS 3959-2009 does not consider the potential risk from existing neighboring buildings or boundary fences igniting from ember attack and becoming a source of radiant heat, direct flame contact and embers;
- The BCA does not specify particular wind loading requirements for buildings in bushfire prone areas above what would be required under AS 4055.

5.3 Water Supplies

The proposed location for a fire hydrant within the new road reserve is shown on the BHMP and will provide adequate hose reel coverage for all identified building envelopes. The habitable building areas identified on the BHMP are within 120 m hose lay of the proposed fire hydrant. The proposed hydrant location will provide a suitable level of access for emergency personnel.

The fire hydrant must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 - 2011-3.1 MRWA Edition 2.0.

5.4 Access

Road

The proposed road access will be constructed to IPWEA standards. This means that the cul-de-sac head will have an outer radius less than 12 m and therefore cannot meet the acceptable solution for access. The gradient of the road is 12 degrees (or 21.3%), compliant with the maximum gradient of 15 degrees (1:3.5 or 28%) required under Table 4.2.

The provision of access for the subdivision has been discussed with the Tasmania Fire Service and a solution has been reached. All building lots are within 120 m hose lay of a fire hydrant and restricted access signs will be displayed at the head of the cul-de-sac adjacent the hydrant to ensure fire appliances are not required to access the road. The detailed design must also ensure the following criteria are met:

- Two-wheel drive, all-weather construction;
- Load capacity of at least 20 tonnes, including culverts;
- Min. carriageway width of 5.5m (can include formed shoulders).
- If carriageway is less than 7.0 m wide one side must be designated as a 'No Parking' zone with signage that complies with AS 1743-2001;
- Min. vertical clearance of 4.0m and horizontal clearance of 2.0 from the edge of carriageway;
- Cross falls less of than 3 degrees;
- Min. inner radius of 10m for curves.

The proposed road is able to meet the above criteria.

Private Access

The proposed private access for the Balance lot is approximately 16 m in length. Lots 1-4 will require private access no longer than 30 m. Therefore, Lots 1-4 and Balance do not require any specific design or construction requirements.

Private shared access is proposed to service Lots 5-9. The private access for Lots 5-7 has a total length of 45.9 m and will serve three properties. The private access for Lots 8-9 has a total length of approximately 43 m and serve two properties. The proposed private shared access private access must meet the following minimum standards:

- All weather construction;
- Load capacity of at least 20 tonnes (including culverts);
- Min. carriageway width of 4.0m;
- Minimum vertical clearance of 4.0m and horizontal clearance of 0.5m from the edge of carriageway;
- Cross falls less of than 3 degrees;

- Dips less than 7 degrees;
- Max. gradient of 15 degrees for sealed driveways (10 degrees for unsealed);
- Min. inner radius of 10m for curves; and
- Include passing bays of 2m additional carriageway width and 20m length provided every 200m.

The access is limited by the topography of the site. It is not possible to provide the requisite turning heads at the termination points of the shared private access. Therefore, the shared private access is not to be used by fire fighting vehicles. The building areas on Lots 5-9 are within 120 m of the fire hydrant accessible by fire fighting vehicle from the existing public road. Signs will be required to be erected 30 m along the private shared access prohibiting the entrance of fire fighting vehicles.

It is noted that the existing perimeter fire trail on the western portion of the Balance Lot will facilitate firefighter access to the bushland interface vegetation west of the proposed residential lots.

5.5 Optional Protection Measures

The following recommendations are not specifically regulated under any planning or building standards at present hence do not form part of the bushfire hazard management plan. If implemented however, they will improve bushfire protection for future occupants.

Electrical Infrastructure

Overhead power lines are a common source of unplanned fires, particularly during high wind conditions. As such, the developer should consider providing electrical infrastructure underground.

Building Design

Building configuration can be utilised to improve building resilience. It is recommended to future developers of buildings within the subdivision consider adopting the following design features:

- Simple roof shapes with roof pitch at 18° or greater, to reduce the potential for ember accumulation. This measure ought to be combined with non-combustible gutter guards to prevent accumulation within guttering;
- Simple building shapes are preferable, as they reduce opportunity for embers and debris to be trapped against the building within re-entrant corners;
- Keep walls as low as possible. Large expansive walls present greater surface area to wind turbulence and to radiant heat;
- Slab-on-ground construction is generally more resilient than suspended slab construction.

Gutter Guards

Use of non-combustible gutter guards are generally preferable in that they can prevent accumulation of leaves and debris on the building's roof if gutters are to be installed.

6. Planning Compliance

The relevant planning instrument for the assessment of the proposed subdivision is the *Hobart Interim Planning Scheme 2015*, which includes *Planning Directive 5.1 - Bushfire-Prone Areas Code* (Section E1.0). Compliance with the Bushfire-Prone Areas Code is addressed in Table 3.

Table 3 - Compliance with Bushfire-Prone Areas Code (PD5.1)

CLAUSE	COMPLIANCE
E1.6.1 A1 Subdivision: Provision of hazard management areas	The proposed BHMP demonstrates that each lot can accommodate a habitable building area with the requisite hazard management areas for BAL-19 construction. This includes an interim HMA as part of Stage 1 to provide sufficient separation for BAL-19 construction in the interim period until Stage 2 is constructed. The portion of the HMA located on untitled land will to be accessed via a Deed of Occupation and as such does not require a Part 5 Agreement to facilitate ongoing access. It is anticipated that Council will purchase the Balance Lot and will incorporate management of the HMA into their reserve management works schedule. As the timing of this is uncertain, landowner consent is provided as Appendix C confirming that a Part 5 agreement is a possible arrangement if required. The BHMP is certified as compliant with A1(b).
E1.6.2 P1 Subdivision: Public and firefighter access	The proposed subdivision includes a public road terminating in a cul-de-sac head, together with private property access for proposed lots. The proposed cul-de-sac has a turning circle compliant with IPWEA standards, being an outer radius of 8.75 m. This is below the minimum outer radius required for compliance with Table E1. Therefore, the proposal does not meet the acceptable solution and must address the performance criteria. The proposed shared access serving Lots 5-9 is more than 30 m in length from the edge of the public carriageway and cannot provide a compliant turning head due to the limitations of the site's topography. It is proposed that no fire fighting vehicle access is possible on the shared access beyond 30 m. All building areas are within 120 m of the water supply for fire fighting. **Performance Criteria** *A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:* *(a) appropriate design measures, including:* *(i) two way traffic;* The proposed road and private access provide two-way access for traffic. *(ii) all weather surfaces;* The proposed road and private access will be sealed with all-weather surface. *(iii) height and width of any vegetation clearances;* Vegetation is to be cleared for a horizontal distance of 2 m from the edge of the carriageway and to 4 m vertical distance, as per Table E1 and E2. *(iv) load capacity;* As per Table E1 and E2. *(v) provision of passing bays;* The access will be two-way providing sufficient passing. *(vi) traffic control devices;*

CLAUSE	COMPLIANCE
	Signage displaying 'restricted fire appliance access ahead' will be displayed at the entrance to the cul-de-sac. 'No Stopping' signs should be erected within the cul-de-sac head to ensure sufficient maneuvering area for fire fighting vehicles at all times. *(vii) geometry, alignment and slope of roads, tracks and trails;* The road is designed to IPWEA standards. *(viii) use of through roads to provide for connectivity;* No through roads are proposed or considered feasible. *(ix) limits on the length of cul-de-sacs and dead-end roads;* The length of the cul-de-sac is approximately 55 m. The proposed shared access has a maximum length of 45.9 m. It is proposed that signs be erected at 30 m along the shared private access prohibiting the entrance of fire fighting vehicles. *(x) provision of turning areas;* A cul-de-sac head is proposed for the end of the road providing limited turning for vehicles. A sign is to be erected at the entrance to the road stating limited accessibility for fire appliances. *(xi) provision for parking areas;* Where provision for fire fighting access is proposed onsite, lots are required to provide parking areas that do not interfere with the requirements of access under Tables E1 and E2. *(xii) perimeter access; and* No perimeter access is proposed. *(xiii) fire trails;* There is an existing fire trail within the proposed Balance Lot running the length of the shared boundaries of the Balance Lot and Lots 5-9. *(b) the provision of access to:* *(i) bushfire-prone vegetation to permit the undertaking of hazard management works; and* The proposed road and private access provide access to all hazard management areas for maintenance purposes. *(ii) fire fighting water supplies; and* The hydrant location is at the start of the proposed road within 120 m of all proposed building areas providing access to bushfire-prone vegetation via onsite hazard management areas. The fire trail also provides access to bushfire-prone vegetation. *(c) any advice from the TFS.* Advice from the Tasmania Fire Service has been incorporated into the access design.
E1.6.3 A1 Subdivision: Provision of water supply for firefighting purposes	The BHMP requires the provision of reticulated water supplies consistent with the minimum requirements of Table E4. All building areas are within 120m hose lay of proposed fire hydrant as shown on the BHMP. The BHMP is certified as compliant with A1(b).

A Certificate of compliance is attached as Appendix D.

7. Building Compliance

Future development proposals for habitable buildings within the subdivision will not trigger any bushfire protection requirements through the planning approvals process. Bushfire protection requirements will however be triggered through the building permit process.

Clause 11F(2)(a) allows for a bushfire hazard management plan prepared at the subdivision stage to be used in support of the building permit application, if no more than six years old.

Future development located in accordance with the specified building areas and that meets the construction, hazard management area, water supply and access requirements of the BHMP can be accepted as complying with all relevant requirements the *Director's Determination - Requirements for Building in Bushfire-Prone Areas - Version 2.1, 2016.*

8. Conclusion

A range of protection measures are recommended to reduce bushfire risk to future residents, developments and to firefighters, as outlined in this report and the associated bushfire hazard management plan.

The proposed BHMP is certified as compliant with the Bushfire-Prone Areas Code. The proposed subdivision requires discretion regarding access. The proposed access is considered sufficient to achieve access for bushfire purposes in accordance with the performance criteria of clause E1.6.2 of the Bushfire-Prone Areas Code.

Future developers within the subdivision may rely on this report in support of future building permit applications to demonstrate compliance with the *Building Regulations 2014*, insofar as it regulates bushfire protection.

9. References

Department of Primary Industries and Water, The LIST, viewed 14 December 2017, www.thelist.tas.gov.au

Director of Building Control, 2017, *Director's Determination Requirements for Building in Bushfire-Prone Areas, Version No.2.1*, Department of Justice (Tasmania).

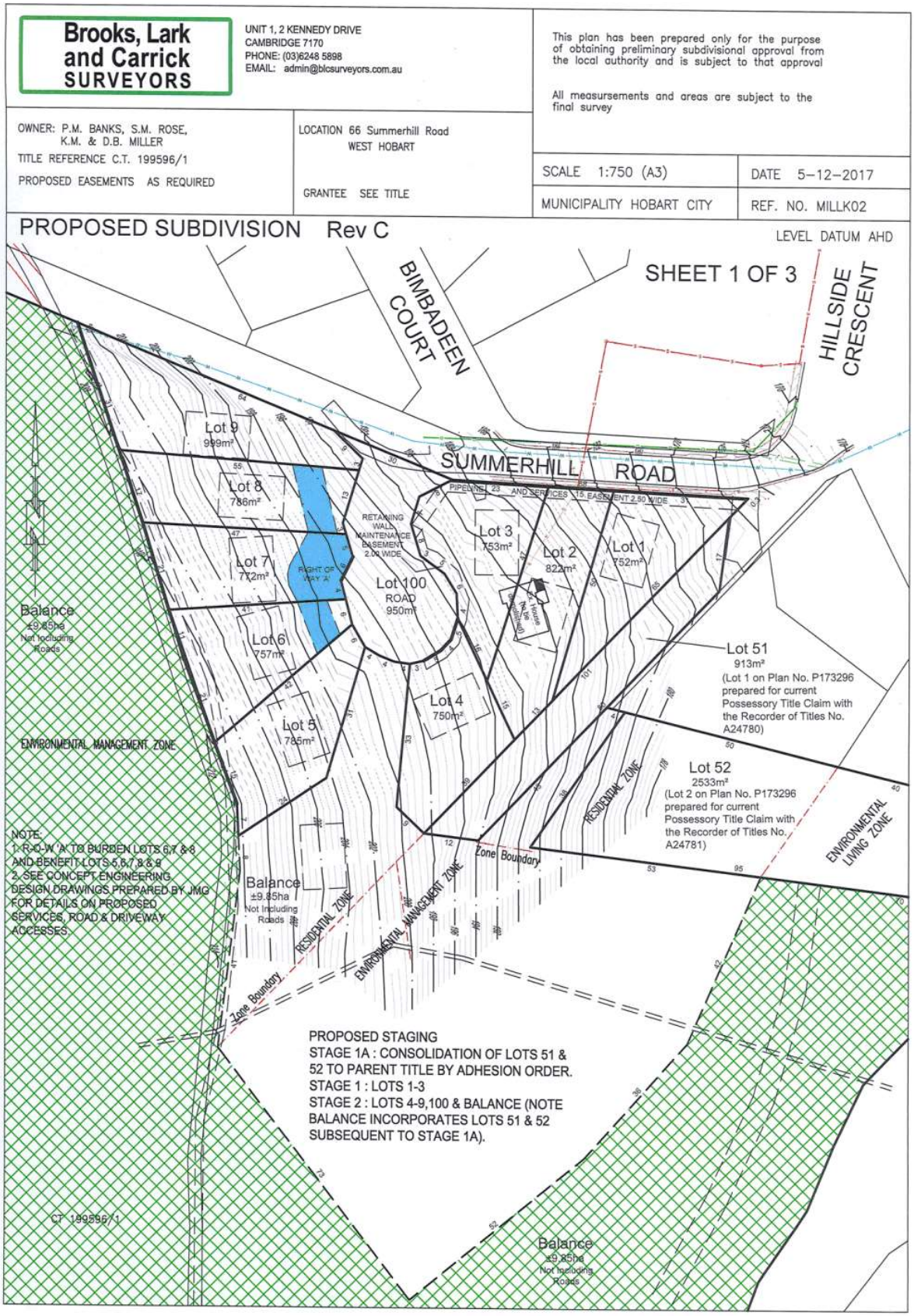
Enviro-Dynamics, *Natural Values Report - for proposed 9 lot subdivision at 66 Summerhill Road, West Hobart*, December 2016

Standards Australia, 2009, *AS 3959-2009 - Construction of buildings in bushfire-prone areas*, Standards Australia, Sydney.

Tasmanian Planning Commission, 2015, *Hobart Interim Planning Scheme 2015*, viewed 14 December 2017, www.iplan.tas.gov.au

APPENDIX A

Subdivision Plan


Brooks, Lark and Carrick SURVEYORS
UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@blcsurveyors.com.au
This plan has been prepared only for the purpose of obtaining preliminary subdivisional approval from the local authority and is subject to that approval
All measurements and areas are subject to the final survey
OWNER: P.M. BANKS, S.M. ROSE, K.M. & D.B. MILLER
TITLE REFERENCE C.T. 199596/1
PROPOSED EASEMENTS AS REQUIRED
LOCATION 66 Summerhill Road WEST HOBART
GRANTEE SEE TITLE
SCALE 1:750 (A3)
DATE 5-12-2017
MUNICIPALITY HOBART CITY
REF. NO. MILLK02
PROPOSED SUBDIVISION Rev C
LEVEL DATUM AHD
SHEET 1 OF 3
BIMBADEEN COURT
HILLSIDE CRESCENT
SUMMERHILL ROAD
Lot 9 999m²
Lot 8 786m²
Lot 7 772m²
Lot 6 757m²
Lot 5 785m²
Lot 4 750m²
Lot 3 753m²
Lot 2 822m²
Lot 1 752m²
Lot 100 ROAD 950m²
RETAINING WALL MAINTENANCE EASEMENT 2.00 WIDE
RIGHT OF WAY 'A'
Balance ±9.85ha Not Including Roads
Lot 51 913m² (Lot 1 on Plan No. P173296 prepared for current Possessory Title Claim with the Recorder of Titles No. A24780)
Lot 52 2533m² (Lot 2 on Plan No. P173296 prepared for current Possessory Title Claim with the Recorder of Titles No. A24781)
ENVIRONMENTAL MANAGEMENT ZONE
RESIDENTIAL ZONE
ENVIRONMENTAL LIVING ZONE
Zone Boundary
NOTE:
1. R.O.W 'A' TO BURDEN LOTS 6,7 & 8 AND BENEFIT LOTS 5,6,7,8 & 9
2. SEE CONCEPT ENGINEERING DESIGN DRAWINGS PREPARED BY JMG FOR DETAILS ON PROPOSED SERVICES, ROAD & DRIVEWAY ACCESSES.
PROPOSED STAGING
STAGE 1A : CONSOLIDATION OF LOTS 51 & 52 TO PARENT TITLE BY ADHESION ORDER.
STAGE 1 : LOTS 1-3
STAGE 2 : LOTS 4-9,100 & BALANCE (NOTE BALANCE INCORPORATES LOTS 51 & 52 SUBSEQUENT TO STAGE 1A).
CT 199596/1

Brooks, Lark and Carrick SURVEYORS

UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@blcsurveyors.com.au

This plan has been prepared only for the purpose of obtaining preliminary subdivisional approval from the local authority and is subject to that approval

All measurements and areas are subject to the final survey

OWNER: P.M. BANKS, S.M. ROSE, K.M. & D.B. MILLER
TITLE REFERENCE C.T. 199596/1
PROPOSED EASEMENTS AS REQUIRED

LOCATION 66 Summerhill Road WEST HOBART

GRANTEE SEE TITLE

SCALE 1:2000 (A3) DATE 5-12-2017

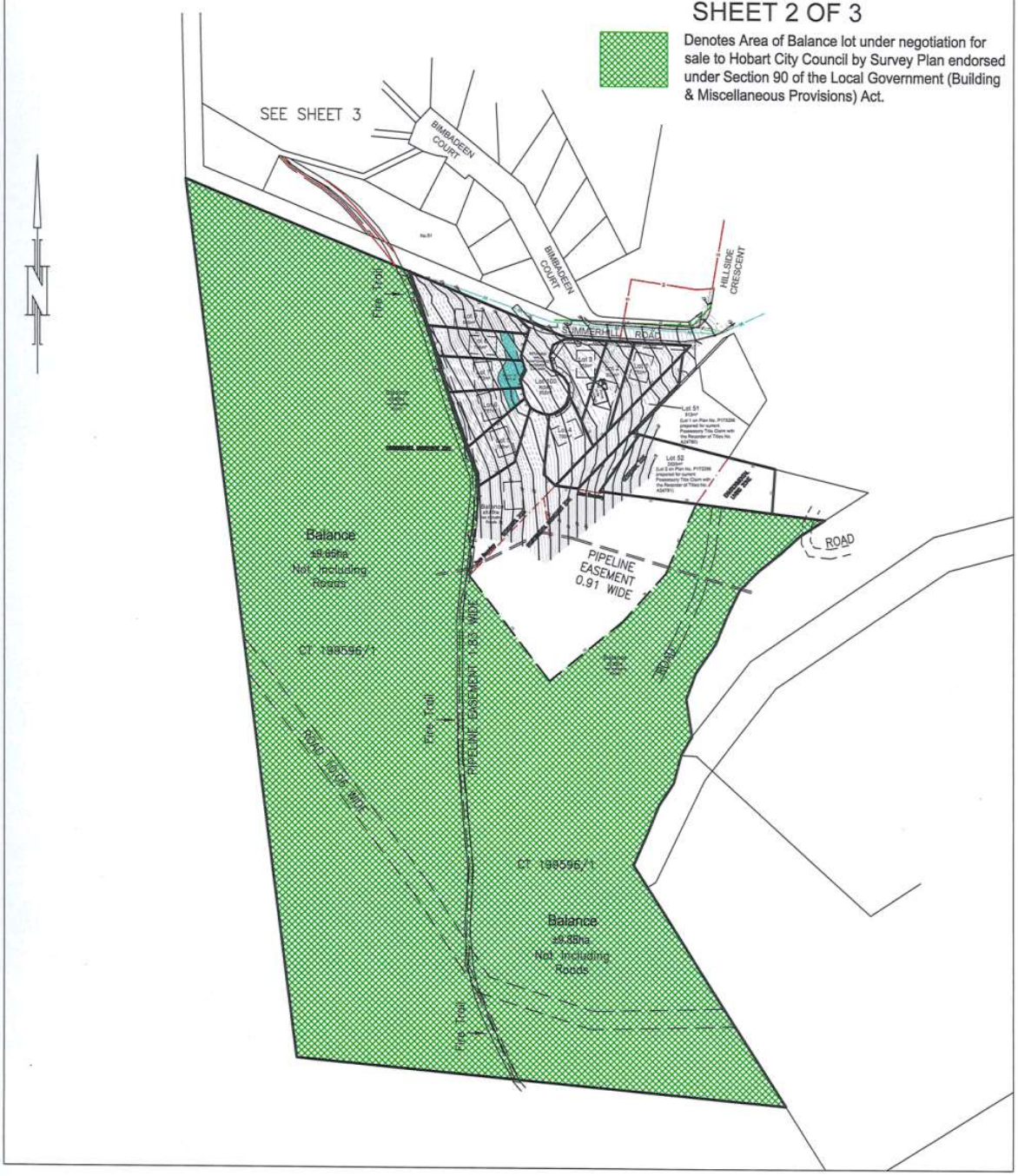
MUNICIPALITY HOBART CITY REF. NO. MILLK02

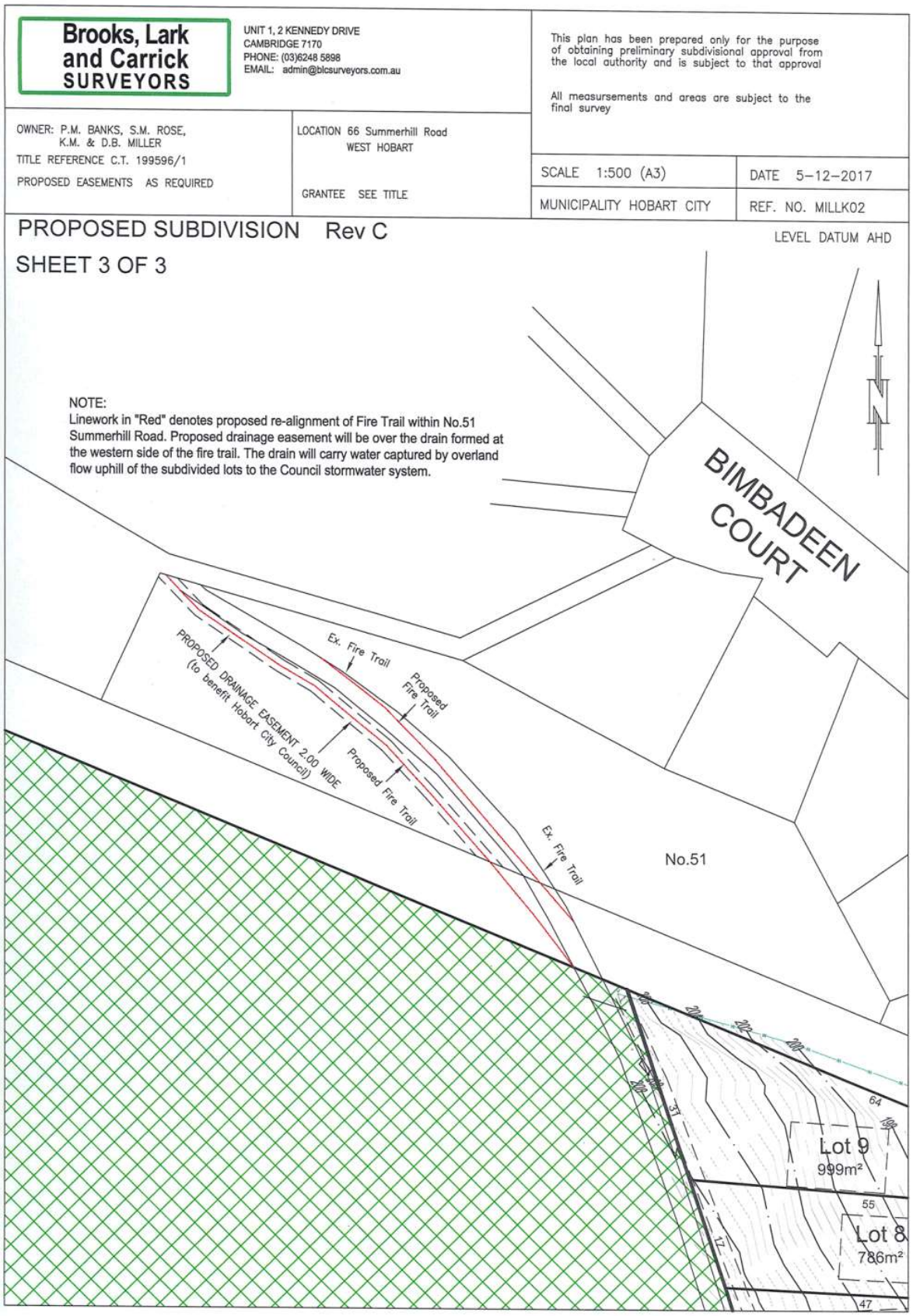
PROPOSED SUBDIVISION Rev C

LEVEL DATUM AHD

SHEET 2 OF 3

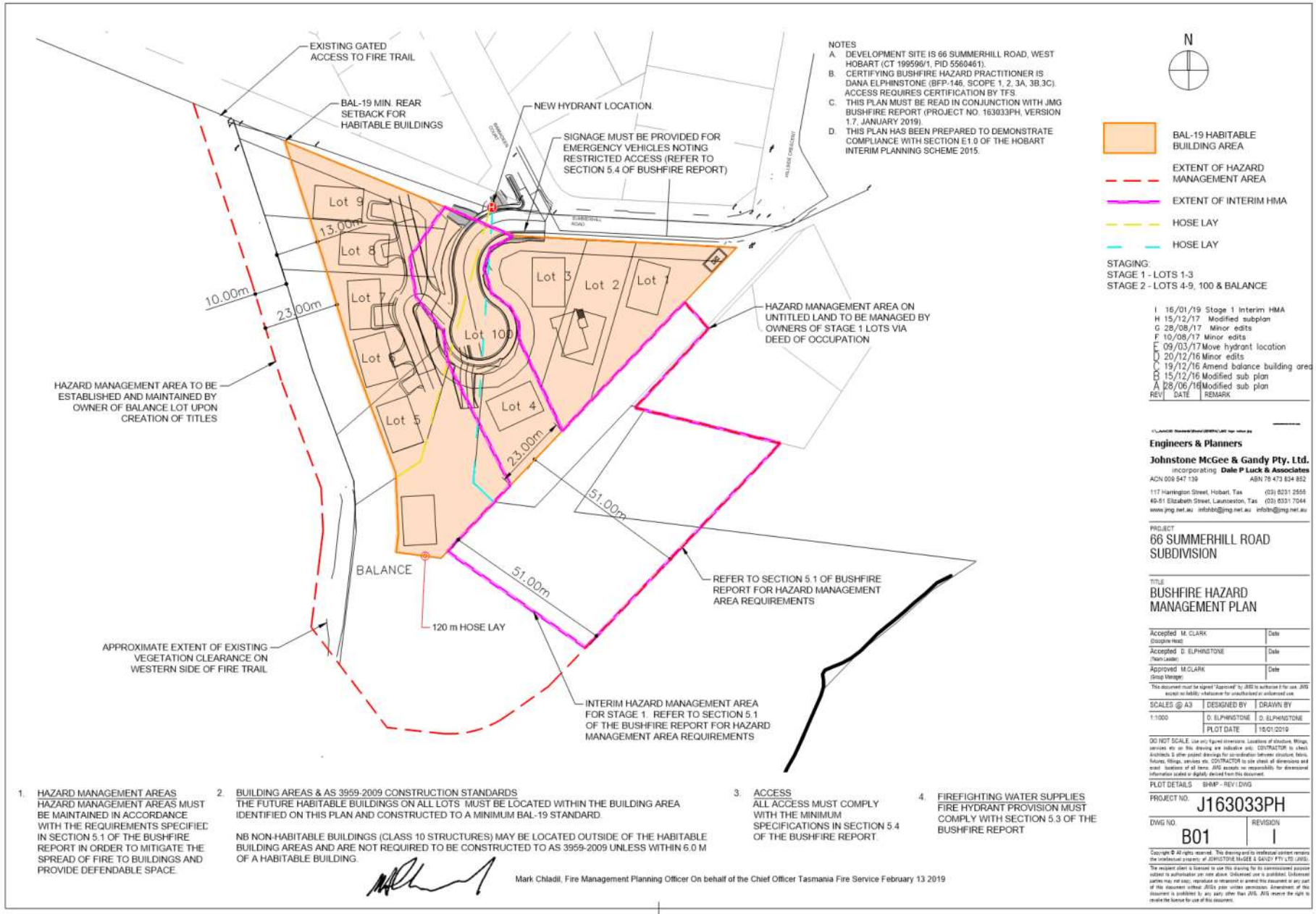
Denotes Area of Balance lot under negotiation for sale to Hobart City Council by Survey Plan endorsed under Section 90 of the Local Government (Building & Miscellaneous Provisions) Act.




Brooks, Lark and Carrick SURVEYORS
UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@blcsurveyors.com.au
This plan has been prepared only for the purpose of obtaining preliminary subdivisional approval from the local authority and is subject to that approval
All measursements and areas are subject to the final survey
OWNER: P.M. BANKS, S.M. ROSE, K.M. & D.B. MILLER
TITLE REFERENCE C.T. 199596/1
PROPOSED EASEMENTS AS REQUIRED
LOCATION 66 Summerhill Road WEST HOBART
GRANTEE SEE TITLE
SCALE 1:500 (A3)
DATE 5-12-2017
MUNICIPALITY HOBART CITY
REF. NO. MILLK02
PROPOSED SUBDIVISION Rev C
SHEET 3 OF 3
LEVEL DATUM AHD
NOTE:
Linework in "Red" denotes proposed re-alignment of Fire Trail within No.51 Summerhill Road. Proposed drainage easement will be over the drain formed at the western side of the fire trail. The drain will carry water captured by overland flow uphill of the subdivided lots to the Council stormwater system.
BIMBADEEN COURT
N
Ex. Fire Trail
Proposed Fire Trail
PROPOSED DRAINAGE EASEMENT 2.00 WIDE (to benefit Hobart City Council)
Proposed Fire Trail
Ex. Fire Trail
No.51
Lot 9
999m²
Lot 8
786m²

APPENDIX B

Bushfire Hazard Management Plan


EXISTING GATED ACCESS TO FIRE TRAIL
BAL-19 MIN. REAR SETBACK FOR HABITABLE BUILDINGS
NEW HYDRANT LOCATION.
SIGNAGE MUST BE PROVIDED FOR EMERGENCY VEHICLES NOTING RESTRICTED ACCESS (REFER TO SECTION 5.4 OF BUSHFIRE REPORT)
NOTES
A. DEVELOPMENT SITE IS 66 SUMMERHILL ROAD, WEST HOBART (CT 199596/1, PID 5560461).
B. CERTIFYING BUSHFIRE HAZARD PRACTITIONER IS DANA ELPHINSTONE (BFP-146, SCOPE 1, 2, 3A, 3B,3C). ACCESS REQUIRES CERTIFICATION BY TFS.
C. THIS PLAN MUST BE READ IN CONJUNCTION WITH JMG BUSHFIRE REPORT (PROJECT NO. 163033PH, VERSION 1.7, JANUARY 2019).
D. THIS PLAN HAS BEEN PREPARED TO DEMONSTRATE COMPLIANCE WITH SECTION E1.0 OF THE HOBART INTERIM PLANNING SCHEME 2015.
N
BAL-19 HABITABLE BUILDING AREA
EXTENT OF HAZARD MANAGEMENT AREA
EXTENT OF INTERIM HMA
HOSE LAY
HOSE LAY
STAGING:
STAGE 1 - LOTS 1-3
STAGE 2 - LOTS 4-9, 100 & BALANCE
I 16/01/19 Stage 1 Interim HMA
H 15/12/17 Modified subplan
G 28/08/17 Minor edits
F 10/08/17 Minor edits
E 09/03/17 Move hydrant location
D 20/12/16 Minor edits
C 19/12/16 Amend balance building area
B 15/12/16 Modified sub plan
A 28/06/16 Modified sub plan
REV DATE REMARK
Lot 9
Lot 8
Lot 7
Lot 6
Lot 5
Lot 4
Lot 3
Lot 2
Lot 1
Lot 100
13.00m
10.00m
23.00m
23.00m
51.00m
51.00m
HAZARD MANAGEMENT AREA ON UNTITLED LAND TO BE MANAGED BY OWNERS OF STAGE 1 LOTS VIA DEED OF OCCUPATION
HAZARD MANAGEMENT AREA TO BE ESTABLISHED AND MAINTAINED BY OWNER OF BALANCE LOT UPON CREATION OF TITLES
BALANCE
120 m HOSE LAY
REFER TO SECTION 5.1 OF BUSHFIRE REPORT FOR HAZARD MANAGEMENT AREA REQUIREMENTS
APPROXIMATE EXTENT OF EXISTING VEGETATION CLEARANCE ON WESTERN SIDE OF FIRE TRAIL
INTERIM HAZARD MANAGEMENT AREA FOR STAGE 1. REFER TO SECTION 5.1 OF THE BUSHFIRE REPORT FOR HAZARD MANAGEMENT AREA REQUIREMENTS
1. HAZARD MANAGEMENT AREAS
HAZARD MANAGEMENT AREAS MUST BE MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS SPECIFIED IN SECTION 5.1 OF THE BUSHFIRE REPORT IN ORDER TO MITIGATE THE SPREAD OF FIRE TO BUILDINGS AND PROVIDE DEFENDABLE SPACE.
2. BUILDING AREAS & AS 3959-2009 CONSTRUCTION STANDARDS
THE FUTURE HABITABLE BUILDINGS ON ALL LOTS MUST BE LOCATED WITHIN THE BUILDING AREA IDENTIFIED ON THIS PLAN AND CONSTRUCTED TO A MINIMUM BAL-19 STANDARD.
NB NON-HABITABLE BUILDINGS (CLASS 10 STRUCTURES) MAY BE LOCATED OUTSIDE OF THE HABITABLE BUILDING AREAS AND ARE NOT REQUIRED TO BE CONSTRUCTED TO AS 3959-2009 UNLESS WITHIN 6.0 M OF A HABITABLE BUILDING.
3. ACCESS
ALL ACCESS MUST COMPLY WITH THE MINIMUM SPECIFICATIONS IN SECTION 5.4 OF THE BUSHFIRE REPORT.
4. FIREFIGHTING WATER SUPPLIES
FIRE HYDRANT PROVISION MUST COMPLY WITH SECTION 5.3 OF THE BUSHFIRE REPORT
Mark Chladil, Fire Management Planning Officer On behalf of the Chief Officer Tasmania Fire Service February 13 2019
Engineers & Planners
Johnstone McGee & Gandy Pty. Ltd.
incorporating Dale P Luck & Associates
ACN 009 547 139 ABN 76 473 834 852
117 Harrington Street, Hobart, Tas (03) 6231 2555
49-51 Elizabeth Street, Launceston, Tas (03) 6331 7044
www.jmg.net.au infohbt@jmg.net.au infoltn@jmg.net.au
PROJECT
66 SUMMERHILL ROAD SUBDIVISION
TITLE
BUSHFIRE HAZARD MANAGEMENT PLAN
Accepted M. CLARK (Discipline Head) Date
Accepted D. ELPHINSTONE (Team Leader) Date
Approved M.CLARK (Group Manager) Date
SCALES @ A3 1:1000
DESIGNED BY D. ELPHINSTONE
DRAWN BY D. ELPHINSTONE
PLOT DATE 15/01/2019
PLOT DETAILS BHMP - REV I.DWG
PROJECT NO. J163033PH
DWG NO. B01
REVISION I

APPENDIX C

Landowner Consent

20th December 2016

JMG Engineers and Planners
117 Harrington Street
Hobart TAS 7000

Attention: Tom O'Connor

Dear Tom,

RE: 66 SUMMERHILL ROAD, WEST HOBART – PART 5 AGREEMENT

It is understood that the bushfire hazard management plan prepared by JMG for our development will include a 10m hazard management area on Lot 200, to protect the adjoining allotments and to achieve compliance with the Bushfire-Prone Areas Code.

Whilst it is likely that Lot 200 will be transferred to Council ownership in due course and the management of the hazard management area will be incorporated into Council's reserve management schedule, in the interim there is the possibility that the lot will remain in private ownership.

Accordingly, we understand that there is the potential need for a Part 5 Agreement to be implemented on the final title plans as a mechanism to ensure the hazard management area is maintained in perpetuity.

We confirm our in-principle support as landowners for a Part 5 Agreement, should it be required. We understand that we would need to sign the final version of such an agreement before it were ever implemented.

Yours faithfully,

David Miller **Kim Miller**

20th December 2016

JMG Engineers and Planners
117 Harrington Street
Hobart TAS 7000

Attention: Tom O'Connor

Dear Tom,

RE: 66 SUMMERHILL ROAD, WEST HOBART – PART 5 AGREEMENT

It is understood that the bushfire hazard management plan prepared by JMG for our development will include a 10m hazard management area on Lot 200, to protect the adjoining allotments and to achieve compliance with the Bushfire-Prone Areas Code.

Whilst it is likely that Lot 200 will be transferred to Council ownership in due course and the management of the hazard management area will be incorporated into Council's reserve management schedule, in the interim there is the possibility that the lot will remain in private ownership.

Accordingly, we understand that there is the potential need for a Part 5 Agreement to be implemented on the final title plans as a mechanism to ensure the hazard management area is maintained in perpetuity.

We confirm our in-principle support as landowners for a Part 5 Agreement, should it be required. We understand that we would need to sign the final version of such an agreement before it were ever implemented.

Yours faithfully,

Phillip Banks

Sharon Rose

APPENDIX D

Certificate of Compliance

CODE E1 – BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies[2]

Land that is the Use or Development Site that is relied upon for bushfire hazard management or protection.

Name of planning scheme or instrument:	Hobart Interim Planning Scheme 2016
Street address:	66 Summerhill Road, West Hobart
Certificate of Title / PID:	CT 199596/1

Land that is not the Use or Development Site that is relied upon for bushfire hazard management or protection.

Street address:	Untitled adjoining land
Certificate of Title / PID:	N/A

2. Proposed Use or Development

Description of Use or Development:

(Provide a brief description of the proposed use or development; including details of scale, siting and context.)

Staged subdivision to create 9 Residential lots and a Balance Lot (part General Residential, part Environmental Management).

Code Clauses[3]:

- ❑ **E1.4 Exempt Development**
- ❑ **E1.5.1 Vulnerable Use**
- ❑ **E1.5.2 Hazardous Use**
- × **E1.6.1 Subdivision**

[1] This document is the approved form of certification for this purpose, and must not be altered from its original form.

[2] If the certificate relates to bushfire management or protection measures that rely on land that is not in the same lot as the site for the use or development described, the details of all of the applicable land must be provided.

[3] Indicate by placing X in the corresponding ❑ for the relevant clauses of E1.0 Bushfire-prone Areas Code.

3. Documents relied upon[4]

Documents, Plans and/or Specifications

Title:	Proposed Subdivision		
Author:	Brooks, Lark & Carrick Surveyors		
Date:	5-12-2017	**Version:**	C

Bushfire Report

Title:	66 Summerhill Road Subdivision		
Author:	JMG Engineers & Planners		
Date:	January 2019	**Version:**	1.7

Bushfire Hazard Management Plan

Title:	Bushfire Hazard Management Plan		
Author:	JMG Engineers & Planners		
Date:	16-01-2019	**Version:**	B01-Rev. I

Other Documents

Title:	Concept Services General Arrangement Plan (P01)		
Author:	Johnstone McGee and Gandy		
Date:	27-11-17	**Version:**	P8

[4] List each document that is provided or relied upon to describe the use or development, or to assess and manage risk from bushfire. Each document must be identified by reference to title, author, date and version.

4. Nature of Certificate[5]

❑	**E1.4 – Use or development exempt from this code**		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.4 (a)	Insufficient increase in risk	

❑	**E1.5.1 – Vulnerable Uses**		
	E1.5.1.1 Standards for vulnerable use		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.5.1.1 P1.	Risk is mitigated	
❑	E1.5.1.1 A2.1	BHMP	
❑	E1.5.1.1 A2.2	Emergency Plan	

❑	**E1.5.2 – Hazardous Uses**		
	E1.5.2.1 Standards for hazardous use		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.5.2.1 P1.	Risk is mitigated	
❑	E1.5.2.1 A2.1	BHMP	
❑	E1.5.2.1 A2.2	Emergency Plan	

☒	**E1.6.1 – Development standards for subdivision**		
	E1.6.1.1 Subdivision: Provision of hazard management areas		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.6.1.1 P1.	Hazard Management Areas are sufficient to mitigate risk	
❑	E1.6.1.1 A1. (a)	Insufficient increase in risk	

[5] The certificate must indicate by placing X in the corresponding ❑ for each applicable standard and the corresponding compliance test within each standard that is relied upon to demonstrate compliance to Code E1

☒	E1.6.1.1 A1. (b)	Provides BAL 19 for all lots	Refer to Section 3

	E1.6.1.2 Subdivision: Public and fire fighting access		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
☒	E1.6.1.2 P1.	Access is sufficient to mitigate risk	Refer to Section 3
❑	E1.6.1.2 A1. (a)	Insufficient increase in risk	
❑	E1.6.1.2 A1. (b)	Access complies with Tables E3, E4 & E5	

	E1.6.1.3 Subdivision: Provision of water supply for fire fighting purposes		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.6.1.3 A1. (a)	Insufficient increase in risk	
❑	E1.6.1.3 A1. (b)	Reticulated water supply is consistent with the objective	
☒	E1.6.1.3 A1. (c)	Reticulated water supply complies with Table E6.	Refer to Section 3
❑	E1.6.1.3 A2. (a)	Insufficient increase in risk	
❑	E1.6.1.3 A2. (b)	Static water supply is consistent with the objective	
❑	E1.6.1.3 A2. (c)	Static water supply complies with Table E7.	

5. Bushfire Hazard Practitioner[6]

Name:	Dana Elphinstone	**Phone No:**	6231 2555
Address:	117 Harrington Street	**Fax No:**	
	Hobart	**Email Address:**	delphinstone@jmg.net.au
	TAS 7000		
Accreditation No:	BFP – 146	**Scope:**	1, 2, 3A, 3B, 3C

6. Certification[7]

I, certify that in accordance with the authority given under Part 4A of the Fire Service Act 1979 –

The use or development described in this certificate is exempt from application of Code E1 – Bushfire-Prone Areas in accordance with Clause E1.4 (a) because there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measure in order to be consistent with the objectives for all the applicable standards identified in Section 4 of this Certificate.	❑

or

There is an insufficient increase in risk from bushfire to warrant the provision of specific measures for bushfire hazard management and/or bushfire protection in order for the use or development described to be consistent with the objective for each of the applicable standards identified in Section 4 of this Certificate.	❑

and/or

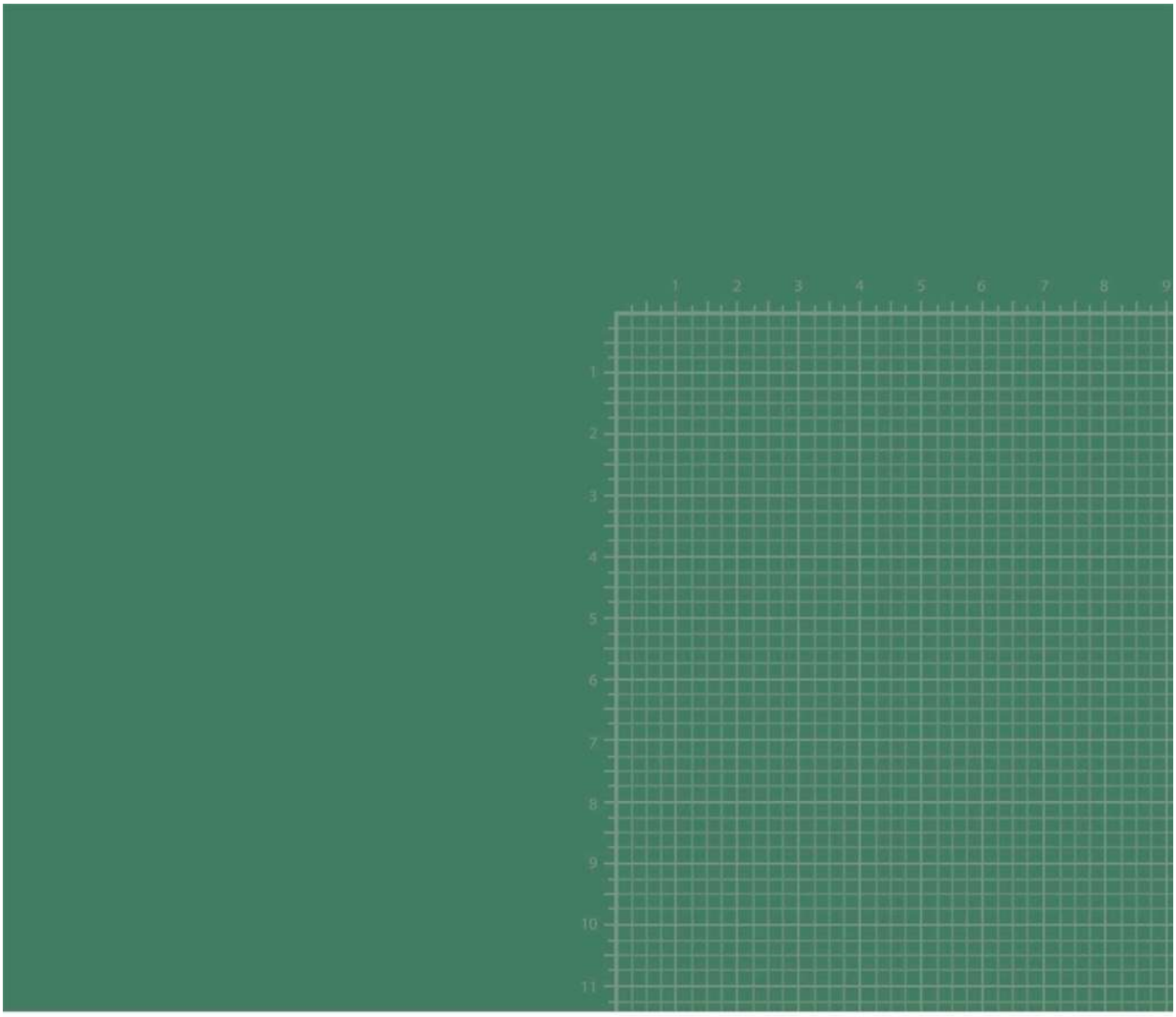
The Bushfire Hazard Management Plan/s identified in Section 4 of this certificate is/are in accordance with the Chief Officer's requirements and can deliver an outcome for the use or development described that is consistent with the objective and the relevant compliance test for each of the applicable standards identified in Section 4 of this Certificate.	☒

Signed: *certifier* [8]

Mark Chladil, Fire Management Planning Officer
On behalf of the Chief Officer Tasmania Fire Service
February 13 2019

Date: 16-01-19 **Certificate No:** 163033PH-C6

[6] A Bushfire Hazard Practitioner is a person accredited by the Chief Officer of the Tasmania Fire Service under Part IVA of *Fire Service Act 1979*. The list of practitioners and scope of work is found at www.fire.tas.gov.au.
[7] The relevant certification must be indicated by placing X in the corresponding ❑.
[8] Access requires certification by Tasmania Fire Service.



Johnstone McGee and Gandy Pty Ltd

incorporating Dale P Luck & Associates
(trading as JMG Engineers and Planners)

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE
117 Harrington Street
Hobart TAS 7000
Phone (03) 6231 2555
Fax (03) 6231 1535
infohbt@jmg.net.au

LAUNCESTON OFFICE
49-51 Elizabeth Street
Launceston TAS 7250
Phone (03) 6334 5548
Fax (03) 6331 2954
infoltn@jmg.net.au

Engineers & Planners
Your Vision is Our Mission

Planning: #246512

Property

72 SUMMERHILL ROAD WEST HOBART TAS 7000

People

Applicant
*
Archibim
Damon Jackson
51a Seven Mile Beach Road
SEVEN MILE BEACH TAS 7170
0417 583 588
damon@archibim.com.au

Owner
*

Russell Tunks
PO BOX 1172
Dickson ACT 2602
0433 441 953
russtunks@yahoo.com.au

Entered By
DAMON JACKSON
0417 583 588
damon@archibim.com.au

Use

Single dwelling

Details

Have you obtained pre application advice?

- Yes

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

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

- No

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

- No

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

Details

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

Vacant Land

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

New Dwelling

Estimated cost of development
*

900000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
0.00	412.70	796

Carparking on Site

N/A

Total parking spaces	Existing parking spaces	[] Other (no selection chosen)
2	0	

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)
*
72 Summerhill Road - title.pdf

Plans (proposed, existing)
*
Tunks - Summerhill House.pdf

Covering Letter
72 Summerhill Road - Cover Letter.pdf

Supporting Documents

Bushfire Management Plan
66 Summerhill Road - Bushfire Report - V1.7 - January 2019-signed.pdf

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER PHILLIP MALCOLM BANKS, SHARON MAREE ROSE, KIM MAREE MILLER, DAVID BRUCE MILLER

FOLIO REFERENCE 176525/1

GRANTEE PART OF 317A-2R-0P ~~& PART OF 19A-1R-0P~~ GTD TO SUSAN ROSS & VALENTINE GRIFFITHS

PLAN OF SURVEY

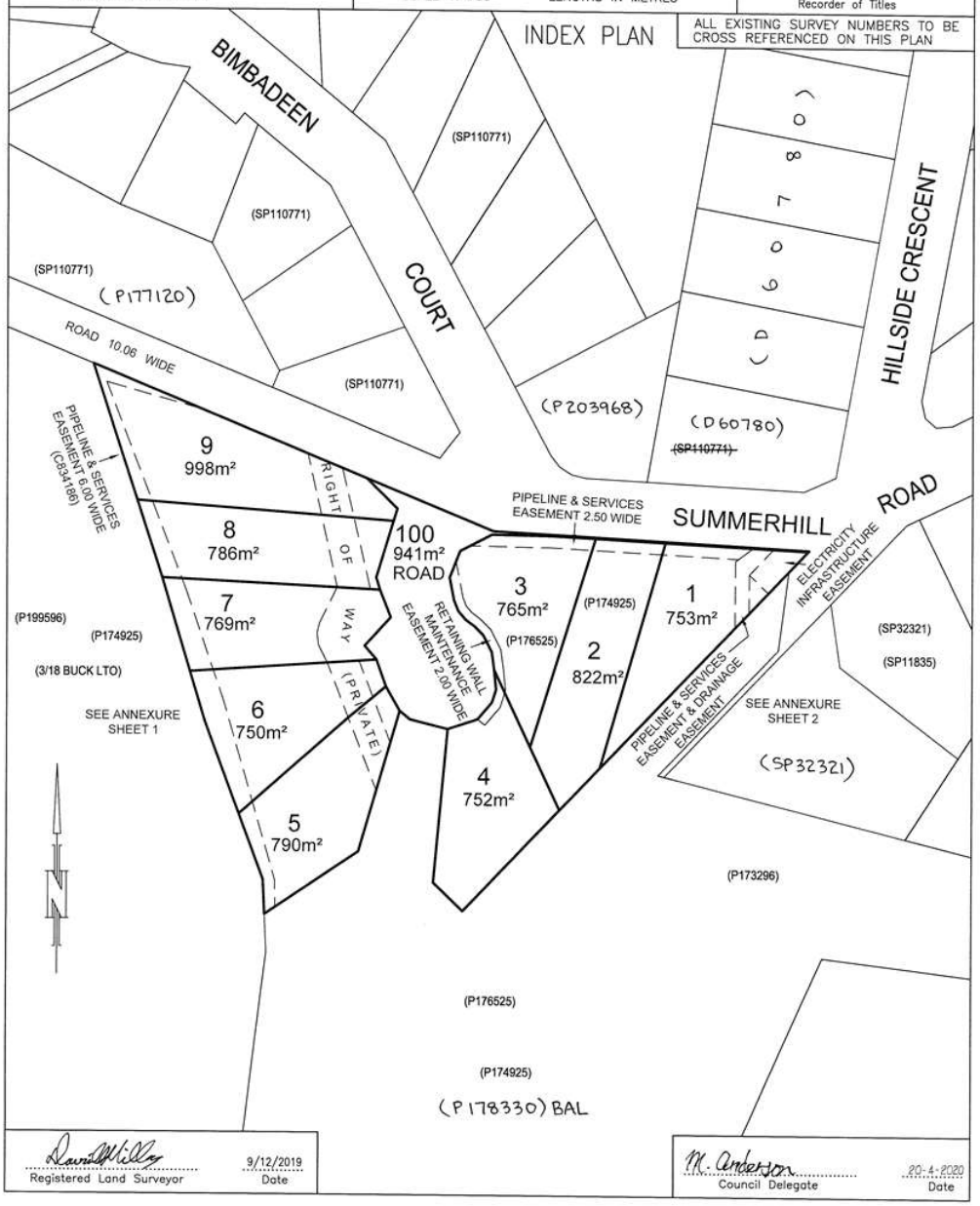
BY SURVEYOR DAVID BRUCE MILLER
BROOKS LARK & CARRICK SURVEYORS
UNIT 1 – 2 KENNEDY DRIVE, CAMBRIDGE PARK
PH 6248-5898 MOB. 0400-114-824

CITY OF HOBART

SCALE 1: 750 LENGTHS IN METRES

REGISTERED NUMBER
SP178329

~~APPROVED~~
EFFECTIVE ~~FROM~~ 30 APR 2020
Recorder of Titles



Registered Land Surveyor — 9/12/2019 Date

Council Delegate — 20-4-2020 Date

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

PLAN OF SURVEY
ANNEXURE SHEET
SHEET 1 OF 2 SHEETS

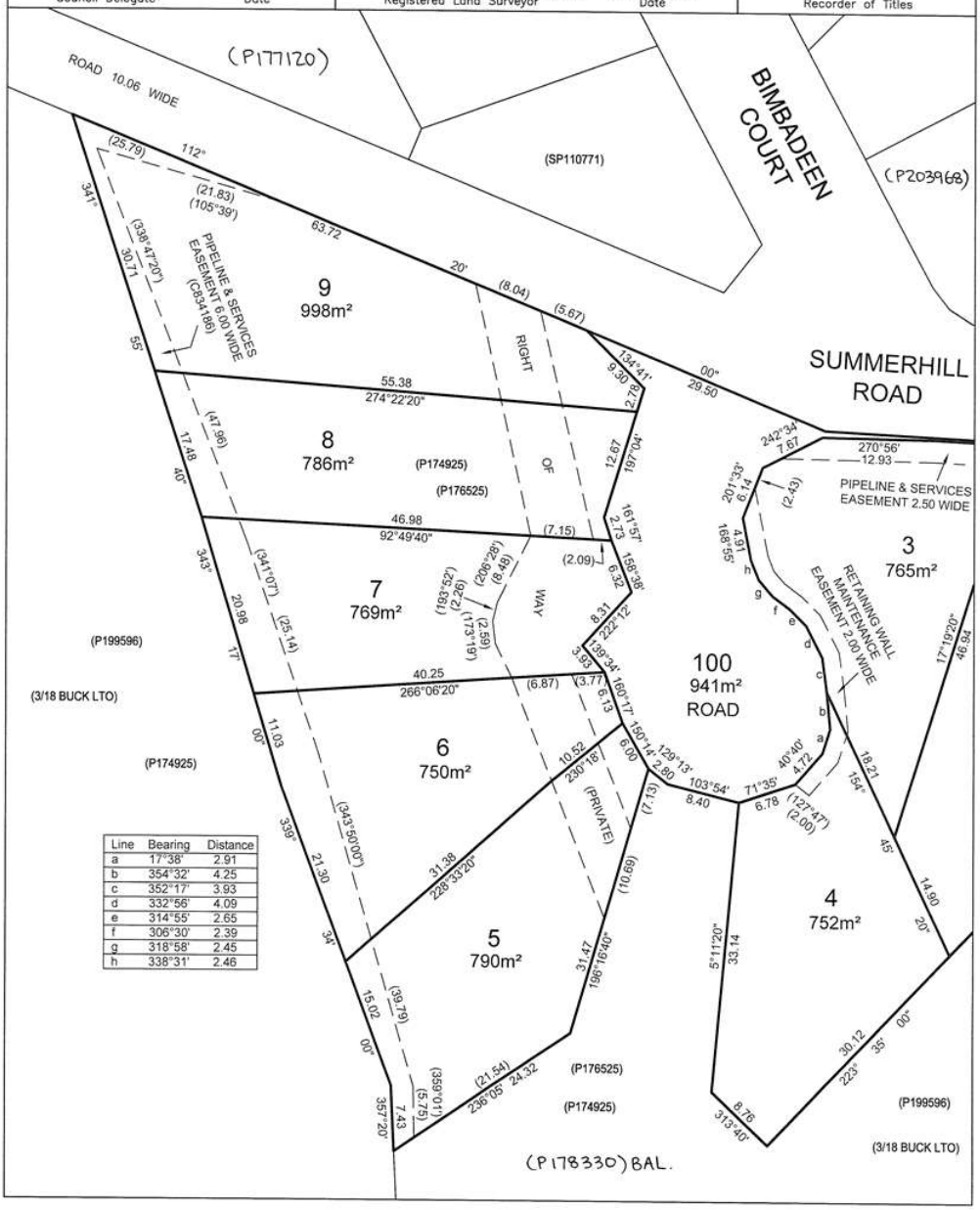
OWNER: PHILLIP MALCOLM BANKS, SHARON MAREE ROSE, KIM MAREE MILLER, DAVID BRUCE MILLER
FOLIO REFERENCE: 176525/1
SCALE 1:400 LENGTH IN METRES

Registered Number
SP 178329

SIGNED FOR IDENTIFICATION PURPOSES
M. Eskerson 20-4-2020
Council Delegate Date

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.
9/12/2019
Registered Land Surveyor Date

~~APPROVED~~
EFFECTIVE ~~FROM~~ 30 APR 2020
Recorder of Titles



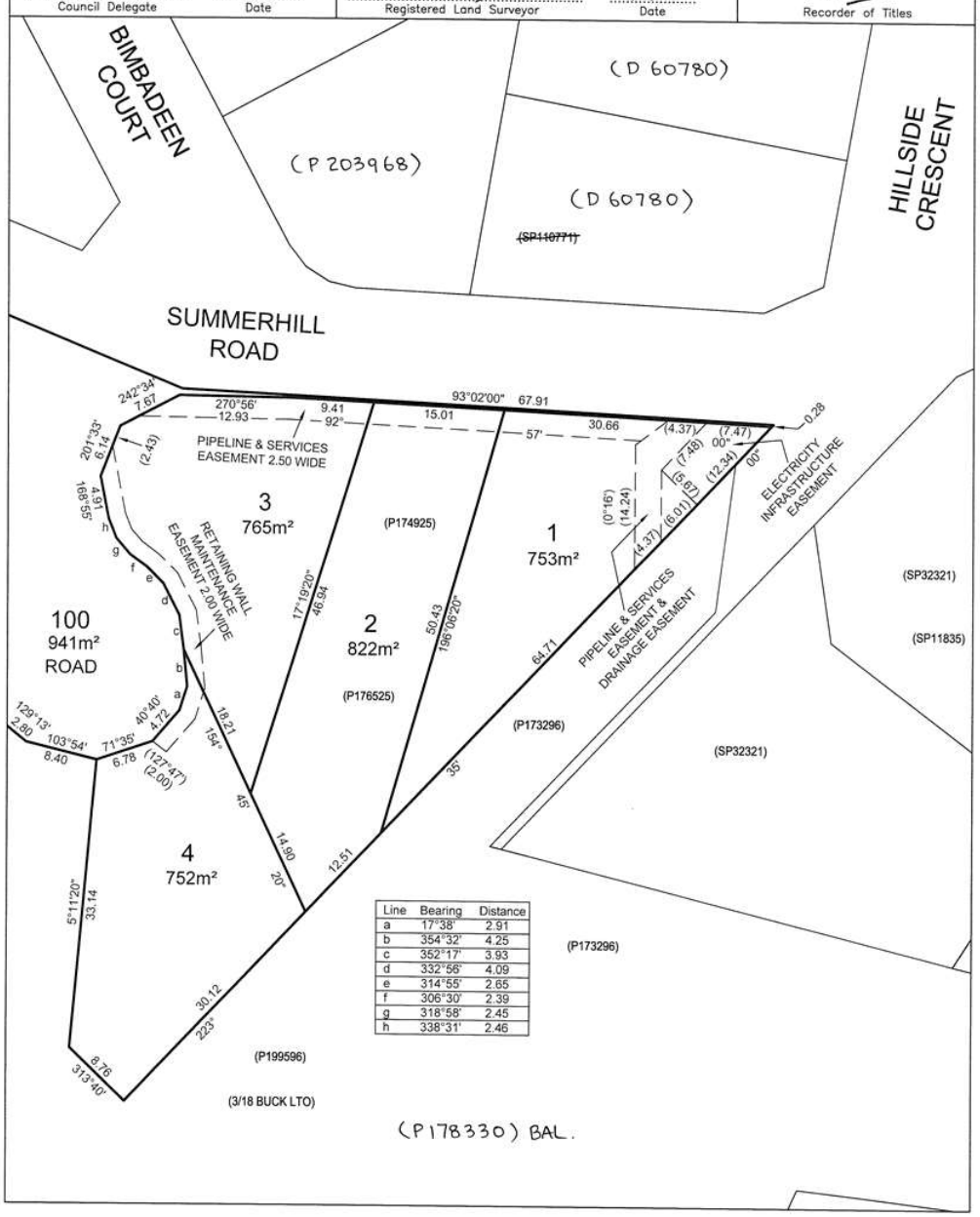
Line	Bearing	Distance
a	17°38'	2.91
b	354°32'	4.25
c	352°17'	3.93
d	332°56'	4.09
e	314°55'	2.65
f	305°30'	2.39
g	318°58'	2.45
h	338°31'	2.46

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

PLAN OF SURVEY ANNEXURE SHEET SHEET 2 OF 2 SHEETS	OWNER: PHILLIP MALCOLM BANKS, SHARON MAREE ROSE, KIM MAREE MILLER, DAVID BRUCE MILLER FOLIO REFERENCE: 176525/1 SCALE 1:400 LENGTH IN METRES	Registered Number SP 178329
SIGNED FOR IDENTIFICATION PURPOSES M. Robertson Council Delegate 20-4-2020 Date	THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. Registered Land Surveyor 9/12/2019 Date	~~APPROVED~~ EFFECTIVE ~~FROM~~ 30 APR 2020 Recorder of Titles



Line	Bearing	Distance
a	17°38'	2.91
b	354°32'	4.25
c	352°17'	3.93
d	332°56'	4.09
e	314°55'	2.65
f	306°30'	2.39
g	318°58'	2.45
h	338°31'	2.46

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
178329	7
EDITION	DATE OF ISSUE
2	30-Mar-2021

SEARCH DATE : 07-Dec-2021
SEARCH TIME : 01.53 PM

DESCRIPTION OF LAND

City of HOBART
Lot 7 on Sealed Plan 178329
Derivation : Part of 317A-2R-0P Gtd. to Susan Ross and Valentine Griffiths.
Prior CT 176525/1

SCHEDULE 1

M851622 TRANSFER to RUSSELL ROWAN TUNKS and ROSLYN JANET MUIR
Registered 30-Mar-2021 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP178329 EASEMENTS in Schedule of Easements
SP178329 FENCING COVENANT in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

E278182 RUSSELL ROWAN TUNKS and ROSLYN JANET TUNKS Lodged by OGILVIE JENNINGS on 23-Nov-2021 BP: E278182
E278183 MORTGAGE to Bendigo and Adelaide Bank Limited Lodged by OGILVIE JENNINGS on 23-Nov-2021 BP: E278182

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 178329

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lots 1, 2 and 3 are SUBJECT TO a Pipeline and Services Easement in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Limited, its successors and assigns) ("TasWater") over the land marked "PIPELINE & SERVICES EASEMENT 2.50 WIDE" shown on the Plan.

Lots 5, 6, 7, 8 and 9 are SUBJECT TO a Pipeline and Services Easement in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Limited, its successors and assigns) ("TasWater") over the land marked "PIPELINE & SERVICES EASEMENT 6.00 WIDE" shown on the Plan.

Lot 1 is SUBJECT TO a Pipeline and Services Easement in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Limited, its successors and assigns) ("TasWater") over the land marked "PIPELINE & SERVICES EASEMENT & DRAINAGE EASEMENT" shown on the Plan.

Lot 1 is SUBJECT TO a right of drainage in gross for the Hobart City Council over the "PIPELINE & SERVICES EASEMENT & DRAINAGE EASEMENT" shown on the Plan.

Lots 3 and 4 are SUBJECT TO a Retaining Wall Maintenance Easement in gross for the Hobart City Council over the "RETAINING WALL MAINTENANCE EASEMENT 2.00 WIDE" shown on the Plan.

Lot 1 is SUBJECT TO an Electricity Infrastructure Easement and restriction as to user of land in favour of Tasmanian Networks Pty Ltd over that portion of land marked "ELECTRICITY INFRASTRUCTURE EASEMENT" shown on the Plan.

Lot 5 is TOGETHER WITH a right of carriageway over that portion of Lots 6 and 7 on the Plan marked "RIGHT OF WAY (PRIVATE)".

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: PHILLIP MALCOLM BANKS, SHARON MAREE ROSE, KIM MAREE MILLER & DAVID BRUCE MILLER FOLIO REF: 176525/1 SOLICITOR & REFERENCE: TREMAYNE FAY & RHEINBERGER	PLAN SEALED BY: HOBART CITY COUNCIL DATE: 20/4/2020 REF NO. STR-19-79, PLN 16-1206 M anderton Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 7 PAGE/S	Registered Number SP 178329
SUBDIVIDER: Phillip Malcolm Banks, Sharon Maree Rose, Kim Maree Miller and David Bruce Miller FOLIO REFERENCE: 176525/1	

Lot 6 is TOGETHER WITH a right of carriageway over that portion of Lots 5 and 7 on the Plan marked "RIGHT OF WAY (PRIVATE)".

Lot 7 is TOGETHER WITH a right of carriageway over that portion of Lots 6 and 8 on the Plan marked "RIGHT OF WAY (PRIVATE)".

carriageway

Lot 8 is TOGETHER WITH a right of over that portion of Lots 7 and 9 on the Plan marked "RIGHT OF WAY (PRIVATE)".

Lot 9 is TOGETHER WITH a right of carriageway over that portion of Lots 7 and 8 on the Plan marked "RIGHT OF WAY (PRIVATE)".

Lot 5 is SUBJECT TO a right of carriageway (appurtenant to Lot 6) over that portion of Lot 5 on the Plan marked "RIGHT OF WAY (PRIVATE)".

Lot 6 is SUBJECT TO a right of carriageway (appurtenant to Lots 5 and 7) over that portion of Lot 6 on the Plan marked "RIGHT OF WAY (PRIVATE)".

Lot 7 is SUBJECT TO a right of carriageway (appurtenant to Lots 5, 6, 8 and 9) over that portion of Lot 7 on the Plan marked "RIGHT OF WAY (PRIVATE)".

Lot 8 is SUBJECT TO a right of carriageway (appurtenant to Lots 7 and 9) over that portion of Lot 8 on the Plan marked "RIGHT OF WAY (PRIVATE)".

Lot 9 is SUBJECT TO a right of carriageway (appurtenant to Lot 8) over that portion of Lot 9 on the Plan marked "RIGHT OF WAY (PRIVATE)".

FENCING COVENANT

The Owners of each Lot on the Plan covenant with the Vendors, Phillip Malcolm Banks, Sharon Maree Rose, Kim Maree Miller and David Bruce Miller, that the Vendors shall not be required to fence.



NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 7 PAGE/S	Registered Number SP 178329
SUBDIVIDER: Phillip Malcolm Banks, Sharon Maree Rose, Kim Maree Miller and David Bruce Miller FOLIO REFERENCE: 176525/1	

DEFINITIONS

"**Retaining Wall Maintenance Easement**" means:
The full and free right and liberty at all times for the Hobart City Council its heirs assigns and employees, contractors and agents to rest, support, intrude, excavate, maintain, restore, replace or renew any highway infrastructure, including walls and other structural improvements protruding into, upon or adjacent to that part of the servient tenement shown on the Plan including carry on works on the servient tenement for the purpose of inspecting, repairing, maintaining, renewing and replacing a highway retaining wall, within the local highway (as defined by the Local Government (Highways) Act 1982) or any part of the wall, and for that purpose to bring upon the servient tenement any material, machinery and other things, but so as to cause as little inconvenience and damage as reasonably possible to the servient tenement, and provided that any damage occasioned in doing so must be made good and the servient tenement shall not without the written consent of the Hobart City Council first had and obtained:-

(i) Alter or permit to be altered the ground level of the said land;
(ii) Erect or permit to be erected any building or structure on or in the said land; but not precluding the servient tenement(s), subject to the approval of the Hobart City Council, from constructing or erecting any structure on the land as required to provide access to any part of the servient lot(s);
(iii) Do or permit to be done any manner of things which shall damage or be likely to cause damage to the highway retaining wall or other infrastructure owned by the Hobart City Council on the said land or the adjacent land;
(iv) In any way prevent or interfere with the proper exercise and benefit of this easement by the Hobart City Council or its workmen, servants, contractors, agents and all other persons duly authorised by it; or
(v) Place any obstruction which would unreasonably restrict access to the said land.

The **Pipeline and Services Easement** is defined as follows:
THE FULL RIGHT AND LIBERTY for the TasWater at all times to:
(1) enter and remain upon the Easement Land with or without employees, contractors, agents and all other persons duly authorised by it and with or without machinery, vehicles, plant and equipment;
(2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;
(3) install, retain, operate, modify, relocate, maintain, inspect, cleanse and repair the Infrastructure;
(4) remove and replace the Infrastructure;
(5) run and pass sewage, water and electricity through and along the Infrastructure;
(6) do all works reasonably required in connection with such activities or as may be authorised or required by any law:

(1) without doing unnecessary damage to the Easement Land; and

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 7 PAGE/S	Registered Number SP 178329
SUBDIVIDER: Phillip Malcolm Banks, Sharon Maree Rose, Kim Maree Miller and David Bruce Miller FOLIO REFERENCE: 176525/1	

(2) leaving the Easement Land in a clean and tidy condition; and
(7) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and all other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any then existing vehicle entry and cross the Lot to the Easement Land; and
(8) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.
PROVIDED ALWAYS THAT:
(1) The registered proprietors of the Lot in the folio of the Register ("the Owner") must not without the written consent of TasWater first had and obtained (which cannot be unreasonably refused) and only in compliance with any conditions which form the consent:
(a) alter, excavate, plough, drill or otherwise penetrate the ground level of the Easement Land;
(b) install, erect or plant any building, structure, fence, pit, well, footing, pipeline, paving, tree, shrub or other object on or in the Easement Land;
(c) remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land;
(d) do anything which will or might damage or contribute to damage to any of the Infrastructure on or in the Easement Land;
(e) in any way prevent or interfere with the proper exercise and benefit of the Easement Land by TasWater or its employees, contractors, agents and all other persons duly authorised by it; or
(f) permit or allow any action which the Owner must not do or acquiesce in that action.
(2) TasWater is not required to fence any part of the Easement Land.
(3) The Owner may erect a fence across the Easement Land at the boundaries of the Lot.
(4) The Owner may erect a gate across any part of the Easement Land subject to these conditions:
(a) the Owner must provide TasWater with a key to any lock which would prevent the opening of the gate; and
(b) if the Owner does not provide TasWater with that key or the key provided does not fit the lock, TasWater may cut the lock from the gate.
(5) If the Owner causes damage to any of the Infrastructure, the Owner is liable for the actual cost to TasWater of the repair of the Infrastructure damaged.
(6) If the Owner fails to comply with any of the preceding conditions, without forfeiting any right of action, damages or otherwise against the Owner, TasWater may:
(a) reinstate the ground level of the Easement Land; or
(b) remove from the Easement Land any building, structure, pit, well, footing, pipeline, paving, tree, shrub or other object; or

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 5 OF 7 PAGE/S	Registered Number SP178329
SUBDIVIDER: Phillip Malcolm Banks, Sharon Maree Rose, Kim Maree Miller and David Bruce Miller FOLIO REFERENCE: 176525/1	

(c) replace anything that supported, protected or covered the Infrastructure.
Interpretation:
"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:
(a) sewer pipes and water pipes and associated valves;
(b) telemetry and monitoring devices;
(c) inspection and access pits;
(d) power poles and lines, electrical wires, electrical cables and other conducting media (excluding telemetry and monitoring devices);
(e) markers or signs indicating the location of the Easement Land, the Infrastructure or any warnings or restrictions with respect to the Easement Land or the Infrastructure;
(f) anything reasonably required to support, protect or cover any of the Infrastructure;
(g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and
(h) where the context permits, any part of the Infrastructure.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 6 OF 7 PAGE/S	Registered Number SP178329
SUBDIVIDER: Phillip Malcolm Banks, Sharon Maree Rose, Kim Maree Miller and David Bruce Miller FOLIO REFERENCE: 176525/1	

"Electricity Infrastructure Easement with the benefit of a restriction as to user of land" means:

FIRSTLY all the full and free right and liberty for Tasmanian Networks Pty Ltd and its successors and its and their servants agents and contractors (hereinafter called "TasNetworks") at all times hereafter:

a) **TO** maintain, lay, erect and install anything used for, or in conjunction with the generation transmission or distribution of electricity including powerlines (overhead or underground), substations for converting electricity, substations for transforming or controlling electricity and equipment for metering, monitoring or controlling electricity (hereinafter called "electricity infrastructure") of such materials and type as TasNetworks may determine above, on or under the land respectively marked "ELECTRICITY INFRASTRUCTURE EASEMENT" on the Plan (hereinafter called the "servient land");

b) **TO** enter into and upon the servient land for the purpose of examining, operating, maintaining, repairing, modifying, adding to or replacing electricity infrastructure without doing unnecessary damage to the said servient land and making good all damage occasioned thereby;

c) **TO** erect fencing, signs, barriers or other protective structures upon the servient land if in the opinion of TasNetworks these are necessary for reasons of safety;

d) **TO** cause or permit electrical energy to flow, or be transmitted or distributed through the said electricity infrastructure;

e) **TO** enter into and upon the servient land for all or any of the above purposes with or without all necessary plant equipment and machinery and the means of transporting the same and if necessary to cross the remainder of the said land in consultation with the registered proprietor/s for the purpose of access and regress to and from the servient land;

f) **NOTHING** herein contained shall prevent the registered proprietor/s for themselves and their successors in title from using the servient land PROVIDED THAT such use does not derogate from this grant or, in the opinion of TasNetworks compromise the safe operation of TasNetworks electricity infrastructure located on, above or under the servient land.

SECONDLY the benefit of a covenant for TasNetworks and its successors with the registered proprietor/s for themselves and their successors in title of the servient land not to erect any buildings or place any structures, objects, or vegetation within the said easement without the prior written consent of TasNetworks to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement hereinbefore described.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 7 OF 7 PAGE/S	Registered Number SP178329
SUBDIVIDER: Phillip Malcolm Banks, Sharon Maree Rose, Kim Maree Miller and David Bruce Miller FOLIO REFERENCE: 176525/1	

Signed by **Phillip Malcolm Banks**
being the registered proprietor of Folio of }
the Register Volume 176252 Folio 1 }
in the presence of:- }
Witness Name: LEE COWEN
Witness Address: TREMAYNE FAY RHEINBERGER
Witness Occupation: 119 Macquarie Street, Hobart Tas 7000
Witness Signature: RECEPTIONIST

Signed by **Sharon Maree Rose**
being the registered proprietor of Folio of }
the Register Volume 176252 Folio 1 }
in the presence of:- }
Witness Name: LEE COWEN
Witness Address: TREMAYNE FAY RHEINBERGER
Witness Occupation: 119 Macquarie Street, Hobart Tas 7000
Witness Signature: RECEPTIONIST

Signed by **Kim Maree Miller**
being the registered proprietor of Folio of }
the Register Volume 176252 Folio 1 }
in the presence of:- }
Witness Name: KATHRYN LUCASSEN
Witness Address: 3148 SOUTH ARM RD. SOUTH ARM TAS 7022
Witness Occupation: ADMINISTRATION OFFICER
Witness Signature:

Signed by **David Bruce Miller**
being the registered proprietor of Folio of }
the Register Volume 176252 Folio 1 }
in the presence of:- }
Witness Name: KATHRYN LUCASSEN
Witness Address: 3148 SOUTH ARM RD, SOUTH ARM TAS 7022
Witness Occupation: ADMINISTRATION OFFICER
Witness Signature:

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

Application Referral Development Engineering - Response

From:	Dave Morley
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	72 SUMMERHILL ROAD, WEST HOBART
Proposal:	Dwelling
Application No:	PLN-21-815
Assessment Officer:	Mark O'Brien,

Referral Officer comments:

Development Engineering Report

Development Summary:
Revised 2 bedroom house at 72 Summerhill Road, off a shared right or way. No new access or intensification of existing (Code E5 not triggered). The performance based assessment can be supported.

Assessment Summary:
E6.6.1 - Acceptable solution requires 2 car spaces per dwelling - MET

E6.7.5 - Driveway traditions shown in the documents provided do not meet acceptable Solution A1. Assessment is based on the performance criteria for driveway gradient and transition designs.
To address DE concerns with the transitions, the parking bay floor level was raised to provide adequate deign room for vehicle access from the right of way into the parking bay to meet a satisfactory and safe standard.

E6.7.6 - Acceptable solution requires sealed and drained parking area - MET

E7.2.1 - Acceptable solution requires all aspects of the development to be drained via gravity to council SW infrastructure - MET

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

General Conditions:
ENG1: Pay Costs
ENG 3b: The access driveway and parking module require detailed design
ENG 3c: The access driveway and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the Design Consultants documentation received by the Council.
ENG sw1: Stormwater
ENV1: SWMP

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Occupation of the Public Highway

E 6.0 Parking and Access Code

E6.1 Purpose			E6.1.1 The purpose of this provision is to:
	Yes	~~N/A~~	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	~~N/A~~	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	~~N/A~~	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	~~N/A~~	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	~~N/A~~	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	~~N/A~~	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes	~~N/A~~	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	~~Yes~~	N/A	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	**YES**	—	**This code applies to all use and development.**
Clause for Assessment			**Comments / Discussion (in bold)**

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. **ACCEPTABLE SOLUTION**			The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.6.1.1 and E6.6.1.2** Acceptable solution - A1: - **COMPLIANT** The number of on-site car parking spaces must be: (a) no less than and no greater than the number specified in Table E6.1; **Single dwelling containing 2 or more bedrooms (including all rooms capable of being used as a bedroom) = Two (2x)** **Two (2x) car parking spaces shown on site as shown on the submitted plans.**
Clause 6.7.1 number of vehicle accesses **NOT APPLICABLE**			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). **Documentation submitted to date appears not to invoke clause E6.7.1.** **Submitted documentation appears to indicate no vehicle access requirement.** ~~**Submitted documentation appears to indicate no changes proposed to the number of vehicle accesses.**~~
Clause 6.7.2 design vehicle access **NOT APPLICABLE**			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). **Documentation submitted to date appears not to invoke clause E6.7.2.** **Submitted documentation appears to indicate no vehicle access requirement.** ~~**Submitted documentation appears to indicate no changes proposed to the existing vehicle access.**~~

Clause 6.7.3 vehicle passing NOT APPLICABLE			Vehicle passing 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 E6.7.4.** **Submitted documentation appears to indicate no facility / requirement for vehicle passing.** Acceptable solution - A1: Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; - **No** (ii) is more than 30 m long; - **No** (iii) it meets a road serving more than 6000 vehicles per day; - **No** (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - **N/A** (c) have the first passing area constructed at the kerb; - **N/A** (d) be at intervals of no more than 30 m along the access. - **N/A** ~~**Submitted documentation appears to indicate no changes proposed to existing vehicle passing facility / requirements.**~~
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. • Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): **- Submitted documentation appears able to satisfy this requirement** • Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): **- Submitted documentation appears able to satisfy**

			this requirement • Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): **- Submitted documentation appears able to satisfy this requirement** • Parking Space Gradient (5%): **- Submitted documentation appears unable to satisfy this requirement** • Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): **- Submitted documentation appears able to satisfy this requirement** • Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): **- Submitted documentation appears able to satisfy this requirement** • Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): **- Submitted documentation appears to satisfy this requirement but assessed under Performance Criteria** • Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): **- Submitted documentation appears able to satisfy this requirement** • Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): **- Submitted documentation do not satisfy this requirement** • 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** Performance Criteria - P1: The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site. **- Acceptable, submitted documentation appears to satisfy this requirement**

Clause 6.7.6 surface treatment **ACCEPTABLE SOLUTION**			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 does satisfy the Acceptable Solution for clause E6.7.6**. Acceptable Solution - A1: - **COMPLIANT** Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; and (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed. **Submitted plans indicate a concrete surface treatment and able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.**
Clause 6.7.7 Lighting of parking area Planner and health unit to assess	—	—	Planner to assess
Clause 6.7.8 Landscaping Planner to assess	—	—	Planner to assess
Clause 6.7.9 motor bike parking **NOT APPLICABLE**			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.** 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).

Clause 6.7.10 bicycle parking NOT APPLICABLE			The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date appears not to invoke clause E6.7.10.** Acceptable Solution A1: The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. Acceptable Solution A2: 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. User Class: **Residential** 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. **NO REQUIREMENT**
Clause 6.7.11 bicycle end trip Planner to assess	—	—	Planner to assess
Clause 6.7.12 siting of car parking Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area	—	—	Planner to assess

Clause 6.7.13 facilities for commercial vehicles NOT APPLICABLE			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). **Documentation submitted to date appears not to invoke clause E6.7.13.** **Submitted documentation appears to indicate no commercial vehicles loading, unloading or manoeuvring.** ~~**Submitted documentation appears to indicate no changes proposed to existing commercial vehicles loading, unloading or manoeuvring.**~~
Clause 6.7.14 access to a road NOT APPLICABLE			The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date appears not to invoke clause E6.7.14.** **Submitted documentation appears to indicate no access to a road, existing or proposed.** ~~**Submitted documentation appears to indicate no changes proposed to the existing access to a road.**~~
Clause 6.7.15 access to Niree Lane NOT APPLICABLE			The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date appears not to invoke clause E6.7.15.** **No development proposed within Niree Lane.**

E 7.0 Stormwater

E7.1.1 Purpose			E7.1.1 The purpose of this provision is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy.
E7.2 Application of this Code	**YES**	~~N/A~~	**This code applies to development requiring management of stormwater. This code does not apply to use.**
Clause for Assessment			**Comments / Discussion (in bold)**

A1 (SW disposed to Public SW Inf via Gravity **ACCEPTABLE SOLUTION**			The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A1).** Acceptable Solution A1: - **COMPLIANT** Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure. **Submitted plans appear to indicate stormwater from new impervious surfaces being able to be disposed of by gravity to public stormwater infrastructure.** **To be verified at Plumbing Permit stage.**
A2 (WSUD) /P2 (Mechanical Treatment) **NOT APPLICABLE**			The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date appears not to invoke clause E7.7.1 (A2).** Acceptable Solution A2: A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m2; - **No** (b) new car parking is provided for more than 6 cars; - **No** (c) a subdivision is for more than 5 lots - **No** **Submitted documentation appears to indicate no requirement for stormwater treatment.** ~~**Submitted documentation appears to indicate no changes proposed to existing stormwater treatment.**~~

A3 (Minor SW System) NOT APPLICABLE			The stormwater drainage and disposal must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date appears not to invoke clause E7.7.1 (A3).** **Submitted documentation appears to indicate no requirement for a minor stormwater system.** ~~**Submitted documentation appears to indicate no changes proposed to the existing minor stormwater system.**~~

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction

7.2.4 5 ALEXANDER STREET, SANDY BAY - DEMOLITION AND THREE MULTIPLE DWELLINGS PLN-21-643 - FILE REF: F22/14132

Address:	5 Alexander Street, Sandy Bay
Proposal:	Demolition and Three Multiple Dwellings
Expiry Date:	1 March 2022
Extension of Time:	
Author:	Cameron Sherriff

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for Demolition and Three Multiple Dwellings, at 5 Alexander Street, Sandy Bay, TAS, 7005 for the following reasons:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 (iii) of the *Hobart Interim Planning Scheme 2015* because it has not been demonstrated that the replacement development will be more complementary to the heritage values of the precinct than the existing residence.

2. 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-21-643 - 5 ALEXANDER STREET SANDY BAY TAS 7005 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-21-643 - 5 ALEXANDER STREET SANDY BAY TAS 7005 - Attachment B - CPC Agenda Documents ⇩

Attachment C: PLN-21-643 - 5 ALEXANDER STREET SANDY BAY TAS 7005 - Attachment C - Planning Referral Officer Cultural Heritage Report ⇩ 

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	28 February 2022
Expiry Date:	1 March 2022
Application No:	PLN-21-643
Address:	5 ALEXANDER STREET , SANDY BAY
Applicant:	(Daniel and Ammi Nicholas) C/- All Urban Planning Pty Ltd 19 Mawhera Avenue
Proposal:	Demolition and Three Multiple Dwellings
Representations:	Seven (7)
Performance criteria:	Development Standards; Landslide Code; Road and Railway Assets Code Parking and Access Code; Historic Heritage Code

1. Executive Summary

1.1 Planning approval is sought for Demolition and Three Multiple Dwellings, at 5 Alexander Street, Sandy Bay.

1.2 More specifically the proposal includes:

- Complete demolition of the existing single storey, single dwelling and general clearance of the site, including removal of an established front hedge and other trees and vegetation from within.
- Construction of three, two storey multiple dwellings each with two bedrooms plus study. Each dwelling has an upper level living area with adjacent deck.
- Each dwelling incorporates two car parking spaces within its lower level, accessed via a single shared driveway.
- External materials include brick, vertical and horizontal board cladding, cement sheet cladding, painted steel screening and balustrade and colorbond roofing. Proposed colour palette of lighter, white/grey pastel tones.
- A new 1.2m high timber picket fence with minimum 50% transparency.
- Site landscaping including a row of mature trees behind the front fence as well as other examples throughout.
- The development is partially cut in to the grade of the site, with ground level rising towards the rear boundary, and also dropping from left to right.

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

1.3.1 Inner Residential Zone - Setbacks and Building Envelope; Site Coverage and Private Open Space; Privacy
1.3.2 Landslide Code - Buildings and Works, other than Minor Extensions
1.3.3 Road and Railway Assets Code - Site Distances at Accesses, Junctions and Level Crossings
1.3.4 Parking and Access Code - Design of Vehicular Accesses; Vehicular Passing Bays Along an Access; Layout of Parking Areas
1.3.5 Historic Heritage Code - Demolition in a Heritage Precinct; Buildings and Works in a Heritage Precinct

1.4 Seven (7) representations objecting to the proposal were received within the statutory advertising period between 13/01 and 28/01/2022.

1.5 The proposal is recommended for refusal.

1.6 The final decision is delegated to the Council, because the proposal received more than five (5) objections and is recommended for refusal.

2. Site Detail



Image 1: Aerial view of the subject site and surrounding locality. Source: Council GIS Imagery.

2.1 5 Alexander Street, Sandy Bay is a 780m² residential property occupied by a brick and iron clad single dwelling in its forward half. There is a prominent hedge extending across the majority of the site's frontage. The dwelling on the site is currently unoccupied and the site itself, particularly to the rear, is overgrown and has not been maintained for some time. The site adjoins other residential properties and is located opposite the University of Tasmania's Sandy Bay Campus. The site makes up part of the Sandy Bay 6 Heritage Precinct - the 'Golf Links Estate'.

2.2 Photo's of the subject site and existing development follow below.



Plate 1: The subject site as viewed from across Alexander Street. Note the large established hedge obscures much of the dwelling from the streetscape. (Source: Planner's photo).



Plate 2: Alternative view of the site from across Alexander Street. (Source: Planner's photo).



Plate 3: Wide angle view of the existing dwelling on the site, behind the hedge extending across the front of the site (right). (Source: Planner's photo).



Plate 4: Interior view of part of the subject site to the rear of the dwelling. (Source: Planner's photo).



Plate 5: Alternative interior view, looking forward towards the existing dwelling from the rear of the site. The besser block structure to the left is an outside toilet. (Source: Planner's photo).

3. Proposal

3.1 Planning approval is sought for Demolition and Three Multiple Dwellings, at 5 Alexander Street, Sandy Bay.

3.2 More specifically the proposal is for:

- Complete demolition of the existing single storey, single dwelling and general clearance of the site, including removal of an established front hedge and other trees and vegetation from within.
- Construction of three, two storey multiple dwellings each with two bedrooms plus study. Each dwelling has an upper level living area with adjacent deck.
- Each dwelling incorporates two car parking spaces within its lower level, accessed via a single shared driveway.
- External materials include brick, vertical and horizontal board cladding, cement sheet cladding, painted steel screening and balustrade and colorbond roofing. Proposed colour palette of lighter, white/grey pastel tones.
- A new 1.2m high timber picket fence with minimum 50% transparency.
- Site landscaping including a row of mature trees behind the front fence as well as other examples throughout.
- The development is partially cut in to the grade of the site, with ground level rising towards the rear boundary, and also dropping from left to right.

4. Background

4.1 None relevant.

5. Concerns raised by representors

5.1 Seven (7) representations objecting to the proposal were received within the statutory advertising period between 13/01 and 28/01/2022.

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 concerns – Loss of exiting house and vegetation; impact on surrounding precinct (Golf Links Estate and its predominant early 20th century character). The proposal causes detriment to the historic cultural significance of the precinct.
The proposal is contrary to Golf Links Estate Conservation Area Study Policies.

Given the potential for the University's redevelopment of their Sandy Bay Campus, it is even more important to preserve existing examples of development contributing to the character of the Golf Links Estate. Council must therefore make it clear that it values the character of the area.
The existing hedge should be listed on the significant tree register and protected as contributing to locally important and recognised garden settings.
The proposal sets a precedent for other out of character and non-sympathetic development. It is not good planning in such a valuable area.
The adjacent apartment building at 3 Alexander Street is a prime example of inappropriate development that erodes the local heritage character. It should not be relied upon for comparison.
Demolition of dwellings is contrary to Scheme Heritage standards.
The existing house should be repaired. Examples of cracking are commonly experienced in the area and to be expected for homes of such an age. These can be restored.
Engineer's report is unconvincing and isn't clear in terms of reaching its conclusions, which appears to be based on an objection to the use of recycled materials to do this, however use of recycled materials is a common approach for older buildings and should be encouraged, particularly where we face material shortages and given the energy and environmental consequences of building waste. Regardless, it is not impossible to repair the dwelling using new materials, and the complete demolition of the dwelling is therefore not justified.
If the house cannot be repaired, then it should be replaced with a single dwelling in keeping with the character of development in the area.
The Architect's statement is unconvincing and misleading.
Proposed development does not comply with permitted standards for building envelope and setback. Plans are not consistent in showing the extent of encroachment outside of the envelope. The extent of non-compliance with the envelope will cause major impacts on the amenity of adjacent properties due to overshadowing.
The proposal is an overdevelopment of the site. This in turn leads to parking demands and pressures. Lack of greenspace. The proposal is out of scale and unsympathetic. There are no other examples of two storey buildings as high as proposed.
The proposal generates overlooking and privacy impacts into adjoining properties, and will exacerbate these problems that have already been generated by previously approved but inappropriate developments nearby.

The insertion of the development, along with the loss of trees as a result will generate visual impacts when viewed from adjoining properties.
Proximity of trees to boundary, both existing and proposed, have and will likely cause structural problems, maintenance issues and may impact views for adjoining development. Appropriate setback distances and species are required.
Proposed walls close to boundary lines will cause problems for future fence replacement. Fences should therefore be replaced as part of this development.

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 (Multiple Dwelling). The existing use is a No Permit Required use in the zone. The proposed use is a Permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11 Inner Residential Zone

6.4.2 E3.0 Landslide Code

6.4.3 E5.0 Road and Railway Assets Code

6.4.4 E6.0 Parking and Access Code

6.4.5 E7.0 Stormwater Management Code

6.4.6 E13.0 Historic Heritage Code

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

applicable standards:

6.5.1 Inner Residential Zone:

Setbacks and Building Envelope – D 11.4.2 P3
Site Coverage and Private Open Space - D 11.4.3 P1
Privacy - D 11.4.6 P2

6.5.2 Landslide Code

Buildings and Works, other than Minor Extensions - E3.7.1 P1

Road and Railway Assets Code:

Sight Distance at Accesses, Junctions and Level Crossings - E5.6.4 P1

6.5.3 Parking and Access Code:

Design of Vehicular Accesses - E6.7.2 P1
Vehicular Passing Areas Along an Access - E6.7.3 P1
Layout of Parking Areas - E6.7.5 P1

6.5.4 Historic Heritage Code:

Demolition in a Heritage Precinct - E13.8.1 P1
Building and Works in a Heritage Precinct - E13.8.2 P1; P5

6.6 Each performance criterion is assessed below.

6.7 Setbacks and Building Envelope – D11.4.2 P3

6.7.1 The acceptable solution A3 at clause D11.4.2 requires development to be sited within the shape of the acceptable building envelope, as it is defined by the characteristics of the site. The envelope commences from the applicable, acceptable front setback - in this case the applicable front setback is no closer and no further than the shortest and longest front setbacks of adjoining properties. From the side and rear boundaries, the envelope extends to 3m above ground level, then extends upwards and inwards at 45 degrees until it reaches the point 9.5m above ground level, where the envelope is then squared off parallel with ground level. The resultant envelope shape extends forward to the front setback line where it is squared off vertically. Minimum setbacks within the envelope are 1.5m, or may be less than 1.5m provided that to side boundaries the length of

the wall is no more than 9m or one third the length of the boundary line (whichever is the lesser), or that otherwise the building does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property.

6.7.2 The proposal includes parts of the upper eastern sides of Units 2 and 3 extending outside of the permitted building envelope. In terms of setbacks from side and rear boundaries, the proposal complies with the permitted standards. The eastern side boundary of the property has a dogleg which results in a small part of the rear corner of Unit 2 extending to 0.7m from the boundary line, however this is only for a length of 1.1m, therefore complying in this regard. Due to the grade of the site rising to its rear boundary, the degree of the development's extension outside of the shape of the permitted building envelope reduces moving along to the rear boundary line. In terms of overall height, the overall development is below the 9.5m maximum permitted height of the 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 P3 at clause D11.4.2 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 The extent to which the proposed development extends outside of the permitted building envelope can be seen in the following excerpts from the

submitted plans:

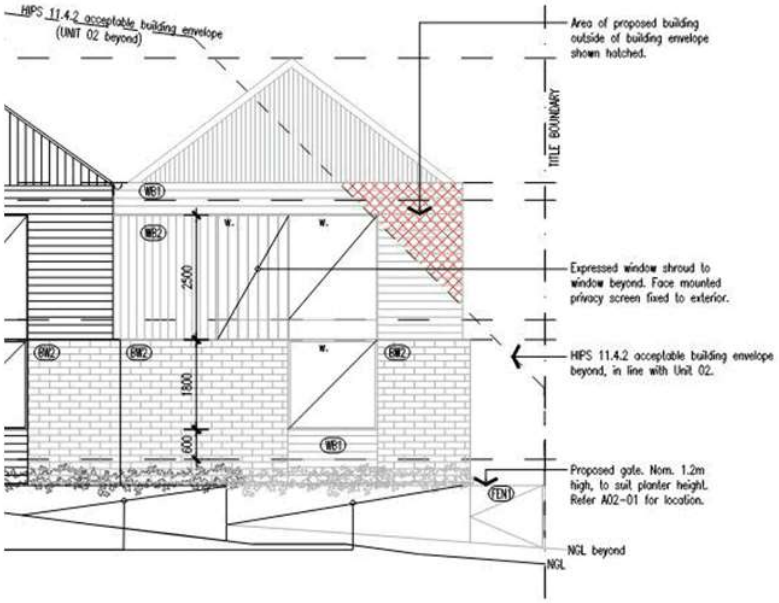


Fig 1: Plan excerpt showing the permitted building envelope relative to the front and eastern side of Unit 2 (Source: Preston Lane).

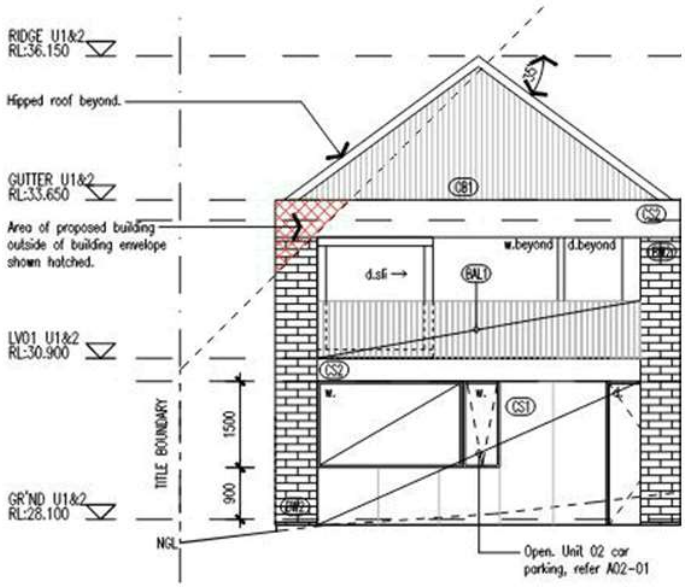


Fig 2: Plan excerpt showing the permitted building envelope relative to the rear and eastern side of Unit 2 (Source: Preston Lane).

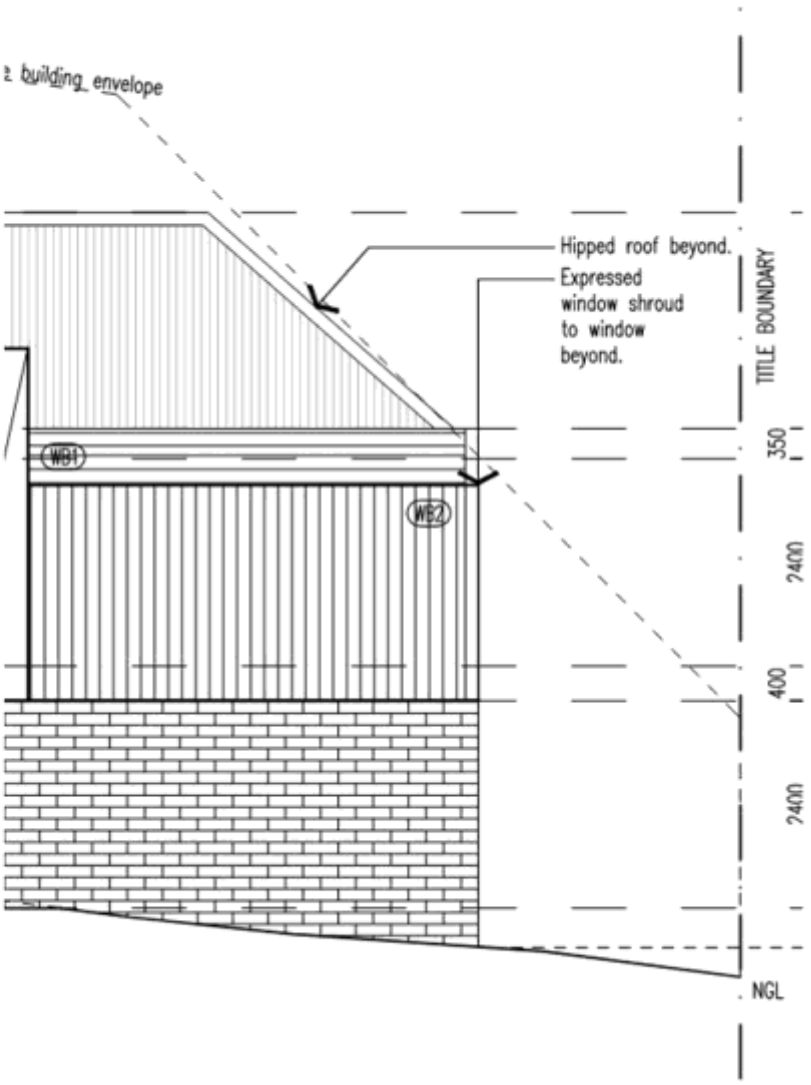


Fig 3: Plan excerpt showing the permitted building envelope relative to the front and eastern side of Unit 3 (Source: Preston Lane).

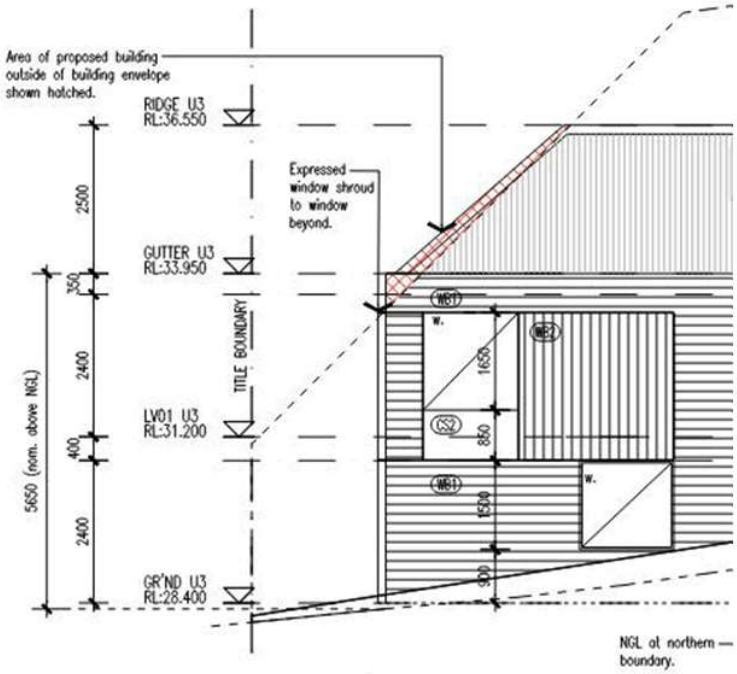


Fig 4: Plan excerpt showing the permitted building envelope relative to the rear and eastern side of Unit 3 (Source: Preston Lane).

From the details shown in the submitted plans as per Figures 1 to 4 above, Figure 5 (below) approximates the extent of development outside the permitted building envelope as viewed from the east.

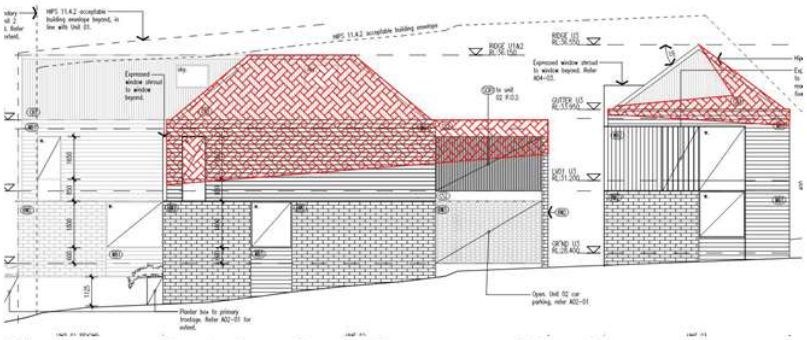


Fig 5: Approximated portion of the proposed development extending outside the permitted building envelope as viewed from the east (Source: Preston Lane with Planner's markup).

Extensive shadowing information has been submitted as part of the development application. Diagrams for time periods between 9am and 4pm on June 21st, March 23rd and September 23rd have been provided.

These diagrams show that the proposed development generates impacts upon three adjoining residential properties - 79 Regent Street and 7 Alexander Street uphill to the west, and 3 Alexander Street downhill to the east, on all three dates. Of the impacts generated, several are similar or marginally greater than that generated by the existing dwelling on 5 Alexander Street. There is some new morning shadow impact caused to 79 Regent Street which is not currently affected by the existing dwelling. This impact is primarily at ground level in the rear yard of this property, and also reaches the base of the adjoining dwelling, which is two storeys at its rear elevation. Shadow impacts on 7 Alexander Street and 79 Regent Street are only shown to affect ground level private open space. Beyond 10am, shadow begins to withdraw from both adjoining properties and by 12pm on all three dates, there is no shadow cast by the proposed dwellings to these properties.

The building on 3 Alexander Street downhill to the east operates as a boarding house with the front six of its 12 bedrooms approved for use as Visitor Accommodation between mid-November to mid-February. Along the side of this adjacent building there are six bedroom windows facing the subject site. On all three dates, shadow does not reach the adjoining property downhill at 3 Alexander Street until around 2pm. At 2pm on all three dates shadow is shown to reach the ground to the front part of the side of this property, but not the building upon it. Beyond this time, the proposed development generates shadow enveloping most of the side of the building on 3 Alexander Street, however by 4pm on June 21st local topographical shadow absorbs any produced by the proposed development. The proposed development does not produce overshadowing of any private open spaces areas on this site.

At times the shadow diagrams indicate that the proposal will cast shadow across Alexander Street to the property opposite. This is the Sandy Bay Campus of the University of Tasmania. No dwellings are affected by the shadow cast to this property.

In an overall sense, the extent of shadow cast by the proposed development to adjoining properties is not atypical of an established residential area and specifically with regard to adjoining development is not considered to amount to an unreasonable level of impact upon private open space areas or habitable rooms so as to cause an unreasonable loss of amenity.

In terms of visual impact, whilst no doubt being readily visible from all adjoining sites, particularly given the two-storey design of the dwellings

which is somewhat different to the type of residential development in the immediate area, the proposed development is not expressly tall nor necessarily close to boundary lines so as to cause an impact beyond that which should reasonably be expected in a typical residential area. There is a reasonable amount of separation between the proposed units and the adjoining residential properties at 77 Regent Street, 79 Regent Street and 7 Alexander Street. Proposed vegetation within the site will also assist to soften the appearance of the development, and this appears particularly the case where opposite the rear of 79 Regent Street. The greatest potential for visual impact may arise when the development is viewed from the adjacent property downhill to the east at 3 Alexander Street. However the building upon this site lies relatively close and at a lower level to the shared boundary line where opposite the proposed development, has only bedroom windows facing the subject site which provide minimal outlook and this adjacent building extends in its length beyond the rear boundary line of the subject site and the proposed development. There is no private open space area on this adjacent site where one might spend longer amounts of time in which to view the proposed development. As such the potential for unreasonable visual impacts caused by the proposed development upon this site is considered to be mitigated.

As previously stated, the proposed development meets permitted standards regarding setbacks. This in turn provides separation distances to dwellings on adjoining properties that are quite typical of the varied but not typically excessive spacings already established in the surrounding area.

6.7.6 The proposal complies with the performance criterion.

6.8 Site Coverage and Private Open Space - D11.4.3 P1

6.8.1 The acceptable solution A1 at clause D11.4.3 requires dwellings to have (a) a site coverage of not more than 65%; and (b) (for multiple dwellings with finished floor levels below 1.8m), a total area of private open space of not less than 40m^2 associated with each dwelling.

6.8.2 The proposal has a site coverage of approximately 43%, therefore meeting part (a). Each dwelling adjoins ground level garden area and has a first floor deck of approximately 32m^2 . Unit 1 does not appear to have any accessible ground floor level private open space allocated to it in addition to its upper level deck area.

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 P1 at clause D11.4.3 provides as follows:

Dwellings must have:

(a) site coverage consistent with that existing on established properties in the area;

(b) private open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate:

(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

(ii) operational needs, such as clothes drying and storage; and

(c) reasonable space for the planting of gardens and landscaping.

6.8.5 The first floor level decks provide a reasonable level of amenity for each dwelling, being directly accessible from living spaces and being reasonably well oriented for access to sunlight. These decks will also provide for some operational and recreational needs. Ground level open space, where allocated to and accessible from a dwelling, will provide reasonable space for planting of gardens and some limited landscaping and in all cases generally will provide additional amenity to each dwelling being visible from and adjacent to each. Otherwise garden space is proposed elsewhere throughout the site. Operational needs will also be catered for within these garden areas and the carports of each dwelling. With all dwellings having two bedrooms and a smaller study, and a modest overall size of approximately 124m^2 in floor area, it is considered that the overall private open space allocation for each dwelling is acceptable given their size and expected occupancy.

6.8.6 The proposal complies with the performance criterion.

6.9 Privacy - D 11.4.6 P2

6.9.1 The acceptable solution A2 at clause D11.4.6 requires windows or glazed doors of habitable rooms with floor levels above 1m to have minimum

setbacks of 3m from side boundaries and 4m from rear boundaries, and a minimum separation distance of 6m from other windows and glazed doors of habitable rooms and from private open spaces of other dwellings on the same site for multiple dwelling developments, unless there is an offset of 1.5m from habitable room windows and glazed doors within the same horizontal plane, the window or glazed door has a minimum sill height or obscure glazing to 1.7m above the floor level, or there is a permanently fixed screen covering the window or glazed door to a height of 1.7m above floor level, with a uniform transparency of not more than 25%.

6.9.2 The proposal includes an upper level living room window and dining room window in the northern elevation of Unit 3 that are both located 3m from the rear boundary of the site.

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 P2 at clause D11.4.6 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 abovementioned windows maintain a reasonable setback of 3m from the rear property boundary. Opposite their location on the adjoining site is the rear yard of 77 Regent Street which incorporates both a large paved vehicle manouevring area and also the narrower part of a flat, grassed open space, which widens out further away to the north. This adjacent yard is currently screened from the subject site due to substantial boundary line vegetation on the subject site however much of this will be removed as part of the development. Nonetheless there is some established vegetation within the adjacent site providing some degree of screening of its internal grassed spaces from the northern windows of Unit 3. At least one of these northern windows relates to a floor level below two metres, whereas the larger of the two relates to a floor level of approximately 2.4m These heights are measured from ground level directly at the wall of the unit. At the boundary line, with ground level increasing their height above ground level relative to the adjacent site is

reduced by between 0.3m to 0.5m. It is considered that direct views to the main ground level private open space of the adjacent property are acceptably managed in the circumstances such that the impact of the proposed windows will not be unreasonable.

6.9.6 The proposal complies with the performance criterion.

6.10 Buildings and Works, other than Minor Extensions - E3.7.1 P1

6.10.1 There is no acceptable solution for buildings and works, other than minor extensions, on land mapped for landslide risk hazard.

6.10.2 The proposal includes part of the proposed development within a portion of the site mapped for low landslide risk hazard.

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

6.10.4 The performance criterion P1 at clause E3.7.1 provides as follows:

Buildings and works must satisfy all of the following:

(a) no part of the buildings and works is in a High Landslide Hazard Area;
(b) the landslide risk associated with the buildings and works is either:
(i) acceptable risk; or
(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

6.10.5 The Council's Environmental Development Planner has assessed this aspect of the proposal and states:

> The Code applies because development is proposed within a Landslide Hazard Area (Low Landslide Hazard Area). The area has been modelled as being susceptible to deep-seated landsliding.



Image 1: Landslide Hazard Area overlay on site

The proposed demolition and new buildings are exempt pursuant to Code exemptions clause E3.4(c), however associated works are not specifically exempt.

The relevant standards are under clause E3.7.1. There is no acceptable solution for A1. Performance criterion P1 states the following:

Buildings and works must satisfy all of the following:

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

(b) the landslide risk associated with the buildings and works is either:
(i) acceptable risk; or
(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

No works are proposed within a High LHA in conformity with P1(a).

With regard to P1(b), acceptable risk is defined as 'a risk society is

prepared to accept as it is. That is; without management or treatment'.

While substantial volumes of excavation are proposed to construct the driveway, predominantly to the rear of the lot, most of the excavation would be on western side of the lot outside of the LHA. The plans indicate that the degree of excavation proposed within the LHA is minor.

The excavation would be retained by engineered retaining walls, including subsoil drainage, steel reinforcement and substantial footings. The driveway would include several stormwater pits ensuring stormwater is captured and directed to the piped stormwater network, rather than the ground. The adjacent downslope property to the east (3 Alexander Street) includes a recent retaining wall along the length of the shared boundary.

Given the above, in my opinion a reasonable person would accept the risk of landslide associated with the proposed works in the landslide hazard area without additional risk mitigation measures being employed, and the exercise of discretion with regard to P1(b) is recommended.

6.10.6 The proposal complies with the performance criterion.

6.11 Sight Distance at Accesses, Junctions and Level Crossings - E5.6.4 P1

6.11.1 The acceptable solution A1 at clause E5.6.4 requires accesses, junctions and level crossings to provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic, in accordance with Table E5.1 showing Safe Intersection Site Distances.

6.11.2 The proposal includes a non-compliant site distance at the access to the site.

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

6.11.4 The performance criterion P1 at clause E5.6.4 provides as follows:

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

(a) the nature and frequency of the traffic generated by the use;
(b) the frequency of use of the road or rail network;
(c) any alternative access;
(d) the need for the access, junction or level crossing;
(e) any traffic impact assessment;
(f) any measures to improve or maintain sight distance; and
(g) any written advice received from the road or rail authority.

6.11.5 The Council's Development Engineer has assessed this aspect of the proposal and states, with reference to the performance criteria:

- *All traffic generated by the proposed development will be residential in nature, and this is compatible with the existing traffic flow along Alexander Street. The vehicle movement frequency of the proposed development is estimated to be 30 vehicle movements per day when all units are fully developed and occupied.*
- *Alexander Street can be defined as a local road with relatively low traffic volume, as such the subject-site's access servicing the site is expected to provide a high level of service. The general urban speed limit of 50-km/h applies to Alexander Street, and this speed limit is recognized as appropriate for the residential nature of the development.*
- *No alternative access is possible for the proposed development.*
- *The need for an access has not been assessed, however it is understood to be a necessary provision.*
- *A [Traffic Impact] assessment was submitted and considered.*
- *The submitted design documentation details and denotes frontage screening designs that are 50% and do not exceed 1.2m. This is an improvement on the existing situation on site.*
- *No written advice was requested nor provided by the Road Authority (Council) in relation to the access.*

6.11.6 The proposal complies with the performance criterion.

6.12 Design of Vehicular Accesses - E6.7.2 P1

6.12.1 The acceptable solution A1 at clause E6.7.2 requires vehicular accesses to be designed 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 in accordance with the standards of AS/NZS 2890.1:2004 Parking Facilities

Part 1: Off-street car parking.

6.12.2 The proposal includes a non-compliant access in terms of sight distance.

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

6.12.4 The performance criterion P2 at clause E6.7.2 provides as follows:

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

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

6.12.5 The Council's Development Engineer has assessed this aspect of the proposal and states, with reference to the performance criteria:

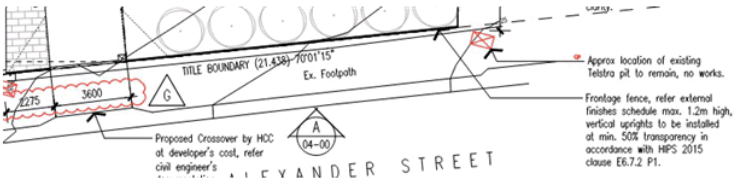


Fig.6. - Preston Lane DWG A02-00 Rev G.

The submitted documentation appears to satisfy the tests of the performance criteria.

Based on the above assessment of the submitted design documentation, the proposed sight line provisions appear to be an improvement on the existing design and thus may be accepted in the interest of allowing for a solution is better aligned with the relevant Performance Criteria.

6.12.6 The proposal complies with the performance criterion.

6.13 Vehicular Passing Areas Along an Access - E6.7.3 P1

6.13.1 The acceptable solution A1 at clause E6.7.3 requires compliant vehicle

passing areas to be provided along an access if that access serves more than five (5) car parking spaces to ensure that the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists; and the use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

6.13.2 The proposal includes a vehicle passing area that does not meet permitted standards.

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

6.13.4 The performance criterion P2 at clause E6.7.3 provides as follows:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

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

6.13.5 The Council's Development Engineer has assessed this aspect of the proposal and states, with reference to the performance criteria:

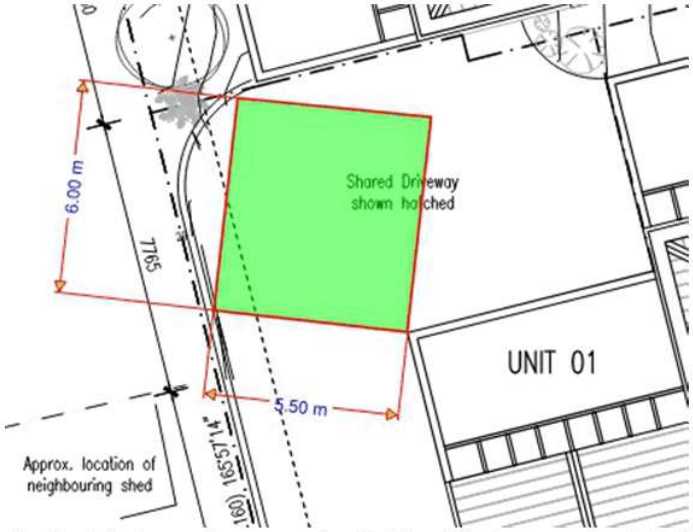


Fig.7. - First passing opportunity identified approximately 21m from highway reservation, within property.

The submitted documentation appears to satisfy the tests of the performance criteria.

Based on my assessment of the submitted design documentation, a vehicle passing area within the subject site, with reasonable sight lines to facilitate practical opportunity, has been identified. As such, the lack of an 'Acceptable' vehicular passing area has been assessed and accepted under the relevant Performance Criteria.

6.13.6 The proposal complies with the performance criterion.

6.14 Layout of Parking Areas - E6.7.5 P1

6.14.1 The acceptable solution A1 at clause E6.7.5 requires the layout of car parking areas to be designed 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, 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.

6.14.2 The proposal includes a car parking layout that does not comply with the standard.

6.14.3 The proposal does not comply with the/There is no acceptable solution; therefore assessment against the performance criterion is relied on.

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

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

6.14.5 The Council's Development Engineer has assessed this aspect of the proposal and states, with reference to the performance criteria:

> The submitted documentation appears to satisfy all tests of the performance criteria aside from those relating to aisle, garage door and apron widths, albeit base dimension swept paths provided.
>
> Based on my assessment of the submitted design documentation and T.I.A with supporting statements provided by Midson Traffic, the proposed parking area layout may be accepted by the City due to the satisfactory on-site vehicle manoeuvres demonstrated.

6.14.6 The proposal complies with the performance criterion.

6.15 Demolition in a Heritage Precinct - E13.8.1 P1

6.15.1 There is no acceptable solution for demolition in a Heritage Precinct.

6.15.2 The proposal includes demolition of the dwelling and clearance of the site which is located within Heritage Precinct SB6.

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

6.15.4 The performance criterion P1 at clause E13.8.1 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.

6.15.5 The Council's Cultural Heritage Officer states:

Performance Criteria 1 must satisfy all three separate provisions for demolition.

The applicants have provided a Heritage Impact Assessment by Praxis Environment (dated January 2021) to examine the impact of the proposal upon the heritage characteristics of the precinct. The report acknowledges that the property is 'sympathetic to the streetscape' and 'contributes to the attributes of the precinct', but adds that it is considered to be 'at the lower-end of examples of that particular architectural style'.

With regard to the above, it is acknowledged that most heritage precincts will often contain a range in the quality of the buildings within it. However, in this instance, the Golf Links Precinct is defined by its sense of coherency and as acknowledged in the submitted Heritage Impact Assessment, the property in question adheres to all of the recognised characteristics. As such, it is considered that the property and its associated landscape elements make a positive contribution to the historic cultural significance of the precinct.

With regard to demolition provisions (i) and (ii),

(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;

The applicant has provided a structural assessment report by Engineer Peter Spratt. The report details a number of faults in

relation to the structural integrity of the building and recommends "Demolish the building. The risks of making good and the cost of making good make the work impractical."

For verification, the Council commissioned a secondary structural assessment report by Pitt and Sherry Engineering. The report identified that the building appeared to be subject to significant structural faults, most prominently to the west and east exterior walls, including the bay window, and that it was speculated that the likely causes were a combination of poor and unmaintained drainage to the side garden and driveway, leading to substantial soil movement against the house, ill-suited footings for the site, lack of damp course and poor long term maintenance, especially to roof and water shedding, leading to water collecting around the edges of the building. It also suggested that many of these faults appear to be long standing.

Recommendations from the Pitt and Sherry assessment reported that:

"Should a rehabilitation approach be pursued…retaining some back parts of the original house and completely rebuilding the damaged walls on the western and eastern side of the house may be possible. This would have to be combined with significant underpinning works, drainage improvement works as well as significant remediation of cracked walls, linings and moving floor. For compliance reasons a number of other defects would need to be undertaken at the same time."

The report concluded that whilst such works were possible in retaining the house as existing:

"In the opinion of the investigating engineer, it is most likely that completely demolishing the house and building afresh will be significantly cheaper, easier and safer than trying to rehabilitate it."

Information provided in the two structural engineer's assessments have concluded that for environmental, safety, and economic reasons the demolition of the property meets provision (i).

In relation to provision (ii) the applicants have failed to identify whether alternative replacement development, such as a single residential property was considered. However, it is acknowledged

that retaining the existing building would clearly be notably more expensive than the replacement of the building and that therefore the 'prudent' position would be to pursue its demolition. In light of the above, it is considered that whilst finely balanced, the proposed demolition satisfies (ii) of Performance Criteria 1.

In reference to (iii) of Performance Criteria 1, it is noted that the requirement is that the consequent demolition must provide an opportunity to create a replacement building that will be complementary to the heritage values of the precinct. As previously stated, it is considered (and supported by the applicants own Heritage Impact Statement) that the existing building is a contributory element within the Heritage Precinct and is 'sympathetic to the streetscape'. It is considered that the intended new development would have to demonstrate that it not only contributes to the identified characteristics of the Heritage Precinct, but also references identified style, through the use of appropriate quality materials and fine levels of detailing, and provides a form and plot positioning that corresponds to the existing built form. Fundamentally three, two storey town houses are not considered to be a complementary replacement for a single storey residence in a garden setting. Provision (iii) of Performance Criteria 1 is not satisfied and as such Performance Criteria 1 is not satisfied, the proposed demolition does not in the current development proposal, present a replacement building that will be more complementary to the heritage values of the precinct.

As the applicant seeks the development of the site following demolition, it is considered that this 'opportunity' should be further assessed in conjunction with the Objectives and Performance Criteria set out under E13.8.2 Buildings and Works other than Demolition.

6.15.6 The proposal does not comply with the performance criterion.

6.16 Building and Works in a Heritage Precinct - E13.8.2 P1

6.16.1 There is no acceptable solution for buildings and works, other than Demolition in a Heritage Precinct.

6.16.2 The proposal includes three (3) multiple dwellings in Heritage Precinct SB6.

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

6.16.4 The performance criterion P1 at clause E13.8.2 provides as follows:

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.

6.16.5 The Council's Cultural Heritage Officer states:

> The Praxis heritage assessment report provided by the applicant states "The development maintains the established pattern of development in the area, conceptually the proposal maintains the character of the golf links estate subdivision through providing the impression of a larger building at the front of the site, with a small ancillary building and garden at the rear of the property."
>
> In response, it is considered that whilst the intention of the design is to give the impression of a single residence and a small outbuilding in the rear garden, the argument is unconvincing. It is considered that due to the scale and height of the proposed two storey town house within the rear garden, it would not be mistaken for a garden outbuilding.
>
> The scale, and extent of the development fails to demonstrate a sympathetic response to the character of the precinct. The double storey height, high pitched roofs, modern fenestration, intended lack of detailing, the and massing of the three proposed buildings would clearly run contrary to the precincts identified single storey character of coherent Edwardian cottages and Inter-War Californian Bungalows.
>
> The proposal retains a minimal garden setting to both front and rear, with much of the remaining open space being hardstand surface for vehicle maneuvering and parking. The two front townhouses would stand immediately next to each other, contrary to the regular pattern of development within the precinct where the vast majority of properties contain clear gaps of separation. As such, it is considered that the removal of the garden setting, and introducing a spatial arrangement of three townhouse buildings is entirely at odds with the original pattern of development and indeed could be argued to represent an overdevelopment of the site.

It is therefore considered that the proposal, far from adopting a form that is 'more complementary to the heritage values of the precinct' actually compromises the integrity of the heritage precinct by altering the existing streetscape in a fundamental manner from both Alexander Street and Regent Street. When considered in the underlying context of the Development Standard Objective 'To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct', it is considered that neither Performance Criteria 1 of E13.8.1 Demolition or E13.8.2 Buildings and Works other than Demolition are satisfied.

6.16.6 The proposal does not comply with the performance criterion.

6.17 Building and Works in a Heritage Precinct - E13.8.2 P5

6.17.1 The acceptable solution A5 at clause E13.8.2 requires that in a Heritage Precinct, areas of landscaping between a dwelling and the street must be retained.

6.17.2 The proposal includes the removal of landscaping (a hedge).

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

6.17.4 The performance criterion P5 at clause E13.8.2 provides as follows:

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.

6.17.5 The Council's Cultural Heritage Officer states:

The large hedge in the front garden of the property is proposed to be removed, whilst the hedge makes a contribution to the streetscape the hedge is not listed as a significant tree or is subject to any heritage listing, as such the clearing of vegetation in the front garden will not result in the loss of landscaping or significant vegetation Performance Criteria 5 of E13.8.2 is considered satisfied.

6.17.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Demolition and Three Multiple Dwellings, at 5 Alexander Street, Sandy Bay.

7.2 The application was advertised and received seven (7) representations. The representations raised concerns including the proposal's inappropriateness due to its impact upon the heritage character of the local area and non-compliance with scheme heritage standards; the proposal's lack of real justification for the complete demolition of the existing dwelling; the poor precedent that the proposal sets for out of character development; the proposal representing over development of the site; the proposal's lack of compliance with scheme development standards; privacy and visual impacts; and in practical terms how the removal of trees and placement of new trees may cause damage to existing boundary walls and make fencing difficult to maintain.

Of the concerns raised, they are not without some merit, and they are largely considered and addressed as part of the assessment of the proposal against relevant scheme standards found in Section 6 of this report. Practical considerations raised as concerns are civil matters to be dealt with between property owners.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is not considered to perform well. Whilst the proposal demonstrates an acceptable degree of compliance with the development standards set for the Inner Residential Zone, as well as associated engineering standards, the same cannot be said for its performance when considered from a heritage code perspective.

7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, and Environmental Development Planner. The Council's Cultural Heritage Officer has raised objection to the proposal.

7.5 The proposal is recommended for refusal.

8. Conclusion

8.1 The proposed Demolition and Three Multiple Dwellings, at 5 Alexander Street, 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 Demolition and Three Multiple Dwellings, at 5 Alexander Street, Sandy Bay for the following reasons:

1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 (iii) of the Hobart Interim Planning Scheme 2015 because it has not been demonstrated that the replacement development will be more complementary to the heritage values of the precinct than the existing residence.

2 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.



(Cameron Sherriff)
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: 7 February 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-643	**Council notice date**	27/09/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01630-HCC	**Date of response**	15/12/2021
TasWater Contact	Jake Walley	**Phone No.**	0467 625 805
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	5 ALEXANDER ST, SANDY BAY	**Property ID (PID)**	5599892
Description of development	Demolition and Multiple Dwellings x 3		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
S & E Consulting Engineers	Sewer & Water Plan C103A	2	01/12/2021

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

   ***Advice**: The water connection will need to be a minimum size of DN32mm (ID25mm) to be able to service three dwellings.*

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of $363.57 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Gas Main

Plans submitted with the application for a Certificate for Certifiable Work (Building/Plumbing) must show the gas main that runs up Alexander Street, along with its depth. TasWater contractors need to know this information prior to undertaking any connection work.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Planning: #241960

Property

5 ALEXANDER STREET SANDY BAY TAS 7005

People

Applicant
*
Daniel and Ammi Nicholas

C/- All Urban Planning Pty Ltd
19 Mawhera Avenue
SANDY BAY TAS 7005
0400 109 582
frazer@allurbanplanning.com.au

Owner
*
Islander Investments Pty Ltd

Level 1 160 Collins Street
HOBART TAS 7000
0439 342 012
Daniel@topdeckbuilding.com

Entered By
FRAZER ERIC READ
0400 109 582
frazer@allurbanplanning.com.au

Use

Multiple dwellings

Details

Have you obtained pre application advice?

- Yes

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

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

- No

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

*

- No

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

Details

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

single dwelling

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

demolition, 3 multiple dwellings and front fence

Estimated cost of development
*

1000000.00

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)
*
Certificate of Title 5 Alexander Street.pdf

Plans (proposed, existing)
*
20086 Rev F Issued for DA Review 210916.pdf

Supporting Documents

Architectural Description
20086 4.1 01 Architects statement 210916.pdf

Planning Report
Planning Report 5 Alexander Street.pdf

Heritage Report
Heritage Impact Assessment.pdf

Shadow Diagrams
20086 4.1 01 Shadow Diagrams REV 210916.pdf

engineering
210607 21207 C REV 0 DA ISSUE.pdf

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
241661	1
EDITION	DATE OF ISSUE
2	26-Jun-2021

SEARCH DATE : 12-Jul-2021
SEARCH TIME : 03.46 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 241661
Derivation : Part of 65A-2R-0Ps. Gtd. to D. Lord.
Prior CT 3935/72

SCHEDULE 1

M897962 TRANSFER to ISLANDER INVESTMENTS PTY LTD Registered 26-Jun-2021 at noon

SCHEDULE 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

OS-D 435

ANNEXURE TO CERTIFICATE OF TITLE VOL. 3935 FOL. 72

REGISTERED NUMBER

241661

ACTING Recorder of Titles

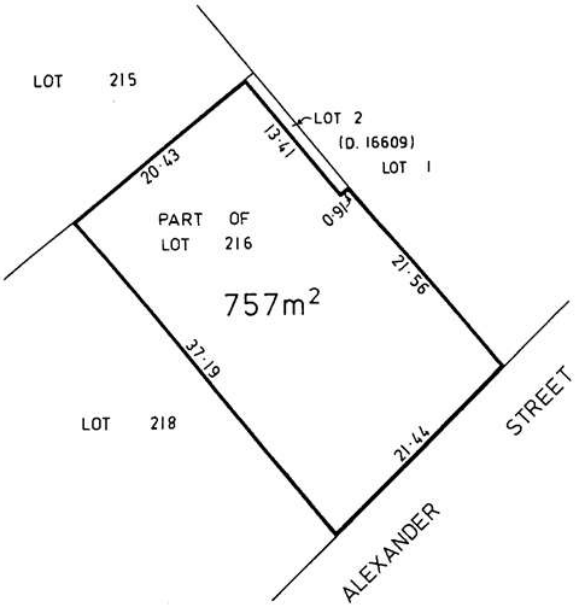
Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

5 Alexander Street
Sandy Bay

HOBART

MEAS. IN METRES

P. 767



DESIGN DETAILS		
TITLE REFERENCE		
CERTIFICATE FOLIO	241661	
VOLUME	1	
EXISTING AREAS		
EXISTING SITE AREA	757	m²
EXISTING GROUND FLOOR (APPROX.)	167	m²
PROPOSED SITE AREAS		
UNIT 1	153	m²
UNIT 2	186	m²
UNIT 3	216	m²
SHARED BODY CORPORATE	202	m²
PROPOSED FLOOR AREAS		
PROPOSED GROUND FLOOR UNIT 1	64	m²
PROPOSED GROUND FLOOR UNIT 2	64	m²
PROPOSED GROUND FLOOR UNIT 3	64	m²
PROPOSED TOTAL GROUND FLOOR	192	m²
PROPOSED GROUND FLOOR PARKING	120	m²
PROPOSED LEVEL 01 UNIT 1	70	m²
PROPOSED LEVEL 01 UNIT 2	70	m²
PROPOSED LEVEL 01 UNIT 3	70	m²
PROPOSED TOTAL LEVEL 01	210	m²
PROPOSED TOTAL LEVEL 01 DECKS	100	m²
DESIGN WIND CLASSIFICATION	TBC	
DESIGN WIND VELOCITY Vu.S	M/S	M/S
DESIGN WIND VELOCITY Vu.T	M/S	M/S
SOIL CLASSIFICATION	TBC	TBC
CLIMATE ZONE	7	
BAL RATING	-	
CORROSION ENVIRONMENT	-	
OTHER HAZARDS	-	

DRAWING SCHEDULE - ARCHITECTURAL														
		22/03/2021	07/06/2021	16/09/2021	2/11/2021									
DRAWING NUMBER	TITLE													
A00-00	Cover Sheet	C	E	F	G									
A00-01	Location Plan	C	E	F	G									
A00-02	Demolition Site Plan	C	E	F	G									
A00-03	Site Plan	C	E	F	G									
A02-00	Floor Plan - Ground Floor	C	E	F	G									
A02-01	Floor Plan - Ground Floor Unit 1 & 2	C	E	F	G									
A02-02	Floor Plan - Ground Floor Unit 3	C	E	F	G									
A02-10	Floor Plan - Level 01	C	E	F	G									
A02-11	Floor Plan - Level 01 Unit 1 & 2	C	E	F	G									
A02-12	Floor Plan - Level 01 Unit 3	C	E	F	G									
A02-50	Roof Plan	C	E	F	G									
A04-00	Elevations	C	E	F	G									
A04-01	Elevations	C	E	F	G									
A04-02	Elevations	C	E	F	G									
A04-03	Elevations	C	E	F	G									
A04-04	Street Elevations	-	-	-	G									
A04-05	Street Elevations	-	-	-	G									

G

LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: COVER SHEET

Scale: NA

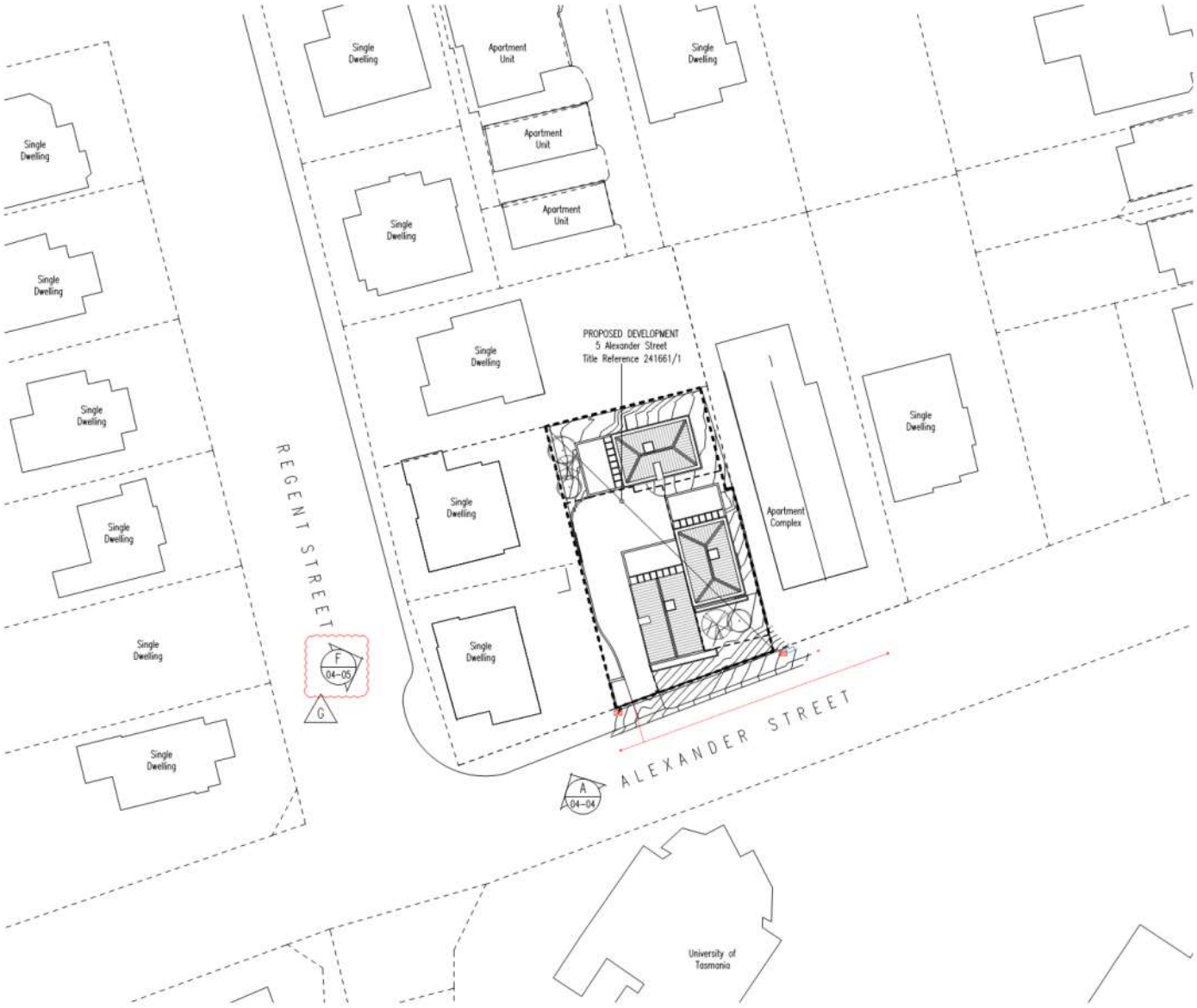
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	2/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A00-00 rev G

PRELIMINARY NOT FOR CONSTRUCTION



LOCATION PLAN
1:500

LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

PRELIMINARY NOT FOR CONSTRUCTION

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: LOCATION PLAN

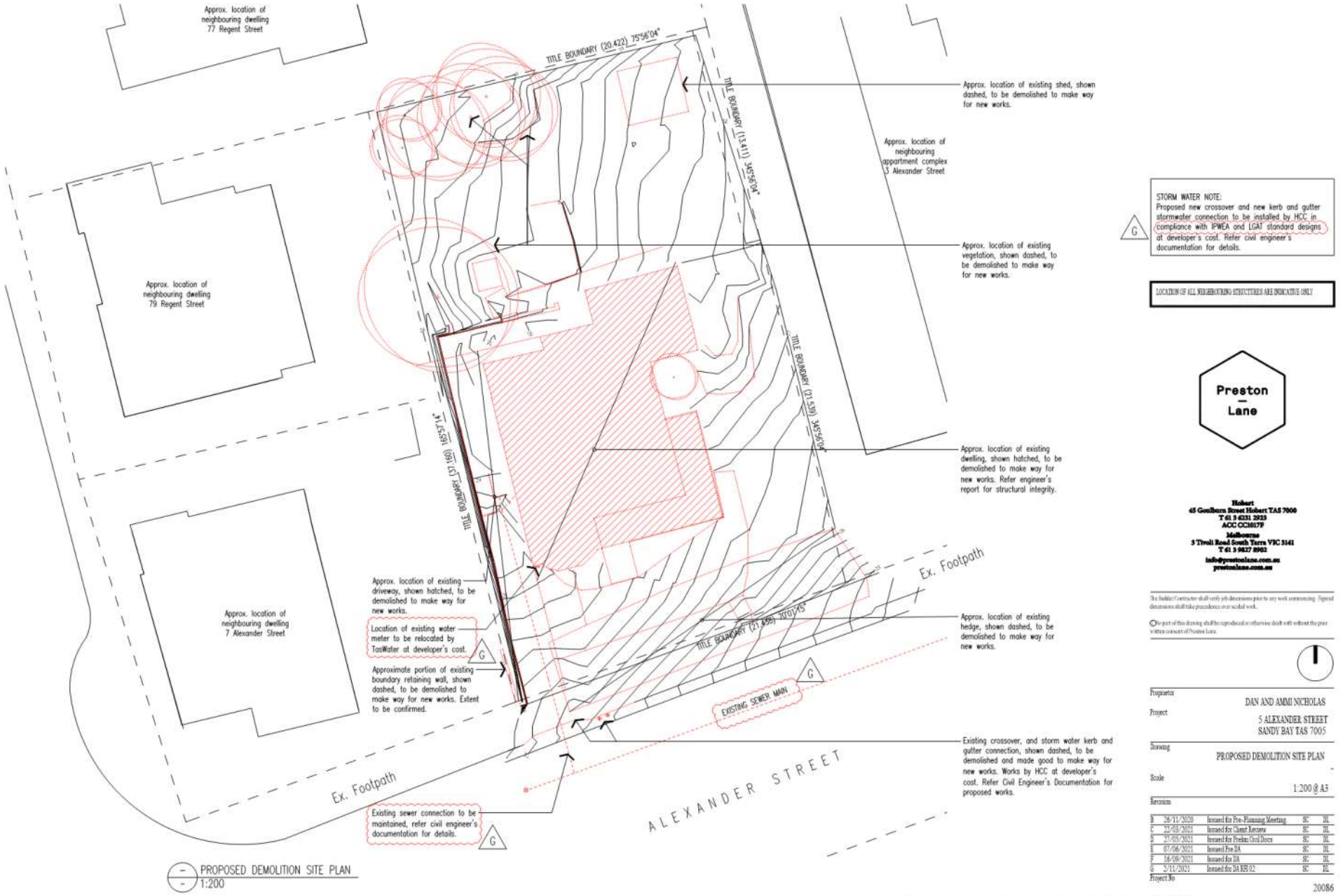
Scale: 1:500 @ A3

Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A00-01 rev G



PROPOSED DEMOLITION SITE PLAN
1:200

G STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

PRELIMINARY NOT FOR CONSTRUCTION

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902
info@prestonlane.com.au
prestonlane.com.au

The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

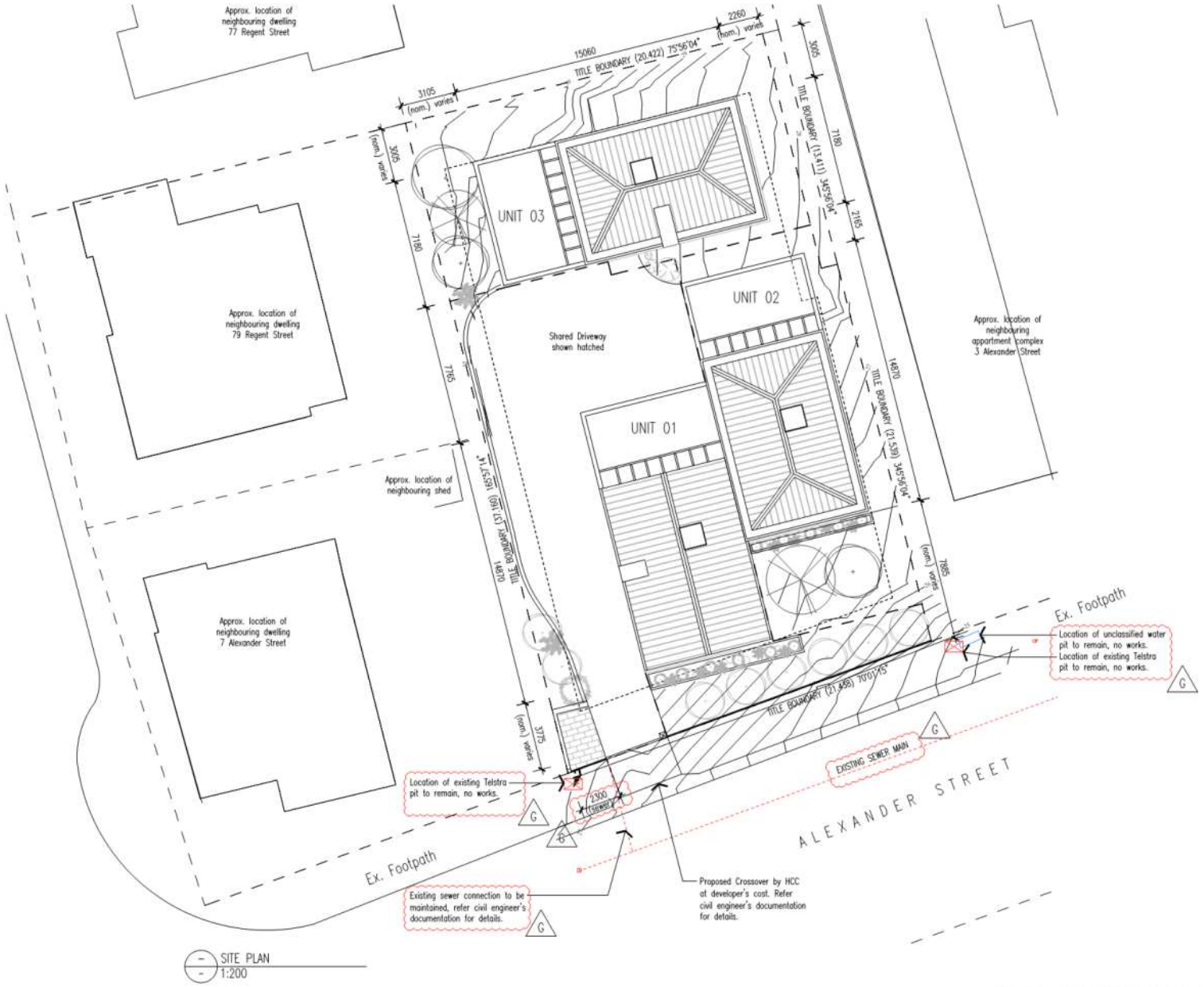
No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS
Project: 5 ALEXANDER STREET SANDY BAY TAS 7005
Drawing: PROPOSED DEMOLITION SITE PLAN
Scale: 1:200 @ A3

Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Preston Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086
Drawing Number: A00-02 rev G



SITE PLAN
1:200

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

PRELIMINARY NOT FOR CONSTRUCTION

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

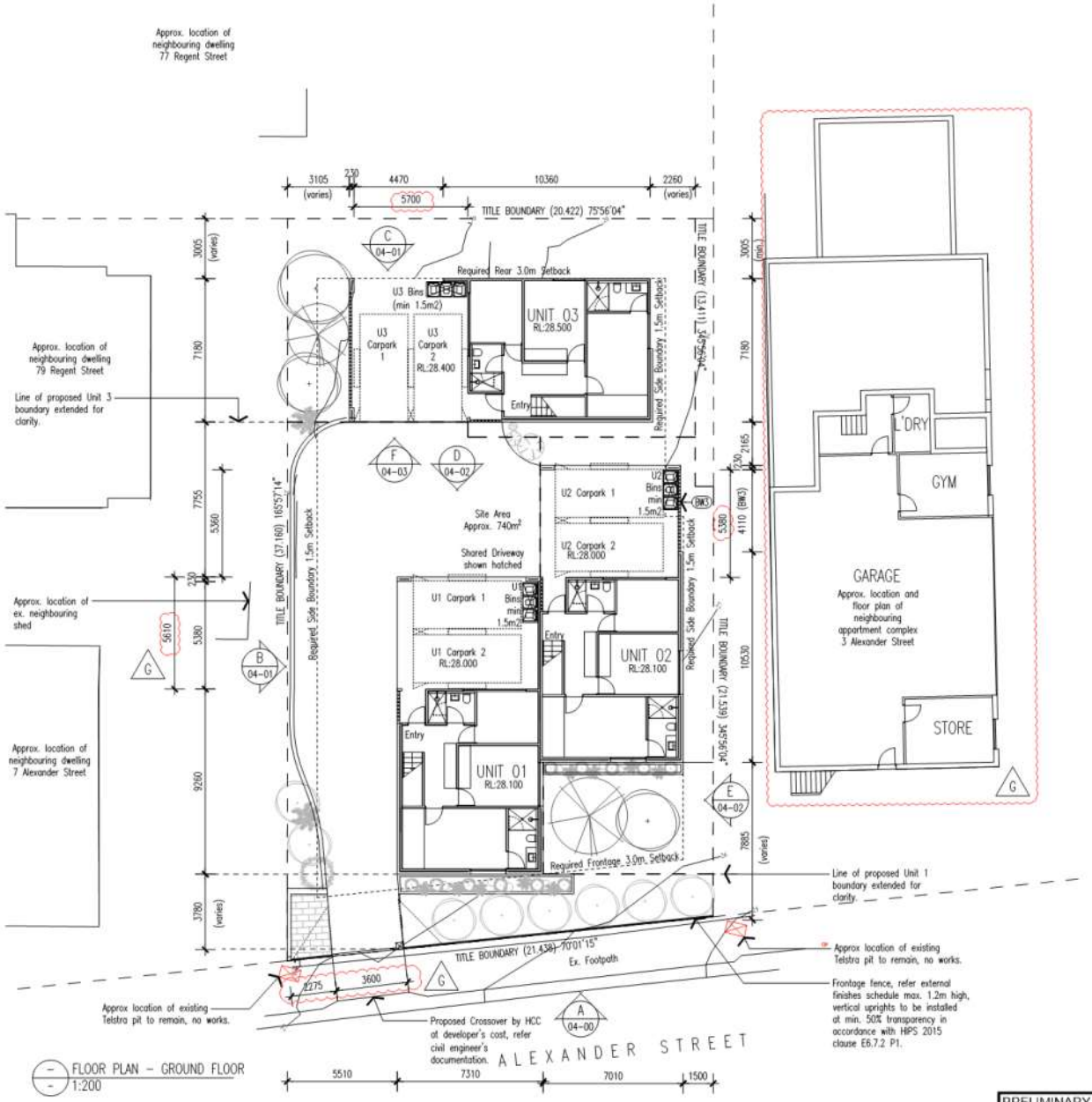
No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS
Project: 5 ALEXANDER STREET SANDY BAY TAS 7005
Drawing: PROPOSED SITE PLAN
Scale: 1:200 @ A3

Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086
Drawing Number: A00-03 rev G



FLOOR PLAN – GROUND FLOOR
1:200

EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Point finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

PRELIMINARY NOT FOR CONSTRUCTION

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET SANDY BAY TAS 7005

Drawing: FLOOR PLAN GROUND FLOOR

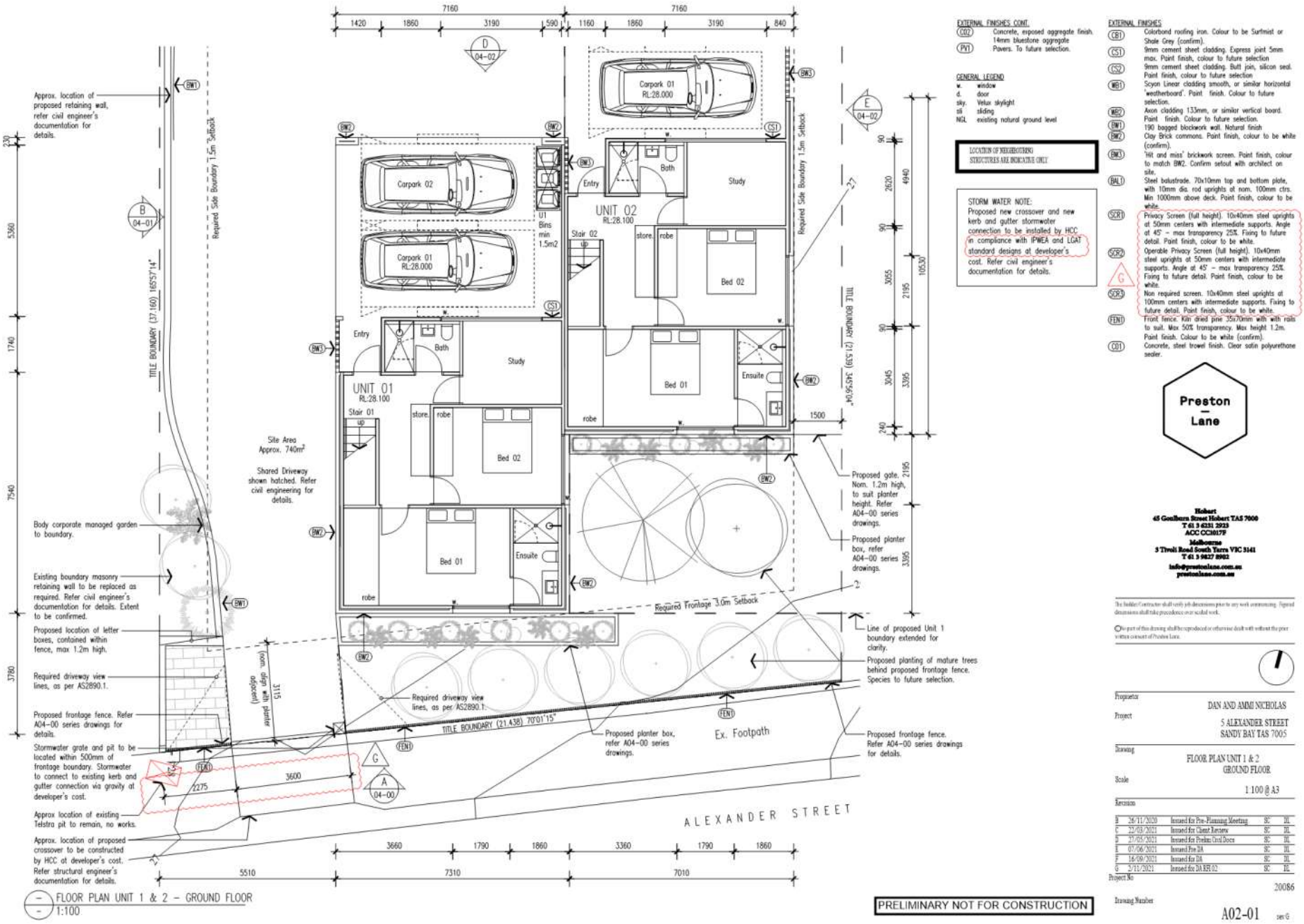
Scale: 1:200 @ A3

Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Preston Civil Docs	SC	DL
E	07/06/2021	Issued For DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A02-00 rev G



FLOOR PLAN UNIT 1 & 2 – GROUND FLOOR
1:100

EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WS1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WS2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: FLOOR PLAN UNIT 1 & 2
GROUND FLOOR

Scale: 1:100 @ A3

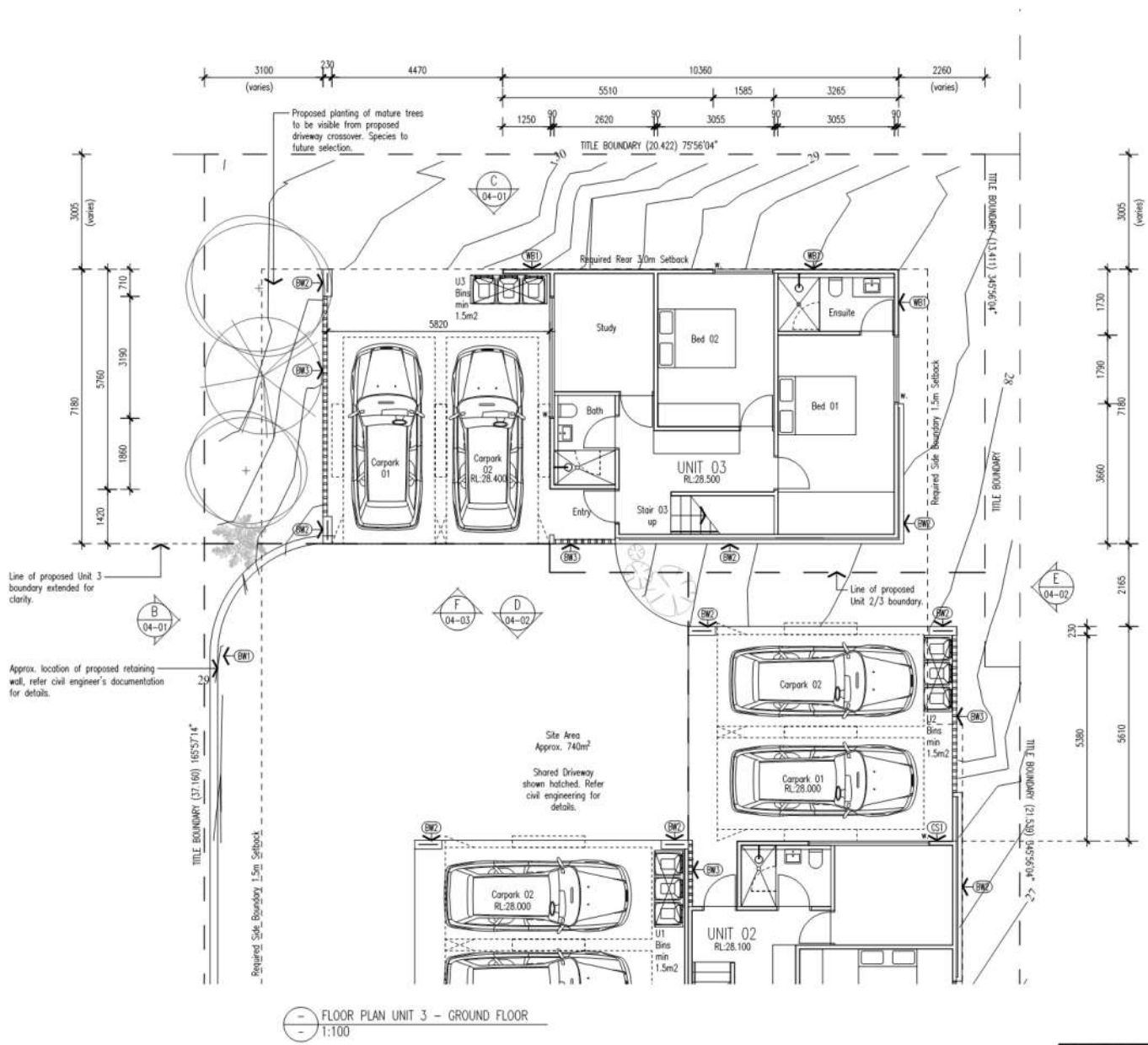
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Preston Civil Docs	SC	DL
E	07/06/2021	Issued For DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A02-01 rev G

PRELIMINARY NOT FOR CONSTRUCTION



FLOOR PLAN UNIT 3 – GROUND FLOOR
1:100

EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Point finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: FLOOR PLAN UNIT 3
GROUND FLOOR

Scale: 1:100 @ A3

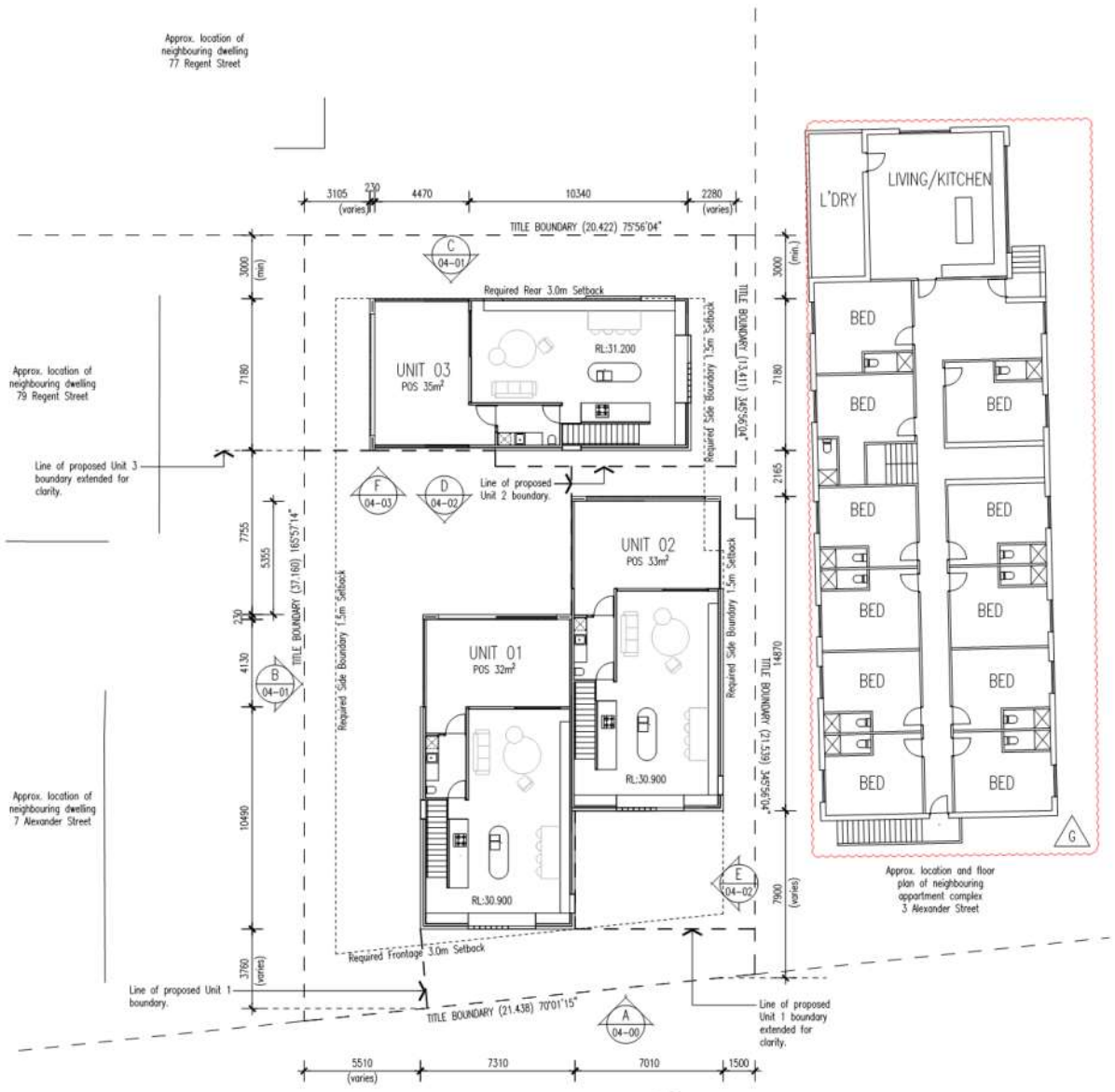
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A02-02 rev G

PRELIMINARY NOT FOR CONSTRUCTION



EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WS1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WS2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: FLOOR PLAN
LEVEL 01

Scale: 1:200 @ A3

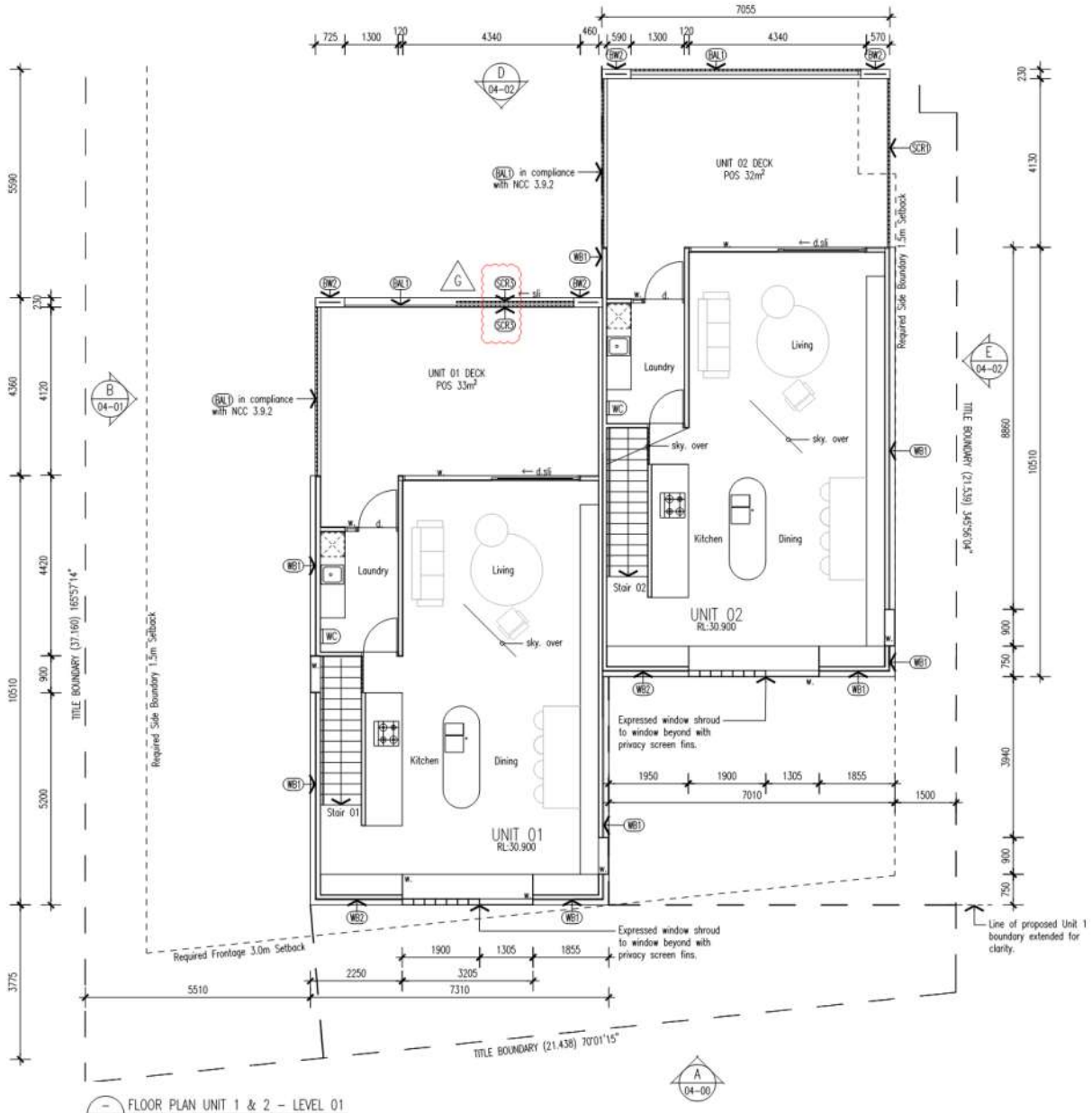
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC DL
C	22/03/2021	Issued for Client Review	SC DL
D	27/05/2021	Issued for Preston Civil Docs	SC DL
E	07/06/2021	Issued Pre DA	SC DL
F	16/09/2021	Issued for DA	SC DL
G	5/11/2021	Issued for DA RFI 02	SC DL

Project No: 20086

Drawing Number: A02-10 rev G

PRELIMINARY NOT FOR CONSTRUCTION



EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

PRELIMINARY NOT FOR CONSTRUCTION

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: FLOOR PLAN UNIT 1 & 2
LEVEL 01

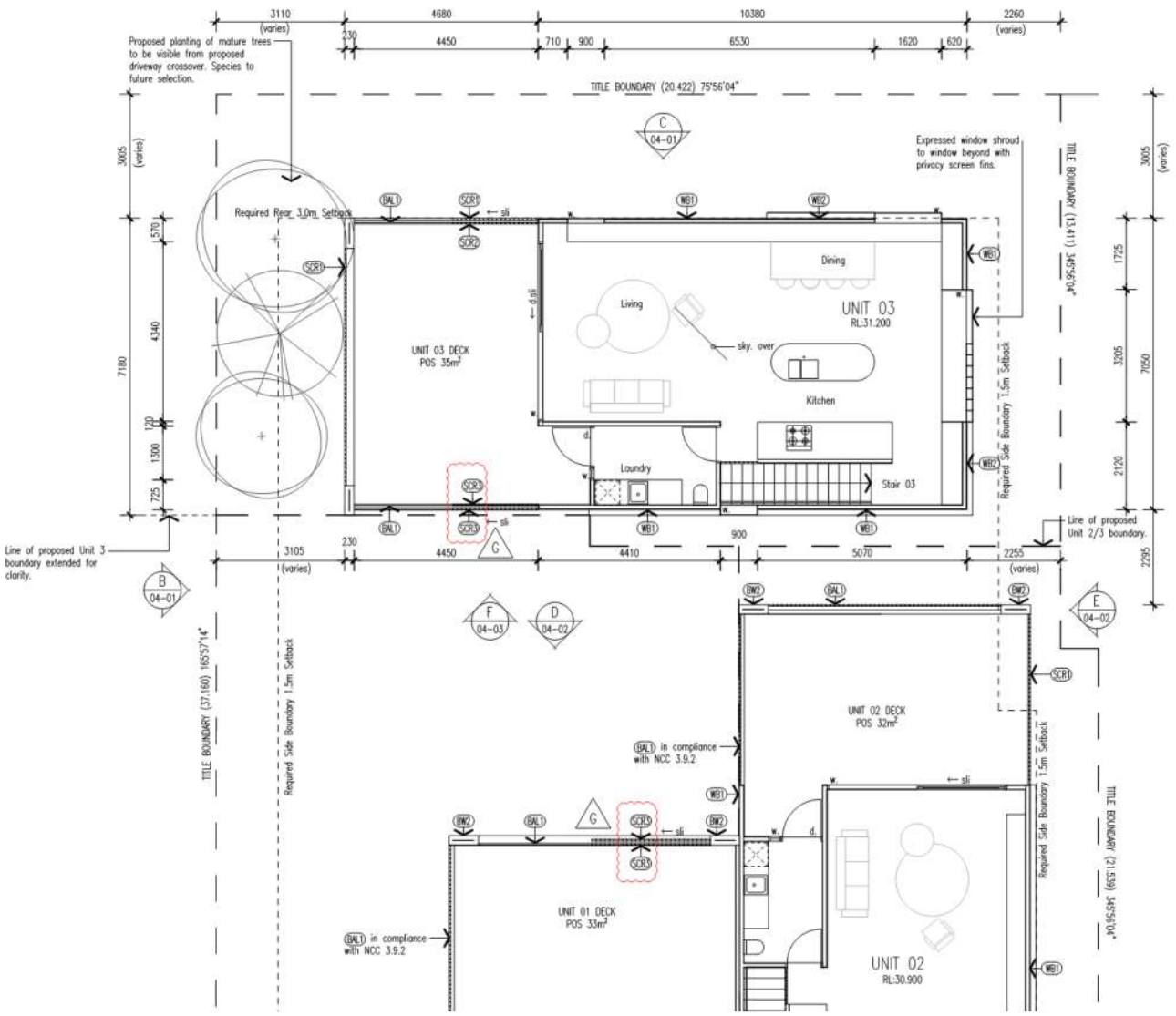
Scale: 1:100 @ A3

Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued For DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A02-11 rev G



EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY.

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor	DAN AND AMMI NICHOLAS
Project	5 ALEXANDER STREET SANDY BAY TAS 7005
Drawing	FLOOR PLAN UNIT 3 LEVEL 01
Scale	1:100 @ A3

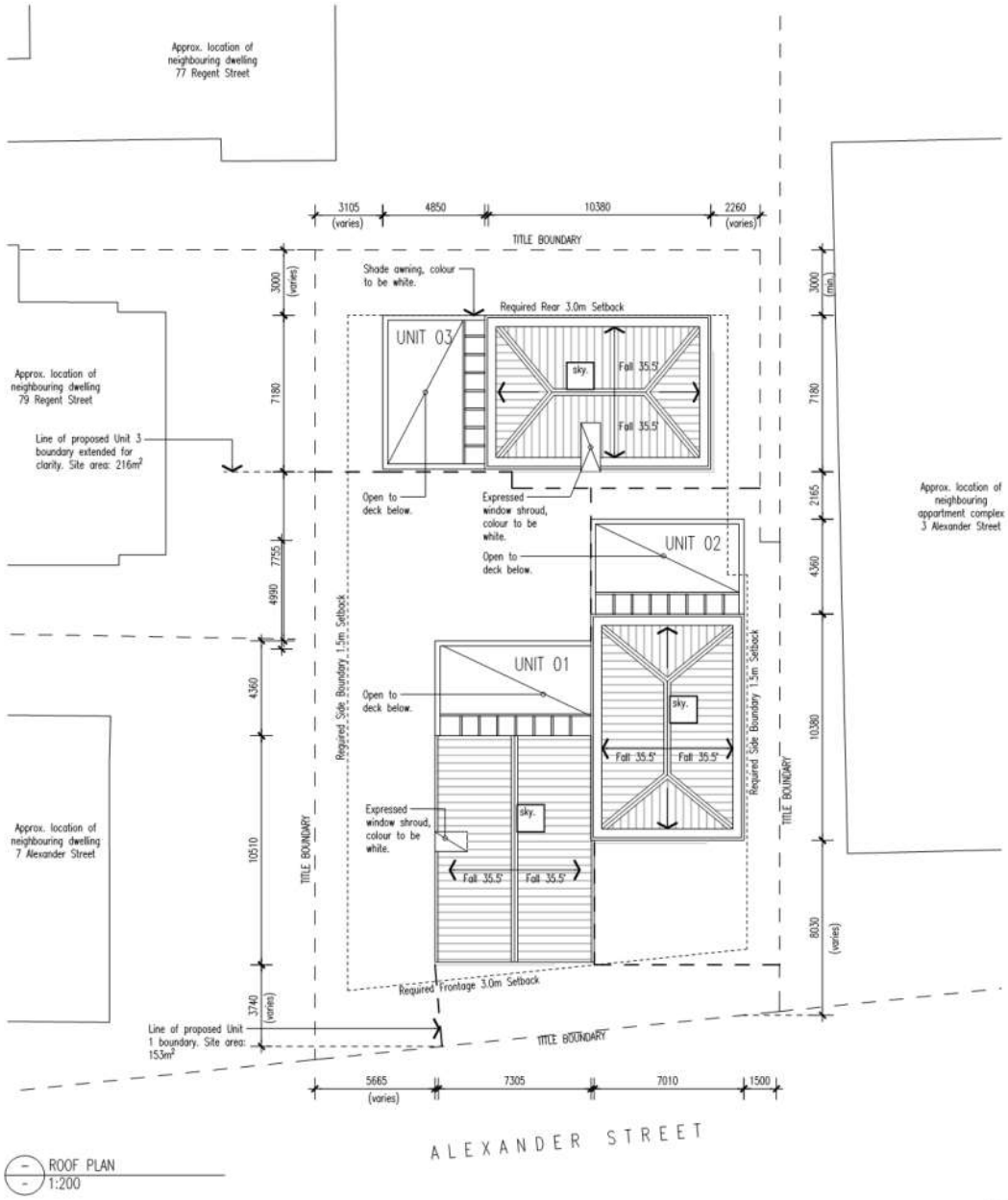
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No 20086

Drawing Number A02-12 rev G

PRELIMINARY NOT FOR CONSTRUCTION



ROOF PLAN
1:200

EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

G

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: ROOF PLAN

Scale: 1:200 @ A3

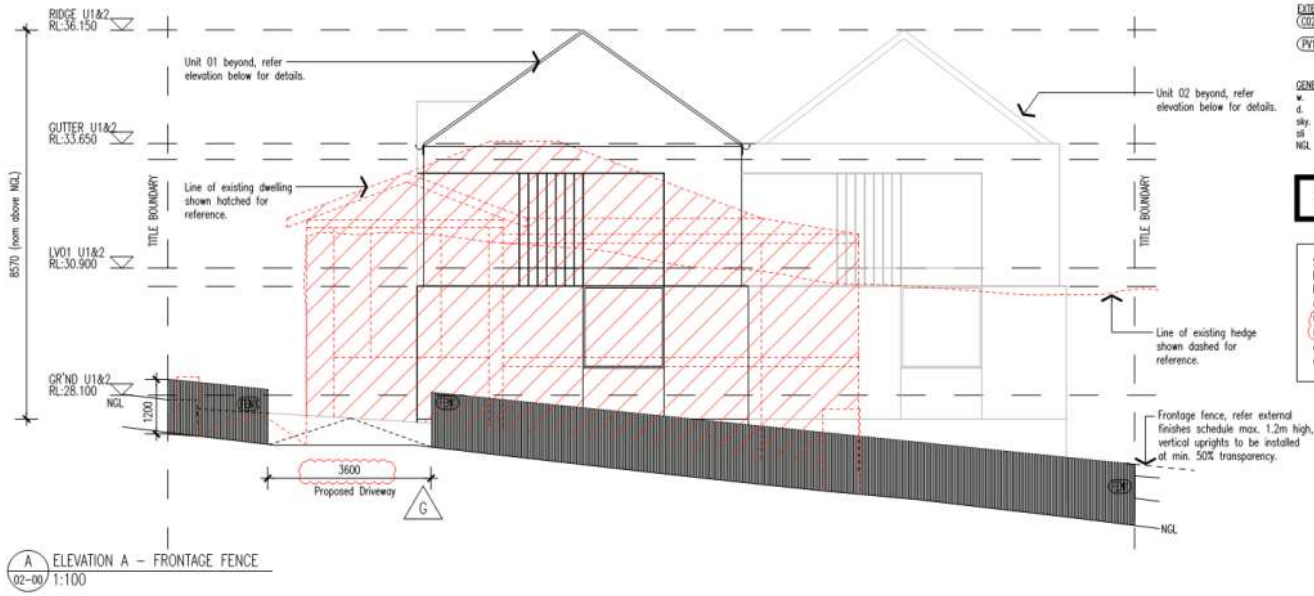
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

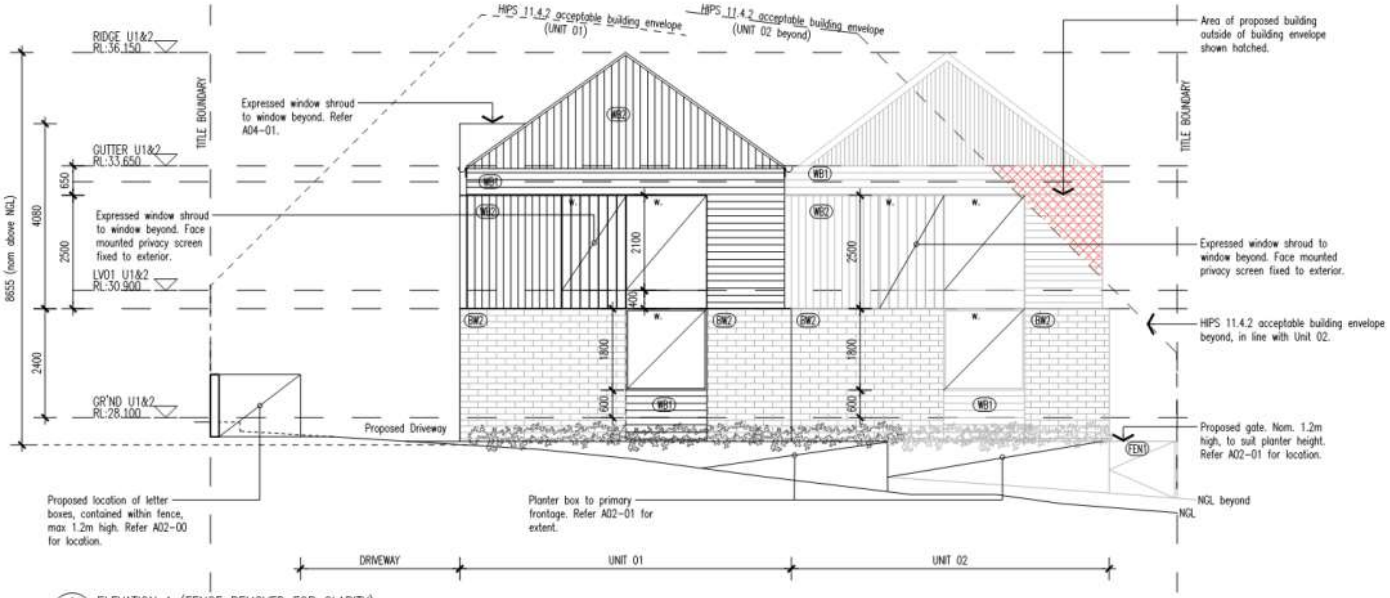
Project No: 20086

Drawing Number: A02-50 rev G

PRELIMINARY NOT FOR CONSTRUCTION



A ELEVATION A – FRONTAGE FENCE
02-00 1:100



A ELEVATION A (FENCE REMOVED FOR CLARITY)
02-00 1:100

EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Point finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

G

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902
info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

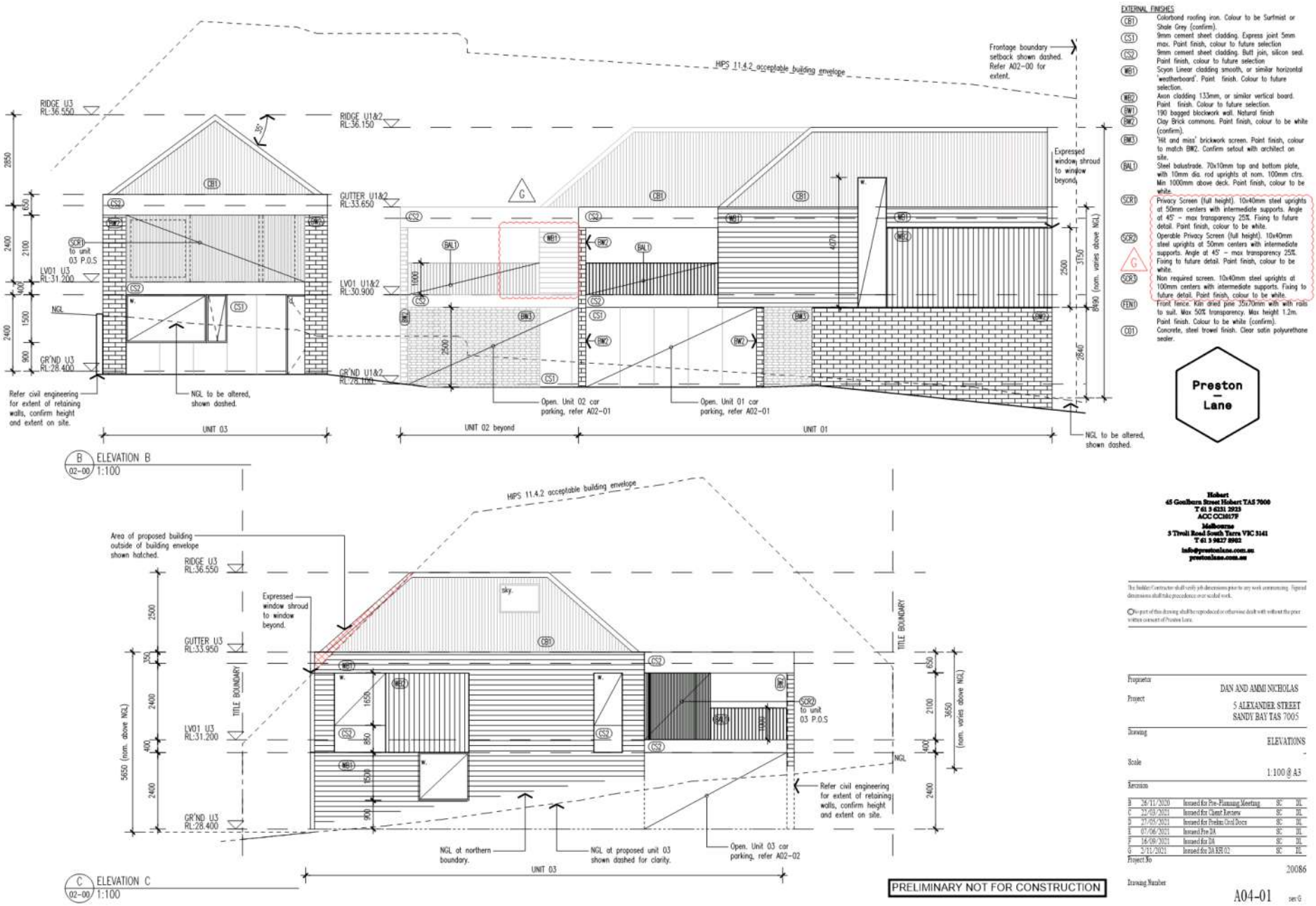
Proprietor: DAN AND AMMI NICHOLAS
Project: 5 ALEXANDER STREET SANDY BAY TAS 7005
Drawing: ELEVATIONS
Scale: 1:100 @ A3

Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Preston Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086
Drawing Number: A04-00 rev G

PRELIMINARY NOT FOR CONSTRUCTION



EXTERNAL FINISHES

CB1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET SANDY BAY TAS 7005

Drawing: ELEVATIONS

Scale: 1:100 @ A3

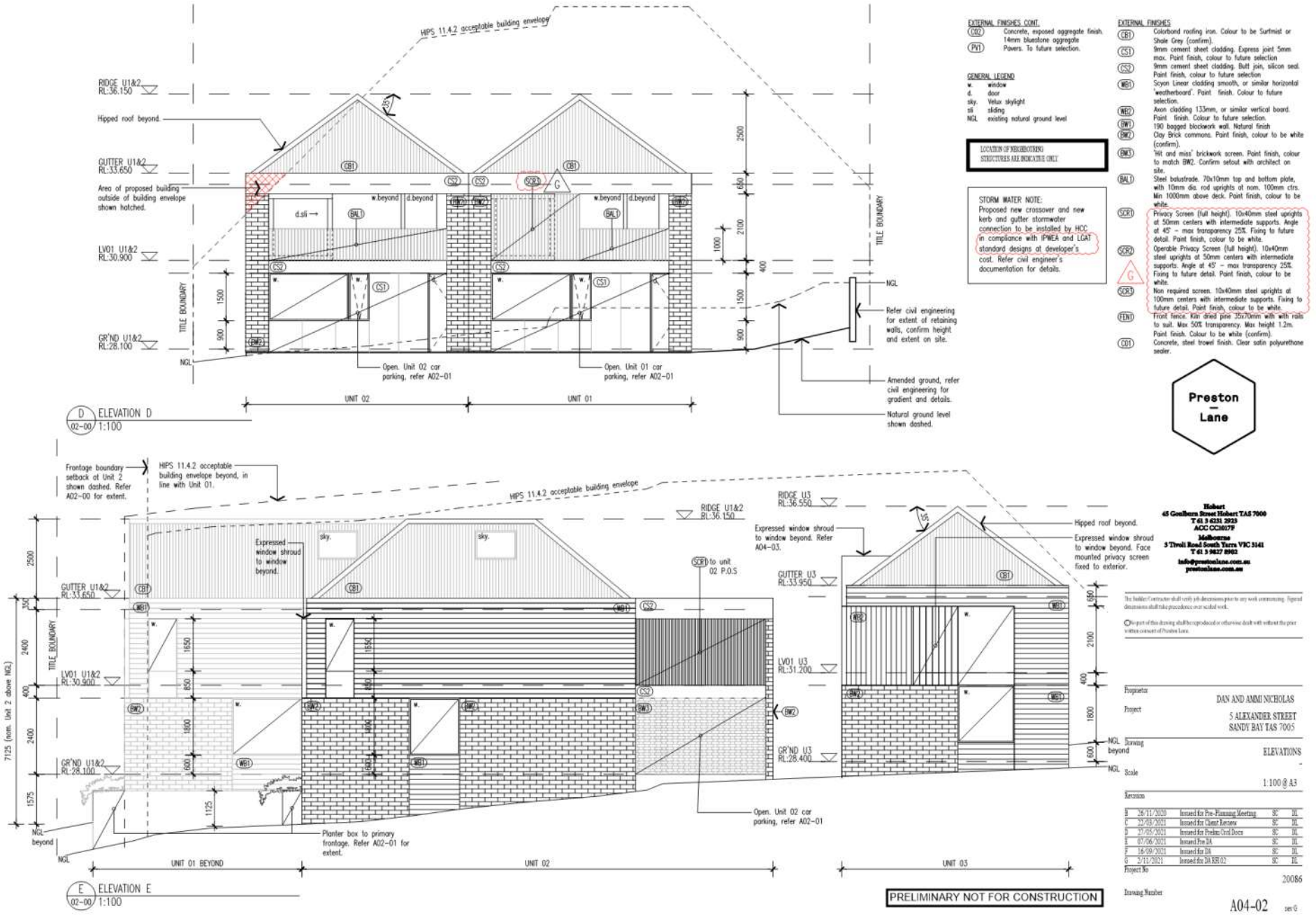
Revision

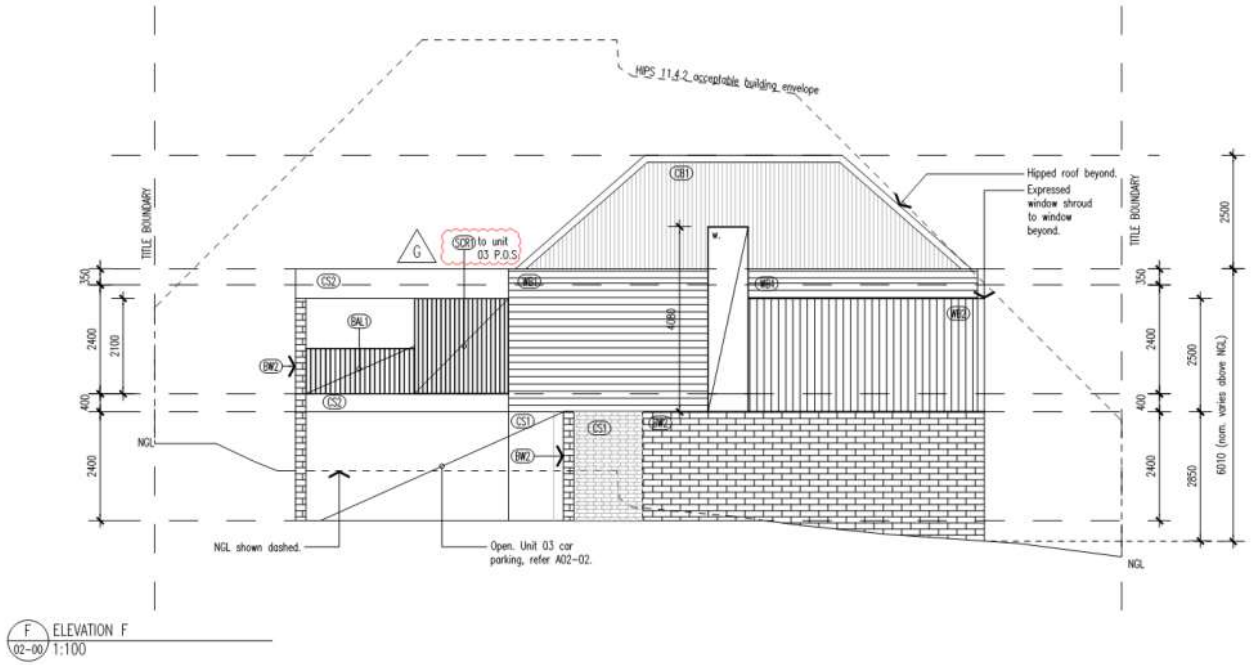
B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Preston Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A04-01 rev G

PRELIMINARY NOT FOR CONSTRUCTION


HIPS 11.4.2 acceptable building envelope
RIDGE U1&2 RL:36.150
Hipped roof beyond.
GUTTER U1&2 RL:33.650
Area of proposed building outside of building envelope shown hatched.
LVO1 U1&2 RL:30.900
GR'ND U1&2 RL:28.100
TITLE BOUNDARY
NGL
Open. Unit 02 car parking, refer A02-01
Open. Unit 01 car parking, refer A02-01
Refer civil engineering for extent of retaining walls, confirm height and extent on site.
Amended ground, refer civil engineering for gradient and details.
Natural ground level shown dashed.
UNIT 02
UNIT 01
D ELEVATION D
02-00 1:100
EXTERNAL FINISHES CONT.
EXTERNAL FINISHES
GENERAL LEGEND
STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.
Preston Lane
Frontage boundary setback at Unit 2 shown dashed. Refer A02-00 for extent.
HIPS 11.4.2 acceptable building envelope beyond, in line with Unit 01.
Expressed window shroud to window beyond.
SCR1 to unit 02 P.O.S
RIDGE U3 RL:36.550
Expressed window shroud to window beyond. Refer A04-03.
Hipped roof beyond.
Expressed window shroud to window beyond. Face mounted privacy screen fixed to exterior.
GUTTER U3 RL:33.950
LVO1 U3 RL:31.200
GR'ND U3 RL:28.400
Planter box to primary frontage. Refer A02-01 for extent.
UNIT 01 BEYOND
UNIT 02
UNIT 03
E ELEVATION E
02-00 1:100
PRELIMINARY NOT FOR CONSTRUCTION
Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902
info@prestonlane.com.au
prestonlane.com.au
Proprietor
DAN AND AMMI NICHOLAS
Project
5 ALEXANDER STREET
SANDY BAY TAS 7005
Drawing
ELEVATIONS
Scale
1:100 @ A3
Revision
B 26/11/2020 Issued for Pre-Planning Meeting SC DL
C 22/03/2021 Issued for Client Review SC DL
D 27/05/2021 Issued for Prelim Civil Docs SC DL
E 07/06/2021 Issued Pre DA SC DL
F 16/09/2021 Issued for DA SC DL
G 5/11/2021 Issued for DA RFI 02 SC DL
Project No
20086
Drawing Number
A04-02 rev G



F ELEVATION F
02-00 1:100

EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CB1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor	DAN AND AMMI NICHOLAS
Project	5 ALEXANDER STREET SANDY BAY TAS 7005
Drawing	ELEVATIONS
Scale	1:100 @ A3

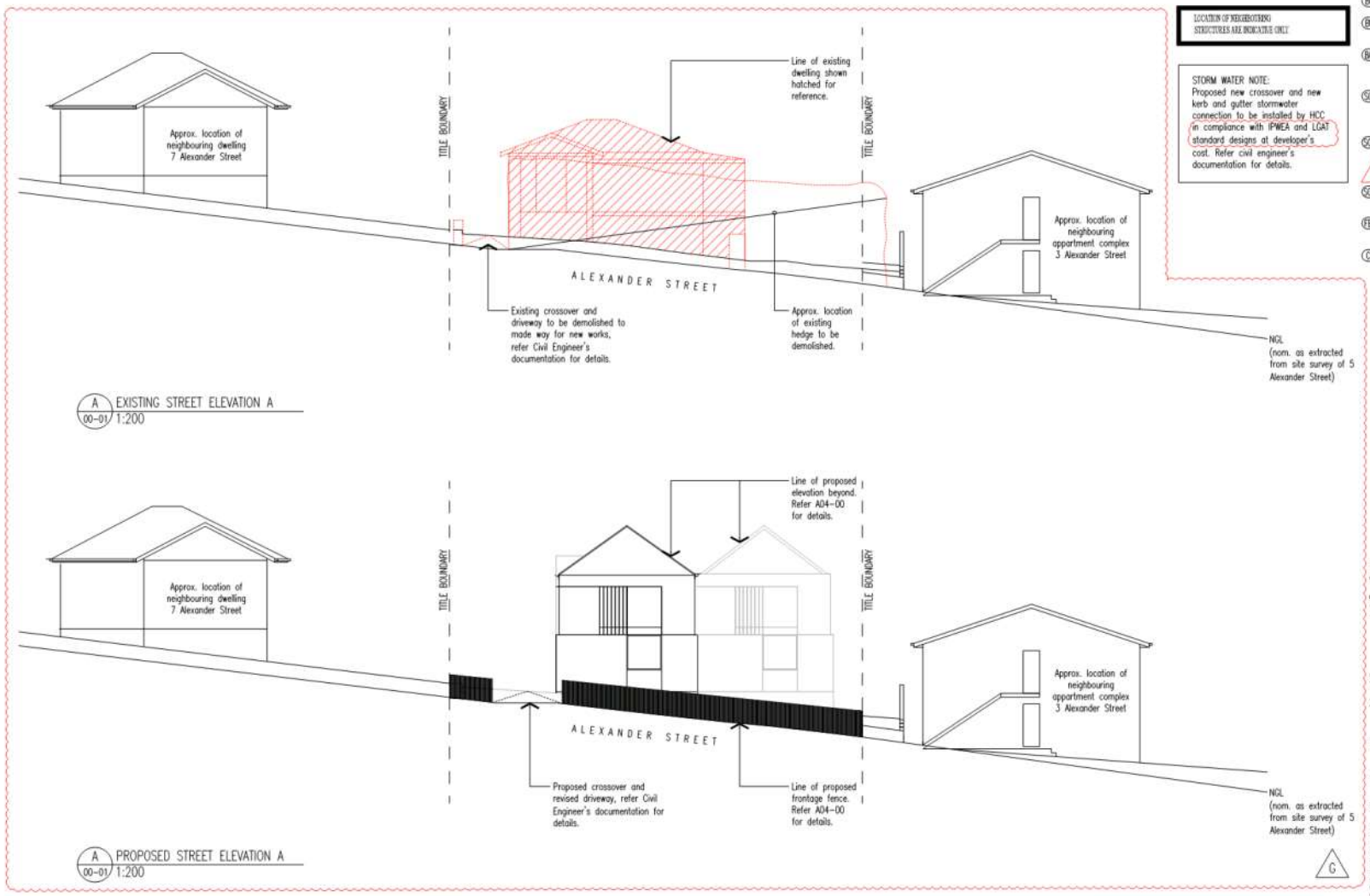
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No 20086

Drawing Number A04-03 rev G

PRELIMINARY NOT FOR CONSTRUCTION



EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY.

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WS1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WS2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

G

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902
info@prestonlane.com.au
prestonlane.com.au

The builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor	DAN AND AMMI NICHOLAS
Project	5 ALEXANDER STREET SANDY BAY TAS 7005
Drawing	ELEVATIONS
Scale	1:100 @ A3

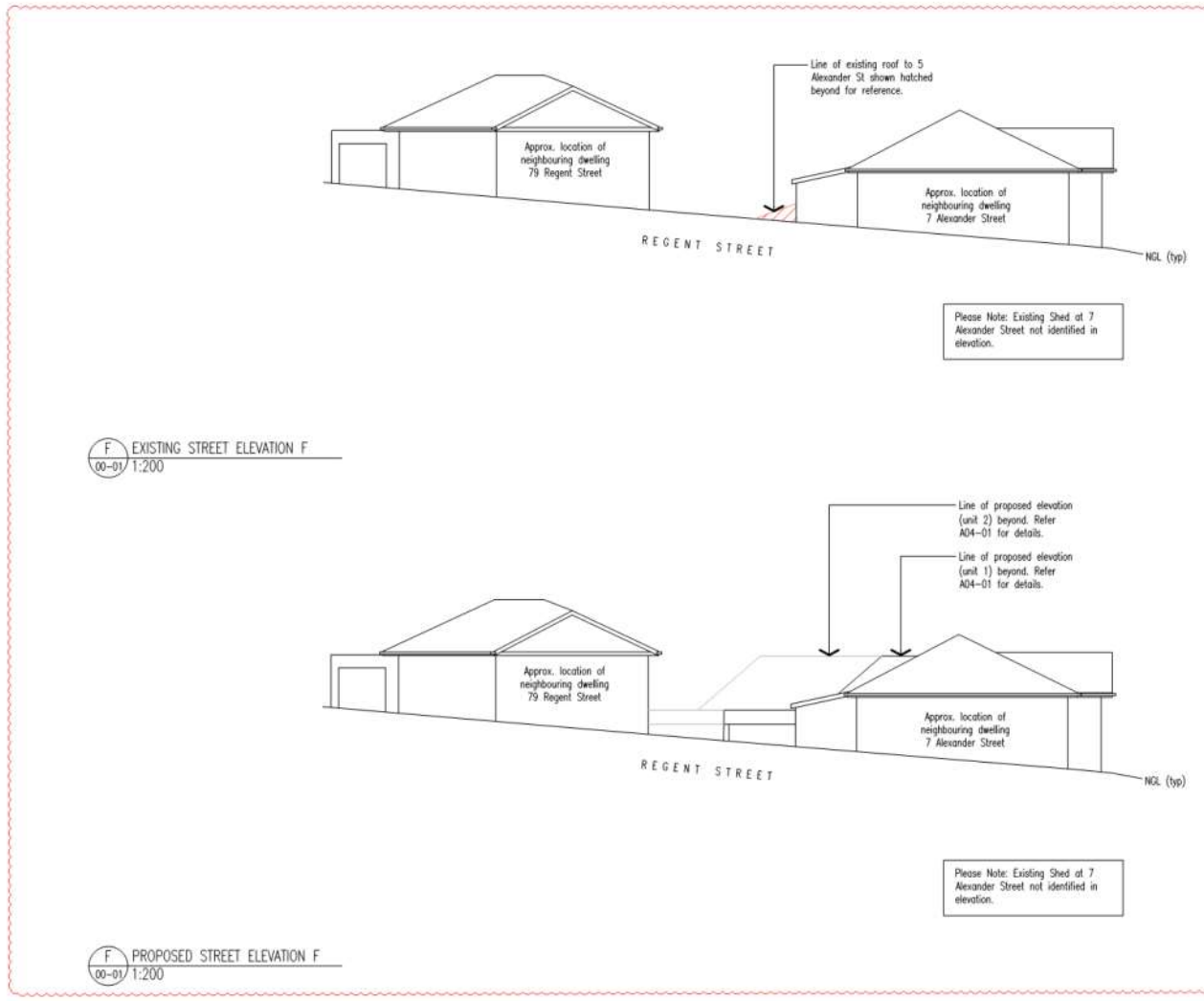
Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Preston Civil Docs	SC	DL
E	07/06/2021	Issued For DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No 20086

Drawing Number A04-04 rev G

PRELIMINARY NOT FOR CONSTRUCTION



EXTERNAL FINISHES CONT.

CO2	Concrete, exposed aggregate finish. 14mm bluestone aggregate
PV1	Pavers. To future selection.

GENERAL LEGEND

w.	window
d.	door
sky.	Velux skylight
sli	sliding
NGL	existing natural ground level

LOCATION OF NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY.

STORM WATER NOTE:
Proposed new crossover and new kerb and gutter stormwater connection to be installed by HCC in compliance with IPWEA and LGAT standard designs at developer's cost. Refer civil engineer's documentation for details.

EXTERNAL FINISHES

CR1	Colorbond roofing iron. Colour to be Surfmist or Shale Grey (confirm).
CS1	9mm cement sheet cladding. Express joint 5mm max. Paint finish, colour to future selection
CS2	9mm cement sheet cladding. Butt join, silicon seal. Paint finish, colour to future selection
WB1	Scyon Linear cladding smooth, or similar horizontal 'weatherboard'. Paint finish. Colour to future selection.
WB2	Axon cladding 133mm, or similar vertical board. Paint finish. Colour to future selection.
BW1	190 bagged blockwork wall. Natural finish
BW2	Clay Brick commons. Paint finish, colour to be white (confirm).
BW3	'Hit and miss' brickwork screen. Paint finish, colour to match BW2. Confirm setout with architect on site.
BAL1	Steel balustrade. 70x10mm top and bottom plate, with 10mm dia. rod uprights at nom. 100mm ctrs. Min 1000mm above deck. Paint finish, colour to be white.
SCR1	Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR2	Operable Privacy Screen (full height). 10x40mm steel uprights at 50mm centers with intermediate supports. Angle at 45° – max transparency 25%. Fixing to future detail. Paint finish, colour to be white.
SCR3	Non required screen. 10x40mm steel uprights at 100mm centers with intermediate supports. Fixing to future detail. Paint finish, colour to be white.
FEN1	Front fence. Kiln dried pine 35x70mm with with rails to suit. Max 50% transparency. Max height 1.2m. Paint finish. Colour to be white (confirm).
CO1	Concrete, steel trowel finish. Clear satin polyurethane sealer.

G

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902

info@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: DAN AND AMMI NICHOLAS

Project: 5 ALEXANDER STREET
SANDY BAY TAS 7005

Drawing: ELEVATIONS

Scale: 1:100 @ A3

Revision

B	26/11/2020	Issued for Pre-Planning Meeting	SC	DL
C	22/03/2021	Issued for Client Review	SC	DL
D	27/05/2021	Issued for Prelim Civil Docs	SC	DL
E	07/06/2021	Issued Pre DA	SC	DL
F	16/09/2021	Issued for DA	SC	DL
G	5/11/2021	Issued for DA RFI 02	SC	DL

Project No: 20086

Drawing Number: A04-05 rev G

PRELIMINARY NOT FOR CONSTRUCTION

AllUrbanPlanning PTY LTD

5 Alexander Street Planning Report for Demolition and 3 Multiple Dwellings



Date September 2021

19 Mawhera Ave, Sandy Bay Tasmania 7005 Call 0400 109 582
Email frazer@allurbanplanning.com.au allurbanplanning.com.au

Table of contents

1. Introduction 2
1.1 Title Information & Owners Consent 2
2. Site and Surrounding Uses 3
2.1 The site 3
2.2 Proposal 4
3. Planning Scheme - Zoning 5
3.1 Use Standards 6
3.2 Development Standards 6
4. Planning Scheme – Codes 15
4.1 Parking and Access Code 15
4.2 Stormwater Management Code 15
4.3 Historic Heritage Code 15
5. Conclusion 17

1. Introduction

All Urban Planning Pty Ltd has been engaged by Daniel and Amy Nicholas to prepare a planning assessment under the *Hobart Interim Planning Scheme 2015* (planning scheme) of a proposal for demolition of an existing house and three new multiple dwellings at 5 Alexander Street, Sandy Bay.

1.1 Title Information & Owners Consent

The proposal relates to the following land:

Address	***Title***	***Area***	***Owner***
5 Alexander Street	CT241661/1	757m^2	Islander Investments Pty ltd



Figure 1 The Site (Source: annotated aerial photo and cadastre from theList)

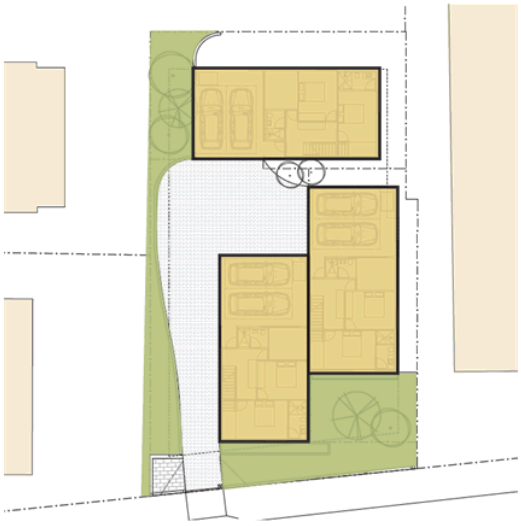


Figure 2 Proposed multiple dwelling development (Source: Site Plan, Preston Lane Architects)

2. Site and Surrounding Uses

2.1 The site

The proposal relates to an existing title (CT 241661/1) of 757m^2 on the northern side of Alexander Street, Sandy Bay opposite the University of Tasmania's Sandy Bay Campus. There is an existing dilapidated house on the site that has been assessed by Peter Spratt, consulting engineer with significant experience in heritage buildings. His advice recommends demolition of the building on the basis that the risks of making good and the cost of making good make the work impractical.

Peter Spratt's report is attached in full in Appendix A.

The accompanying Heritage Impact Assessment by Brad Williams of Praxis includes an assessment of the characteristics of the area and the site. It concludes that 5 Alexander Street does not have a particularly strong contribution to the overall streetscapes of the precinct. Being a lower-end example of its architectural style and sitting somewhat in isolation from any cohesive cluster of similar buildings (largely due to the adjacent block of flats) there are many other stronger examples of buildings and clusters of buildings within the precinct which better demonstrate the key attributes to which significance is assigned. Further, being on the edge of the precinct immediately opposite the university campus – which is in no way consistent with the precinct values, the place is not considered critical nor integral to demonstrating the values of the precinct through streetscape presence.

The above also considered that the hedge almost completely obscures the building – however it cannot be assumed that the hedge will always be present. Even in the absence of the hedge the contribution that 5 Alexander Street makes to the precinct is comparatively minimal.



Figure 3 – the site as viewed from the eastern approach on Alexander Street From the eastward approach along Alexander Street. 5 Alexander Street does not have a particularly strong contribution to the overall streetscapes of the precinct. Being a lower-end example of its architectural style and sitting somewhat in isolation from any cohesive cluster of similar buildings (largely due to the adjacent block of flats) (Source: Praxis)

2.2 Proposal

The proposal is documented in the accompanying plans and includes:

- Demolition of the existing dwelling
- Construction of 3 x new 2 bedroom(plus study) dwellings. Each will have an upper level living area, adjacent 30+ m2 deck and 2 carparking spaces
- A new 1.2m high timber picket fence with minimum 50% transparency
- Site landscaping including planting of mature trees behind the front fence and other complementary plantings.

As discussed in the accompanying Architectural Statement, the proposal has been designed to maintains the character of the golf links estate subdivision through providing the impression of a larger building at the front of the site, with a small ancillary building and garden at the rear of the property.

The access driveway is located on the Western side of the property, linking the units and providing a visual connection to the rear of the site.

AllUrbanPlanning

The development maintains a small street setback, commensurate with the surrounding properties and maintains the established pattern of development in the area.

3. Planning Scheme - Zoning

The site is zoned Inner Residential.



Figure 4 - Planning Scheme zoning map (Source: annotated from theList)

The Purpose of the Inner Residential Zone under Clause 11.1.1 of the Planning Scheme is:

- *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.*
- *To provide for compatible non-residential uses that primarily serve the local community.*
- *To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.*
- *To encourage residential development that respects the neighbourhood character.*
- *To provide a high standard of residential amenity.*

AllUrbanPlanning

- *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.*

As set out thought this assessment the proposed residential infill proposal is considered entirely consistent with this Purpose. Residential use for more than a single dwelling has Permitted Use status under the Use Table 11.2.

3.1 Use Standards

There are no applicable Use Standards for Residential.

3.2 Development Standards

Residential density for multiple dwellings (Clause 11.4.1)

Development Standard	***Assessment***
A1 Multiple dwellings must have a site area per dwelling of not less than 200m^2.	The proposal for 3 dwellings on the 757m^2 site complies with a site area per dwelling of 252m^2.

Setbacks and building envelope for all dwellings (Clause 11.4.2)

Objective:

That the siting and scale of dwellings:

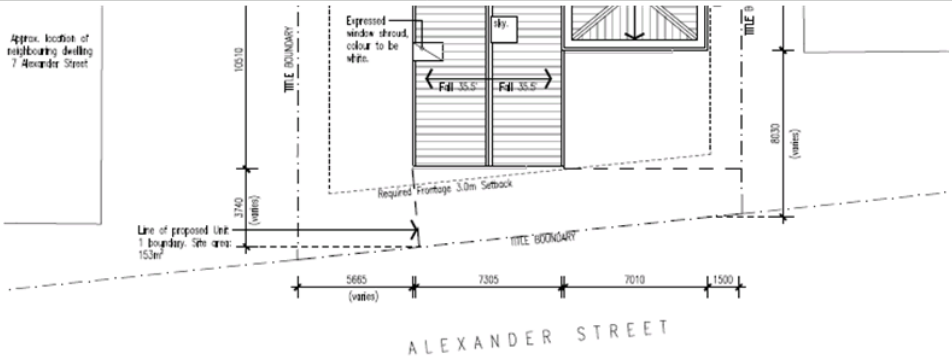
(a) provides reasonably consistent separation between dwellings and their frontage within a street;

(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; and

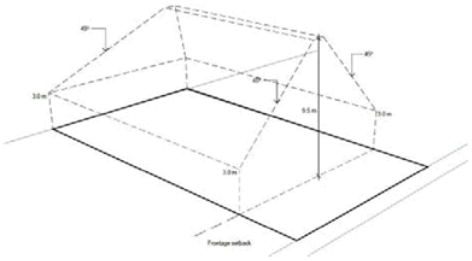
(c) provides separation between dwellings on adjoining properties to allow a reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

Development Standard	***Assessment***
A1 *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:* *(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 proposal is setback a minimum of 3m from the Alexander Street frontage and complies with A1. It should also be noted that the stepped setback of Units 1 and 2 transitions between the close setback of 7 Alexander Street (Unit 1) and greater setback of 3 Alexander Street (Unit 2) See plan extract below.

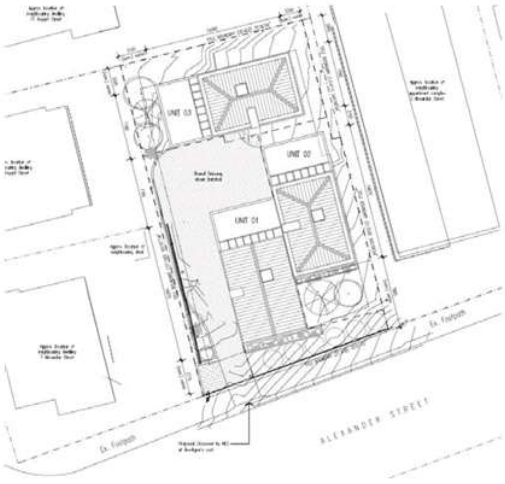
AllUrbanPlanning

the primary frontage, of any existing dwelling on the site; *(b) if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;* *(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or* *(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.*	
	
A2 *A garage or carport for a dwelling must have a setback from a primary frontage of not less than:* *(a) 4m, or alternatively 1m behind the building line;* *(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or* *(c) 1m, if the existing ground level slopes up or down at a gradient steeper*	Complies. The proposal does not involve a garage or carport near the frontage.

AllUrbanPlanning

than 1 in 5 for a distance of 10m from the frontage.	
A3 *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:* *(a) be contained within a building envelope (refer to Figures 11.1, 11.2 and 11.3) determined by:* *(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* *(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* *(b) only have a setback within 1.5m of a side or rear boundary if the dwelling:* *(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or* *(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser)* *This acceptable solution does not apply to Battery Point Heritage Precinct (BP1)L1.*	The proposed dwellings 2 and 3 exceed the permitted building envelope described in Figure 11.1. The proposal is therefore assessed under P3. 
P3 *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;*	The siting and scale of the proposal is considered to satisfy P3 in that: a) The proposal will avoid unreasonable loss of amenity to adjoining properties as follows: The proposal conforms to the building envelope relative to 7 Alexander Street and 79 Regent Street adjacent to the west. The proposal involves only a very minor exceedance of the building envelope relative to the property to the rear at 77 Regent

AllUrbanPlanning

(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.*	Street and the exceedance orientated to the south east and well separated from the living areas on private open space of the at property will in no way overshadow. Any unreasonable impact to 3 Alexander Street to the east will be avoided in that there are no habitable rooms other than bedrooms or private open space areas on the corresponding western side of the at property and that there are only small windows, orientated away from common boundary. b) The site plan A00-03 shows that the proposed separation between dwellings is consistent with the existing on established properties in the area. 

AllUrbanPlanning

Site coverage and private opens space (Clause 11.4.3)

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

Development Standard	***Assessment***
A1 *Dwellings must have:* *(a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and* *(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).*	The proposal complies with A1 in that: a) The proposed site cover of approximately 330m^2 on the 757m^2 site comfortably complies with a site cover of approximately 43%. b) Each dwelling will have a ground level garden area of private open space and a first floor level deck. Unit 1 does not have a ground floor POS area of at least 40m^2 and the proposal is therefore to be assessed under P1.
P1 *Dwellings must have:* *(a) site coverage consistent with that existing on established properties in the area;* *(b) private open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate:* *(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* *(ii) operational needs, such as clothes drying and storage; and* *(c) reasonable space for the planting of gardens and landscaping.*	P1 The proposal is considered to satisfy P1 in that: a) The site cover complies and is consistent with established properties in the area b) Each dwelling has a ground level garden area and first floor level deck area of at least 30m^2 directly accessible from the living area. These spaces will provide a high level of amenity and usable private open space for the occupants of these modest townhouses. Units 2 and 3 will have room for clothes drying in the garden areas and Unit 1 will have under cover clothes drying in the carport area behind carpark 2.
A2 *A dwelling must have private open space that:*	The proposal complies with A2 in that each dwelling will have a north facing deck area

AllUrbanPlanning

(a) is in one location and is not less than: *(i) 24m2; or* *(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);* *(b) has a minimum horizontal dimension of:* *(i) 4m; or* *(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);* *(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* *(d) has a gradient not steeper than 1 in 10.*	exceeding 24m^2 with a minimum dimension exceeding 4m.

Sunlight and overshadowing (Clause 11.4.4)

Objective:

That the separation between multiple dwellings provides reasonable opportunity for sunlight to enter private open space for dwellings on the same site.

Development Standard	***Assessment***
A1 *A multiple dwelling that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 11.4.3, must satisfy (a) or (b), unless excluded by (c):* *(a) the multiple dwelling is contained within a line projecting (see Figure 11.4):* *(i) at a distance of 3m from the northern edge of the private open space; and* *(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal.* *(b) the multiple dwelling does not cause 50% of the private open space to receive*	The accompanying shadow diagrams for 21 June to show that the POS for Units 1 and 2, being sited to the south of Unit 3 will receive direct sunlight to more than 50% of its area for at least 3 hours between 9am and 3pm on 21 June. The proposal therefore complies with A1b).

AllUrbanPlanning

less than 3 hours of sunlight within the hours of 9.00am to 3.00pm on 21st June. *(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:* *(i) an outbuilding with a building height not more than 2.4m; or* *(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.*	

Width of openings of garages and carports for all dwellings (11.4.5)

Not applicable.

Privacy (Clause 11.4.6)

Objective:

To provide a reasonable opportunity for privacy for dwellings.

Development Standard	***Assessment***
A1 *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) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;* *(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* *(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:*	The proposal complies with A1 to the extent that: - the deck area for Unit 3 is setback over 3m from the western side boundary and has a 1.7m high fixed screen with max 25% transparency to the northern (rear boundary) - the deck for Unit 2 is sited inside the 3m permitted setback but has a 1.7m high applied screen with max transparency of 25% applied to the area of the deck exceeding 1m - the deck on Unit 2 has a 1.7m high fixed screen along its western side to prevent direct views from that deck to the deck on Unit 2 - the deck of Unit 2 corresponds with the southern elevation F of Unit 3 which has screened windows and deck - there are no parking areas with a finished surface area more than 1m above existing ground level.

AllUrbanPlanning

(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.*	
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%.*	The proposal complies with A2 in that: - The northern windows of Unit 3 are setback within 4m of the rear boundary but there are no corresponding windows or glazed doors on the corresponding property within 1.5m (A2(b)(i); - Unit 1 is setback at least 3m (approx. 5.5m) from the western side boundary with 7 Alexander Street (A2a)i) - The first floor windows in the eastern elevation of Unit 2 and Unit 3 are either screened or offset at least 1.5m in the horizontal plane of windows at the adjacent property at 7 Alexander Street and therefore comply with A2b)

AllUrbanPlanning

A3 *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:* *(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.*	The proposal complies with A3 in that there are no windows on ground level or within 1.7m of ground level of the shared driveway areas. There are no shared parking areas with 2 carparking spaces allocated to each unit.

Frontages fences for all dwellings (11.4.7)

The proposed 1.2m high front fence is to be assessed under the Heritage Code.

Waste storage for multiple dwellings (Clause 11.4.8)

Objective:

To provide for the storage of waste and recycling bins for multiple dwellings.

Development Standard	***Assessment***
A1 *A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m2 per dwelling and is within one of the following locations:* *(a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or* *(b) in a common storage area with an impervious surface that:* *(i) has a setback of not less than 4.5m from a frontage;* *(ii) is not less than 5.5m from any dwelling; and*	The proposal complies with A1a) in that each dwelling will have a separate bin storage area of 1.5m$^{2\ to}$ the rear of their carport area.

AllUrbanPlanning

(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.	

The proposal is assessed to comply with the relevant Development Standards for the Inner Residential Zone.

4. Planning Scheme – Codes

4.1 Parking and Access Code

Each of the proposed dwellings includes two carparking spaces and complies with the parking requirements of Table E6.1 of the planning scheme.

The carparking layout has been setout to comply with AS2890 and provide for in site turning as shown on the accompanying engineering drawings.

4.2 Stormwater Management Code

The proposal is accompanied by a stormwater concept.

4.3 Historic Heritage Code

The requirements of this Code are addressed in the accompanying Heritage Impact Assessment.

The place is within the Sandy Bay 6 (SB6) Heritage Precinct. It is not included as an individual heritage place under the planning scheme, nor included on the Tasmanian Heritage Register.

Development Standards for Heritage Precincts (E13.8)

Demolition (E13.8.1)

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.

Development Standard	***Assessment***
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;*	The proposal results in the loss of a building that contributes to the historic cultural heritage significance of the precinct. The following responses are provided to the qualifiers for that loss: i. The engineer's report by Peter Spratt has concluded that it is neither feasible nor safe to undertake the necessary works to correct the severe structural defects suffered by the existing building. Repair of the building is considered by Mr. Spratt as being dangerous

AllUrbanPlanning

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.*	given the ineffective past attempts to repair the building (i.e. sudden failure could occur). Given the inevitable need for the existing building to be removed, social and economic benefits may be gained by the development of the site for multiple dwellings – provided that such can be achieved without undue detriment to the values of the heritage precinct. Ii. The engineer's report concludes that the building ought to be demolished as repair is not feasible. iii. As per the discussion below, the proposed replacement development is considered to be complementary to the heritage values of the precinct whilst realising the potential of the site for a higher density of residential occupation further to (i) above.

Buildings and Works other than Demolition (E13.8.2)

Objective:

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

Development Standards	***Assessment***
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.*	See Heritage Impact Assessment by Praxis.
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.*	See Heritage Impact Assessment by Praxis.
P3 *Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.*	Not applicable
P4	See Heritage Impact Assessment by Praxis.

AllUrbanPlanning

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.*	See Heritage Impact Assessment by Praxis.

5. Conclusion

It is proposed to demolish the existing dilapidated house and construct three multiple dwellings on the site.

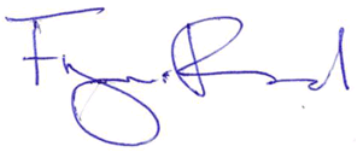
The engineer's report by Peter Spratt has concluded that it is neither feasible nor safe to undertake the necessary works to correct the severe structural defects suffered by the existing building. Repair of the building is considered by Mr. Spratt as being dangerous given the ineffective past attempts to repair the building (i.e. sudden failure could occur).

Given the inevitable need for the existing building to be removed, social and economic benefits will be furthered by this sensitive proposal that will maintain the house in garden streetscape appearance.

The proposal has been carefully designed as a contemporary response to the heritage precinct and to avoid unreasonable impacts to the neighbours.

The proposal is considered to comply with the planning scheme and in my opinion should be approved as a Section 57 application following public advertisement.

I would be pleased to discuss as necessary.



Frazer Read

Principal Planner

AllUrbanPlanning

Appendix A

Structural Assessment
Peter Spratt

PETER SPRATT
CONSULTING CHARTERED ENGINEER
P. Spratt AM M.Env.St . Dip.CE FIEAust . LFAIB MASCE A.I.Arb.A

25 Gourlay Street
Blackmans Bay
TAS 7052

Ph. 03 6229 7280
Email p.spratt@bigpond.net.au
ABN 55 120 015 973

11th May 2020 Ref No 8002

Mr. D. Nicholas
Top Deck Building
92A Grosvenor Street
Sandy Bay TAS 7005

House, 5 Alexander Street, Sandy Bay
Structural Assessment

Dear Sir,
I have, to your request, carried out the above assessment. I visited the site on the 5th. May last and carried out a visual inspection externally and internally, including the underfloor and roof spaces, in your company.
I advise that –

1. The Building
The building is of single story hip roof cavity brick timber floored construction. Internal walls are brick.
There is a gable roofed bay window construction to the SW corner, a verandah to the south and east sides, a gable extension and a recent skillion roofed brick extension to the north rear.
The verandah has later brick infill under the ground floor.
The roof cladding is corrugated iron.



Aerial View

Photograph 1.

2. Site Observations
The following comments are illustrated by photographs 1-16.
- The building has longstanding defects in foundations, floor construction, walls and roof construction.
- The defects in the foundations, floor construction and walls have, over the years, seen ineffective remedial works being carried out.
- The building in of the verandah and the rear extension are poorly constructed and have their own separate defects.
- The front north wall, adjacent to the bay window, has been underpinned. It is unknown as to whether this work was carried out during the infill works but the underpinning has failed with substantial cracking due to soil movement.

Peter Spratt
ABN 55 120 015 973

- The internal solid brick walls are supported off railway lines, acting as bearers, landing on brick piers and external walls. The railway lines have had steel post supports added later as a remedial work against settlement.
- The railway line supports are variously pipes and SHS sections, indicating two separate attempts to correct floor structure movement.
- There is cracking of the top flange of some of the railway lines. This cracking is a major structural hazard. Old railway lines have a high carbon content to minimise rusting and are subject to brittle fatigue failure with repetitive stress cycling due to railway usage. They are additionally, because of their carbon content, very difficult to effectively weld. When salvaged and used as beams they could give a sudden failure with cracking.
- The floor structure was originally constructed close or on ground level as evidenced by the photographs. Later works have involved excavation to around 1-1.5 m below original to obtain deep foundations for the steel supports to the railway lines. The photographs show timbers where close to the ground are damp and it is likely that there is extensive rot of the floor structure on the house west side.
- There is extensive shear tear cracking to the crosswalls adjoining the west side exterior wall and front gable wall adjacent to the bay window indicating roof ridge drop and roof spread forcing the external west wall and gable wall outwards.
- The outwards movement of the west wall has given failure of the cavity brick ties. The original remedial work filled the lateral movement crack which has not moved but a new shear crack has developed above it.
- The west external wall has had a plaster sheet attached to its top in an endeavour to hide the top of wall movement. This sheet has pulled away from its fixings due to later further outwards movement of the wall.
- The gable wall at the bay window has both floor joists and ceiling joists parallel to the wall with no connection to the wall resulting in movement outwards of both the gable wall and the window.
- The roof rafters at 90x40 are excessively slender for their span and will readily buckle in compression under wind load causing opening of joints with collar ties and landings onto wall plates. There is some inadequate and later support of some longer rafters with underpurlins which have excessive overhanging cantilevers.
- The hanger beams are undersized and additionally have struts supporting the roof structure.
- Some hip rafters have been scarf jointed with the joints opening up.
- The north and south external walls have unstrutted and unrestrained jack joists allowing seesawing and pullout under wind load.
- I note that there has been a major change in the wind regime with winds of around 100km/hr now becoming common. I rate the roof structure as being adequate, based on computer analysis of similar buildings, for around 70km/hr.

3. Remedial Works

I have assessed the practicality of remedial works as -

- There is a major safety risk in working under the existing floor structure in that a sudden failure without warning can occur with the railway line bearers.
- There is need for new foundations, new bearers to replace the railway lines and excavation is needed to a depth which will provide adequate bearing pressures.
- The internal brick walls are heavy solid brickwork which has cracked.
- The external west wall has substantial bowing and both lateral movement and brick tie failure.
- The gable wall at the bay window has moved outwards and requires connecting to the floor and roof structures.
- The western half of the building has its floor structure on the ground giving likely extensive wood rot and need for ventilation clearance.
- The roof structure requires stiffening to meet current wind loads.

Peter Spratt
ABN 55 120 015 973

4. Recommendation
Demolish the building.
The risks of making good and the cost of making good make the work impractical.

Yours faithfully,

PETER SPRATT AM

5. Photographs

View of building from street.

Photograph 2.



View of bay window gable.

Photograph 3.



Peter Spratt
ABN 55 120 015 973

View of slender bearer with later steel pipe support landing into wall without tied pier.

Photograph 4.



Detail of photo 4.
Note the cracked joist and failed bearer support.

Photograph 5.



View of later supports to railway lines. Note crack in line.
The ground has been excavated for the installation of the supports.

Photograph 6.



Peter Spratt
ABN 55 120 015 973

Crack in railway line and wall above.

Photograph 7.



View of edge of later excavation on west side showing floor structure on original ground. Note the dampness.

Photograph 8.



View of later top of wall lining replacement movement on west side external wall.

Photograph 9.



Wall cracking

Photograph 10.



Wall movement

Photograph 11.



Wall shear tear cracking

Photograph 12.

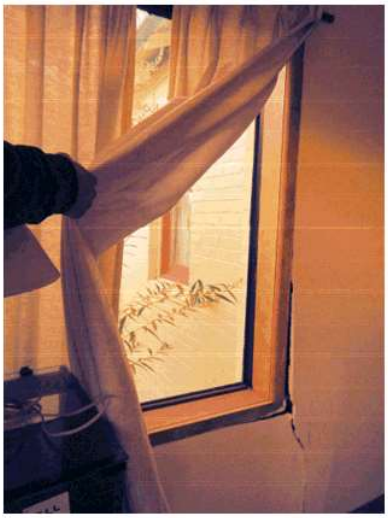


Peter Spratt
ABN 55 120 015 973



Gap between wall and floor where wall moved out.

Photograph 13.



Wall movement in rear extension.

Photograph 14.



Roof construction showing slender hanger beam with roof strut loading and excessive cantilever on underpurlin.

Photograph 15.

Peter Spratt
ABN 55 120 015 973

Slender hanger beam with roof strut loading, unstrutted and unrestrained jack joists and open scarf joint in hip rafter.

Photograph 16.



Preston Lane

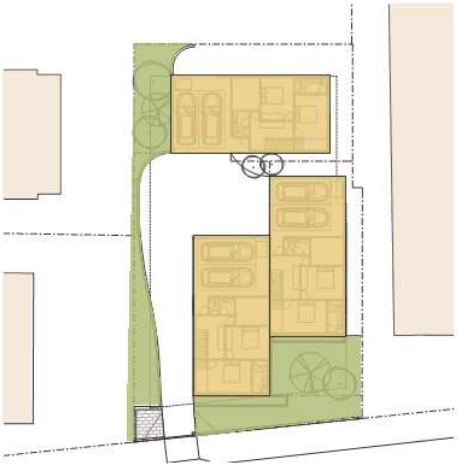
5 ALEXANDER STREET

ARCHITECTS STATEMENT

The proposal is for the demolition of an existing 1920's/30's home, and for the construction of 3 units at 5 Alexander Street, Sandy Bay.

5 Alexander Street is not listed as a Heritage place in the Hobart Interim planning scheme, however it is located within the Heritage Precinct SB6.

The existing home has been recommended for demolition by two independent engineers, and a report has been provided by Heritage engineer Peter Spratt due to its structural integrity and reasons of safety.



SITE

Conceptually the proposal maintains the character of the golf links estate subdivision through providing the impression of a larger building at the front of the site, with a small ancillary building and garden at the rear of the property.

The access driveway is located on the Western side of the property, linking the units and providing a visual connection to the rear of the site.

The development maintains a small street setback, commensurate with the surrounding properties and maintains the established pattern of development in the area.



FORM

Sited behind a low picket fence, the form of the development provides a modern interpretation of the existing condition and surrounding area, incorporating a gabled front to the street, and hipped roof forms to the remainder.

The form is clearly modern with clipped eaves and maintains a reference to the past through the scale and proportion of the development and architectural detailing.



ARCHITECTURAL STYLE AND MATERIAL

The proposal seeks to maintain the heritage values of the precinct and avoid incompatible development. Its modern interpretation consists of a solid brick base, painted in neutral tones to not dominate, but to reference properties within the area. Modern weatherboards dress the units at the upper level, providing an element of texture and shade; scale and proportion and relationship to the more decorative homes adjacent. This material choice has been made to interpret in a modern manner, rather than to mimic that of the heritage past.

Projecting framed windows address the street interpreting that of a bay window providing reference to the past. Further projecting windows flank the units, with their proportions relating to that of a double hung window.











praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Conservation Management Policy and Development Impact Assessment

5 Alexander Street
SANDY BAY TASMANIA

Brad Williams
Heritage Consultant

For Preston Lane Architects
On behalf of Daniel Nicholas

January 2021
(Heritage Impact Assessment September 2021)

Contents:

1.1 INTRODUCTION, RATIONALE AND BRIEF 4

1.2. STATUTORY HERITAGE REQUIREMENTS 8

HOBART INTERIM PLANNING SCHEME 2015 8
HISTORIC CULTURAL HERITAGE ACT 1995 14
ENVIRONMENT PROTECTION & BIODIVERSITY CONSERVATION ACT 1999 14

1.3. ASSESSMENT METHODOLOGY 15

1.4. BRIEF OVERVIEW OF THE HISTORY AND HISTORICAL CONTEXT OF THE PLACE 17

1.5. GENERAL DESCRIPTION AND EVOLUTION OF THE PLACE AND SURROUNDS 20

1.5.1 THE BUILDING ITSELF 20
1.5.2. CHARACTER OF THE WIDER AREA 24
1.5.3. KEY VIEWS AND VISTAS 29
1.5.4. ARCHITECTURAL TENOR OF THE AREA 32

1.6. CONSIDERATION OF THE CONDITION OF THE PLACE 42

1.7. HERITAGE MANAGEMENT POLICIES 44

2. HERITAGE IMPACT ASSESSMENT 46

2.1. ASSESSMENT AGAINST CONSERVATION POLICY: 48

2.2 ASSESSMENT AGAINST THE DESIGN CRITERIA/CONSERVATION POLICIES OF THE HCC PRECINCTS DOCUMENT 51

2.3. ASSESSMENT AGAINST SPECIFIC STATUTORY HERITAGE PROVISIONS 55

This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management)
Historical Archaeologist, Heritage Consultant and Principal Heritage Consultant of Praxis Environment.

Praxis Environment is a division of Praxis Synergy Pty. Ltd. ACN 623 700 818.

Unless otherwise stated, all photographs were taken by Brad Williams, January 2021

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page – project north is designated as the front wall of the building (although technically that wall is the north-western wall).

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor. Rectified aerial imagery has not been used; therefore the actual location as depicted in aerial images may differ to that of actual survey.

This document has been prepared by Praxis Environment for Preston Lane Architects, on behalf of Daniel Nicholas (the Clients), and may only be reproduced, used or distributed by the Clients (or nominee), and for purposes by which the Client is bound by law to allow distribution, unless permission is granted by the client, or unless the document is solely used for bona-fide historical or archaeological research (with appropriate citation). Praxis Environment otherwise expressly disclaims responsibility to any person other than the Clients arising from or in connection with this document.

To the maximum extent permitted by law, all implied warranties and conditions in relation to the services provided by Praxis Environment and the document are excluded unless they are expressly stated to apply in this document.

Praxis Environment expressly disclaims responsibility for any error in, or omission from, this document arising from or in connection with any assumptions being incorrect.

The opinions, conclusions and any recommendations in this document are based on conditions encountered and information available at the time of preparation. Praxis Environment reserves the right to retract or review any opinion, conclusion or recommendation should further relevant information come to hand at any time in the future; otherwise Praxis Environment expressly disclaims responsibility for any error in, or omission from, this document arising from any such further information.

1.1 Introduction, rationale and brief

This report has been commissioned by Preston Lane Architects, on behalf of Daniel Nicholas (prospective owner), to formulate conservation policy for the building and site situated at 5 Alexander Street, Sandy Bay to provide a sound conservation planning policy basis for the management of heritage values of the place. A focus of this report is to provide an understanding of the historic cultural heritage significance of the setting, curtilage and streetscape values of the building, and in consideration of the context of its current condition, and site to guide any future development and is considered a critical part of managing the heritage values of the place and its wider setting.

The place is within the Sandy Bay 6 (SB6) Heritage Precinct of the Hobart Interim Planning Scheme 2015 (the *scheme*). It is not included as an individual heritage place under the scheme, nor included on the Tasmanian Heritage Register.

Whilst the above points have been formulated as a basis for *any* future development of the place, the second part of this document provides a heritage impact assessment for a proposed development in the rear yard of the building, which involves demolition of the existing building and the construction of three dwellings on the site.

It is important to note that the above assessment of the place has been formulated independently of the proposed development – and the policies of which have then been applied to assess the merits of the proposal – this is consistent with the ICOMOS Australia *Burra Charter* practice, as well as the conservation planning process espoused by J.S. Kerr, which are considered to be sound industry best-practice in understanding and consequently managing historic heritage values.



Figure 1.1.1 – Aerial photograph of the area (the place denoted in orange) Adapted from www.thelist.tas.gov.au



Figure 1.1.2 – Detailed aerial photograph of the place (denoted in red). Adapted from www.thelist.tas.gov.au



Figure 1.1.3 – Cadastral boundaries of the site (denoted in orange) and wider area. Adapted from www.thelist.tas.gov.au

1.2. Statutory heritage requirements

The following heritage listings and overarching legislative provisions are relevant to the management of the historic cultural heritage values of 5 Alexander Street, Sandy Bay:

Hobart Interim Planning Scheme 2015

Heritage Place

5 Alexander Street is not listed as a *Heritage Place* on Table E13 of the *Hobart Interim Planning Scheme 2015* (the *Scheme*), therefore Clauses E.13.7 (1-3) are not applicable.

Heritage Precinct

The place is within Heritage Precinct SB6 as defined in Table E13.2 and depicted on Map E13.3 of the Scheme. Accordingly, the provisions of Clause E13.8 (1-3) apply to the place.

	Acceptable Solution	Performance Criteria
E.13.8.1 - Demolition	*A1. No Acceptable Solution.*	*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 – Building and Works other than Demolition	*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.*
	A2. No Acceptable Solution.	*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.*
	A3. No Acceptable Solution.	*P3. Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.*
	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.*
	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.*

Subdivision	*A3. No Acceptable Solution.*	*P1. Subdivision must not result in any of the following:* *(a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;* *(b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;* *(c) potential for a confused understanding of the development of the precinct;* *(d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.*

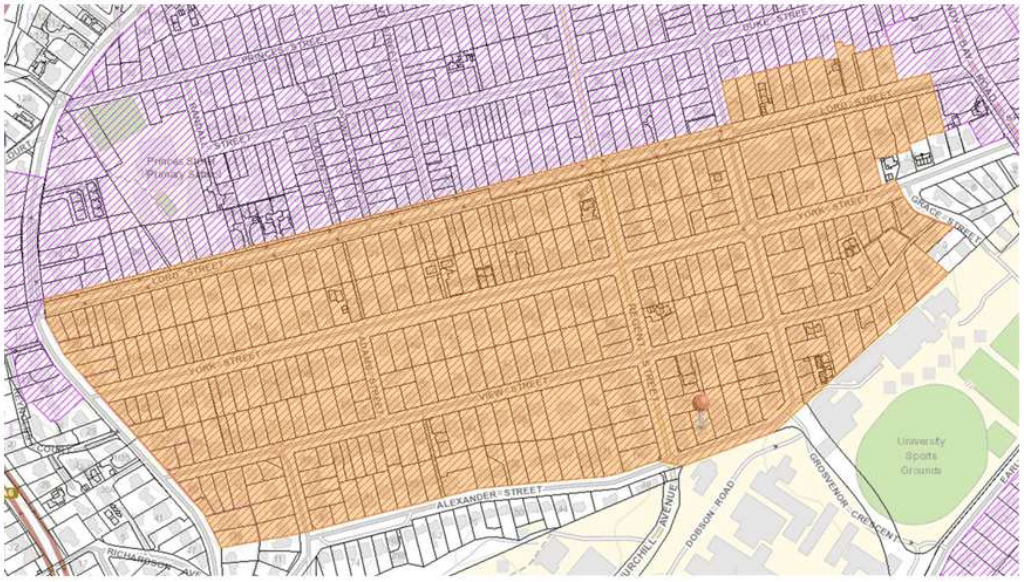


Figure 1.2.1 – The SB6 Heritage Precinct (hatched orange) and the subject site (red pin). From www.thelist.tas.gov.au

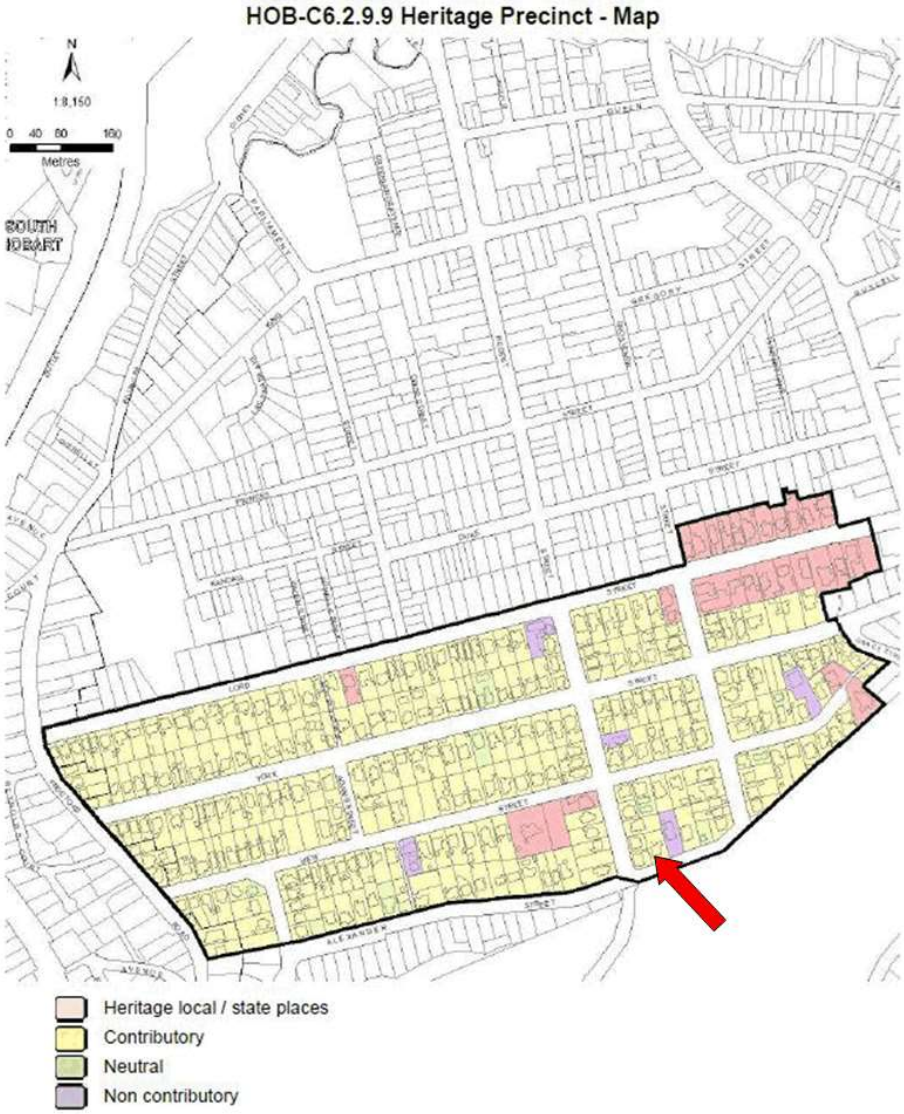


Figure 2.2 – The SB6 Heritage Precinct, denoting the contributory buildings (the subject site denoted by red arrow. Hobart City Council).[1]

[1] City of Hobart Local Heritage Precincts. Description, Statement of Local Historic Heritage Significance and Design Criteria / Conservation Policy January 2019. Hobart City Council.

The Statements of Significance for Heritage Precinct SB6 are listed in the scheme are:

> *1. Its value as the largest single subdivision in Sandy Bay with a very fine group of c1920-1930 houses, the best such group in Hobart.*
>
> *2. Its predominantly single storey Edwardian character with very intact streetscapes. The houses are all very good examples of Edwardian cottages and Californian Bungalow styles.*
>
> *3. The predominantly intact building stock.*
>
> *4. The connection of the site with the former golf links which is still readable in the subdivision pattern.*

More explicitly, expanded statements of significance are found in the non-statutory document *City of Hobart Local Heritage Precincts,* which assigns the following statement of significance to the place:

For contributing to the understanding of local history

- Its significance as the largest single sub-division in Sandy Bay with a very fine group of 1915-1930 period houses, the best such group in Hobart.
- The connection of the site with the former golf links and the local interpretation of the then popular garden city movement which is still readable in the sub-division pattern.

For the representation of aesthetic characteristics:

- The street plantings, and front and rear gardens of properties are significant visual features that reinforce the precincts residential character.
- The significant streetscape elements such as kerbing, grass road islands, split street levels and pedestrian laneways

For the representation of a class of building or place:

- The predominantly intact building stock and groupings of houses sharing architectural styles, features, and original external finishes and detailing.
- The significant grouping of large, finely detailed Victorian and Federation residences positioned along Lord Street between Grosvenor Street, and Sandy Bay Road.
- The predominantly single storey Federation and Inter-War character of the precinct with fine examples of variances within the Federation cottages and Californian Bungalow styles, producing a coherent and cohesive intact street and townscape.

For the association with a particular community or cultural group for social or spiritual reasons:

- The area has significance to the local and broader community due to the location of two major structures that were/and are currently places of social and spiritual gathering; St Peters Anglican Church / Well Spring Church (formerly The Mariners Church), and the former Friends School at Number 1 View Street.

Whilst not explicitly stated in the scheme ordinance, the design criteria/conservation policy for the precinct is[2]:

1. Elements which contribute to the precinct must be retained.
2. Non-contributory elements may be removed to enhance the character of the precinct.
3. Alterations and additions are not to dominate or detract from the original building.
4. New buildings, extensions or structures must be compatible with and sympathetic to the height, bulk, setback, materials and finishes, and general character of contributory and heritage listed places.
5. New buildings and extensions to contributory and heritage listed buildings must be compatible and visually subservient when viewed from any road or public open space.
6. Alterations and additions are to respect the uniformity of properties which form part of a consistent row, semi-pair or group of buildings.
7. Fences and gates should be appropriate in form, scale, height and materials appropriate to the architecture of the main building and should match its architectural style. Styles include Federation/Victorian timber picket, Inter-War masonry, brick and ironwork fences and gates. Detailed design guidance may be found in the City of Hobart publication, New fences for old houses.
8. Garages, carports, and ancillary structures are to be setback from the principal facade to enable the original building form to remain unobscured and prominent within the streetscape.
9. Driveways and hard stand areas are to be located at the side of the house.
10. Maintain a curtilage/usable open space to provide an appropriate setting to the scale of house.
11. Lot boundary changes should not occur in areas where the original subdivision pattern is significant and remains intact.
12. New development must not interrupt building patterns where a subdivision pattern has resulted in a distinctive built form.
13. Unpainted and unrendered masonry and brick exterior surfaces must remain as such.
14. Established and/or significant planted garden settings, hedges, and visually prominent trees must be retained.
15. Concrete road surfaces associated with historical trolley bus routes must be retained. Where repairs and patching are necessary new work should match the original material and finish.
16. All sandstone construction, generally seen in walls, kerbing or other site elements shall be retained.

Further to Clause E13.5.1 of the Scheme, the Planning Authority may require the following to accompany any application for use or development of a Heritage Place:

(a) a conservation plan;

[2] *Ibid.*

(b) photographs, drawings or photomontages necessary to demonstrate the impact of the proposed development on the heritage values of the place;

(c) a statement of significance;

(d) a heritage impact statement;

(e) a statement of compliance;

(f) a statement of archaeological potential;

(g) an archaeological impact assessment;

(h) an archaeological method statement;

Whilst the current document does not constitute a full conservation management plan, it aims to fulfill the baseline requirements of managing the heritage values of the place, and to flag where any further input may be required and to allow the planning authority to make an informed assessment against the performance criteria of the Scheme.

Place of archaeological potential

The place is not defined as a *Place of Archaeological Potential* as defined in Figure E13.4.1 of the Scheme, therefore the provisions of Part E13.10 do not apply.

Historic Cultural Heritage Act 1995

The place is not listed on the Tasmanian Heritage Register; therefore the place is not subject to the provisions of the *Historic Cultural Heritage Act 1995* (HCHA).

Environment Protection & Biodiversity Conservation Act 1999

The place is not included on the National or Commonwealth Heritage Lists, therefore the historic cultural heritage provisions of the Environment Protection and Biodiversity Conservation Act 1999 are not applicable.

1.3. Assessment methodology

This assessment has been undertaken in accordance with the ICOMOS Australia ***Burra Charter,*** **which is** considered to be the Australian heritage industry's benchmark for assessing, understanding and managing heritage values. Figure 1.3.1 depicts this process:

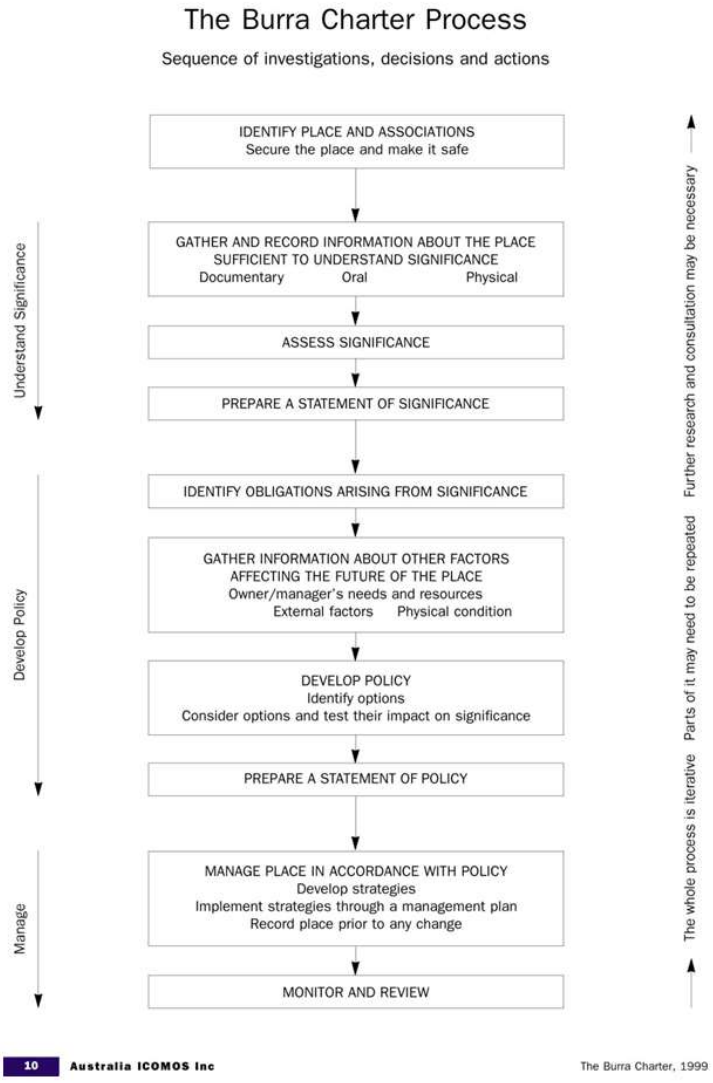


Figure 1.3.1 – The Burra Charter Process. ICOMOS Australia.

The statutory provisions and consequent responsibilities as outlined in Section 1.2 have also been considered in formulating this document.

Whilst this document does not intend to be a comprehensive conservation management plan, it takes the basic principles of conservation planning, as outlined in J.S. Kerr's *The Conservation Plan*[3], in order to develop the policies upon which the conservation of the place (and assessment of development impact) is based. This document has also been developed with regard to the standard content of conservation management plans as detailed by the New South Wales Heritage Office's *A Suggested Table of Contents for a Conservation Management Plan*[4], as well as the New South Wales Heritage Office guidelines for the preparation of brief conservation management strategies.[5] Note that the brief for the current project did not include assessment and consideration of the internal form, spaces and fabric of the building.

It is intended that this document be used by the design team in any forthcoming development of the place and this sets the benchmark of understanding the significance of the place against which a heritage impact assessment for any proposed development can be undertaken. Figure 1.3.2 depicts this process:

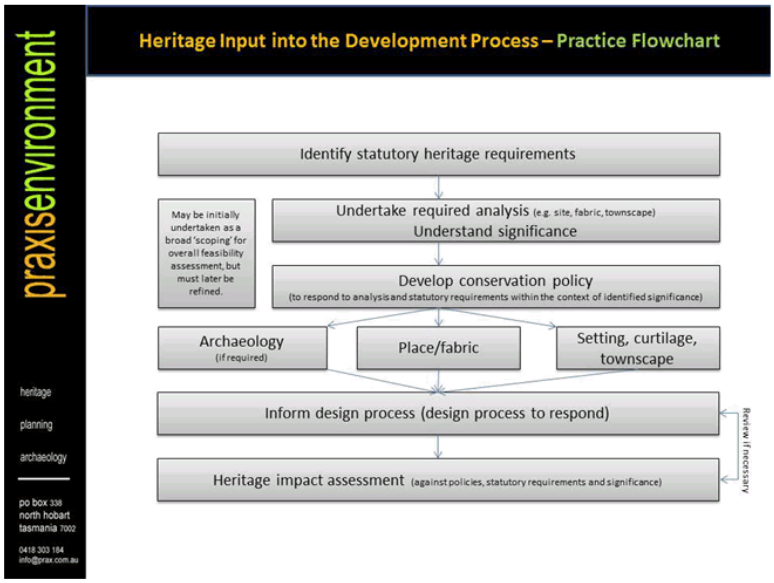


Figure 1.3.2 – Practice flowchart for the application of this conservation planning document.

[3] KERR, J. (2000): *The Conservation Plan.* National Trust of NSW, Sydney.
[4] http://www.heritage.nsw.gov.au/docs/cmp_contents2.pdf
[5] http://www.heritage.nsw.gov.au/docs/CMS_part1investigation.pdf

1.4. Brief overview of the history and historical context of the place

A comprehensive history of the place and surrounds is beyond the scope of the current assessment, however in order to assess the possible historic heritage significance of the place, some understanding of the historical background of the place, as well as broad historical contexts of the wider area, is necessary. No primary research on the place itself was undertaken for the current assessment, however the overall history of the area was gained from the following secondary source documents:

- *City of Hobart Local Heritage Precincts. Description, Statement of Local Historic Heritage Significance and Design Criteria / Conservation Policy January 2019*. Hobart City Council.

> *Following European Settlement, the land on which the Heritage Precinct sits was originally granted to Norfolk Islanders John Hall, Zachariah Chaffey, and Henry Hathaway. In 1818 these were later merged into a single dairy farm by a David Lord. Shortly thereafter the homestead 'Blink Bonney' was constructed, which still stands as one of the earliest houses in the Sandy Bay area. By 1900, public interest in Golf led to the purchase of much of the land for the laying out of an 18 hole links course, tennis and croquet lawns which proved highly popular with the general public. However, rising costs and demand for land led to the selling of the course to the Golf Links Estate in 1915 for residential development. Sub-divisions occurred between 1915 and 1922, with additional areas being added by 1928. The initial area was divided into 270 lots of 60' x 140' and laid out in a regular pattern in accordance with reference to the garden city philosophies. This became the largest single sub-division in Sandy Bay and forms one of the most consistent large groups of Federation housing in Hobart.*

It is likely that 5 Alexander Street was built in the earlier era of post-subdivision building, with a date of the mid-1920s being likely.



Figure 1.4.1 – Subdivision plan of the 'Golf Links Estate' 1913 – 5 Alexander Street denoted by the red arrow. Lands Tasmania Registered plan 55178.

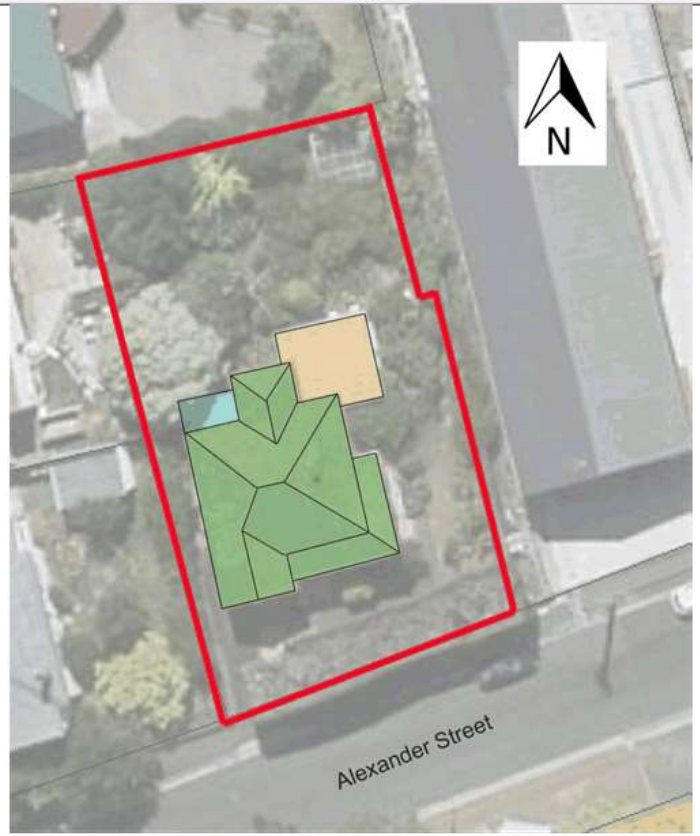


Figure 1.4.2 – Detail from 1946 aerial photograph of Hobart – the subject denoted by red lines. DPIPWE Hobart 1946, Run 1 – 10892

1.5. General description and evolution of the place and surrounds

Whilst the focus of the current document is not the fabric of the existing building, some analysis of that building is required to gain an overall understanding of the significance of the place and its environs so that any decisions on future development may be made with such significance in-mind.

1.5.1 The building itself

Element	Image	Brief description
Form		The building is comprised of three distinct phases – the original 1920s brick dwelling (green) a (possibly contemporary or only slightly later) timber skillion (blue) and a c1980s brick sunroom extension to the rear (orange). The main (1920s) portion of the building has a projecting front bay to the western side with a bay window and shingle infill to the shallow-pitched gable end. The front of the building is set high off the ground as a response to the topography sloping down to Alexander Street. The roof is a series of hipped forms with only the front bay being gabled and features exposed rafter ends. A wraparound veranda encloses the south-eastern corner with steps to the front and a basement space beneath. The building is generally square in plan except for the front bay and a central rear service area. The windows are generally timber-framed casements and those on the front elevation have leadlight top-lights. The front door has leaded side and top-lights.

Southern elevation (street façade)		The southern façade features the prominent projecting bay with bay window and shingled gable end above. The veranda leads to the door which has leaded side and top-lights and a leaded feature window to the side. The veranda floor has been replaced by a suspended concrete slab. The veranda has a more recent dowelled railing. Structural movement is very evident on the south-east corner of this elevation.
Eastern elevation		The eastern elevation is partially enclosed by the veranda and has a less ornate timber-framed sash window with a 6-pane top-light. A door has been cut into this elevation leading to the veranda surrounding which obvious structural movement is evident. The later infilled undercroft of the veranda is prominent on this elevation.

Western elevation		The western elevation includes two windows, one of which appears to be a later insertion of diminished detailing – timber-framed sashes with a 6-pane top light. What appears to be severe structural movement is evident on this elevation.
Northern (rear) elevation		The rear elevation is partially obscured by the early timber skillion and the c1980 sunroom. The projecting bay original to this elevation has been modified with the insertion of an aluminum window.

Outbuildings		There are several outbuildings all of which are much more recent than the original build of the house.
Garden		The garden features a number of advanced plantings which may date from the earliest decades of the house. Note that Figure 1.4.7 shows the garden layout in 1946 and includes several trees which correlate with the positions of current advanced trees. The hedge at the front is a very prominent element and appears in the 1946 aerial photograph as a (smaller) hedge running across the front of 5 and 7 Alexander Street. The remainder of the front garden is largely hardstand area.
Interior	Consideration of the interior is not relevant in this historic heritage assessment as the precinct provisions do not have interior controls.	

The above concludes that 5 Alexander Street is an example of the lower-end of an Inter-War dwelling with some Federation and discrete Californian Bungalow detailing. Below further examines this style within the context of the wider area and the significance of the precinct. The building clearly has structural issues manifesting on at least three elevations (particularly the western) – this will be further discussed below with the input of an engineer experienced in the conservation of heritage buildings.

1.5.2. Character of the wider area

The general heritage character of the Sandy Bay 6 Heritage Precinct was proposed in the *City of Hobart Local Heritage Precincts* document (as cited in Section 3) as the following, with commentary as to the contribution of 5 Alexander Street to those identified attributes of the precinct:

Attribute	Contribution of 5 Alexander Street
Streetscape and townscape	
Design and topography *The Golf Links conservation area is marked by long uninterrupted grid street layout and steadily rising topography with streets falling more steeply at the top of the Estate. This creates extensive and sweeping views down streets from the upper sections. Changes in topography running south to north also effect street features and a number of properties are located above or below the street level, most prominently within parts of York Street, Alexander Street, and Proctors Road. There are a network of pedestrian links through the estate, footpaths are wide and generous and several lines of street trees all indicate the influence of the garden suburb movement in its original layout. The road at the top of View Street features a concreted surface which was constructed to withhold the weight of trolley buses, and now provides distinct tangible evidence of Hobart's public transport history.*	The title configuration and residential usage of the place contributes to this wider character.
Vegetation *Streets are wide and there are long areas of central lawns with important street tree plantings. Of particular note are the mature street plantings on both Lord and York Streets.*	Not applicable to the individual place.
Views and vistas *Many streets feature views of kunanyi / Mount Wellington. The tops of View and Lord Street have particularly sweeping views across Sandy Bay towards the River Derwent.*	Not applicable to the individual place.

Built form	
Materials *External cladding materials within the precinct are an even mix of brick, and timber weatherboard residences. Roof cladding is primarily corrugated iron roofing, with a number of dwellings featuring terracotta tile roofing.*	5 Alexander Street is an example of a 1920s brick dwelling with a corrugated iron which contributes to this attribute of the precinct.
Architectural styles and scales *Although the precinct is characterised by several areas of differing development, it is notable that the built form is predominantly single storey. The upper slopes are characterised by modest weatherboard cottages on smaller allotments, whilst the lower slopes of the precinct contain more substantial Californian bungalow style houses, along with some very limited apartment blocks. The lower section of Lord Street contains the grandest of properties, notably containing properties that weren't built as part of the original Estate. Architectural styles within the precinct include: Victorian Georgian, Victorian Carpenter Gothic, Federation Queen Anne, Federation Bungalow, Inter-War Old English, and Inter-War Californian Bungalow.*	5 Alexander Street contributes to this attribute of the precinct – being single storey and a modest example of an Inter-War residence with some subtle Federation Bungalow elements. It is considered that this building is at the lower-end of examples of that particular architectural style.
Orientation *Small houses on small allotments are generally orientated towards the street with a modest setback. Larger houses on bigger blocks have a more generous setback, whilst early houses often relate and are orientated more within their garden setting than towards the street.*	5 Alexander Street is consistent with the general orientation of buildings around the precinct – facing the street with a modest setback.
Building stock *Consistency and coherency is one of the defining qualities of the Precinct with most of the housing stock being fine examples of minor variances within identifiable single storey styles. Buildings of note within the precinct include; No.15 Lord Street is a stone Victorian Gothic church, relocated from Franklin Wharf in 1917 and known as the Mariner's Church. Within View Street, No.1, once part of the Friends School, was built in 1925 by architect Bernard Walker; No.2*	Whilst contributing to the recognised architectural styles of the precinct, 5 Alexander Street is not considered to be a particularly 'fine' example of the architectural style it represents.

was the original Golf Club House, now used as a residence; No.32 features a large Federation Queen Anne house and No.34 is the original homestead, 'Blink Bonney'. No.7 Lord Street is a fine example of a Federation Queen Anne house, and 15a Lord Street is a shingle clad Federation Bungalow. Number 85 York Street features a small 1920s timber Federation Gothic styled church now converted into a house.	
Fencing *The desired fencing type is low-level Victorian picket, Federation picket, Federation brick or masonry, and Inter-War timber, brick, and ironwork.*	Whilst the front hedge is not overtly inconsistent with the precinct, the place does not exhibit the typical style of front fencing of the precinct.

That description identifies the following as 'contributory' and 'non-contributory' elements in that precinct:

Attribute	Contribution of 5 Alexander Street
Contributory	
Prominent brick chimneys	The chimneys on the building are not necessarily prominent but a key part of the overall building envelope.
Unpainted brickwork	The building has painted brickwork, which may be reversible.
Timber weatherboard houses	Not applicable.
Original iron and timber detailing	The veranda detailing has been largely replaced. Timber detailing such as window frames, door, exposed rafter ends (etc.) remain.
Traditional corrugated iron roofing	The building has a traditional corrugated iron roof.
Projecting gables	The building does not have projecting gables.
Generally light and neutral colour schemes	Colour schemes generally being ephemeral are not a key consideration here.
Fine examples of architectural styles	Whilst the building is consistent with the tenor of the heritage precinct it is not considered to be a particularly fine example of a brick Inter-War residence.

Small cottage style front gardens	Whilst the front garden is largely hardstand, this does not necessarily preclude a cottage garden in the future.
Buildings set close to the street frontage, with a consistent setback from the front boundary	The building is set close to the street frontage, however there is little consistency in the immediate vicinity of front setbacks (nor was there traditionally, with the original building at 7 Alexander Street having a substantially larger setback).
Small scale cottages *Large houses on substantial blocks*	The building generally is a small scale cottage compared to many other larger residential buildings in the vicinity.
Groupings of houses sharing similar features	The building does share similar features to many in the near environs, although there are a range of subtle differences which diminish that overall cohesion (see Section 1.5.3).
Street plantings *Wide streets*	Not applicable to the individual place.
Low fencing	The building has no front fence – with the hedge forming the front boundary. This does not preclude such fencing in the future.
Non-Contributory	
Intrusive buildings and structures that are unsympathetic to the streetscape and contributory characteristics of the precinct.	The existing building is considered to be sympathetic to the streetscape.
Development of car parking facilities that are unsympathetic to the streetscape	The existing car parking facilities are not considered to be unsympathetic (largely due to obscurement by the front hedge).
Development apartment blocks with large off street parking facilities that have greatly impacted on the streetscape.	The existing building is not an apartment block.
'Pop top' or roof extensions that detract from original features of houses.	The existing building has a rear extension, not a 'pop top' or roof extension.

High and solid fences are an intrusive element within the precinct and obscure houses and gardens.	Whilst the hedge largely obscures the building it is not necessarily an intrusive element.
Introduction of unsympathetic materials e.g. synthetic roof tiles, and grey brickwork.	The building does not have any prominent unsympathetic materials.

The above discission concludes that 5 Alexander is considered to be a contributory element to the wider SB6 Heritage Precinct, given that its architectural styling, siting, materials palette and title configuration are consistent with the general tenor of the area to which significance is assigned. Although the building is not considered to be a particularly fine example of its representative architectural style, it does represent the lower-end of that style and therefore makes a contribution to the spectrum of architectural styles and manifestation of such throughout the precinct.

1.5.3. Key views and vistas

As the place is within a heritage precinct under the Hobart Interim Planning Scheme 2015, the setting and curtilage of the listed place itself is a key consideration in any further development of the place. Accordingly, it is relevant to consider the key views to and from the place and the wider vistas within which the place is set. As per the Burra Charter process detailed in Figure 1.3.1, in order to understand and measure any possible heritage impact, an understanding of the significance of the setting and streetscape presence of the place is required. The following figure depicts the vey vantage points to the site which will be considered here:



Figure 1.5.1 – Key public vantage points towards 5 Alexander Street. Adapted from www.thelist.tas.gov.au

Point	Importance to the listed place & setting (both historically and current)	Image
1.	From the northward approach along Churchill Avenue. This section of Churchill Avenue is a later town planning evolution with Regent Street originally terminating at the corner of Alexander. This is not a traditional approach to the precinct and the surrounding area provides a contrasting townscape context of the later university campus.	
2.	From the westward approach along Alexander Street. Traditionally, this view would have allowed 5 Alexander Street to be seen within the same context as its similarly styled and contemporary neighbours at 3 and 1 Alexander Street. That grouping has now been lost with the demolition of 3 Alexander and construction of the block of flats.	

3.	From the eastward approach along Alexander Street. As per the westward approach, traditionally, this view would have allowed 5 Alexander Street to be seen within the same context as its similarly styled and contemporary neighbours at 3 and 1 Alexander Street. That grouping has now been lost with the demolition of 3 Alexander and construction of the block of flats. The hedge currently wholly obscures the building which therefore has no street presence from this vantage point, however any future removal of the hedge would restore that view.	
4.		

The above concludes that 5 Alexander Street does not have a particularly strong contribution to the overall streetscapes of the precinct. Being a lower-end example of its architectural style and sitting somewhat in isolation from any cohesive cluster of similar buildings (largely due to the adjacent block of flats) there are many other stronger examples of buildings and clusters of buildings within the precinct which better demonstrate the key attributes to which significance is assigned. Further, being on the edge of the precinct immediately opposite the university campus – which is in no way consistent with the precinct values, the place is not considered critical nor integral to demonstrating the values of the precinct through streetscape presence. The above also considered that the hedge almost completely obscures the building – however it cannot be assumed that the hedge will always be present. Even in the absence of the hedge the contribution that 5 Alexander Street makes to the precinct is comparatively minimal.

1.5.4. Architectural tenor of the area

This analysis considers the general architectural tenor of the buildings in the heritage precinct (in the immediate vicinity of 5 Alexander Street) as defined by Figure 1.5.2 as a means of understanding the wider architectural character of the immediate environs of the subject site. It is also considered relevant that the architectural tenor of the nearby portion of Senator Street be considered – whilst that area is not within the heritage precinct, it is relevant to understand the nearby environs of the rear of the subject site.

Note that this assessment was done via online sources and observations from public spaces - no private property was accessed, and no photographs of private residences were taken. The nominal study area examined here is as per the following figure:

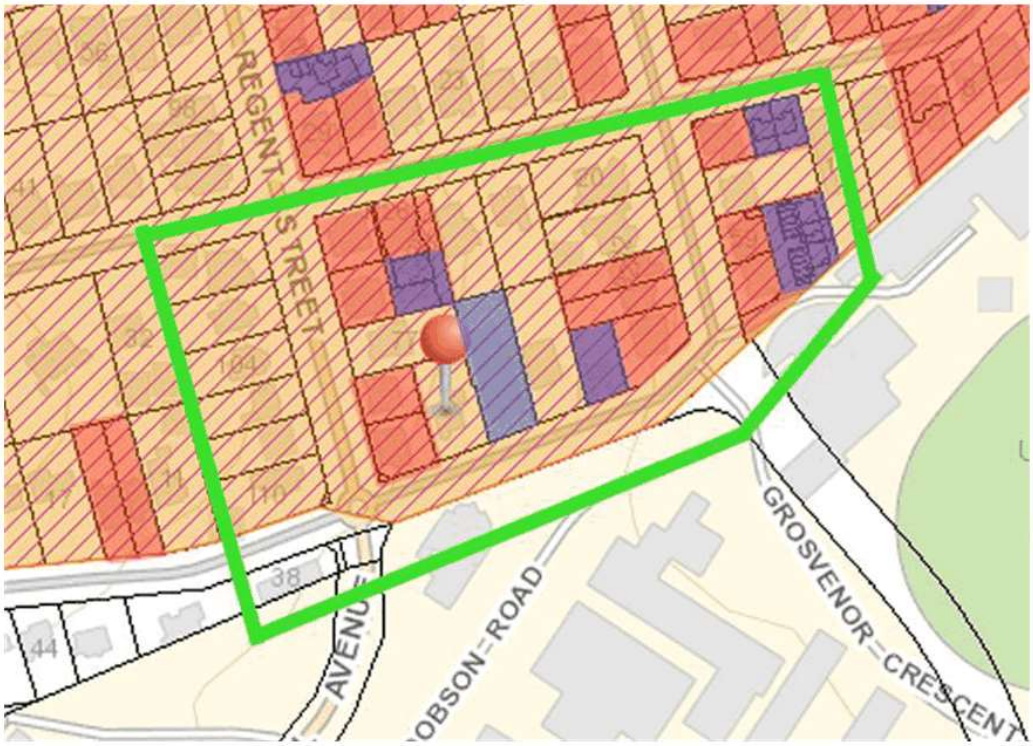


Figure 1.5.2 – Nominal area for examination of nearby architectural styles. Orange = heritage precinct, red = subdivided places, blue = post-1950s development). Adapted from www.thelist.tas.gov.au

Number	Architectural style/era	Storeys	Predom. materials	Street frontage/fencing	Other development
Alexander Street					
1a	1980s brick garage, vacant land otherwise	1	Brick with iron roof	Paling	Excised off what is now 94 Grosvenor Street.
1	1930s Inter-war Arts and Crafts residence. Prominent forward facing gables and decorative brickwork.	1.5	Brick with tile roof	Low brick and iron fence, probably later.	
3	1970s block of flats.	2	Brick with iron roof	No front fence. Expansive concrete parking area.	
7	1920s Inter-War residence on a prominent corner position. Forward faxing offset gable and projecting sash windows on primary elevation and exposed rafter ends.	1	Painted brick with iron roof.	Low timber picket fence.	
38	1960s residence.	1	Brick with iron roof.	Prominent conifer planting.	
Regent Street					
75	1920s Inter-war residence with an ornate forward facing central bay with render infill and faux-Tudor embellishment. Wide front eave with exposed rafter ends forming a porch above ornate timber windows with prominent lintels.	1	Brick with iron roof.	High modern timber picket fence.	Early subdivision off 28 View Street.
77	1930s Inter-War residence. Forward faxing offset gable with shingle infill and projecting sash windows with prominent lintels on primary elevation and close eaves.	1	Brick with iron roof.	High modern timber picket fence.	Retains original title size.

79	1930s Inter-War residence. Forward faxing offset gable with render infill and projecting sash windows on primary elevation and close eaves.	1	Brick with faux tile roof.	Low brick and iron front fence. Later garage attached to street elevation.	Early subdivision off 7 Alexander Street.
102	1930s Inter-War residence with a prominent forward facing gable and wide eaves. Render infill to gable end and a central forward-facing enclosed balcony.	1.5	Rendered walls with iron roof.	No front fence. Carport on frontage.	Retains original title size.
104	1920s Inter War residence with a gable roof with corbelled gable ends perpendicular to the street. A forward facing central bay may have been added later.	1.5	Weatherboard with iron roof.	Concrete retaining wall.	Retains original title size.
106	1930s substantial Inter-War residence with a prominent central projecting bat and exposed rafter ends. A front balcony has been later infilled and the windows feature leaded glass.	2	Painted brick with iron roof.	Carport on street frontage. Low brick retaining wall.	Retains original title size.
108	1930s Inter-War residence with a prominent offset front bay with shingle gable infill and bay window and exposed rafter ends. Set high on a concrete foundation.	1.5	Weatherboard with iron roof.	Substantial concrete retaining wall on two levels and modern front garage with deck above.	Retains original title size.
110	1920 s Inter-War residence on a prominent corner position. Forward faxing offset gable and projecting sash windows on primary elevation and exposed rafter ends. Set high on a part-timbered undercroft.	1.5	Brick with iron roof.	Low brick retaining wall with well planted garden.	Substantial 1970s extension to the rear. Retains original title size.

View Street					
20	1920s substantial Inter-War residence. The building is double-fronted addressing each street with a prominent shingled gable end, each with a bay window and a smaller diagonal gable facing the corner with an ornately embellished veranda. The building features a dormer windows which are a later addition and feature leadlight panels in the windows.	1.5	Brick with an iron roof	Modern timber picket fence.	
22	1930s Inter-War residence with a shallow gable roof and forward facing bay to the side with shingle infill and exposed rafter ends. Modern windows to the gable may enclose an earlier veranda.	1	Brick with iron roof.	Modern brick fence with metal panel lace infills.	
24	1920s Inter-War residence with prominent forward facing gables, the centre gable offset and with shingle infill. Prominent front porch with paired posts on a brick plinth/apron and side veranda f diminished detailing. Projecting windows with hood mouldings and ornate chimneys.	1	Brick with iron roof.	Brick posts and looped wire front fence, a later addition to period style.	Garage set well back from the street. A modern and sympathetic extension to the rear.
1/26	1930s Inter-War residence, triple-bay with a central arched entrance. The building has a shallow-pitched hipped roof and prominent diamond-leaded windows. The façade features a buttress to mark the entrance.	1	Brick with iron roof.	Low brick fence, likely original.	Two modern brutalist style units in back yard on strata title.

28	1930 s Inter-War residence on a prominent corner position. Forward faxing central gable with an enclosed entrance porch, a later sunroom extension, prominent brick lintels, shingled gable ends and exposed rafter ends.	1	Brick with iron roof	Low modern rough timber twig fence.	Likely a later subdivision from 75 Regent Street.
30	1920s substantial Inter-War residence set high in a prominent corner position. The building is double-fronted addressing each street with a prominent shingled gable end, each with a bay window and a smaller diagonal gable facing the corner also with a bay window. The building features a colonnaded veranda with a brick plinth.	1.5	Brick with tile roof.	Low modern brick fence/retaining wall.	
Grosvenor Street					
57	1930s Inter-War residence with a gabled roof parallel to the street. A central gabled front porch with brick and timber columns is flanked by two timber-framed casement windows. Currently used as medical consulting rooms.	1	Brick with an iron roof	Modern timber picket fence.	
59	1935 Inter-War residence with a shallow pitched hipped roof. A recessed central front porch is flanked by two timber-framed sash windows with a decorative central arched pane.	1	Brick with iron roof.	Low contemporary brick fence.	In 2019, Hobart City Council approved the subdivision of the rear of these two places to be consolidated in a single title, and subsequently strata titled to provide for a four-storey block of 11 units.
61	1921 Inter-War residence with steeply pitched gabled roof with ends perpendicular to the street. A central	1	Brick with iron roof.	Modern timber picket fence.	

	gabled front porch with brick and timber columns is flanked by two timber-framed casement windows.				
90	1930s Inter-War residence with a shallow gable roof and forward-facing bay to the side with shingle infill and a bay window. Top of walls have roughcast render. Modern infill sunroom to the side.	1	Brick with iron roof.	Low stone retaining wall.	
92	1930s Inter-War residence with a steep gable roof, forward facing gable ends with shingle infill and side bay. Prominent lintels and a partially infilled veranda with brick posts.	1	Brick with iron roof.	Low blockwork fence. More recent garage on street frontage.	Originally part of 92a Grosvenor Street.
92a	1930s inter-war residence with two forward facing gables with shingle infill and exposed rafter ends. The projecting bay to the side has a shallow hipped roof. The windows feature prominent lintels, and the front veranda has brick posts and a strong rendered masonry apron.	1	Brick with iron roof.	Low rendered masonry fence may be original.	Originally part of 92 Grosvenor Street.
94	1920s inter-war residence, double fronted in a prominent corner position with each frontage having a projecting bay linked by a wraparound veranda (now partially enclosed).	1	Brick with iron roof.	Low brick fence and paling to backyard area.	1a Alexander Street has been excised from this block.

The following figures depict the broad evolution of the precinct, namely where original subdivision allotments have been diminished and where later (i.e. post-1950) development has occurred (either as infill or replacement):

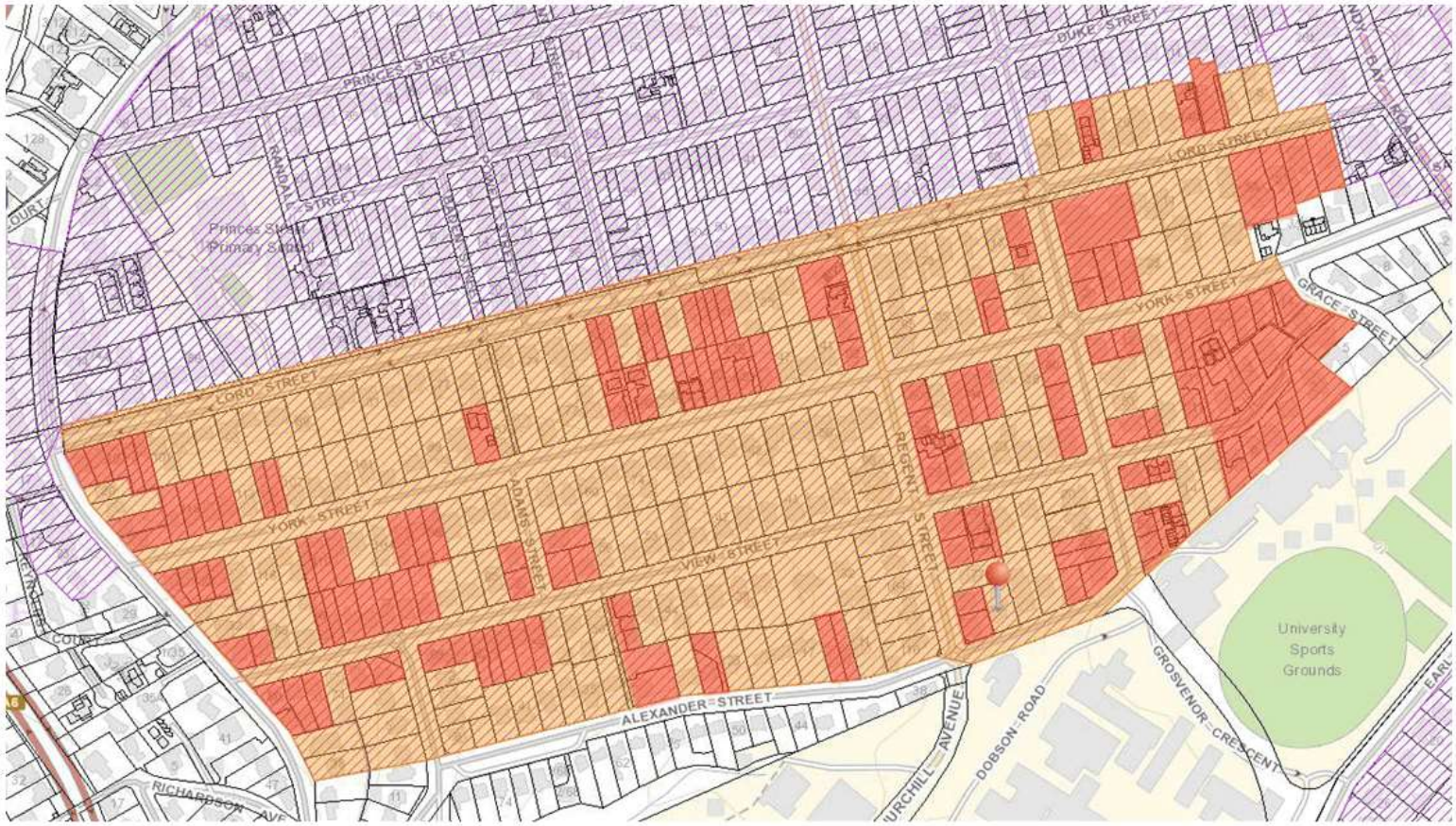


Figure 1.5.3 – The SB6 Heritage Precinct (shaded orange) representing the 1910s Gold Links Estate subdivision, with red shading indicating lots which have since been subdivided or had boundary adjustments since that original subdivision. Note however that this does not necessarily indicate buildings which are inconsistent with the tenor of the precinct (particularly on the western end) as these subdivisions appear quite early – often representing two lots which have been reconfigured to form three lots and with 1920s-30s housing). Adapted from www.thelist.tas.gov.au.

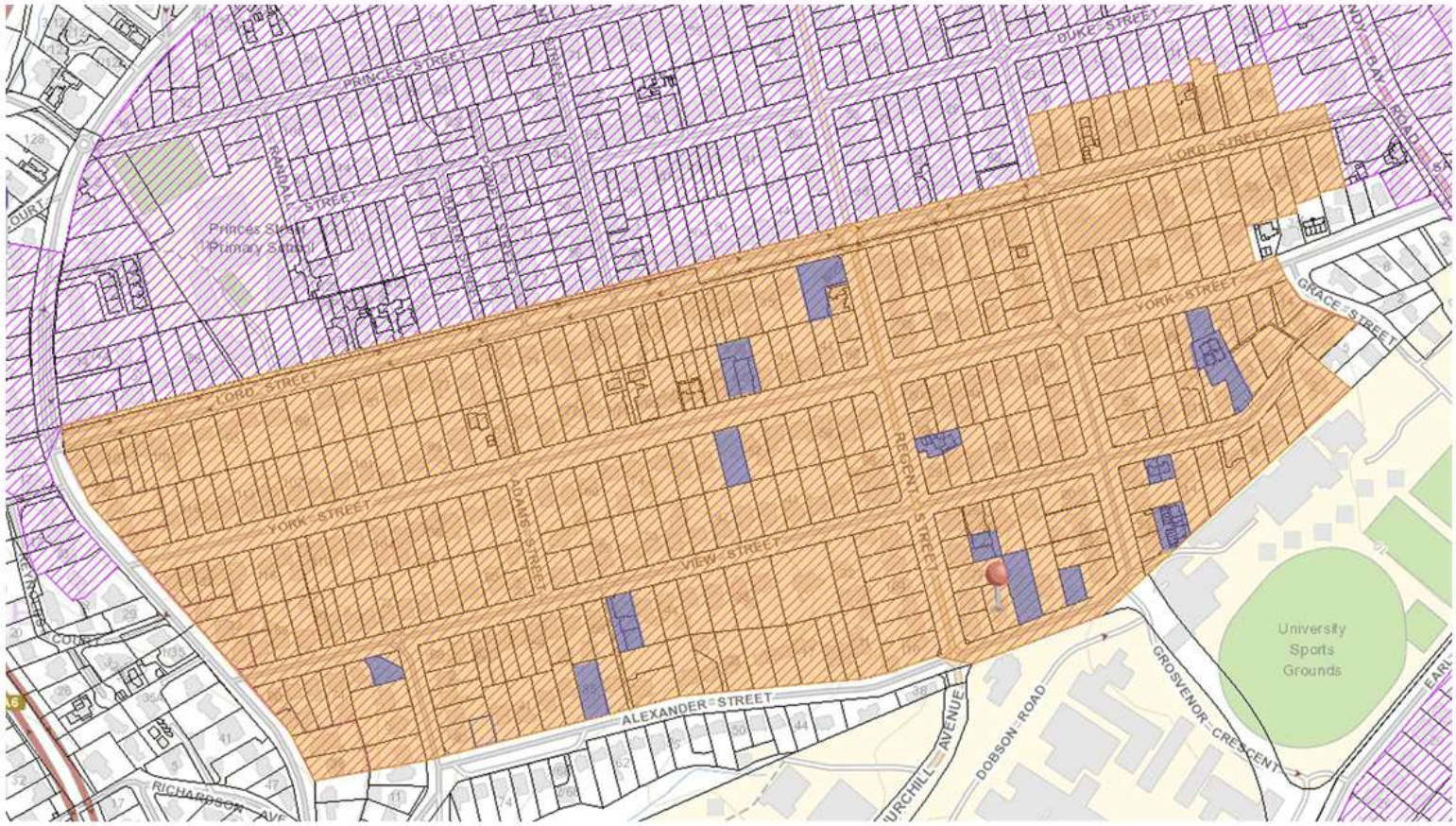


Figure 1.5.4 – Sites in the precinct where substantial post-1950s development has occurred. Adapted from www.thelist.tas.gov.au.

The following points can be drawn from the above summary in terms of the architectural tenor and townscape form of the precinct (and near environs) of 5 Alexander Street:

Subdivision pattern:

- The original subdivision pattern of the Golf Links Estate is evident in the place – which retains its 1910s title configuration. Approximately 75% of the original allotments from that subdivision remain.
- The precinct is almost wholly residential, with the only divergence from residential being the typical corner-store style development.

Built form and architectural styles:

- The architectural stock is generally 1920s-30s Inter-War style with common Federation, Edwardian and early forms of Californian Bungalow stylistic features. Post-1950s development is uncommon.
- Original dwellings are almost exclusively single storey, although some with attic rooms. Semi-basements are common as a response to topography which commonly give the appearance of a two-storey built form.
- Wall materials are exclusively brick or (less commonly) weatherboard. Roughcast render is common as highlighting features.
- Roof materials are most commonly corrugated galvanised iron, although tiles (often with decorative ridges) are common.
- Roof forms are generally hipped, although gable elements are commonly used to give shape to built forms.
- Projecting bays are very common, which invariably feature a forward-facing gable end with some form of decorative treatment (usually faux shingles) and brackets.
- Original window frames are exclusively timber, most commonly casement openings (although sashes are common) and more refined architectural examples have leaded highlights.

Setting:

- Dwellings generally have a small street setback with larger backyards

1.6. Consideration of the condition of the place

Section 1.5 has considered the form, fabric and setting of 5 Alexander Street within the context and significance of the wider precinct and has determined that it is a contributory element representing a lower-end example of its architectural type – generally consistent with the tenor of the precinct.

However, Section 1.5.1 has also made observations that the building appears to have major structural defects. A structural engineers report was commissioned, and Mr. Peter Spratt AM undertook an inspection and report on the building (11/5/20). This report should be read in conjunction with Mr. Spratt's report as it is critical to understand the condition and feasibility of repair when considering the heritage value and precinct contribution of the building.

The Spratt report makes the following observations:

- The building has longstanding defects in foundations, floor construction, walls and roof construction.
- The defects in the foundations, floor construction and walls have, over the years, seen ineffective remedial works being carried out.
- The building in of the verandah and the rear extension are poorly constructed and have their own separate defects.
- The front north wall, adjacent to the bay window, has been underpinned. It is unknown as to whether this work was carried out during the infill works but the underpinning has failed with substantial cracking due to soil movement.
- The building has longstanding defects in foundations, floor construction, walls and roof construction.
- The defects in the foundations, floor construction and walls have, over the years, seen ineffective remedial works being carried out.
- Some hip rafters have been scarf jointed with the joints opening up.
- The north and south external walls have unstrutted and unrestrained jack joists allowing seesawing and pullout under wind load.
- Mr. Spratt notes that there has been a major change in the wind regime with winds of around 100km/hr now becoming common. He rates the roof structure as being adequate, based on computer analysis of similar buildings, for around 70km/hr only.

Given that the building is within a heritage precinct and is considered contributory to the precinct, the default position is that the building ought to be repaired if feasible. The Spratt report gives the following consideration as to whether the building can feasibly/safely be repaired:

- There is a major safety risk in working under the existing floor structure in that a sudden failure without warning can occur with the railway line bearers.
- There is need for new foundations, new bearers to replace the railway lines and excavation is needed to a depth which will provide adequate bearing pressures.
- The internal brick walls are heavy solid brickwork which has cracked.
- The external west wall has substantial bowing and both lateral movement and brick tie failure.
- The gable wall at the bay window has moved outwards and requires connecting to the floor and roof structures.
- The western half of the building has its floor structure on the ground giving likely extensive wood rot and need for ventilation clearance.
- The roof structure requires stiffening to meet current wind loads.

The Sprat report makes the following recommendation:

- Demolish the building. The risks of making good and the cost of making good make the work impractical.

The Spratt report is accepted in this current heritage assessment. Mr. Spratt is a very well-respected structural engineer who has had decades of experience in heritage building conservation and would have been fully aware of the heritage status of this building whilst undertaking this assessment. Mr. Spratt was a former Tasmanian Heritage Council member and also formerly chaired the Tasmanian Heritage Council's Works Application Assessment Committee, therefore it is not doubted here that he would have balanced the heritage values and statutory heritage requirements of the building/precinct alongside the practicalities of repair of the building.

1.7. Heritage management policies

Based on the statements of significance outlined in Section 1.6, and the relative significance levels attributed to specific parts of the place outlined in Section 1.7, the following sets policies for the future management of the heritage values of the place.

Policy #	Policy	Reason for policy
General policies		
1.	The approach to managing any works on the place must be guided by the principles of the ICOMOS Australia *Burra Charter.*[6]	To ensure that the future management of the heritage values of the place is undertaken to heritage industry best-practice.
2.	Any use or development of the place must not have any unreasonable adverse heritage impact upon identified values of the place.	To acknowledge that the place has some heritage significance.
The existing building		
3.	Whilst the ideal situation would be to retain and repair the existing building, the structural defects which dictate the feasibility of that retention, and the safety of the ability to carry out the works are considered paramount, therefore it is accepted that the building may be demolished.	To recognise the findings of the structural engineer's report.
4.	Any replacement development must seek to maintain the heritage values of the precinct and avoid incompatible development.	To acknowledge that a redevelopment of the site is likely to be inevitable given the condition of the building.
New buildings, streetscape and townscape development		
5.	Ideally, further subdivision should not occur.	To retail the legibility of the 1910s Golf Links Estate subdivision pattern.
6.	Development should avoid the appearance of multiple dwellings particularly on the street frontage.	To retain the consistent appearance of single-dwelling development in the precinct.
7.	Any new dwelling should only have a small street setback.	To maintain consistency with the traditional siting of dwellings in the precinct.

[6] http://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf

8.	Development in the backyard is likely to be acceptable, e.g. ancillary dwelling, garaging etc.	To acknowledge that such backyard development is precedented and will likely maintain streetscape values, also to avoid prominent garaging.
9.	Any new building should seek to be sympathetic to, but not necessary emulate, traditional building forms.	To attempt to maintain the pattern of development that characterises the precinct, but to avoid 'faux heritage'.
10.	The roof form of any new building should be of a traditional hipped or gabled form (or combination of both). It is noted that this may increase the overall height of a building, however this is considered a necessary consolation).	To maintain some consistency in architectural styling within the precinct.
11.	The fenestrative pattern of any new building, particularly on the street elevation, should be of dimensions and a style consistent with other common examples in the precinct.	To maintain some consistency in architectural styling within the precinct (e.g. avoid floor-to-ceiling windows, horizontal window forms etc.).
12.	Any new building should borrow a materials palette from the common materials within the precinct – i.e. red brick, weatherboard, stuccoed highlights, corrugated iron or tile roof etc.).	To maintain some consistency in architectural styling within the precinct.
13.	If the hedge is to be replaced, any new front fence should be low and of a style sympathetic to the general tenor of fences within the precinct (e.g. low brick).	To retain the consistency of front fencing in the precinct.

2. Heritage Impact assessment

As per the methodology detailed in Section 1.3, and further to the brief for this project as per Section 1.1, the following heritage impact assessment takes the conservation policies from this document as well as the statutory heritage provisions which apply to the place and applies these to a proposed development for the place.

Again, it is emphasised that the conservation policies were formulated in the absence of any foreshadowed development of the site – and have aimed to take the general characteristics of the site and surrounds and to develop conservation policies which the design process is to respond to in order to align to the relevant statutory heritage provisions. The conservation policies have been used to inform the design process and the heritage impact assessment has measured the performance of the design process in meeting the heritage objectives.

A preliminary proposal for redevelopment of the site has been formulated by Preston Lane Architects, as detailed in the drawings for Project 20086, Drawing numbers A02-00, A02-01, A02-02, A02-10, A02-11, A02-12, A04-00, A04-01, A04-02, A04-03, (Revision E, 7/6/21) as well as associated photomontages and the *5 Alexander Street Architect Statement* also by Preston Lane Architects.

Briefly, the proposal involves:

- Demolition of the existing dwelling and all outbuildings.
- Construction of a conjoined (2) dwelling unit on the approximate footprint of the existing dwelling.
- Construction of a third dwelling unit at the rear of the site.
    - Each unit has the following broad design approach as described in the architect's statement (expanded further in the assessment below), pertinent points being:
        - Conceptually the proposal maintains the character of the golf links estate subdivision through providing the impression of a larger building at the front of the site, with a small ancillary building and garden at the rear of the property.
        - The development maintains a small street setback, commensurate with the surrounding properties and maintains the established pattern of development in the area.
        - Sited behind a low picket fence, the form of the development provides a modern interpretation of the existing condition and surrounding area, incorporating a gabled front to the street, and hipped roof forms to the remainder.
        - The form is clearly modern with clipped eaves and maintains a reference to the past through the scale and proportion of the development and architectural detailing.
        - The proposal seeks to maintain the heritage values of the precinct and avoid incompatible development. Its modern interpretation consists of a solid brick base, painted in neutral tones to not dominate, but to reference properties within the area. Modern

weatherboards dress the units at the upper level, providing an element of texture and shade; scale and proportion and relationship to the more decorative homes adjacent. This material choice has been made to interpret in a modern manner, rather than to mimic that of the heritage past.

- Projecting framed windows address the street interpreting that of a bay window providing reference to the past. Further projecting windows flank the units, with their proportions relating to that of a double hung window.

2.1. Assessment against conservation policy:

Policy #	Policy	Compliance with policy
General policies		
1.	The approach to managing any works on the place must be guided by the principles of the ICOMOS Australia *Burra Charter.*[7]	The current document has been formulated as per the ICOMOS Australia *Burra Charter* and in accordance with the recognised values of the place and precinct (as detailed in the methodology in Section 1.3).
2.	Any use or development of the place must not have any unreasonable adverse heritage impact upon identified values of the place.	
The existing building		
3.	Whilst the ideal situation would be to retain and repair the existing building, the structural defects which dictate the feasibility of that retention, and the safety of the ability to carry out the works are considered paramount, therefore it is accepted that the building may be demolished.	The proposal demolishes the existing building. Whilst this is regrettable in the loss of a contributory element in the precinct, given the condition of the building and the consideration of prudent and feasible alternatives by the engineer's report, this is considered acceptable.
4.	Any replacement development must seek to maintain the heritage values of the precinct and avoid incompatible development.	Further to the above, the key issue here is that the proposed replacement development is consistent with the heritage values of the precinct and does not result in incompatible development.
New buildings, streetscape and townscape development		
5.	Ideally, further subdivision should not occur.	The proposal retains the overall site boundary as per the 1910s Golf Links Estate subdivision. Strata titling will however fragment that configuration within the overall title but the parent title will remain legible.
6.	Development should avoid the appearance of multiple dwellings particularly on the street frontage.	The proposal seeks to give the streetscape impression of a larger building at the front of the site and a

[7] http://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf

		smaller ancillary building at the rear – which results in multiple dwellings but will appear in the overall tenor of the area as a residence with ancillary building. See further discussion against Policy 9 below.
7.	Any new dwelling should only have a small street setback.	The proposal has a consistent street setback with the general tenor of the precinct.
8.	Development in the backyard is likely to be acceptable, e.g. ancillary dwelling, garaging etc.	The proposal seeks to interpret a large main house near the street frontage and a smaller ancillary outbuilding at the rear – which is an established pattern of development similar to a house and garage style site layout.
9.	Any new building should seek to be sympathetic to, but not necessary emulate, traditional building forms.	The proposal seeks to interpret a large main house near the street frontage and a smaller ancillary outbuilding at the rear – which is an established pattern of development similar to a house and garage style site layout. The building occupies a similar generally square footprint to that existing and utilises both hipped and gabled roof forms precedented in the predominant architectural style of the precinct (noting that a variety of pitches exist throughout the precinct). This is an attempt to interpret the general form of buildings, but not to necessarily emulate such. Parking areas are within undercrofts which are a traditional element in surrounding built forms particularly when associated with verandas, decks etc. (and this assists in masking any proliferation of parking on-site).
10.	The roof form of any new building should be of a traditional hipped or gabled form (or combination of both). It is noted that this may increase the overall	The proposal utilises a combination of traditional hipped and gabled roof forms which are common elements in the precinct. The front building has a

	height of a building, however this is considered a necessary consolation).	prominent forward-facing gable with timber cladding which is a well-precedented architectural form in the precinct. Whilst this results in an overall higher building, it is considered more appropriate to utilise a traditional roof form and add height, than to minimise height with an inconsistent shallow-pitched or flat roof.
11.	The fenestrative pattern of any new building, particularly on the street elevation, should be of dimensions and a style consistent with other common examples in the precinct.	As per the discussion in Section 1.5, the heritage precinct exhibits a range of fenestrative patterns. The proposal has not sought to literally interpret any individual style, but to maintain some restraint with avoiding vast expanses of glass (although these are somewhat common in sunrooms around the precinct) and to provide louvred screening to further minimise any apparent dominance of glazing. The most prominent forward-facing window interprets a projecting box window which is a common architectural element of the precinct. Fenestration to the side and rear elevations is of a less traditional format however is not prominent.
12.	Any new building should borrow a materials palette from the common materials within the precinct – i.e. red brick, weatherboard, stuccoed highlights, corrugated iron or tile roof etc.).	The materials palette has been chosen to interpret traditional materials, with a painted brick base providing a solid base surmounted by more ephemeral timber cladding. These materials and configuration of use are common throughout the traditional building stock of the precinct.
13.	If the hedge is to be replaced, any new front fence should be low and of a style sympathetic to the general tenor of fences within the precinct (e.g. low brick).	The proposed front fence will be a traditional timber picket style of traditional proportions.

2.2 Assessment against the design criteria/conservation policies of the HCC Precincts document

Design Criteria/Conservation policy	Comment on possible redevelopment
Elements which contribute to the precinct must be retained.	The demolition of the existing dwelling does result in the loss of an element which contributes to the precinct – albeit only in a minor way and on the fringe of the precinct. Given the engineer's assessment of the feasibility and safety of repair of the building, there are considered to be no prudent or feasible alternatives to this loss and accordingly it is accepted.
Non-contributory elements may be removed to enhance the character of the precinct.	The proposal removes outbuildings and the rear extension which are non-contributory elements.
Alterations and additions are not to dominate or detract from the original building.	The proposal does not constitute 'alterations' or 'additions'.
New buildings, extensions or structures must be compatible with and sympathetic to the height, bulk, setback, materials and finishes, and general character of contributory and heritage listed places.	The proposal is designed to read as a primary residence at the front and an ancillary building at the rear, which is the common pattern of residential development in the precinct. Conceptually it has been designed to read as 'large house and garage' in the overall form of the townscape as a means of avoiding 'block-like' multiple dwelling development. The rear of the building cuts into the topography as a means of promoting subservience.
New buildings and extensions to contributory and heritage listed buildings must be compatible and visually subservient when viewed from any road or public open space.	Whilst it is acknowledged that two-storey development is not common in the precinct, many of the residences on the top-side of Regent Street and further westward along Alexander Street appear as two storey as a response to topography with the front of the ground floor set higher than the natural ground level (in fact the existing residence does this to a degree also). Whilst minimising overall height is not helped by the roof form – that

	roof form is considered necessary to promote a traditional overall built form (i.e. rather than a shallow pitched or flat roof) which is considered to be a more appropriate trade-off than minimising absolute height.
Alterations and additions are to respect the uniformity of properties which form part of a consistent row, semi-pair or group of buildings.	The proposal does not constitute 'alterations' or 'additions'.
Fences and gates should be appropriate in form, scale, height and materials appropriate to the architecture of the main building and should match its architectural style. Styles include Federation/Victorian timber picket, Inter-War masonry, brick and ironwork fences and gates. Detailed design guidance may be found in the City of Hobart publication, New fences for old houses.	The proposed fencing is a traditional style timber picket fence consistent with this policy.
Garages, carports, and ancillary structures are to be setback from the principal facade to enable the original building form to remain unobscured and prominent within the streetscape. *Driveways and hard stand areas are to be located at the side of the house.*	The proposal includes garaging at the rear of buildings/the site, accessed by a side driveway. Parking utilises undercroft areas which is a precedented means of parking in the precinct.
Maintain a curtilage/usable open space to provide an appropriate setting to the scale of house.	The proposal retains a small front yard space which is consistent with the tenor of small street setbacks in the precinct. The breaking of the frontage into two bays assists in providing that front yard area and is consistent with the general pattern of development. No part of the proposal is built to boundary which allows for landscaping to be included all around the buildings so as to maintain the garden setting predominant in the precinct.

Lot boundary changes should not occur in areas where the original subdivision pattern is significant and remains intact.	The proposal retains the overall site boundary as per the 1910s Golf Links Estate subdivision. Strata titling will however fragment that configuration within the overall title. This is not unprecedented in the precinct - noting that 59-61 Grosvenor Street has recently (2019) had a subdivision, adhesion and strata titling approved. The original parent title will remain legible.
New development must not interrupt building patterns where a subdivision pattern has resulted in a distinctive built form.	As per above, the proposed building form is designed to be read as a larger primary residence and ancillary building in an attempt to retain the pattern of built form within the precinct.
Unpainted and unrendered masonry and brick exterior surfaces must remain as such.	Not applicable, however the proposed buildings utilise a traditional materials palette comprised of face brick and timber cladding.
Established and/or significant planted garden settings, hedges, and visually prominent trees must be retained.	No existing garden elements will be retained, however the proposal seeks to reinstate a suitable residential garden setting for the new buildings.
Concrete road surfaces associated with historical trolley bus routes must be retained. Where repairs and patching are necessary new work should match the original material and finish.	Not applicable to the site.
All sandstone construction, generally seen in walls, kerbing or other site elements shall be retained.	Not appliable – there are no sandstone elements on the site.
Precinct Statement of Significance	**Comment on possible redevelopment**
Its value as the largest single subdivision in Sandy Bay with a very fine group of c1920-1930 houses, the best such group in Hobart.	Whilst the proposal results in the (inevitable – given structural issues) loss of a 1920s house, as per the discussion above the proposed development seeks to retain the tenor of the pattern of development with a larger house with smaller ancillary building at rear. A range of design tools have been used to pay respect and interpret 1920s-30s architecture (without

	emulating and providing 'faux heritage'). Refer to the Architects Statement for further discussion.
The relationship of housing design to aspect and setting.	The townscape and streetscape placement of the proposed building retains the tenor of aspect and setting of the precinct.
The response to topography seen in the siting of buildings.	The siting of the proposed building will be similar to the existing conditions and consistent with the tenor of sites that slope upwards from the street across the precinct.
The landscape features, particularly the stands of cypresses at the eastern end of the precinct.	No existing garden elements will be retained, however the proposal seeks to reinstate a suitable residential garden setting for the new buildings. Note that the site is distant to the cypresses mentioned here.
The quality of individual houses seen at the eastern end of the precinct.	Although the existing dwelling is consistent with the tenor of the precinct, it is not considered to be a high quality nor notable example of the typical architectural styles of the precinct.

2.3. Assessment against specific statutory heritage provisions

Clause E.13.8 – Development Standards for Heritage Precincts

	Performance Criteria	Comment on proposal
E.13.8.1 - Demolition	*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.*	The proposal results in the loss of a building that contributes to the historic cultural heritage significance of the precinct. The following responses are provided to the qualifiers for that loss: i. The engineer's report by Peter Spratt has concluded that it is neither feasible nor safe to undertake the necessary works to correct the severe structural defects suffered by the existing building. Repair of the building is considered by Mr. Spratt as being dangerous given the ineffective past attempts to repair the building (i.e. sudden failure could occur). Given the inevitable need for the existing building to be removed, social and economic benefits may be gained by the development of the site for multiple dwellings – provided that such can be achieved without undue detriment to the values of the heritage precinct. ii. The engineer's report concludes that the building ought to be demolished as repair is not feasible. iii. As per the discussion below, the proposed replacement development is considered to be complementary to the heritage values of the precinct whilst realising the potential of the site for a higher density of residential occupation further to (i) above.

E.13.8.2 – Building and Works other than Demolition	*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.*	Refer to the commentary above specifically against each of the statements of significance, design criteria and conservation policy for the precinct.
	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.	Not applicable.
	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.	Whilst the proposal does include the removal of the established hedge, it is considered that this hedge is beyond feasible retention and that the solution of providing an appropriately styled traditional picket fence is an acceptable outcome.
	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.	

E.13.8.3 - Subdivision	*P1. Subdivision must not result in any of the following:* *(a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;* *(b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;* *(c) potential for a confused understanding of the development of the precinct;* *(d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.*	Whilst the site will be strata titled, the parent title will remain as a legible part of the original Golf Links Estate development.

Preston
—
Lane

ALEXANDER STREET APARTMENTS (PLN-21-643)

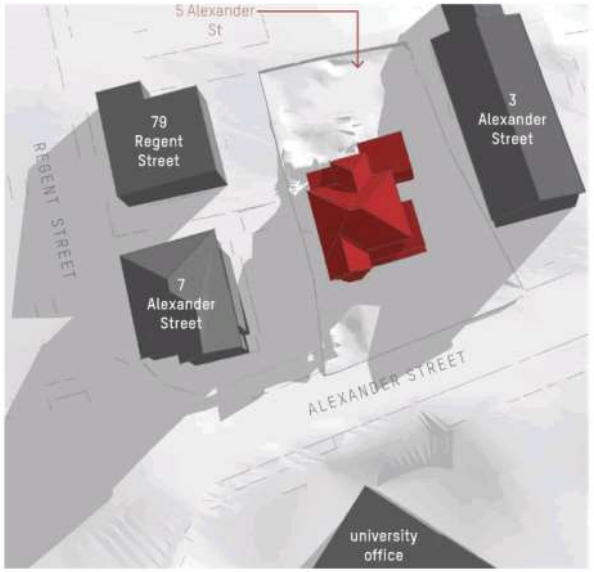
5 Alexander Street, Sandy Bay
Solar Diagrams - Rev B
8th November 2021

60 Barrack Street Hobart Tas 7000
T 61 3 6231 2923
daniel@prestonlane.com.au

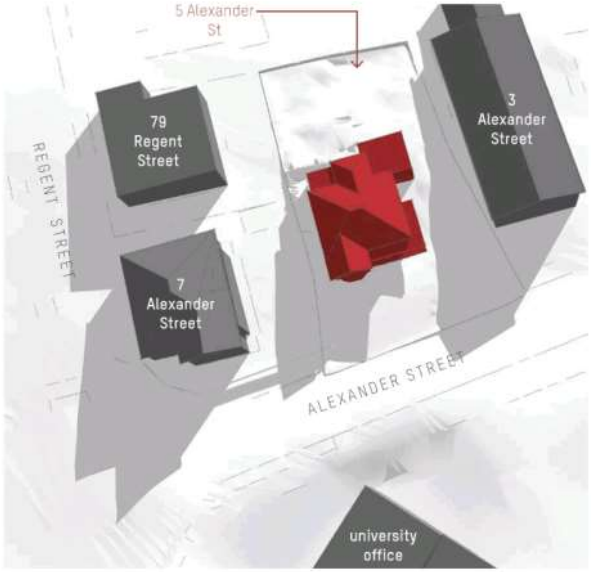
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

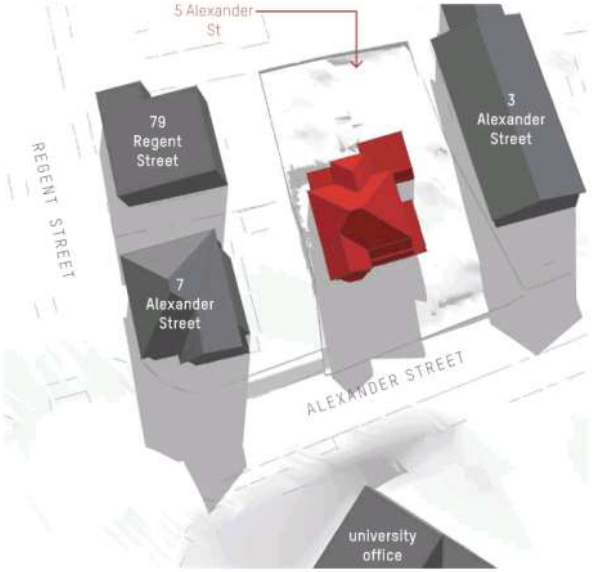
EXISTING SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Existing Condition
June 21st 9am



Existing Condition
June 21st 10am



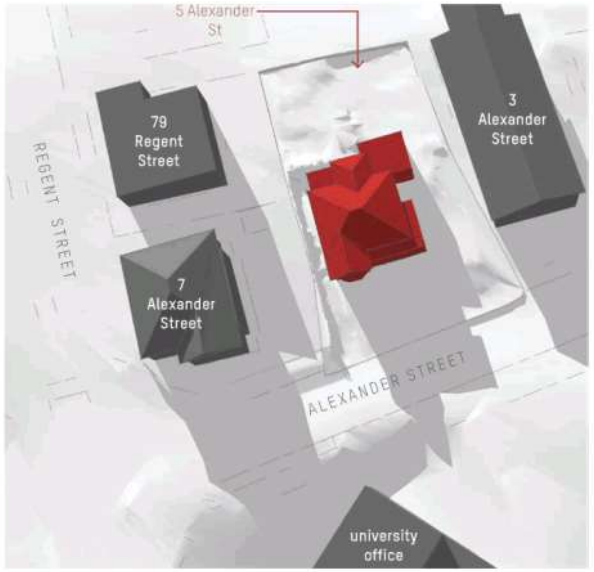
Existing Condition
June 21st 12pm

N

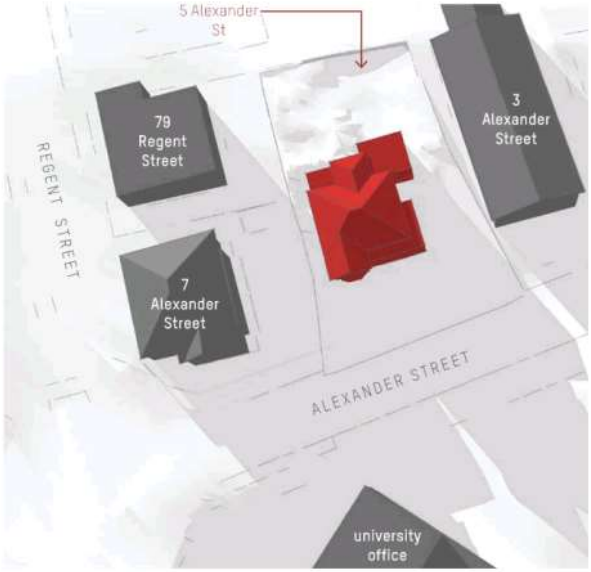
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

EXISTING SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021

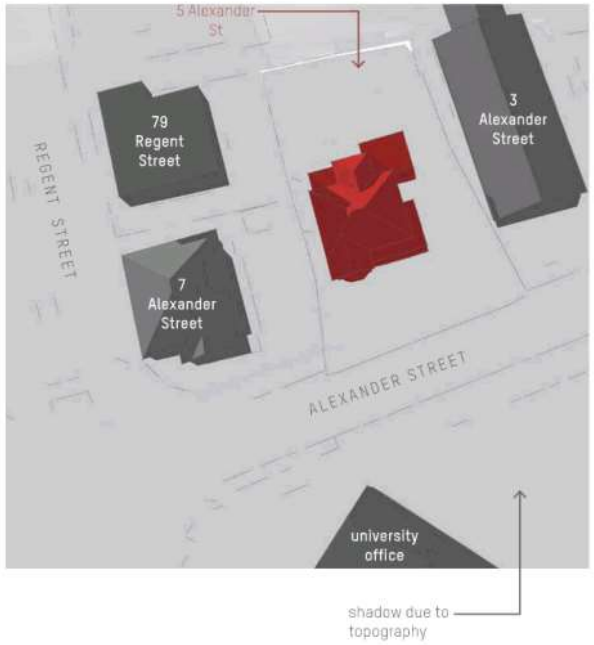


Existing Condition
June 21st 2pm



Existing Condition
June 21st 3pm

Note: Please see following pages for greater context



Existing Condition
June 21st 4pm

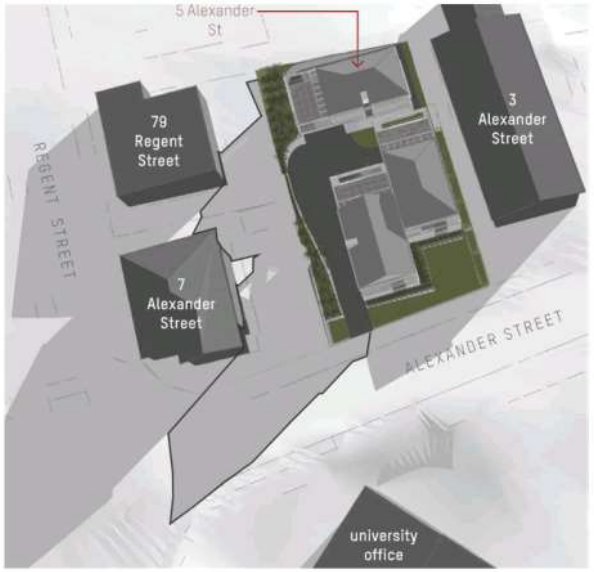
Note: Please see following pages for greater context

N

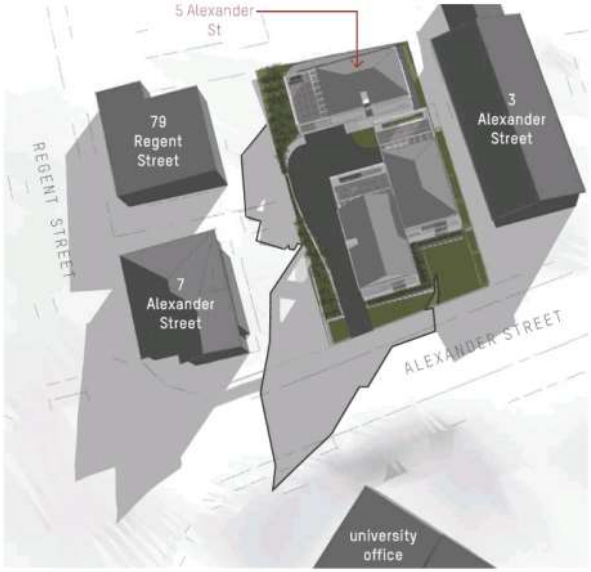
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

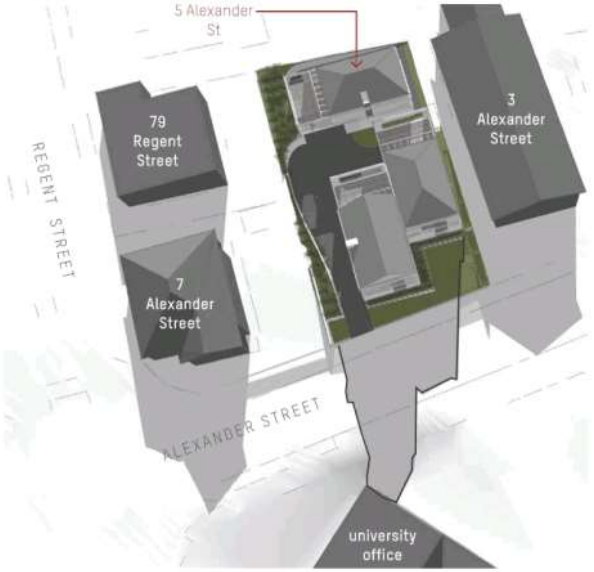
SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
June 21st 9am



Proposed Condition
June 21st 10am



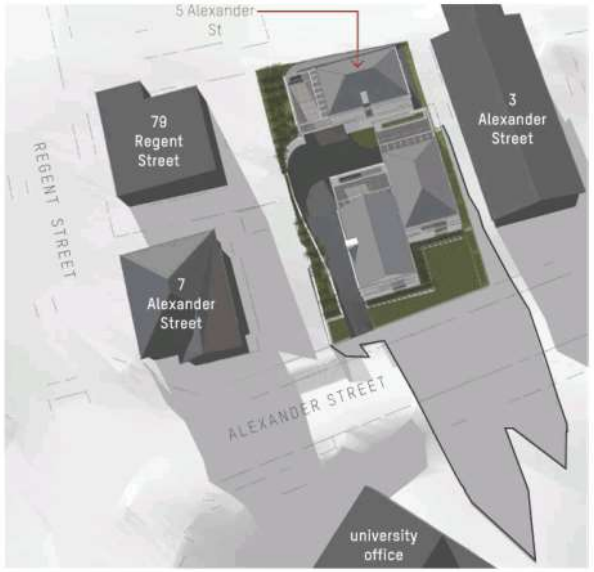
Proposed Condition
June 21st 12pm

N

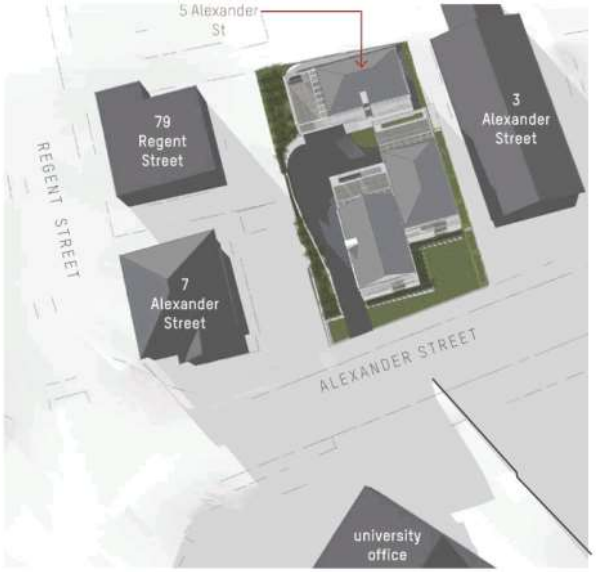
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
June 21st 2pm



Proposed Condition
June 21st 3pm

Note: Please see following pages for greater context



Proposed Condition
June 21st 4pm

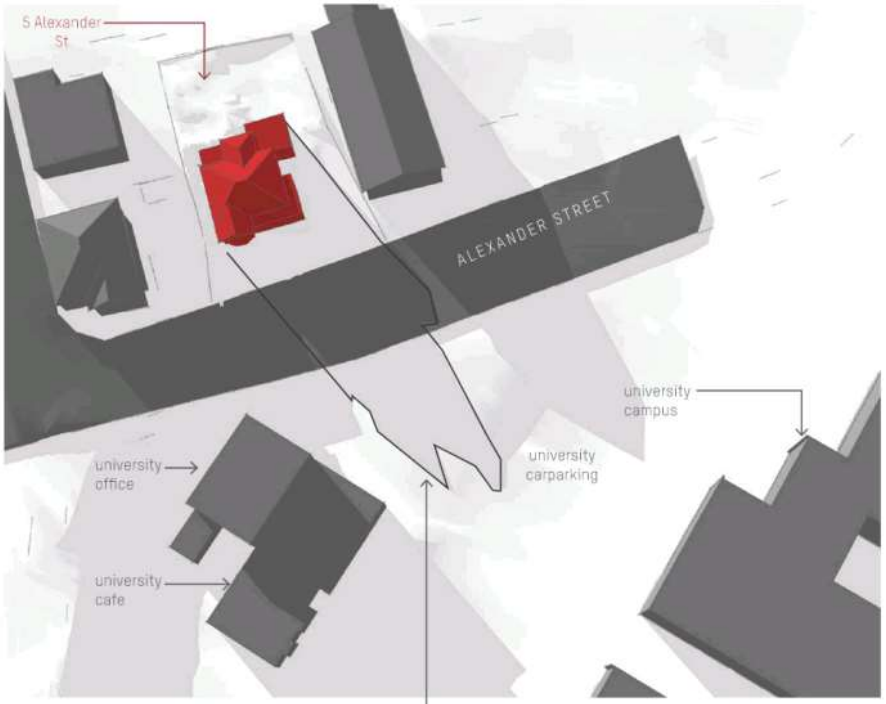
Note: Please see following pages for greater context

N

Preston Lane

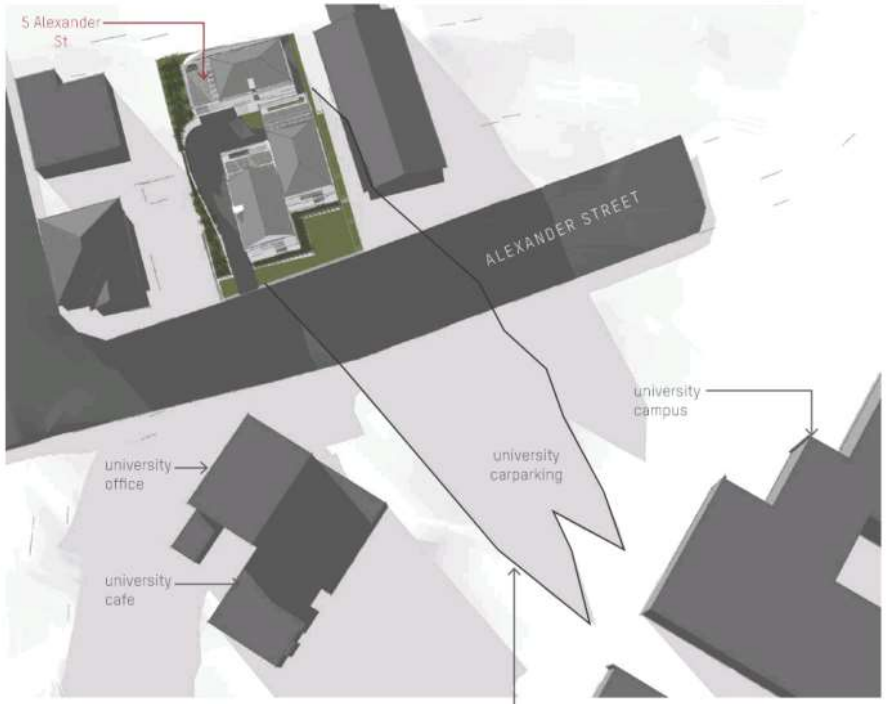
20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Existing Condition (greater context)
June 21st 3pm

approx. outline of existing shadow. Note: height of neighbouring university approx. only.



Proposed Condition (greater context)
June 21st 3pm

approx. outline of proposed shadow. Note: height of neighbouring university approx. only.

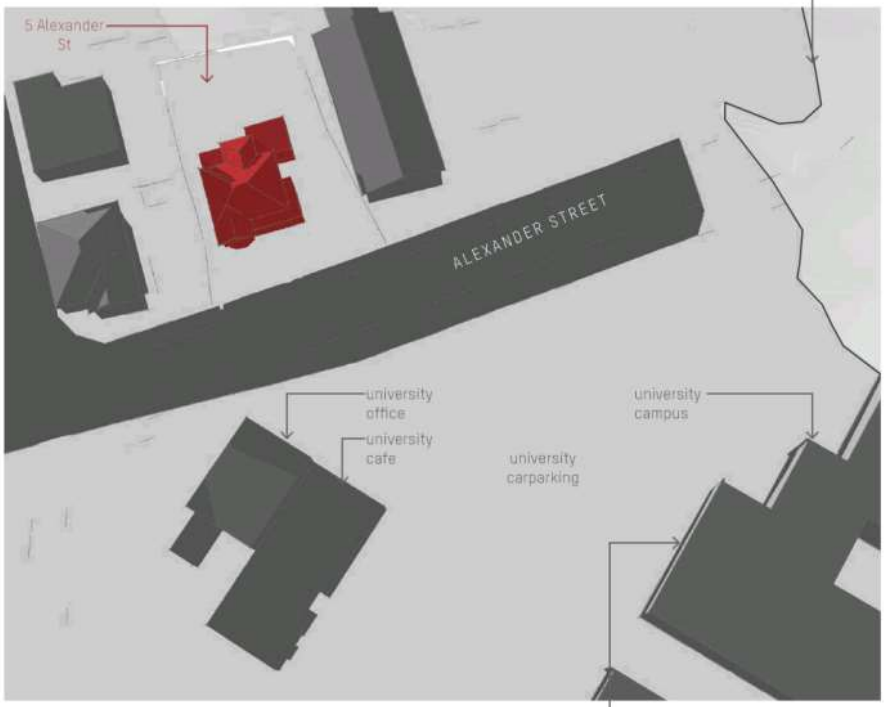
Please note: heights and location of surrounding buildings are approximate only. Context contours sourced from HCC 1m Contour file.

N

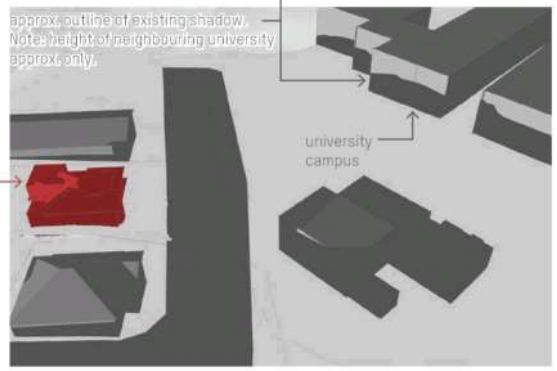
Preston Lane

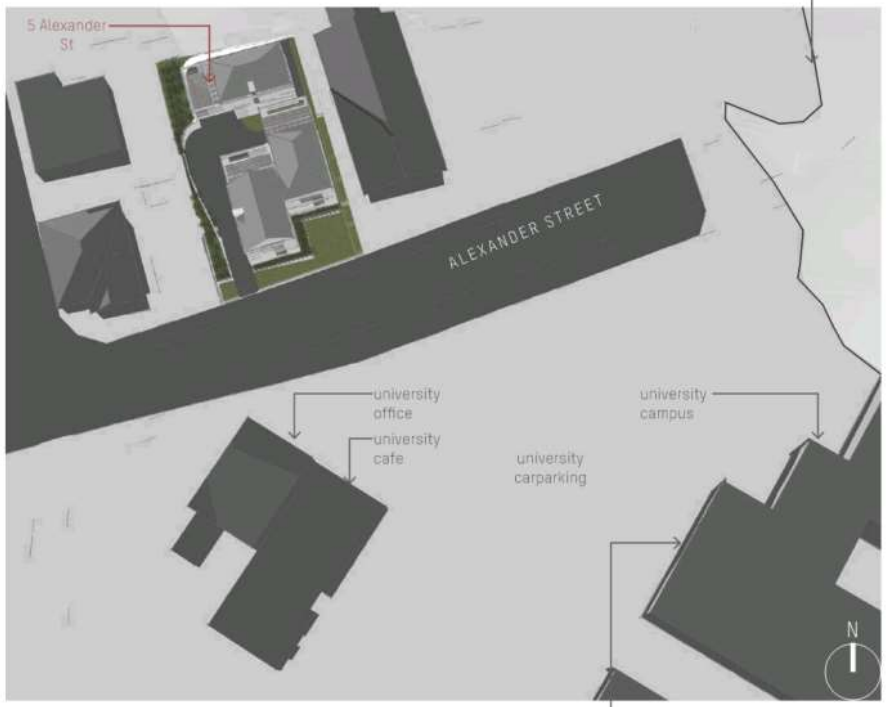
20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021

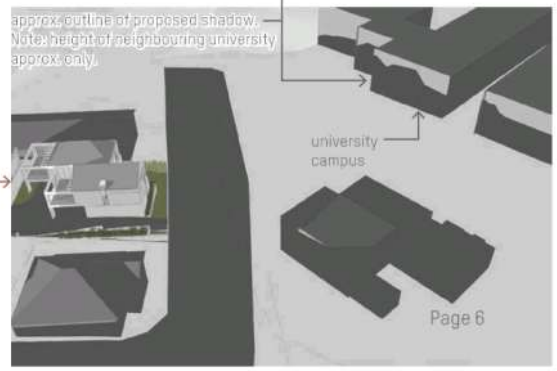


Existing Condition (greater context)
June 21st 4pm





Proposed Condition (greater context)
June 21st 4pm



Please note: heights and location of surrounding buildings are approximate only. Context contours sourced from HCC 1m Contour file.

Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

SHADOW DIAGRAMS - AUTUMN EQUINOX
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
September 23rd 9am



Proposed Condition
September 23rd 10am



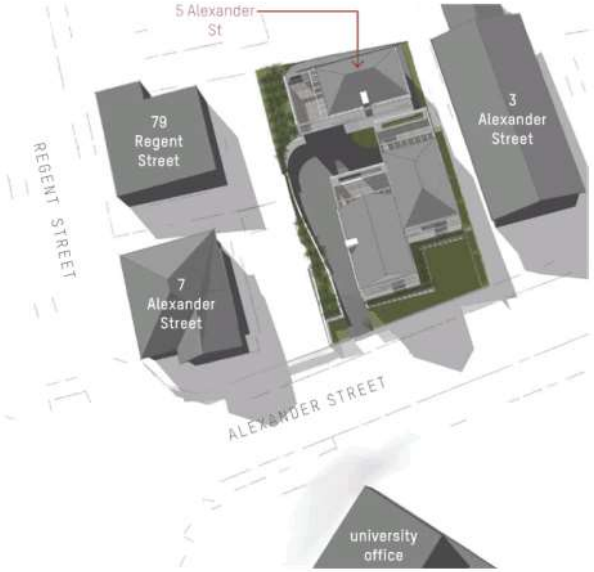
Proposed Condition
September 23rd 12pm

N

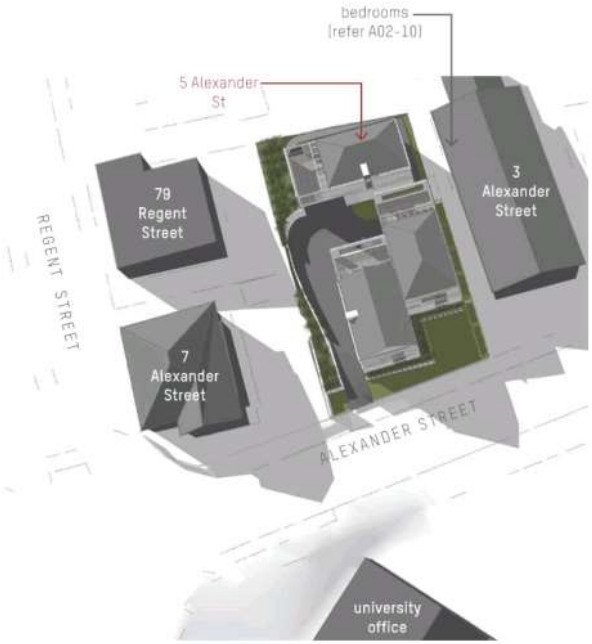
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

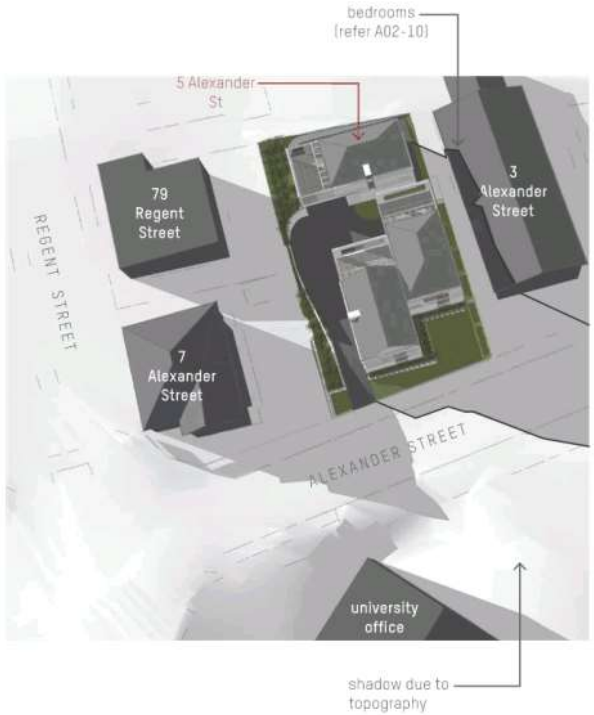
SHADOW DIAGRAMS - AUTUMN EQUINOX
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
September 23rd 2pm



Proposed Condition
September 23rd 3pm



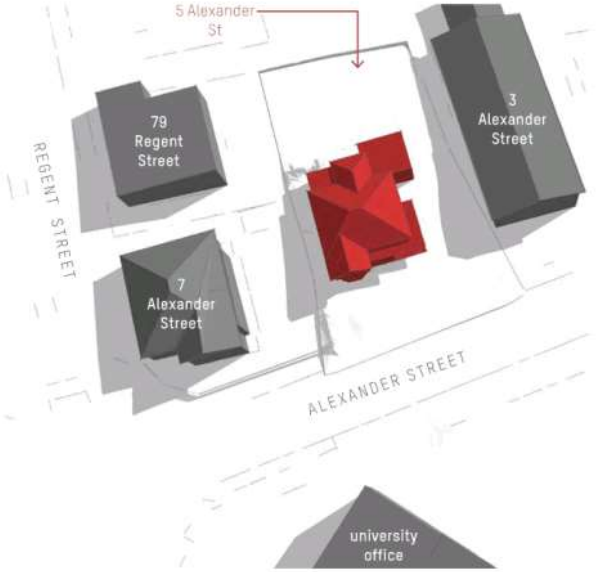
Proposed Condition
September 23rd 4pm

N

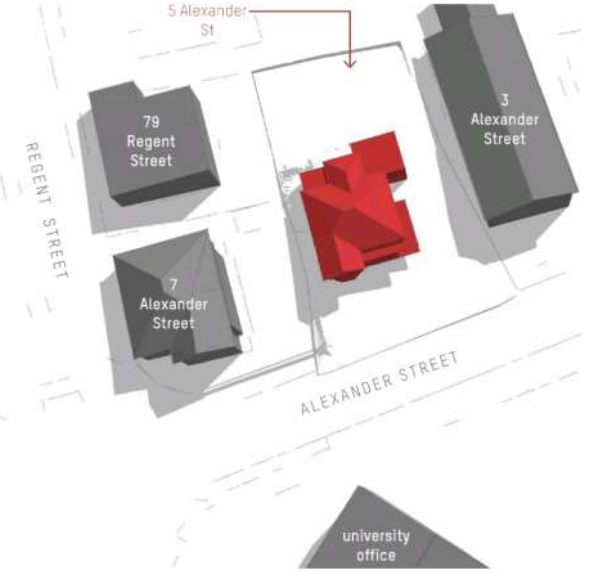
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

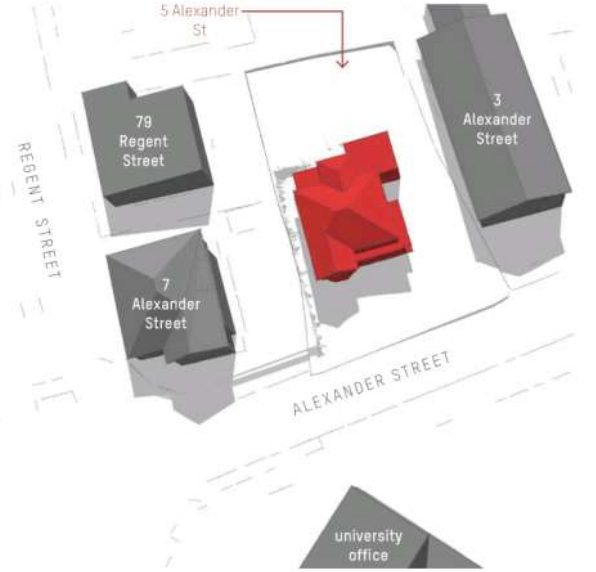
EXISTING SHADOW DIAGRAMS - SPRING SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Existing Condition
March 23rd 9am



Existing Condition
March 23rd 10am



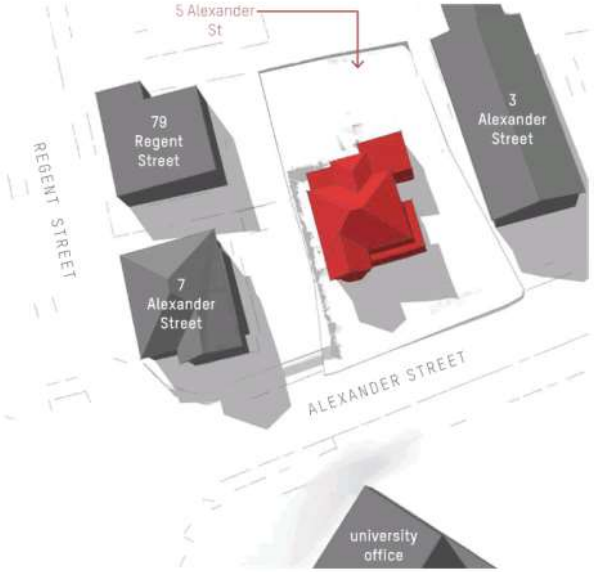
Existing Condition
March 23rd 12pm

N

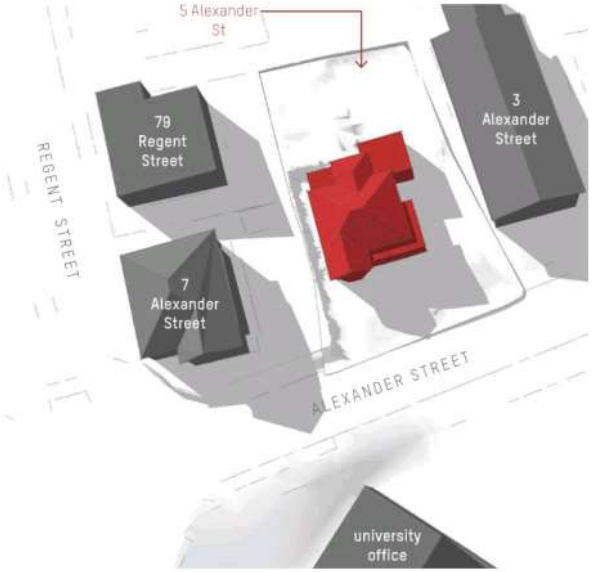
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

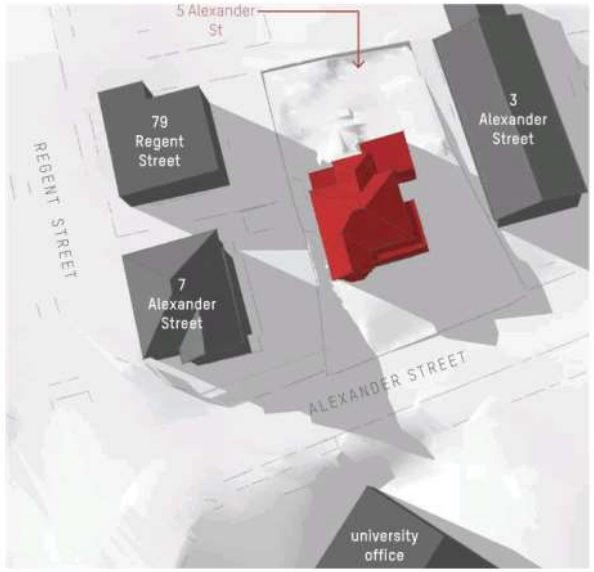
EXISTING SHADOW DIAGRAMS - SPRING SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Existing Condition
March 23rd 2pm



Existing Condition
March 23rd 3pm



Existing Condition
March 23rd 4pm

N

Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

SHADOW DIAGRAMS - SPRING EQUINOX
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
March 23rd 9am



Proposed Condition
March 23rd 10am



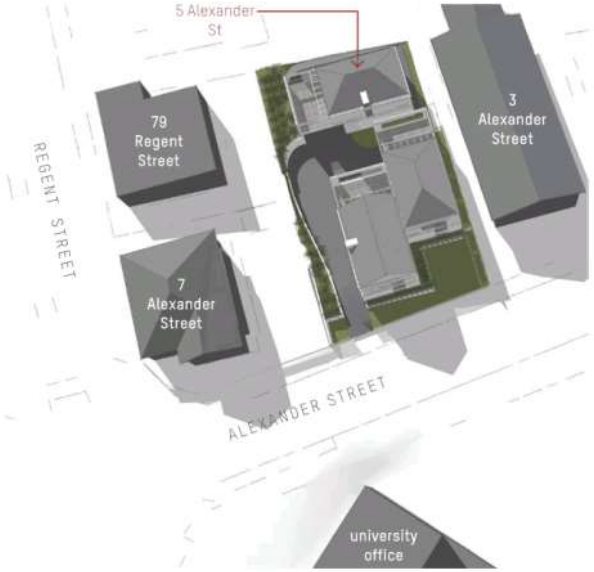
Proposed Condition
March 23rd 12pm

N

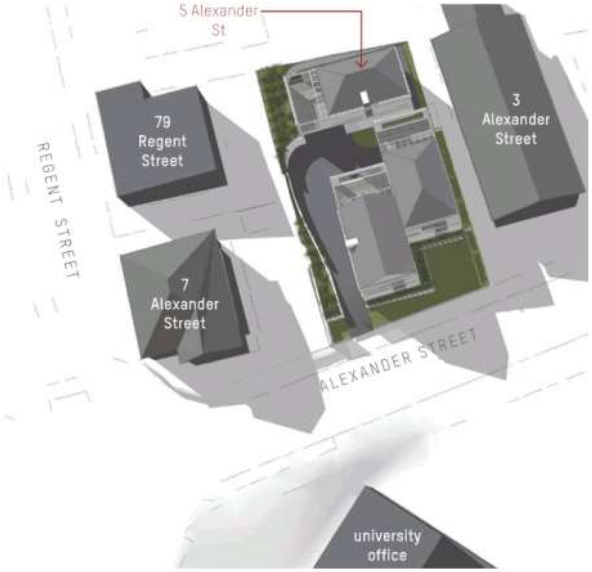
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

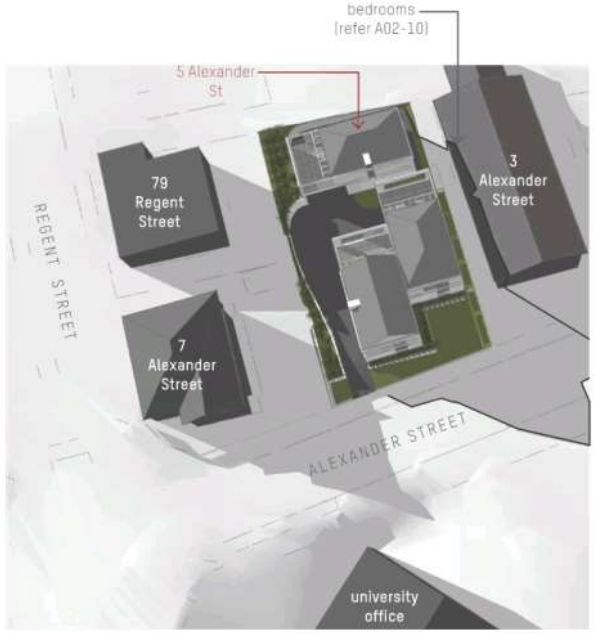
SHADOW DIAGRAMS - SPRING EQUINOX
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
March 23rd 2pm



Proposed Condition
March 23rd 3pm



Proposed Condition
March 23rd 4pm

N

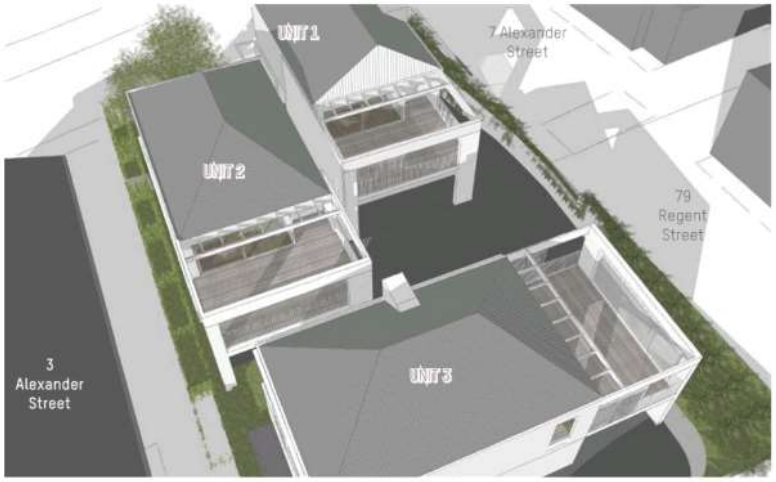
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

PRIVATE OPEN SPACE SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
June 21st 9am



Proposed Condition
June 21st 10am



Proposed Condition
June 21st 11am



Proposed Condition
June 21st 12pm

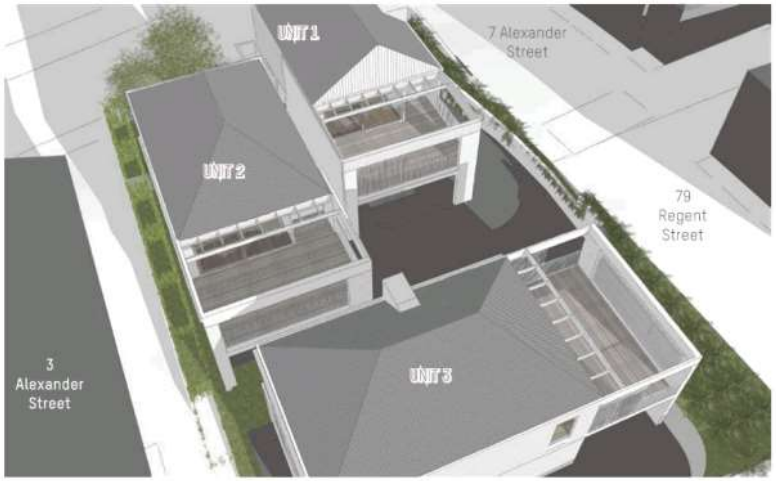
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

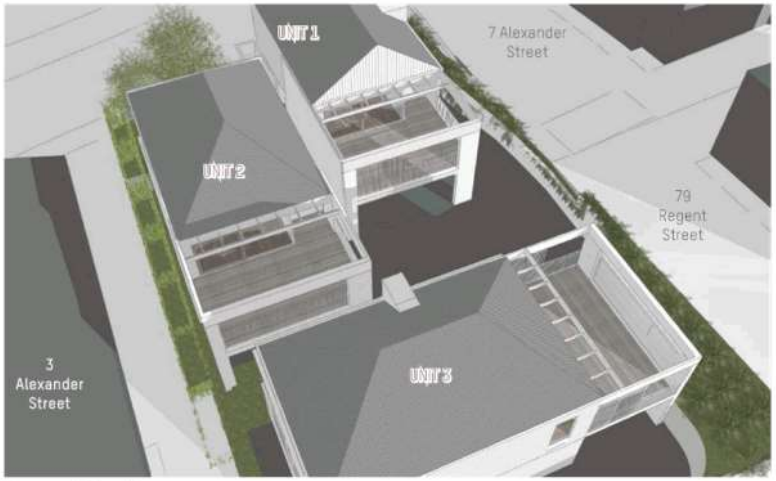
PRIVATE OPEN SPACE SHADOW DIAGRAMS - WINTER SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
June 21st 1pm



Proposed Condition
June 21st 2pm



Proposed Condition
June 21st 3pm

Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

PRIVATE OPEN SPACE SHADOW DIAGRAMS - SPRING SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
March 23rd 9am



Proposed Condition
March 23rd 10am



Proposed Condition
March 23rd 11am



Proposed Condition
March 23rd 12pm

Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

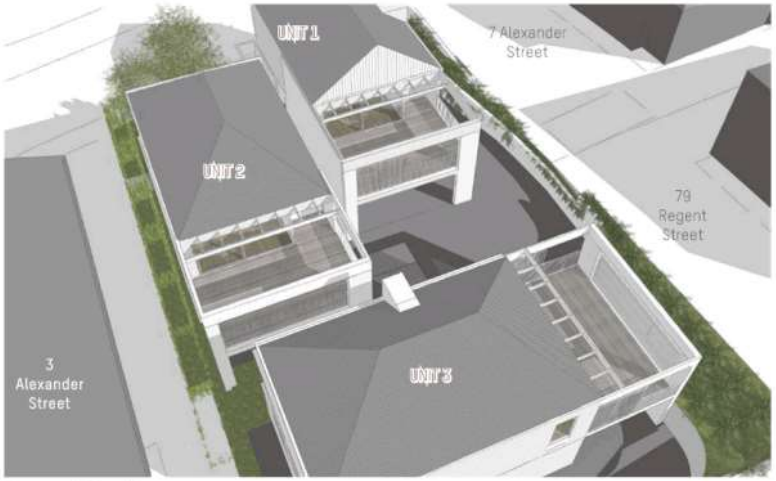
PRIVATE OPEN SPACE SHADOW DIAGRAMS - SPRING SOLSTICE
5 Alexander Street, Sandy Bay TAS
November 8, 2021



Proposed Condition
March 23rd 1pm



Proposed Condition
March 23rd 2pm

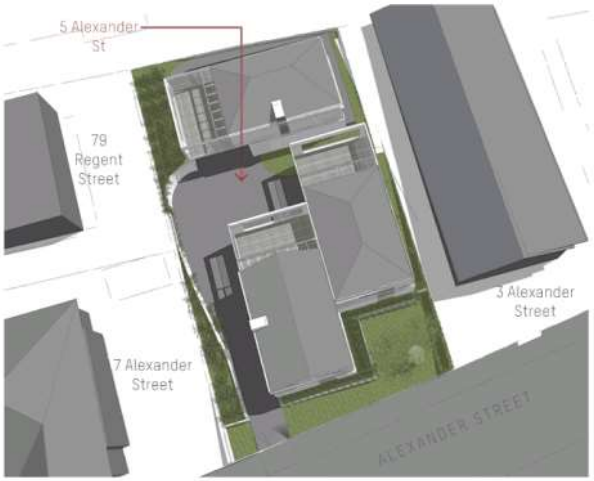


Proposed Condition
March 23rd 3pm

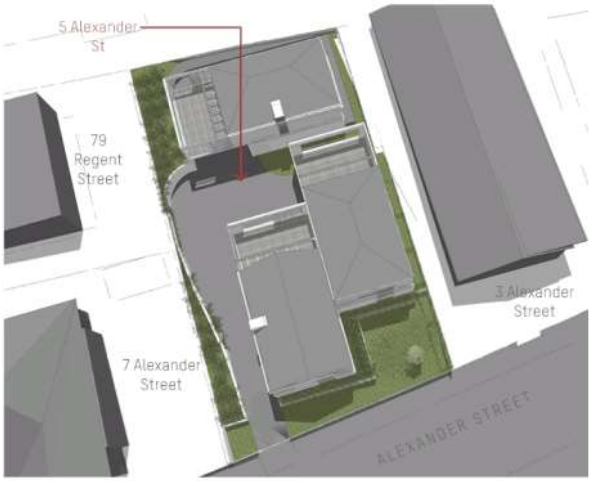
Preston Lane

20086 ALEXANDER STREET UNITS
PLANNING PERMIT APPLICATION

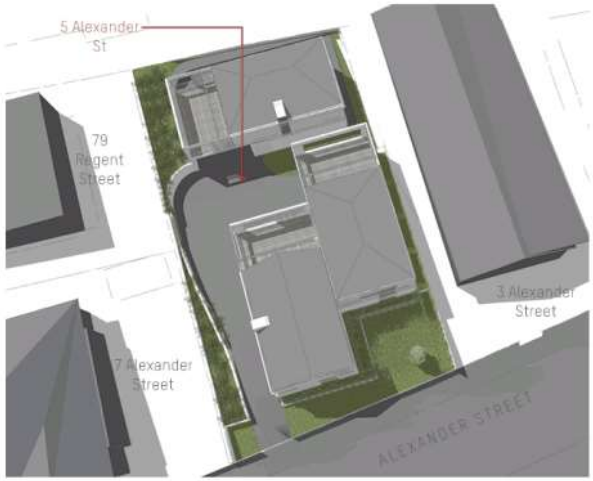
SHADOW DIAGRAMS - SUMMER SOLSTICE
5 Alexander Street, Sandy Bay TAS
September 16, 2021



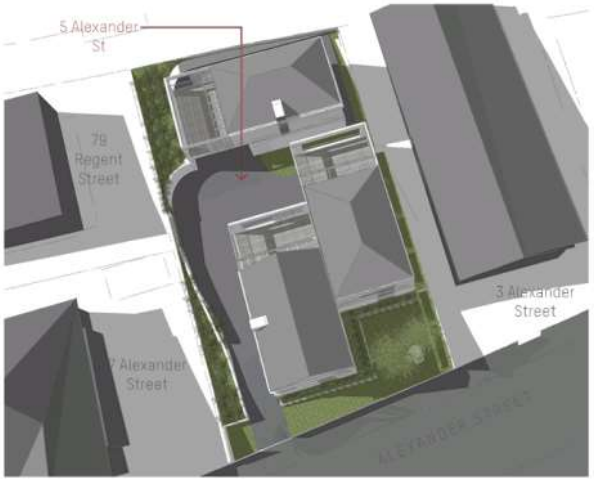
Proposed Condition
December 22nd 10am



Proposed Condition
December 22nd 12pm



Proposed Condition
December 22nd 2pm



Proposed Condition
December 22nd 4pm

N

Preston Lane

Attn: Ben Ikin
Senior Statutory Planner
coh@hobartcity.com.au

Friday, 3 December 2021

Authority Reference: PLN-21-643
File Reference: RFI01 / 02 – 5 Alexander Street, Sandy Bay

To whom it may concern,

I am writing this letter in response to the Hobart Council's Request for Additional Information dated 12 October, 2021 in regards to a recent application for multiple dwellings at 5 Alexander Street, Sandy Bay.

In response to the items raised within the request for additional information, please see below:

TW1

Additional information requested by TasWater (ref no. TWDA 2021/01630-HCC)

1) *Please provide concept servicing plan for water and sewer services which shows the following:*
   a. *The exact location of the existing property water and sewer connections:*
      Please refer amended civil documentation (rev 2, dated 01.12.21) for existing water and sewer connection locations. Connections were located by Future Plumbing Tas accompanied by confirmation that all existing drainage is earthenware and/or concrete piping and is in poor condition. Please refer Architectural Documentation, page A00-03 for location of existing sewer, dimensioned to closest boundary. Contractor to become conversant with location and condition of existing pipe work on site to ensure reuse of existing pipes meet Tas Water Requirements. Required replacement of existing pipe works to be completed at Developer's cost.
   b. *The required location of property water and sewer connection(s) accurately dimensions relative to the existing boundaries noting that:*
      i. *One Sewer and one water property service connection must be provided to each lot;*
         Please refer amended civil documentation (rev 2, page C103A). Existing water connection to be to be removed by Tas Water at Developer's cost, new water connection to be installed by Tas Water at Developer's cost.
      ii. *The property water service for each lot must be sized appropriately and located just inside the property boundary at the road frontage in accordance with the standard property connection detail contained in Tas Water's Water Metering Guidelines;*
         Please refer amended civil documentation (rev 2, page C103A).
      iii. *The sewer property service connections for each lot must be sized appropriately and must be located at the low point of the lot just inside the property boundary;*
         Existing sewer connection location to be reused.
      iv. *Redundant connections must be shown to be cut and sealed.*

Preston Lane

PLN Fi1

1) *Fully dimensioned shadow diagrams, prepared at a suitable scale, showing the extent of shadowing on the private open space of any dwellings on adjoining lots, or within the lot, or on any adjoining vacant lot at 9am, 12pm and 3pm on March and June 21st, cast by proposed development and by the existing development on the site.*

   As discussed with Ben Ikin via phone, shadow diagrams are cast using a three dimensional modeling program that does not allow shadows to be dimensioned. Please find additional shadow diagrams attached clarifying the extent of shadowing at the specified times above.

2) *Solar access diagrams showing the sunlight to habitable rooms (excluding bedrooms) of any dwellings on adjoining lots, at 9am, 12pm and 3pm on March and June 21st, with the proposed development and with the existing development on the site.*

   Please find additional shadow diagrams attached clarifying the extent of shadowing at the specified times above.

   - Please refer shadow diagrams (Page 3), the extent of proposed shadow on 79 Regent Street occurs minimally at 9am on June 21st and therefore does not cause the dwelling to receive less than 3 hours of sunlight within the hours of 9.00am to 3.00pm on 21st June.
   - Please refer shadow diagrams (Page 4, 5 and 6), the proposed development overshadows 3 Alexander Street. Please refer page A02-00 and A02-10 identifying that the effected areas of 3 Alexander Street are a Garage on ground floor and Bedrooms on the first floor.

PLN Fi2

Provide revised shadow diagrams and ensure that solar access diagrams are also provided that include an increased resolution and more distinct outline of shadows so as to more clearly show the extent of shadow generated by the proposed development and existing site features, adjoining development etc.

As confirmed with Ben Ikin via phone, the resolution of the originally provided shadow diagrams was satisfactory. Please refer attached revised shadow diagrams, including a distinct outline of unclear shadows and extent of existing and proposed shadow cast onto the University Engineering Campus. Please note, heights and locations of surrounding buildings and context are approximate only. Context contours sourced from HCC 1m Contour file.

HER Fi

1) *Please provide photomontage streetscape perspectives of the proposed development from Regent Street taken between 79 Regent Street and the rear of 7 Alexander Street.*

   Please refer attached images titled 'Render 01 – Regent Street' and 'Render 02 – Regent Street (close up)'.

2) *Please provide photomontage streetscape perspectives of the proposed development from Alexander Street one taken from the footpath opposite 7 Alexander Street facing towards site, and one taken from the footpath opposite 1 Alexander Street facing towards site.*

   Please refer attached images titled 'Render 03 – Opposite Alexander St' and 'Render 04 – Opposite 3 Alexander St'.

PA1

Scaled and dimensioned design drawings(s) showing the Access to a Road achieves the objective of clause E6.7.14 of the Hobart Interim Planning Scheme 2015.

Preston Lane

E6.7.14-A1

- *Plan view explicitly showing dimensioned; width of the property's nominated crossover(s) excluding transition winds/splays, translation or modifications associated, and explicitly denoting accordance with relevant Institute of Public Works Engineering Australia (IPWEA), Local Government Association Tasmania (LGAT), standard designs.*

  Please refer revised civil engineering, confirming the width of the property's nominated crossover (3600mm), and statement of construction compliance with relative design standards noted above. Please refer Traffic Impact Assessment (Midson Traffic, November 2021), for assessment of compliance.

PA2.1

Scaled and dimensioned design drawings(s) showing the Design of Vehicular Accesses achieves the objectives of clause E6.7.2, of the Hobart Interim Planning Scheme 2015.

E6.7.2 – A1 (a)

- *Plan view showing the dimensioned; layout of the access driveway(s) within the road reserve up to the property boundary, access driveway width at the property boundary, any access gate's dimensions (i.e. width, height, transparency) including clearway width, and the dimensions (i.e. height, transparency) of any fencing or screening within 2.0m either side of the access driveway;*

  Please refer Traffic Impact Assessment (Midson Traffic, November 2021), identifying required driveway view lines, and driveway width in compliance with AS2890.1.
  Please refer Architectural Documentation (page A02-01) material 'FEN1' identifying maximum height, transparency and colour of proposed frontage fencing in compliance with HIPS 2015 clause E6.7.2 P1.

- *Plan view, Elevation view, Cross section(s), and Longitudinal section(s), of the proposed chainage profile(s) (e.g. centreline path, wheel paths, swept paths) along the access driveway (i.e. roadway, vehicular crossing, foot path); clearly showing the gradients and elevations of the full finished surface level, including existing natural surface levels and proposed cutfill depths, within the road reservation.*

  Please refer civil engineering (page C101), for a plan of the proposed driveway chainage profiles and confirmation that footpath level and grades are to remain as existing. Please refer civil engineering (pages C104-C107), containing cross sections of the proposed driveway, indicating proposed and existing natural surfaces.

PA2.2

Scaled and dimensioned design drawings(s) showing the Site distance at accesses, junction and level crossings, and Design of Vehicular Accesses achieves the objectives of clause E5.6.4, and clause E6.7.2, of the Hobart Interim Planning Scheme 2015.

E5.6.4- AI (a)

- *Plan view showing the Safe Intersection Sight Distance (ie S.I.S.D) according to the Scheme's Table E5.1, with clear sign line/triangles(s) either side of the access, and;*

  Please refer Traffic Impact Assessment (Midson Traffic, November 2021), for assessment of compliant S.I.S.D's.

E6.7.2- AI (a)

- *Plan view showing the sight distance to pedestrians (ie pedestrian sign triangles, showing minimum sigh lines for pedestrian safety, entirely within the subject lot) remain unobstructed 2.0m either side of the vehicular access*

circulation roadway or driveway at the property boundary, in accordance with AS2890.1:2004, Section 3.2.4, and Figure 3.3; and

As above, please refer Traffic Impact Assessment (Midson Traffic, November 2021), identifying required driveway view lines, and driveway width in compliance with AS2890.1.
Please refer Architectural Documentation (page A02-01) material 'FEN1' identifying maximum height, transparency and colour of proposed frontage fencing in compliance with HIPS 2015 clause E6.7.2 P1.

- *Plan view showing the entering/existing sight distance, with no permanent obstruction (s) either side of the vehicular access driveway, 2.5m from the edge of the road frontage, in accordance with AS2890.1:2004, Section 3.2.4, and Figure 3.2.*

Please refer architectural documentation (pages A02-00/A02-01), as well as attached Traffic Impact Assessment (Midson Traffic, November 2021), for confirmation of required driveway view lines, in compliance with AS2890.1.

PA3
Scaled and dimensioned design drawings(s) showing the Vehicular Passing Areas Along an Access achieves the objectives of clause E6.7.4 of the Hobart Interim Planning Scheme 2015.

E6.7.3-A1
- *Plan view of vehicular passing areas every 30m along the vehicular driveway; and*
- *Plan view showing the fully dimensioned layout of the proposed vehicular passing area(s), with the first of the proposed passing area(s) to be constructed at the kerb.*

Please refer Traffic Impact Assessment (Midson Traffic, November 2021), for assessment of the performance criteria P1 for E6.7.3.

PA5.1
Scaled and dimensioned design drawings(s) showing the Layout and Parking Areas achieve the objective clause E6.7.5 of the Hobart Interim Planning Scheme 2015.

E6.7.5-A1
- *Plan view showing the fully dimensioned layout (design envelope) of all existing and/or proposed parking spaces(s), clearly identified (eg. CAR.1), as per AS2890.1:2004 Figure 5.2; and*

Please refer A02-00, A02-01 and A02-02 identifying the car parking design envelope in compliance with AS2890.1:2004 Figure 5.2, as well as clarification of parking bay dimensions.

- *Plan view showing any width less than 3.0m; including passage points (eg open carport entrance, any narrowing due to structural obstructions); and*

We wish to confirm there are no width clearances less than 3m.

- *Plan view showing sufficient access apron width in accordance with AS2890.1:2004 Figure 5.4.*

Please refer amended civil engineering (rev 2, dated 01.12.21) clarifying conflicts between architectural and engineering.

PA5.2
Scaled and dimensioned design drawings(s) showing the Onsite Turning achieves the objectives of clause E6.7.4 of the Hobart Interim Planning Scheme 2015.

Preston Lane

E6.7.4-A1

- *Detail standard B85 base dimension swept paths (including 300mm manoeuvring clearance) into and out of all the proposed and/or existing car parking space(s), demonstrating no conflict with adjacent parking spaces, ingress/egress routes, any structures and/or fixed objects, and no departure from the trafficable (e.g. driveway) surface.*

  Please refer Traffic Impact Assessment (Midson Traffic, November 2021), for assessment of compliant swept paths. Please refer amended civil engineering (rev 2, dated 01.12.21) clarifying conflicts between architectural and engineering.

PA7

A Traffic Impact Assessment (T.I.S) prepared by a suitably qualified traffic engineer, with respect to the Hobart Interim Planning Scheme 2015, making particular reference to the following:

- *Proposed trip generation details, referencing official guides (e.g. RTA Guide to Traffic Generating Developments 2002); and*
- *Proposed parking design, supported statements discussing the detailed dimensions and manoeuvring (onsite turning); and*
- *Proposed vehicular access, including sight distance(s), and onsite turning.*

  Please refer Traffic Impact Assessment (Midson Traffic, November 2021),

I trust that the information contained within this letter and the attached documents answers your queries however please do not hesitate to call me should you have any questions or concerns.

Yours Sincerely

Daniel Lane
Director

UNIT DEVELOPMENT
5 ALEXANDER STREET
SANDY BAY

DRAWING INDEX

C001 DRAWING INDEX
C002 GENERAL NOTES 1
C003 GENERAL NOTES 2
C004 SAFETY IN DESIGN

C101 LEVELS & GRADES
C102 SITEWORKS DETAILS & NOTES
C103 STORMWATER PLAN

C104 LONGITUDINAL SECTION
C105 CROSS SECTIONS PLAN 1
C106 CROSS SECTIONS PLAN 2
C107 CROSS SECTIONS PLAN 3

C108 DETAILS PLAN 1
C109 DETAILS PLAN 2

LEGEND

9.60	Existing surface level (surveyed)
9.60 EX	Existing surface level (interpolated)
9.80	Proposed bulk earthworks level
9.80	Proposed finished surface level
EX W	Existing water supply external to building
W	Proposed water supply external to building
EX FS	Existing fire supply
FS	Proposed fire supply
EX S	Existing sewer drain
S	Proposed sewer drain
GW	Proposed sewer drain (greasy waste)
TW	Proposed sewer drain (trade waste)
EX SW	Existing stormwater drain
SW	Proposed stormwater drain
	Proposed stormwater (larger)
	Proposed DN100 ag. drain and geofabric sock

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
S & E
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: DRAWING INDEX
PROJECT NAME: UNIT DEVELOPMENT
STAGE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | APPROVED: - | DATE: 07/06/21
SCALE: N.T.S | SIZE: A3
JOB NO: 21207 | DRAWING: C001 | REVISION: 2

GENERAL

1. These drawings shall be read in conjunction with all other contract drawings and specifications. Any discrepancies shall be referred to S&E for clarification.
2. Setting out dimensions and levels shown on the drawings shall be verified by the Contractor prior to commencement.
3. Dimensions shall not be obtained by scaling these drawings.
4. During construction the Contractor shall maintain excavations and structures in a stable condition and ensure that no part is overstressed under construction activities.
5. The contractor is responsible for the creation and maintenance of temporary site accesses. Strengthening of design pavements to carry construction vehicles (in excess of the design allowance) shall be at the contractor's expense.
6. Location and verification of existing services is the contractor's responsibility. Refer any services discovered onsite which are not shown on the drawings, or are in a different location to that shown to S&E. Seek confirmation from S&E that redundant services are able to be sealed and abandoned prior to doing so.
7. Protect all existing services and other infrastructure from damage during construction. Should damage occur, advise S&E immediately along with details of proposed remedial action. The cost of remedial work (including redesign if required) shall be borne by the contractor.
8. The contractor is responsible for undertaking whatever dilapidation surveys of existing buildings/infrastructure they consider necessary prior to construction commencing, and consultation with adjoining land owners to minimise disruption to services/access etc. during construction.
9. All surplus construction materials (including excess cut and fill material) shall be removed from the site (unless instructed otherwise) at completion.
10. Survey information has been supplied by Leary & Cox Surveyors for the purposes of preparing the design drawings. All other survey required to setout and construct the works shall be provided by the contractor.
11. All works are to be undertaken by the contractor and his subcontractors unless noted otherwise on the drawings.
12. Proposed changes to the design of any part of the works shall be submitted to S&E for review. The contractor shall bear all costs associated with the design change.
13. On completion, the contractor is to supply as-constructed drawings (prepared by a licensed surveyor in accordance with AS1100.401) and full service manual in both hard copy (3 sets) and electronic (.pdf and .dwg) formats.
14. The contractor is to allow for all testing of raw materials and constructed works that is required to demonstrate compliance with the nominated Australian Standards, specifications, and standard drawings.

EARTHWORKS

E1. All earthworks shall be in accordance with AS3798 "Guidelines on earthworks for commercial and residential developments" with testing methods in accordance with AS1289 "Methods of testing soils for engineering purposes".

E2. All existing topsoil, vegetation and debris under the building and paved areas shall be stripped to a minimum of 300mm unless noted otherwise. Top soil to be stockpiled as directed, and vegetation and debris removed from site unless noted otherwise. Tree stumps shall be grubbed and holes filled with approved compacted fill.

E3. For excavation purposes, rock is defined as hard or strongly cemented beds or masses which cannot be ripped at a production rate exceeding 3 m^3 per hour using a standard 20 tonne excavator attached with a rock breaker.

E4. Any interface between cut and fill shall be no steeper than 1V:3H. Cut horizontal benches for any fill placed on ground steeper than 1V:3H.

E5. All excavations shall be inspected by the Engineer and/or the Local Authority before proceeding any further. Inspection and testing shall occur after each lift during filling. Testing (in accordance with Table 8.1 of AS3798.1) shall be arranged by the contractor such that results are available at time of inspection.

E6. Subgrade shall be compacted to achieve 98% standard density ratio for cohesive soil, and 75% density index for cohensionless soil. Prior to filling, subgrade is to be proof roll tested. All proof roll testing is to be witnessed by the Engineer. The test shall consist of witnessing soil deflection from the tyre of a single rear axle truck driven at walking speed with a minimum 8 tonne rear axle load and a tyre pressure of 550 kPa. The allowable deflection of subgrade shall not be more than is just visible to an observer standing still as the test vehicle passes, and no visible movement is allowed for sub-base and base tests. Other vehicles that may be allowed by the Engineer are a 12 tonne static roller with 6 tonne/m load, or 20 tonne plant with 450 kPa tyres and greater than 0.035 m^2 contact area per tyre.

E7. Fill shall be placed in horizontal layers of 200 to 300 mm deep loose measurement, unless testing can demonstrate to the Engineer that compaction is adequate within larger lifts. Compact each layer of fill within 1% of its optimum moisture content. Maximum particle size is two thirds depth of each lift. Each layer is to be proof roll tested, using nuclear density testing as directed to achieve 98% standard density ratio. For material 60 mm and courser, in-lieu of density testing a test by deflection to done using spot level difference at representative locations before and after rolling three times with 12 tonne roller, with acceptable differences being less than 2 mm.

E8. Cohesionless (granular) fill to be used unless otherwise approved by the Engineer. Cohesionless (granular) fill to have less than 15% passing the 75 micron sieve, with grading curves submitted for approval. Cohesionless fill shall be compacted to the requirements of Table 5.1 of AS3798. Cohesive fill shall have a minimum 4 day soaked CBR of 5% and a maximum CBR swell of 1%. Minimum standard density ratios for cohesive material shall be as per Table 5.1 of AS3798. Reactive clay shall have a maximum standard density ratio of 100%. Landscaping zones should be compacted to standard density ratio of 85% unless noted otherwise.

ROADWORKS

R1. All works to be in accordance with Local Government Association Tasmania - IPWEA standard drawings.

R2. It is assumed roads accessing the development site are adequate to take the design traffic load during the design life of 40 years.

R3. Pavement depth shall be as shown on the typical cross section but shall be subject to CBR testing of subgrade or proof rolling, with final depth shall be confirmed by the Engineer.

R4. Kerb and channel shall be formed on a minimum of 100mm sub-base (see note R7) which shall extend a minimum 150 mm beyond the back of the kerb.

R5. Subsoil drains shall be formed as shown on the drawings and in accordance with AS/NZS3500.

R7. All radii are to the back of kerb.

R8. The road profile and cross-fall shall be finished to the satisfaction of the Engineer and shall be to line and level indicated on the drawings, free of any local high or low areas which may hold water.

R9. All gravel to comply with the following DIER specifications:
Base course: R40 class A - 19 mm Fine Crushed Rock (FCR)
Sub-base course: Sub-base 1 - 40 mm FCR

R10. Sub-base shall have a minimum modified density ratio of 95% and base to have a minimum modified density ratio of 98%, with nuclear density test results available at proof roll inspection. Tests to be taken at a frequency based on AS3798 (typically the greater of four tests per inspection or one test per 1000 m^3).

R11. Proof roll shall be with a Truck using a single rear axle, tyres at 550 kPa, and the load over rear axle shall be 8 tonnes.

R12. All landscaped areas affected by the works are to be reinstated to match existing. Refer Landscape Architect for specific requirements.

R13. Concrete footpaths and driveways are to be constructed to the Municipal Standard drawings unless noted otherwise.

APPROVALS

1. Prior to construction commencing, the Contractor is responsible for ensuring that a valid building and engineering permit is in place for the work & that the relevant authorities are notified and allowed to inspect at the nominated hold points.
2. Unless nominated otherwise, the following inspection regime is to be adopted:
   - Road formations:
     Inspection of subgrade, subbase and base lifts, kerbing and seal undertaken by S&E;
   - Stormwater:
     Inspection of stormwater infrastructure to be owned by the local council undertaken by the local council;
   - Sewer and water:
     Sewer and water infrastructure to be owned by TasWater inspected and self certified by civil contractor or their subcontractor;
   - As-built services surveys
     Water, sewer, stormwater surveys undertaken by contractor's licensed surveyor (depth of water reticulation recorded prior to backfilling);
   - Installation of other in-ground services
     Power, communications, gas etc. undertaken by the relevant managing authority.
3. A minimum of 24 hours notice is required for S&E to attend the site. Do not rely upon facsimile or email to communicate requests - make contact with our office to confirm attendance.
4. Inspection of road formations may involve proof rolling with a test vehicle. Confirm with S&E and ensure a suitable vehicle is available at the time of inspection.
5. Photographic documentation is not an adequate basis to proceed beyond a hold point unless approved by S&E.

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@isandne.com

S&E

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY

SHEET: GENERAL NOTES 1
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION

DRAWN	DESIGNED	VERIFIED	DATE
NE	NE	-	07/06/21

SCALE: N.T.S SIZE: A3

S&E REF: 21207 DRAWING: C002 REVISION: 2

STORMWATER

SW1. All works to be in accordance with Local Government Association Tasmania - IPWEA standard drawings.

SW2. All materials and workmanship shall be in accordance with the local authority's specifications, standard drawings, by-laws and AS/NZS3500.

SW3. Pipe and channel infrastructure has been designed to convey 20 year average recurrence interval (ARI) storms, with overland flow paths provided for 100 year ARI storms. It is assumed that water flowing onto the development site is contained within Local Authority infrastructure for 20 year ARI storms and the road reserve for 100 year ARI storms. For storms up to 24 hours duration, an allowance of 25% extra rainfall intensity has been made due to protected future climate change in Tasmania (above the 30-years-to-1983 intensities compared to projected ones in approximately 2080).

SW4. Stormwater trenches, pipe bedding and back filling to comply with the Concrete Pipe Association of Australia installation requirements for type HS2 support.

SW5. Below ground pipework and fittings to be PVC-U SWHD, joints shall be of solvent cement type or flexible joints made with approved rubber rings.

SW6. Minimum grade of paved areas and pipework shall be 1 in 100. Paved areas ideally shaped to drain to grated pits and trenches without ponding (acceptable limit is 3 mm under a 2 m straight edge).

SW7. Surface water drains, catchpits/grated pits, and junction boxes shall be constructed as detailed or as specified by the manufacturer. Grated pits to have 150 mm sumps. Pits and lids to be Class A in non-trafficked areas, and pre-cast concrete Class C elsewhere. Convey trench water into pits/manholes through weep holes on upstream side using 2 m of DN100 ag-drain with filter sock.

SW8. Install all agricultural drains to the requirements of AS/NZS3500 and part 3.1.2. of the BCA.

SW9. All hydraulic connections and tapings to be clear of driveways and trafficked areas.

SW10. Where both stormwater and sewer lines are along rear and side boundaries they shall be located to fit inside a 3.0 m easement unless noted otherwise. A single line shall fit within a 2.0 m easement.

SW11. All manholes to be located clear of future fencelines.

SW12. Property connections to be clear of driveways and clear of future fencelines.

SEWER

S1. All works in accordance with the Sewerage Code of Australia W.S.A. 02-2002-2.3 M.R.W.A. Edition - Version 1 and TasWater's Supplement (Draft 05 issued May 2013).

S2. Property connections to be DN100 PVC-U with a minimum grade of 1 in 60. (Refer above code WSAA SEW-1106). To be located clear of trafficked areas, driveways and fences.

S3. Where both stormwater and sewer lines are along a rear or side boundary they shall be located in an easement that wholly contains both services. Refer TasWaters Supplement Clause 4.2.5. and Clause 4.4.5.2 for clearances to other services.

S4. All manholes to be located clear of future fence lines with end of lines to be 1.2 m past the boundary for any future extension. Refer Clause 4.3.6.

WATER

W1. All works in accordance with the Water Supply Code of Australia W.S.A. 03-2011-3.1 M.R.W.A. Edition - Version 2 and TasWater's Supplement (Draft 03 issued May 2013)

W2. Single house connections to be DN25 HDPE class 16 to TasWater's standard drawing TW-SD-W-20 series with meter, backflow device and box to each lot. Located 500 mm inside boundary and 500 mm from edge of driveway on middle side of lot.

W3. All water mains to be tested and witnessed by the relevant water corporation inspector to static pressure plus 50% prior to backfilling.

W4. All hydraulic connections and taping to be clear of driveways and trafficked areas.

W5. For minimum cover over pipes refer to Clause 7.4.2 of the above Supplement.

W6. All trenches under trafficked areas to be back filled with approved compacted FCR including future driveway extensions.

W7. Flushing of mains to be carried out in accordance with the manufacturer's recommendations.

W8. Electromagnetic tracker tape to be placed in all water main trenches above the pipe.

W9. Taping and takeoffs to be separated by at least 1000 mm.

W10. Water mains to be bedded on 80 mm approved 7 mm clean metal.

W11. Concrete anchor blocks to be provided at all sudden changes of direction, both vertically and horizontally at tees and end of lines. Refer to above code drawings MRWA-W-205B and MRWA-W-205C.

W12. Road crossings:

DN100 PVC-U conduits for all HDPE.

DICL with PE wrapping sleeve as per City West Water approved products catalogue.

W13. For valve and hydrant surface box markings refer to Clause 8.10.3 of the above Supplement. Hydrant road markings to comply with the Institute of Municipal Engineering Australia Tasmania Division document titled Fire Hydrant Guidelines - refer section 8. All valves and hydrants to be resilient seated powder coated class 16 and all components to be DN100.

RETAINING WALLS

RW1. Retaining walls shall be constructed in accordance with AS4678-2002.

RW2. Backfill to walls shall be an approved granular material (clay shall not be used). A 300mm wide free draining drainage layer shall be provided behind the wall.

RW3. Provide a suitable waterproofing system to the rear of the wall, unless confirmed otherwise.

RW4. The wall shall be drained with 100mm slotted PVC pipe installed at 1% fall (minimum) and be connected to the stormwater disposal system (or weepholes installed at the base where appropriate).

RW5. The Contractor shall maintain excavated batters at a stable slope and provide shoring to steeper excavations until construction and backfilling of the wall is complete.

RW6. Retaining walls that rely on other structural elements for stability shall be provided with temporary support until after these elements have been constructed.

RW7. The Contractor shall allow a suitable curing period prior to backfilling. Backfilling shall be performed in a controlled manner which will not impose excessive stress on the wall.

CONCRETE

C1. All workmanship and materials shall be in accordance with AS3600.

C2. Concrete grades (UNO on drawings) :

ELEMENT	Grade
General	N25
Footings	N20
Blinding	N15
Pavement	N25

C3. Concrete shall not be poured when the site temperatures are below 5°C.

C4. Concrete shall be cured by continuous wetting (water spray, ponding or irrigated hessian) or application of an impermeable membrane (secured plastic or curing compound) for an appropriate period of time (not less than 3 days). In hot dry and windy weather spray the surface with aliphatic alcohol while concrete is plastic, water cure for at least 24 hours then cover with impermeable membrane (or continue to water cure) for a further 2 days.

C5. Construction joints shall be properly formed and used only where shown or specifically approved by the Engineer. Sawn joints shall be cut one third of the way through a slab, through the top mesh for 100 mm slabs and in thicker slabs the mesh shall be placed to avoid being cut. Unless noted elsewhere, sawn joints shall be at 6 m centres at points of changes in geometry and construction joints at 24 m, with jointed areas to have a plan aspect ratio no slenderer than 1:2.

C6. Cover to reinforcement shall be 40 mm for slabs and 50 mm for footings.

C7. Reinforcement shall be deformed, 500 MPa yield strength, normal (N) ductility in accordance with AS/NZS4671 for bars and low (L) ductility for mesh.

C8. Formwork shall be designed and constructed in accordance with AS3610, and is the responsibility of the contractor.

C9. All steel items to be cast into the concrete surface shall be hot dip galvanised.

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
S&E
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: GENERAL NOTES 2
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: N.T.S | SIZE: A3
S&E REF: 21207 | DRAWING: C003 | REVISION: 2

CONSTRUCTION RISK ASSESSMENT

THIS CONSTRUCTION RISK ASSESSMENT IS TO HIGHLIGHT TO THE BUILDER, SUB CONTRACTORS AND SUB CONSULTANTS THE MAIN RICK FACTORS IN UNDERTAKING THE CONSTRUCTION OF THE WORKS TO WHICH THESE NOTES FORM PART OF THE WORKING DRAWINGS.

THIS ASSESSMENT IN NOT EXHAUSTIVE AND THE BUILDER IS TO UNDERTAKE THEIR OWN SIMILAR ASSESSMENT AND MAINTAIN APPROPRIATE RISK MANAGEMENT ACTIVITIES FOR THE DURATION OF THE CONSTRUCTION PERIOD.

IT IS THE BUILDER RESPONSIBILITY TO ENSURE ALL PERSONNEL THAT ENTER THE CONSTRUCTION SITE ARE BRIEFED ON THE SPECIFIC SAFETY HAZARDS AND RISKS ASSOCIATED WITH THE DAILY ACTIVITIES.

WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT WORK AND WORK AND HEALTH SAFETY REQUIREMENTS.

THIS SITE SPECIFIC RISK ASSESSMENT ASSIGNS A RISK RATING ACCORDING TO THE FOLLOWING MATRIX. THIS ASSIGNS THE MAIN CONSTRUCTION TASK A LIKELIHOOD (L), SEVERITY (S) AND RESULTING RISK RATING (R).

S&E HAS TO THE BEST OF THEIR ABILITY, UNDERTAKEN TO IDENTIFY POTENTIAL CONSTRUCTION HAZARDS AND MINIMIZE THE RISK POTENTIAL TO THOSE INVOLVED WITH THE CONSTRUCTION OF THESE WORKS.

			Severity (S)		
			H – Fatality, major injury causing long term disability	M – Injury or illness causing short term disability	L – Other injury or illness
Likelihood (L)	H	Certain or near certain	3	3	2
	M	Reasonably likely	3	2	1
	L	Very seldom	2	1	1

Risk Rating (R)

3	High risk	Action required by contractor to mitigate or eliminate risk.
2	Medium risk	Action required by contractor to reduce risk.
1	Low risk	No direct action required by the contractor.

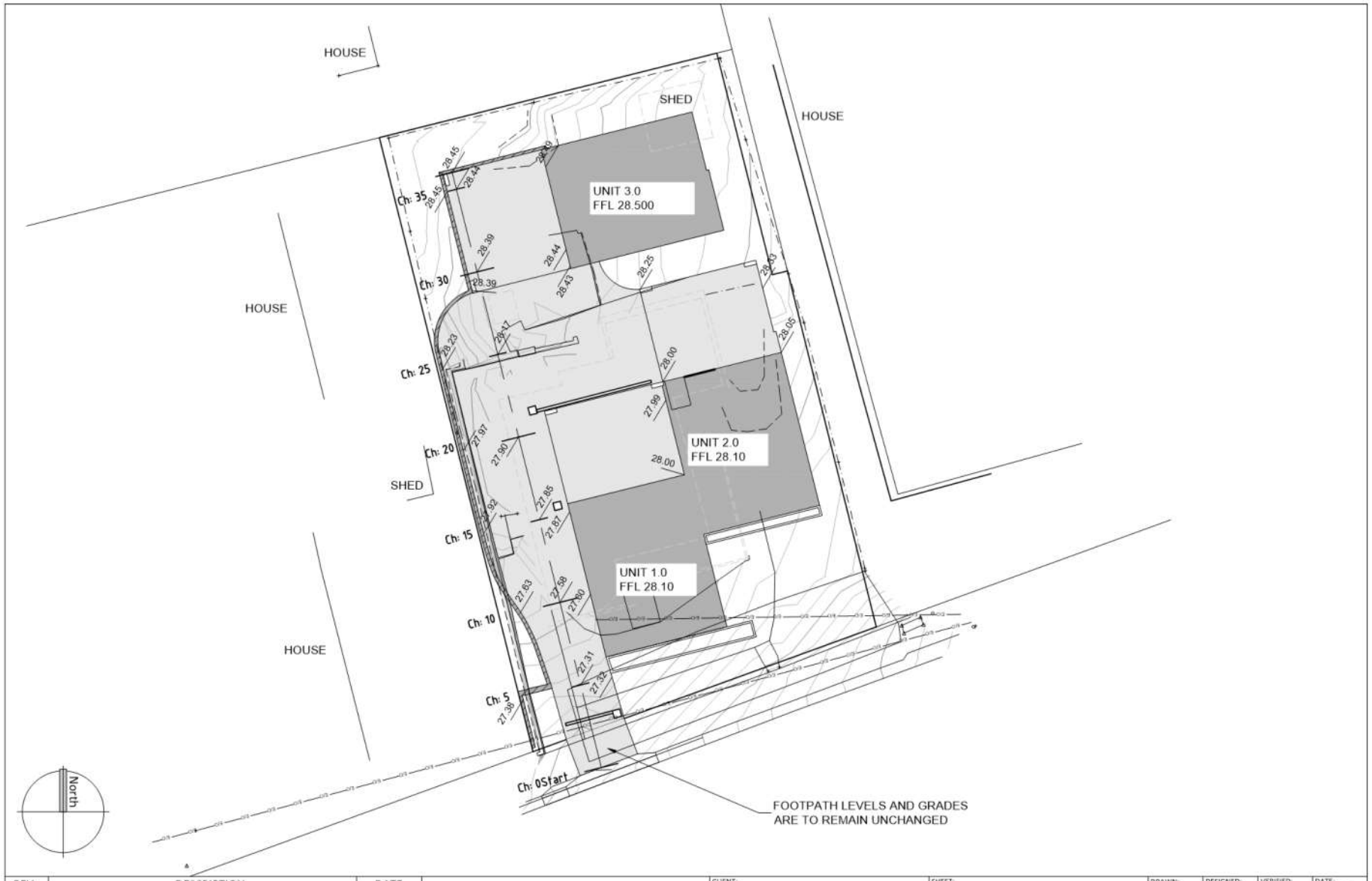
Hazard risk register and design safety response

Category	Hazard (name/event)	Consequence Description	Before control: Likelihood	Before control: Consequence	Uncontrolled Risk Rating	Control Measure	Control type	After control: Likelihood	After control: Consequence	Controlled Risk Rating	Drawing number(s)
DEMOLITION (prior to construction)											
General	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Existing Services	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
CONSTRUCTION											
General	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Excavation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
In-ground concrete	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Retaining walls	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Precast concrete	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Suspended concrete	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
OPERATION (in service)											
Performance	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Modifications	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Post disaster function	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
S&E
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

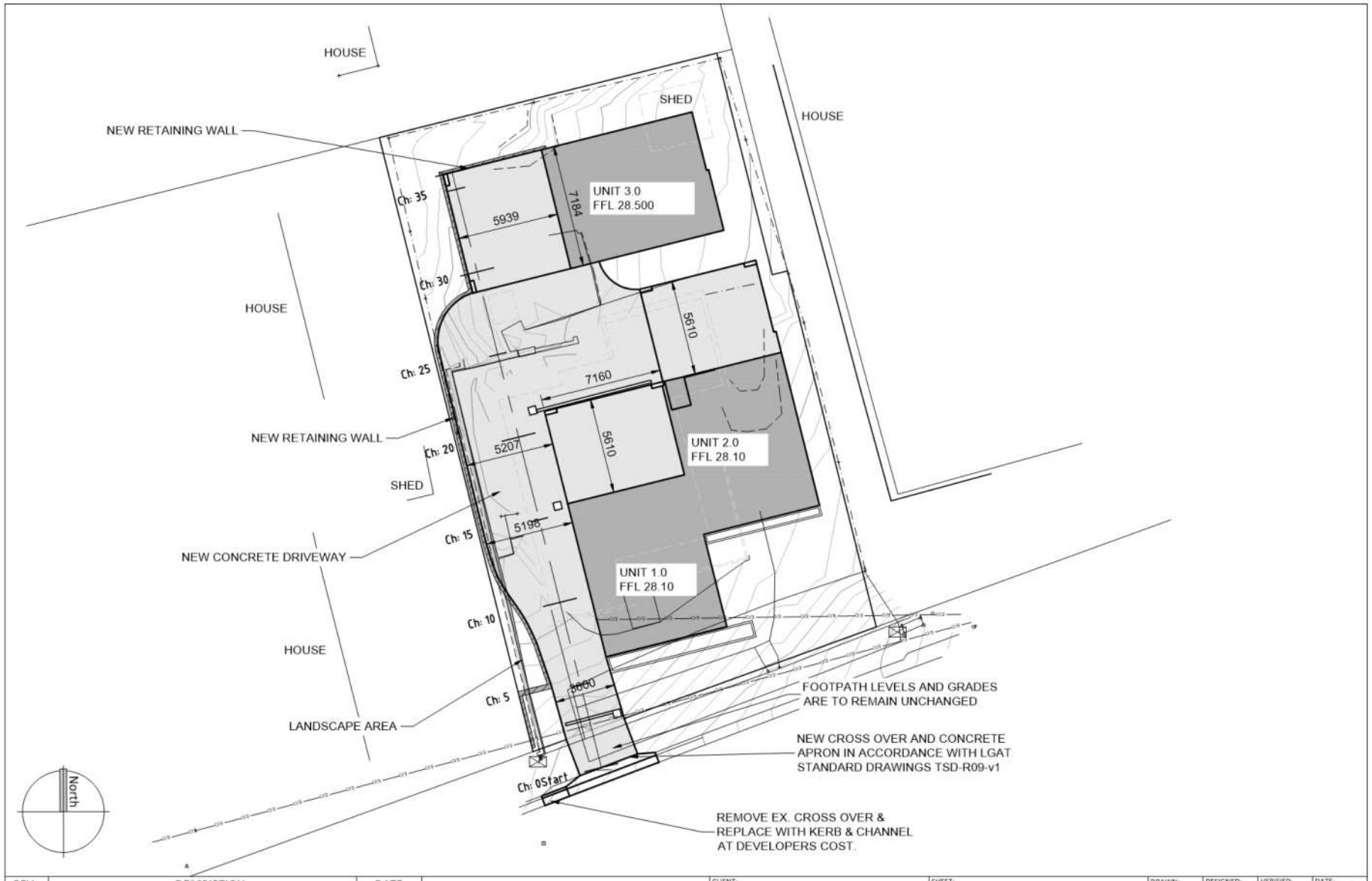
CLIENT:	NICHOLAS
ADDRESS:	5 ALEXANDER STREET SANDY BAY
SHEET:	SAFETY IN DESIGN
PROJECT NAME:	UNIT DEVELOPMENT
ISSUE:	DEVELOPMENT APPLICATION
DRAWN:	NE
DESIGNED:	NE
VERIFIED:	-
DATE:	07/06/21
SCALE:	N.T.S
SIZE:	A3
S&E REF:	21207
DRAWING:	C004
REVISION:	2



REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

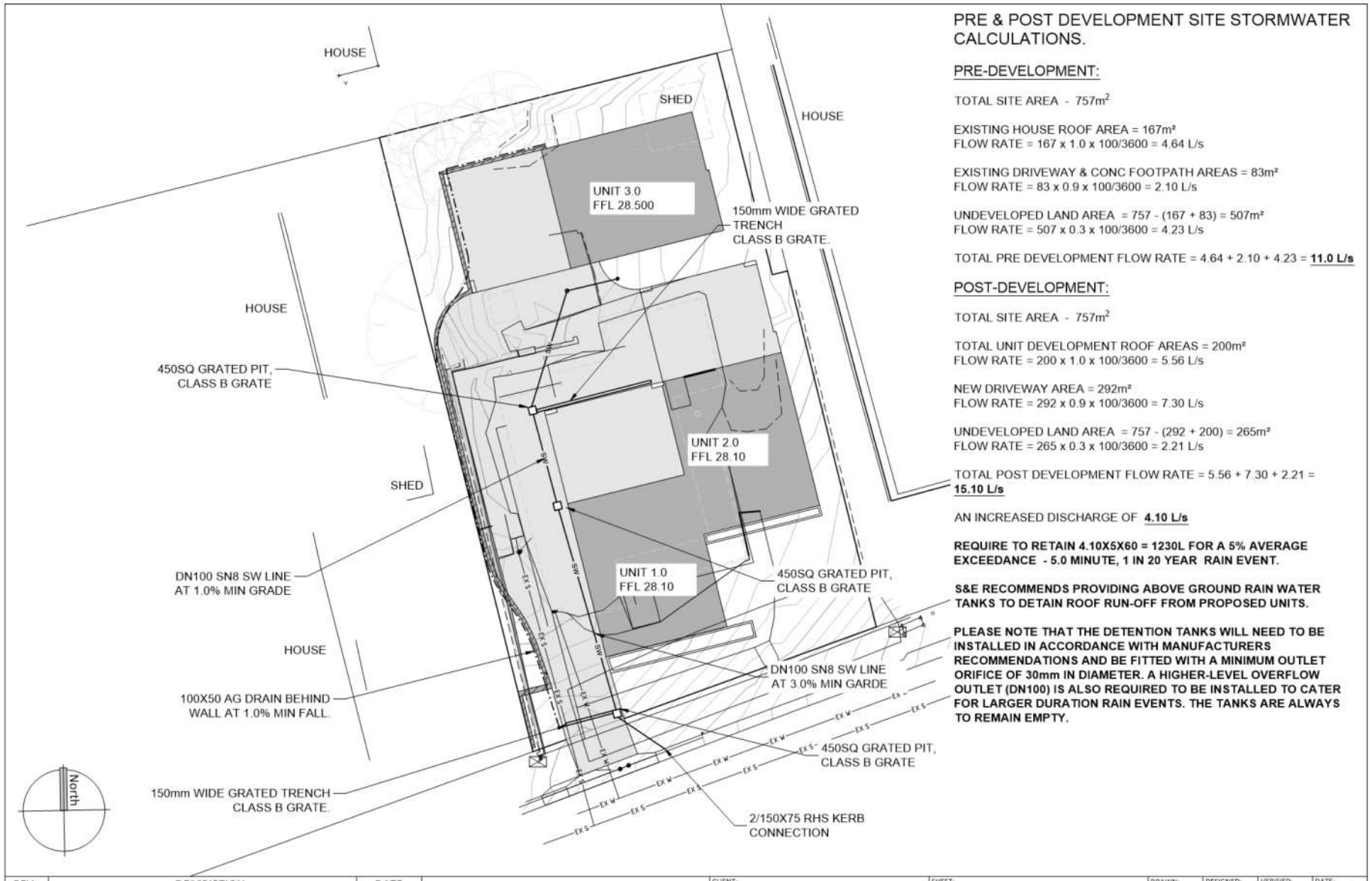
CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: LEVELS & GRADES
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: 1:200 | SIZE: A3
S&E REF: 21207 | DRAWING: C101 | REVISION: 2



REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: SITEWORKS DETAILS & NOTES
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: 1:200 | SIZE: A3
S&E REF: 21207 | DRAWING: C102 | REVISION: 2



PRE & POST DEVELOPMENT SITE STORMWATER CALCULATIONS.

PRE-DEVELOPMENT:

TOTAL SITE AREA - 757m²

EXISTING HOUSE ROOF AREA = 167m²
FLOW RATE = 167 x 1.0 x 100/3600 = 4.64 L/s

EXISTING DRIVEWAY & CONC FOOTPATH AREAS = 83m²
FLOW RATE = 83 x 0.9 x 100/3600 = 2.10 L/s

UNDEVELOPED LAND AREA = 757 - (167 + 83) = 507m²
FLOW RATE = 507 x 0.3 x 100/3600 = 4.23 L/s

TOTAL PRE DEVELOPMENT FLOW RATE = 4.64 + 2.10 + 4.23 = **11.0 L/s**

POST-DEVELOPMENT:

TOTAL SITE AREA - 757m²

TOTAL UNIT DEVELOPMENT ROOF AREAS = 200m²
FLOW RATE = 200 x 1.0 x 100/3600 = 5.56 L/s

NEW DRIVEWAY AREA = 292m²
FLOW RATE = 292 x 0.9 x 100/3600 = 7.30 L/s

UNDEVELOPED LAND AREA = 757 - (292 + 200) = 265m²
FLOW RATE = 265 x 0.3 x 100/3600 = 2.21 L/s

TOTAL POST DEVELOPMENT FLOW RATE = 5.56 + 7.30 + 2.21 = **15.10 L/s**

AN INCREASED DISCHARGE OF **4.10 L/s**

REQUIRE TO RETAIN 4.10X5X60 = 1230L FOR A 5% AVERAGE EXCEEDANCE - 5.0 MINUTE, 1 IN 20 YEAR RAIN EVENT.

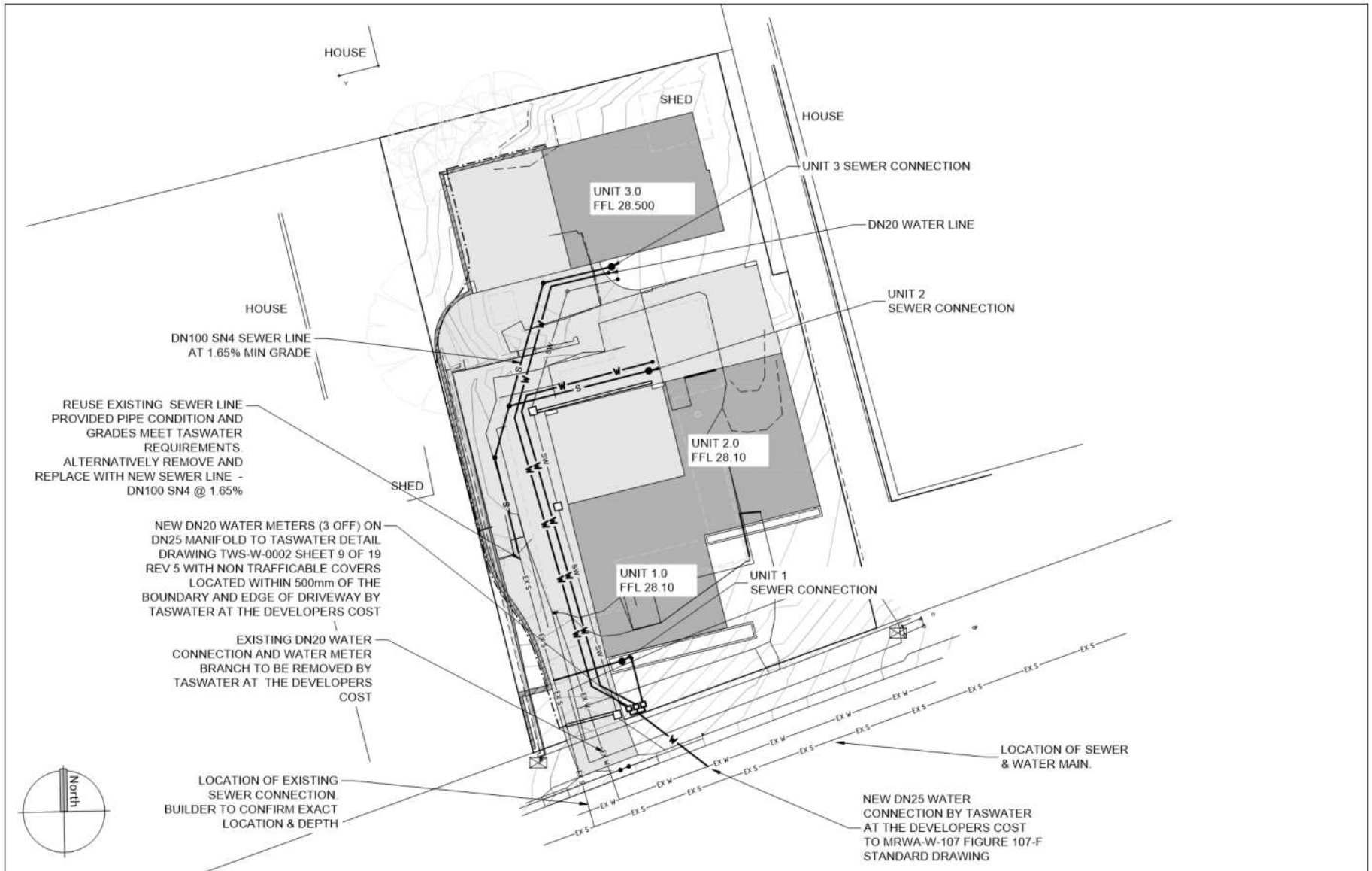
S&E RECOMMENDS PROVIDING ABOVE GROUND RAIN WATER TANKS TO DETAIN ROOF RUN-OFF FROM PROPOSED UNITS.

PLEASE NOTE THAT THE DETENTION TANKS WILL NEED TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND BE FITTED WITH A MINIMUM OUTLET ORIFICE OF 30mm IN DIAMETER. A HIGHER-LEVEL OVERFLOW OUTLET (DN100) IS ALSO REQUIRED TO BE INSTALLED TO CATER FOR LARGER DURATION RAIN EVENTS. THE TANKS ARE ALWAYS TO REMAIN EMPTY.

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

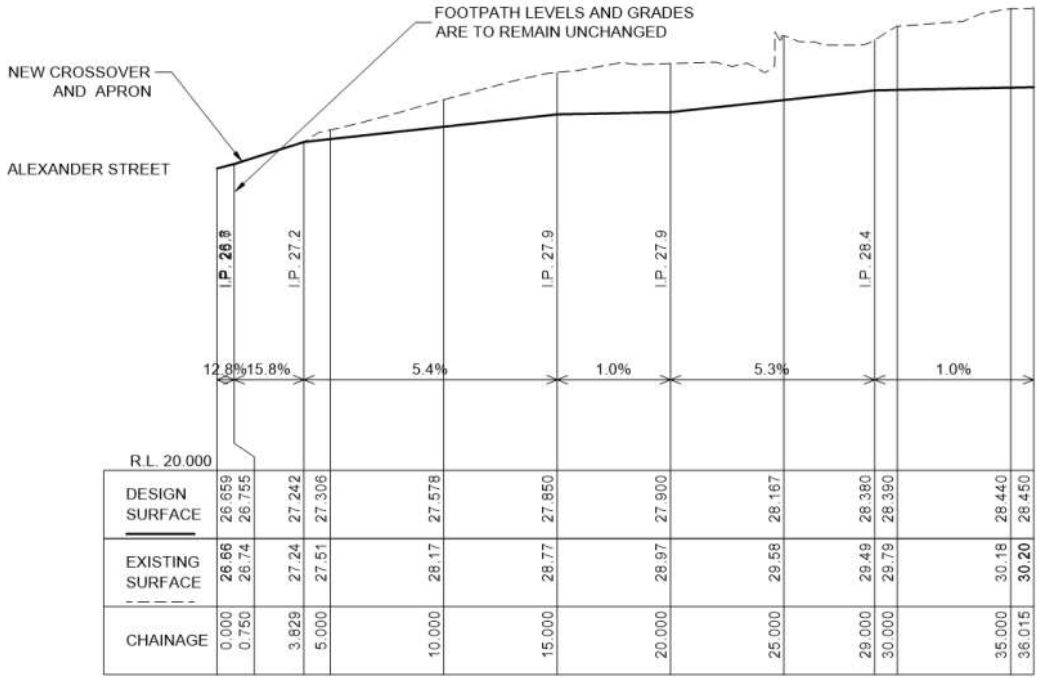
CLIENT: NICHOLAS	SHEET: STORMWATER PLAN	DRAWN: NE / DESIGNED: NE / VERIFIED: - / DATE: 07/06/21	
ADDRESS: 5 ALEXANDER STREET SANDY BAY	PROJECT NAME: UNIT DEVELOPMENT	SCALE: 1:200	SIZE: A3
	ISSUE: DEVELOPMENT APPLICATION	S&E REF: 21207	DRAWING: C103 / REVISION: 2



REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: SEWER & WATER PLAN
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: 1:200 | SIZE: A3
S&E REF: 21207 | DRAWING: C103A | REVISION: 2



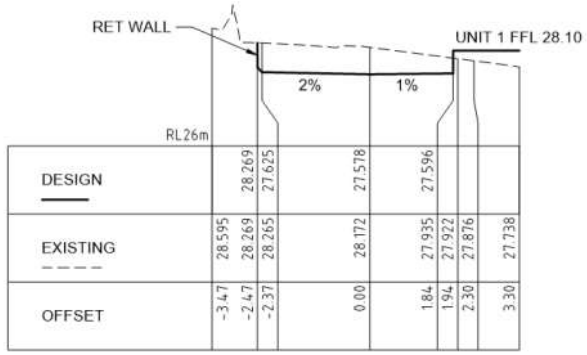
LONGITUDINAL SECTION

SCALES: HORIZONTAL 1:200 VERTICAL 1:100

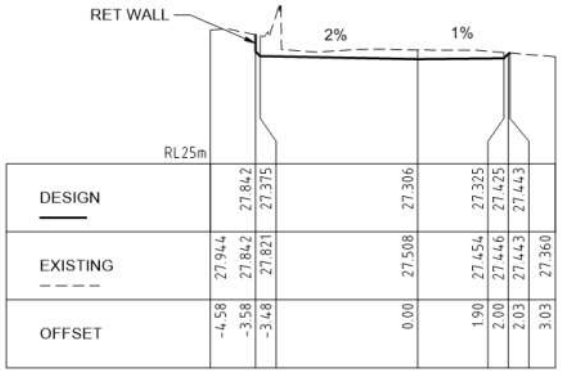
REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
S&E
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

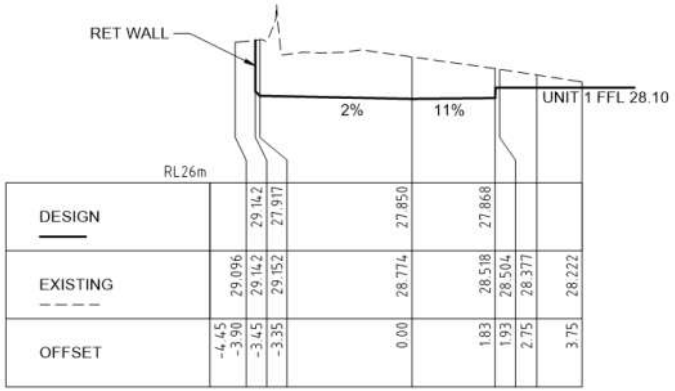
CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: LONGITUDINAL SECTION
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: AS SHOWN | SIZE: A3
S&E REF: 21207 | DRAWING: C104 | REVISION: 2



Ch 10.00 m



Ch 5.00 m

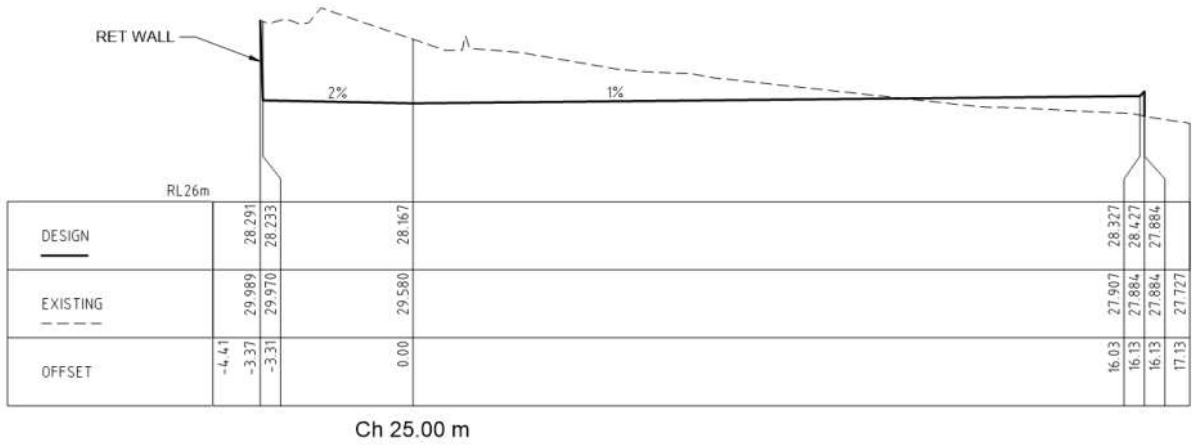


Ch 15.00 m

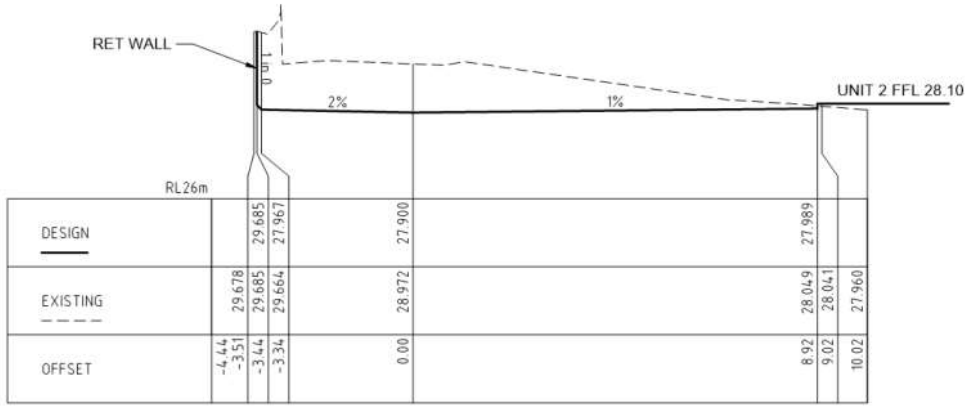
REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: CROSS SECTIONS PLAN 1
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: 1:100 | SIZE: A3
S&E REF: 21207 | DRAWING: C105 | REVISION: 2



Ch 25.00 m

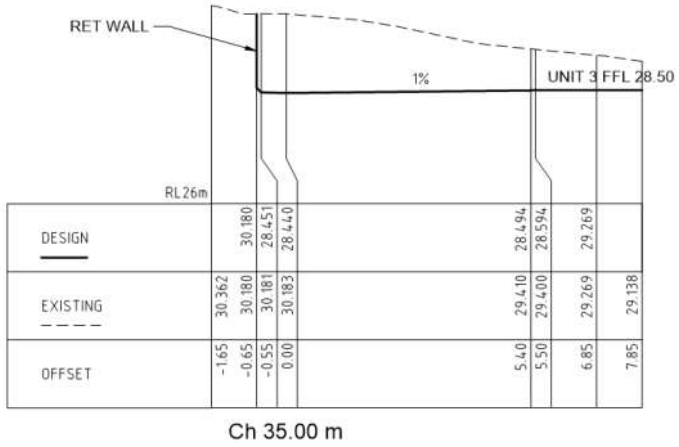


Ch 20.00 m

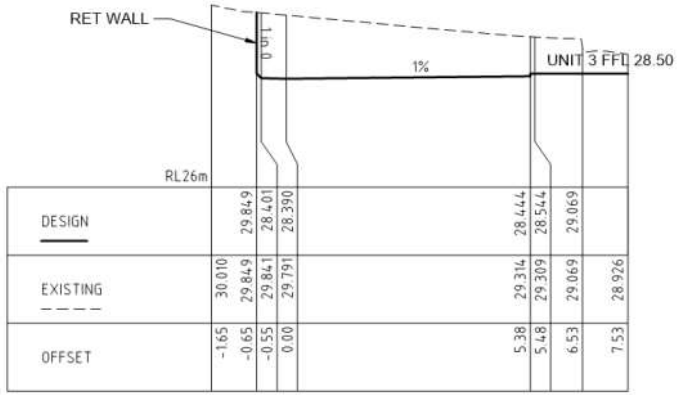
REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
S & E
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: CROSS SECTIONS PLAN 2
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: 1:100 | SIZE: A3
S&E REF: 21207 | DRAWING: C106 | REVISION: 2



Ch 35.00 m

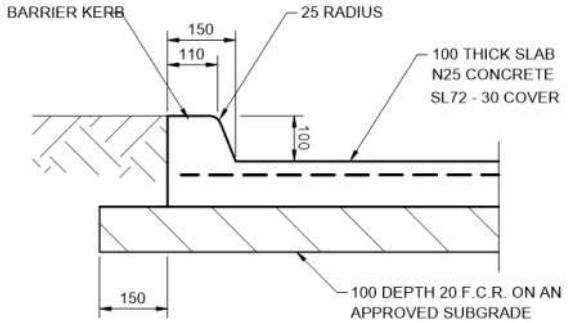


Ch 30.00 m

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

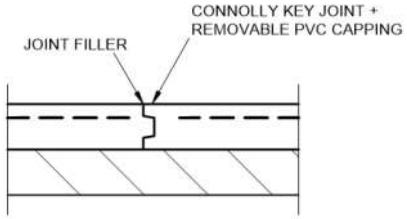
Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: CROSS SECTIONS PLAN 3
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: 1:100 | SIZE: A3
S&E REF: 21207 | DRAWING: C107 | REVISION: 2



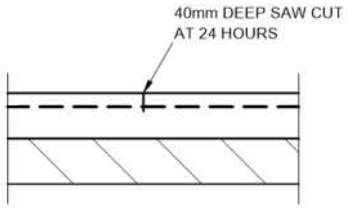
TYPICAL CONCRETE PAVEMENT

SCALE 1:10



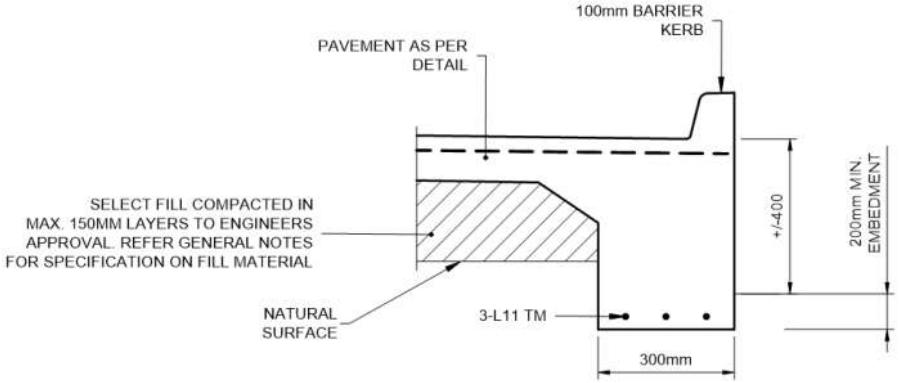
CONTROL JOINT 'c'

SCALE 1:10
NOTE: 24m CENTRES



SAWN JOINT 's'

SCALE 1:10
NOTE: 6m CENTRES



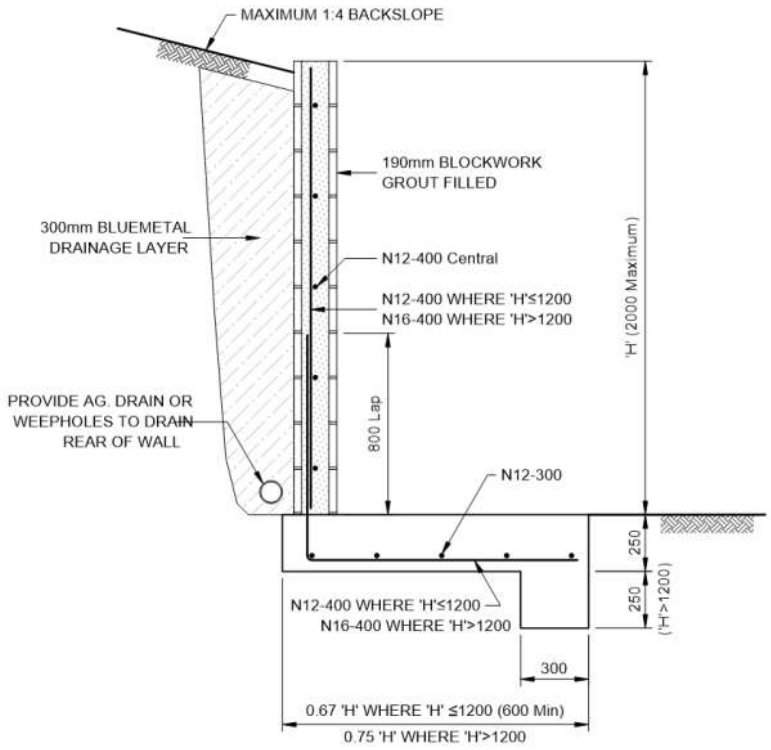
TYPICAL CONCRETE PAVEMENT EDGE BEAM

SCALE 1:10

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@isandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: DETAILS PLAN 1
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: 1:10 | SIZE: A3
S&E REF: 21207 | DRAWING: C108 | REVISION: 2



RETAINING WALL (Up to 2 metres)

(Footing in front of Retained Fill)

1:20

REV	DESCRIPTION	DATE
0	DEVELOPMENT APPLICATION	07/06/21
1	REVISED FOR DA	22/10/21
2	REVISED FOR DA	01/12/21

Saltmarsh & Escobar Consulting Engineers
Leigh 0400 024 463
Noe 0416 074 935
info@lsandne.com

CLIENT: NICHOLAS
ADDRESS: 5 ALEXANDER STREET SANDY BAY
SHEET: DETAILS PLAN 2
PROJECT NAME: UNIT DEVELOPMENT
ISSUE: DEVELOPMENT APPLICATION
DRAWN: NE | DESIGNED: NE | VERIFIED: - | DATE: 07/06/21
SCALE: AS SHOWN | SIZE: A3
S&E REF: 21207 | DRAWING: C109 | REVISION: 2

MIDSON
traffic
pty ltd

Daniel and Ammi Nicholas

5 Alexander Street, Sandy Bay
Traffic Impact Assessment

November 2021

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL AWARDS
TASMANIA
WINNER 2018

MIDSON traffic pty ltd

Contents

1. Introduction 4
   - 1.1 Background 4
   - 1.2 Traffic Impact Assessment (TIA) 4
   - 1.3 Statement of Qualification and Experience 4
   - 1.4 Project Scope 5
   - 1.5 Subject Site 5
   - 1.6 Reference Resources 6
2. Existing Conditions 7
   - 2.1 Transport Network 7
   - 2.2 Road Safety Performance 7
3. Proposed Development 9
   - 3.1 Development Proposal 9
4. Traffic Impacts 11
   - 4.1 Trip Generation 11
   - 4.2 Trip Assignment 11
   - 4.3 Access Impacts 11
   - 4.4 Access Design 11
   - 4.5 Sight Distance 16
   - 4.6 Pedestrian Impacts 16
   - 4.7 Road Safety Impacts 17
5. Parking Assessment 18
   - 5.1 Parking Provision 18
   - 5.2 Planning Scheme Requirements 18
   - 5.3 Car Parking Layout 20
   - 5.4 Forward Entry and Exit 20
6. Conclusions 25

Figure Index

Figure 1	Subject Site & Surrounding Road Network	6
Figure 2	Alexander Street	7
Figure 3	Crash Locations	8
Figure 4	Proposed Development Plans	10
Figure 5	AS2890.1 Pedestrian Sight Distance Requirements	12
Figure 6	Pedestrian Sight Distance at Access	13
Figure 7	Driveway Longitudinal Section	14
Figure 8	Unit 1 B85 Swept Paths	21
Figure 9	Unit 2 B85 Swept Paths	22
Figure 10	Unit 3 B85 Swept Paths	23
Figure 11	B85 Manoeuvring - Not Parking	24

Table Index

Table 1	Planning Scheme SISD Requirements	16

1. Introduction

1.1 Background

Midson Traffic were engaged by Daniel and Ammi Nicholas to prepare a traffic impact assessment for a proposed residential unit development at 5 Alexander Street, Sandy Bay.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses in E5.0, *Road and Railway Assets Code*, and E6.0, *Parking and Access Code*, of the Hobart Interim Planning Scheme, 2015.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 25 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 5 Alexander Street, Sandy Bay. The site currently contains a single residential dwelling.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Hobart Interim Planning Scheme, 2015 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Alexander Street only.

Alexander Street is a residential road that connects between French Street and Grosvenor Street. It provides access to residential properties along its length. Alexander Street connects to Regent Street at a roundabout. The junction of French Street and Grosvenor Street are give-way T-junctions.

Alexander Street adjacent to the subject site is shown in Figure 2.

Figure 2 Alexander Street



2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2016 and 30th October 2021 for Alexander Street between Grosvenor Street and Regent Street.

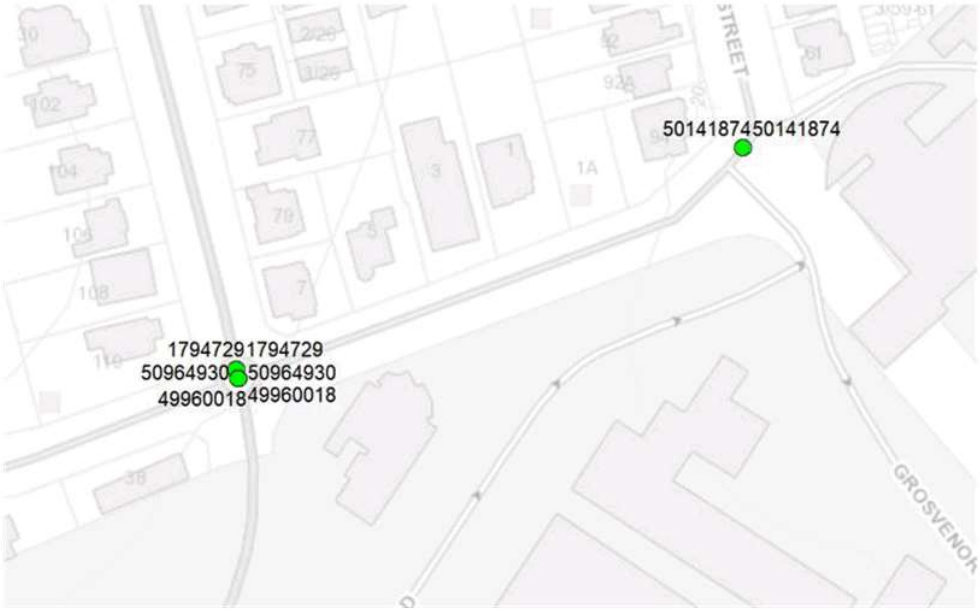
The findings of the crash data is summarised as follows:

- A total of 7 crashes were reported during this time.
- Severity. 1 crash involved minor injury; 6 crashes involved property damage only.
- Time of day. All crashes were reported between 10:00am and 6:00pm.

- Day of week. 3 crashes were reported on Mondays; 1 crash was reported on a Wednesday, Thursday, Friday and a Saturday.
- Crash types. 3 crashes involved a 'rear-end' collision; various other crash types were noted, typically relating to intersection crash types.
- Crash locations. 6 crashes were reported at the roundabout of Regent Street/ Alexander Street/ Churchill Avenue. 1 crash was reported at the Grosvenor street junction. The crash locations are shown in Figure 3.
- Vulnerable road users. No crashes involved vulnerable road users (pedestrians, cyclists or motorcyclists).

The crash history is considered to be relatively low and consistent with what would be expected of a low-volume residential street. The crash history associated with the Regent Street roundabout is considered to be typical of a junction on a major arterial road corridor. The crash history does not provide an indication that there are any pre-existing road safety deficiencies associated with the network that may be exacerbated by traffic generated by the development proposal.

Figure 3 Crash Locations



Source: Department of State Growth

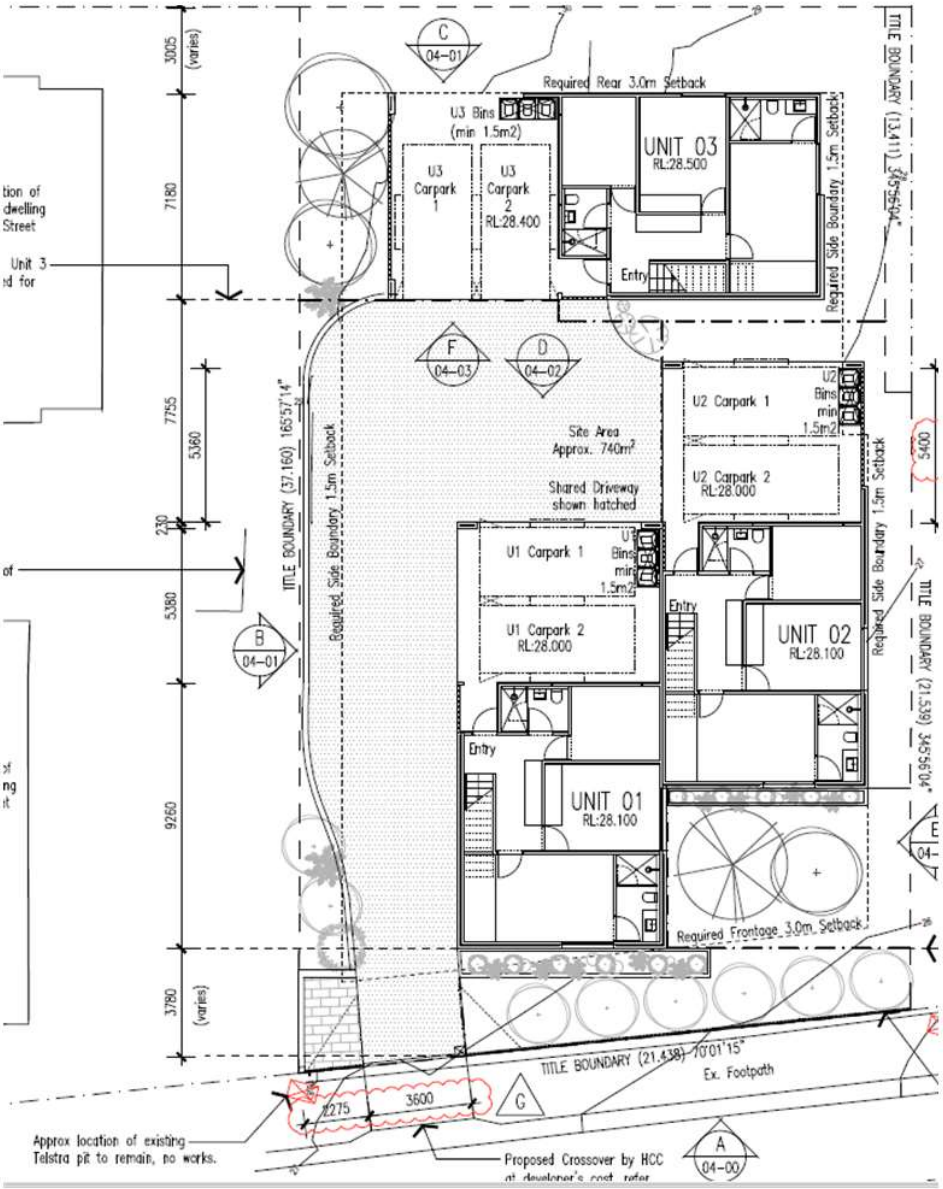
3. Proposed Development

3.1 Development Proposal

The proposed development involves the demolition of the existing dwelling and the construction of 3 residential units. A total of 6 on-site car parking spaces are proposed, comprising of a double carport for each unit.

The proposed development is shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Traffic generation rates were sourced from the RMS Guide. Medium density residential housing generates 6.5 vehicles per unit per day, with a peak of 0.65 vehicles per hour per unit.

This results in a traffic generation of 20 vehicles per day, with a peak of 2 vehicles per hour.

4.2 Trip Assignment

It is likely that there will be a relatively even distribution of traffic accessing the site to/from east and west along Alexander Street. This is due to the connectivity to key components of the network, including Regent Street and Grosvenor Street.

4.3 Access Impacts

The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme states "*The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater*".

In this case the previous use of the driveway would have generated approximately 8 vehicle movements per day. The increase in traffic utilising the access is therefore 12 vehicles per day, which is less than 40 vehicles per day (being the greater of 20% of existing generation and 40 vehicles per day).

The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme is therefore met.

4.4 Access Design

The Acceptable Solution A1 of Clause E6.7.2 of the Planning Scheme states "*Design of vehicle access points must comply with all of the following: in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking*".

The requirements of Section 3 of AS2890.1 are set out in the following sections. The driveway is classified as a 'domestic' driveway (a driveway servicing three or less domestic units).

4.4.1 Access Width

The AS2890.1 driveway requirements are as follows:

- Minimum driveway width (Category 1 driveway, servicing Class 1A with less than 25 spaces) = 3.0m

The driveway width meets this requirement along the full width of the access (noting the driveway measures 3.6 metres at its connection with Alexander Street, widening to approximately 5.3 metres).

4.4.2 Access Location

AS2890.1 defines locations where driveways are not permitted in proximity to road junctions. The access driveway is not located within 6 metres of the turning points of the Regent Street/ Churchill Avenue roundabout and therefore complies with the AS2890.1 requirements.

4.4.3 Sight Distance

AS2890.1 requires a minimum of 40 metres of sight distance for a domestic property fronting onto a road with speed limit of 50-km/h. This sight distance is available in both directions from the driveway along Alexander Street. Sight distance is covered in more detail in Section 4.6.

4.4.4 Pedestrian Sight Distance

AS2890.1 requires pedestrian sight distance as shown in Figure 1. The pedestrian sight triangles are shown in Figure 6. The development complies with this requirement of AS2890.1.

Figure 5 AS2890.1 Pedestrian Sight Distance Requirements

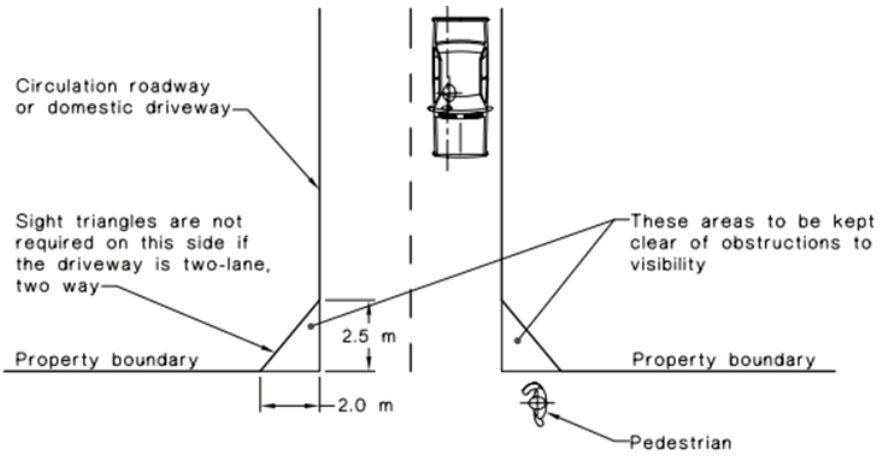
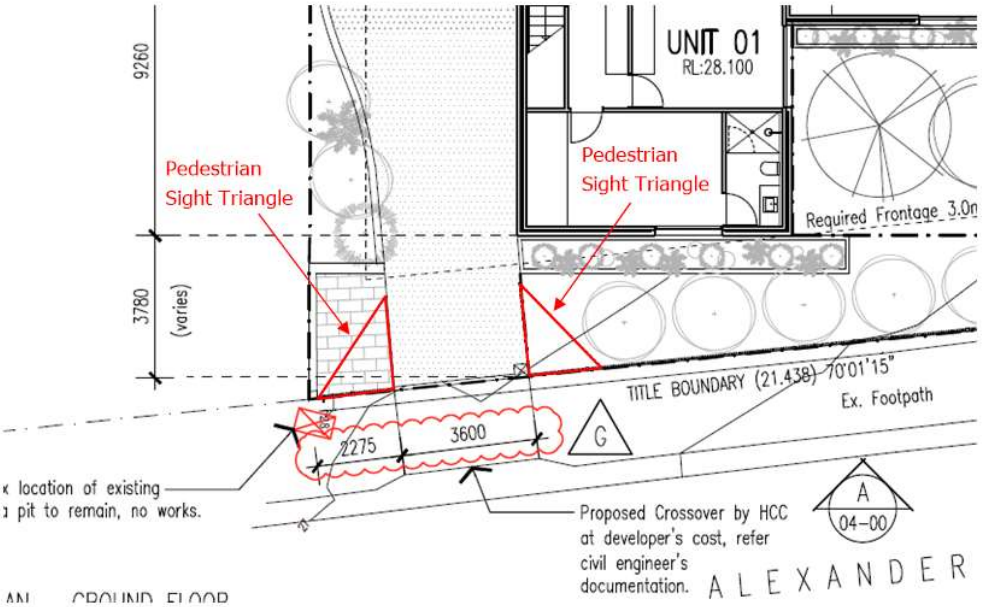


Figure 6 Pedestrian Sight Distance at Access



4.4.5 Driveway Gradient

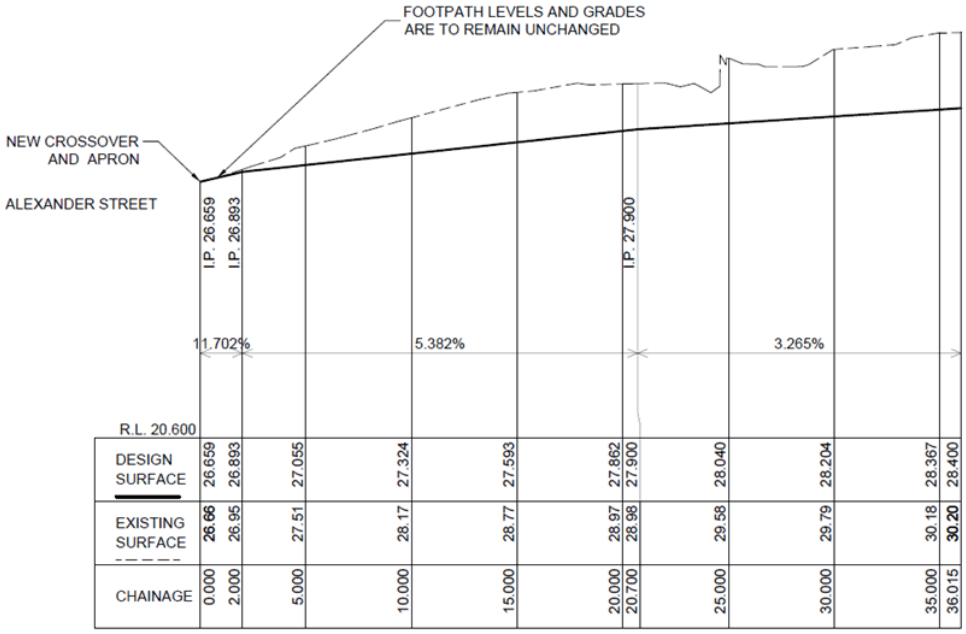
Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps/ driveways:

i. Longer than 20 metres – 1 in 5 (20%) maximum.

ii. Up to 20 metres long – 1 in 4 (25%) maximum. The allowable 20 metre maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The slope of the driveway varies from 11.7% at the crossover, 5.4% through the mid-section of the driveway, and 3.3% towards the northern end. This is shown in Figure 7. The driveway grades therefore meet AS2890.1 requirements in terms of grade.

Figure 7 Driveway Longitudinal Section



4.4.6 Driveway Design Summary

The access driveway complies with the relevant requirements of Section 3 of AS2890.1, thus complying with the requirements of Acceptable Solution A1 of Clause 6.7.2 of the Planning Scheme.

4.5 Passing Bay Requirements

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

"Vehicular passing areas must:

(a) be provided if any of the following applies to an access:

(i) it serves more than 5 car parking spaces;

(ii) is more than 30 m long;

(iii) it meets a road serving more than 6000 vehicles per day;

(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;

(c) have the first passing area constructed at the kerb;

(d) be at intervals of no more than 30 m along the access".

In this case the development serves more than 5 parking spaces, is less than 30 metres long and meets a road that carries less than 6,000 vehicles per day.

The width of the access driveway is greater than 5.5 metres wide for the majority of its length. This facilitates vehicle passing along the driveway. The driveway width therefore exceeds the requirements of part (b).

No passing bay is provided at the kerb however, where the driveway width is 3.6 metres wide. The development therefore technically does not comply with the requirements of Acceptable Solution A1 of Clause E6.7.3 of the Planning Scheme.

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 following is relevant with respect of the development proposal:

a. Avoidance of conflicts. The traffic generation of the development will be 2 vehicles per hour during peak periods. This equates to 1 vehicle movement every 30 minutes on average. Vehicle conflicts are therefore minimal along the driveway. The majority of the driveway's length is greater than 5.5 metres, thus permitting the passage of two vehicles in opposing directions. The only point where vehicles cannot pass is at the driveway's connection with Alexander Street. Traffic volumes in Alexander Street will permit a vehicle to pause to allow a vehicle to exit the site prior to attempting to enter. There is sufficient available sight distance to permit this.

b. Interference with traffic flow. Traffic volumes in Alexander Street are very low. In the rare circumstances where vehicles must stop in Alexander Street to facilitate an exiting vehicle it will not have any significant adverse impact on traffic flow (noting that such a manoeuvre would take approximately 10 seconds).

c. Type and volume. All traffic will be domestic in nature. The peak volume will be 2 vehicles per hour. This is compatible with the existing traffic in Alexander Street.

d. Ease of accessibility and recognition for users. The driveway design is consistent with domestic driveways in the area. Users will be familiar with the use of the driveway.

It is further noted that the driveway design complies with the requirements of driveway design in Australian Standards, AS2890.1 (refer to Section 4.4.1).

Based on the above assessment, the development complies with the requirements of Performance Criteria P1 of Clause E6.7.3 of the Planning Scheme.

4.6 Sight Distance

Acceptable Solution A1 of E5.6.4 of the Planning Scheme states "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1*".

Table E5.1 is reproduced in Table 1. The "Vehicle Speed" is defined in the Planning Scheme as "*the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel*". This is often referred to as the "Design Speed" or the "85th Percentile speed" in traffic engineering terminology.

In this case the 85th percentile speed is less than 50-km/h due to the proximity of the access to the Regent Street/ Churchill Avenue roundabout approximately 25 metres west of the subject site. No SISD values are provided for a vehicle speed less than 50-km/h in Table E5.1 of the Planning Scheme.

The available sight distance exceeds 80 metres in both directions (noting that sight distance is available through the Regent Street/ Churchill Avenue roundabout), therefore the requirements of Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme are met.

Table 1 Planning Scheme SISD Requirements

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

4.7 Pedestrian Impacts

The development proposal will generate a small amount of pedestrian activity in the surrounding network.

The existing pedestrian infrastructure in the surrounding road network is considered to be adequate and appropriate for the anticipated pedestrian activity.

4.8 Road Safety Impacts

No significant adverse road safety impacts are foreseen for the proposed development. This is based on the following:

- The relatively insignificant peak hour traffic generation of 2 vehicles per hour will not have any significant impact on the traffic efficiency and general operation of the road network.
- The existing road safety performance of the network in the vicinity of the subject site does not indicate that there are any current road safety deficiencies that may be exacerbated by the proposed development.
- The presence of driveways to residential properties is frequent along the full length of Alexander Street. The access will not cause any 'unexpected' traffic movements for motorists travelling along the road frontage.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 6 on-site car parking spaces. This consists of a double carport for each unit.

The layout of the car parking spaces is shown in Figure 4.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states that "*the number of on-site car parking spaces must be no less than the number specified in Table E6.1*".

Table E6.1 requires 2 spaces for each dwelling and 1 dedicated visitor parking space per 4 dwellings (rounded up to the nearest whole number). This is a requirement for 7 parking spaces. The provision of 6 parking spaces does not comply with the Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme (shortfall of 1 parking space).

The Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme states:

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

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

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

The following is relevant with respect to the development proposal:

a. Car parking demand. The development provides sufficient on-site car parking supply to cater for the needs of each unit (2 spaces per unit). The development does not provide on-site visitor parking. The visitor car parking demand is likely to be low and can be accommodated in the surrounding on-street network (noting that the Planning Scheme requires 1 space per 4 units, which is a requirement for one space, which is rounded up from 0.75 spaces).

b. On-street and public car parking. There is a relatively large supply of on-street car parking in the surrounding transport network, including Alexander Street and French Street. There is sufficient on-street car parking to cater for the shortfall of 1 visitor car parking space.

c. Public transport. The site is located close to French Street and Regent Street/ Churchill Avenue which is a major transit corridor. Metro Tasmania operate frequent buses along both roads.

d. Other modes of transport. The development is located close to the University of Tasmania. Walking and cycling are likely to be common transport modes for residents for certain trip types.

e. Alternative car parking provision. Not applicable.

f. Shared parking. Not applicable.

g. Parking deficiency or surplus. Not applicable.

h. Car parking credit. Not applicable.

i. Cash in lieu. Not applicable.

j. Payment of cash in lieu. Not applicable.

k. Parking plan. Not applicable.

l. Historic cultural heritage significance. Not applicable.

m. Significant Trees Code. Not applicable.

Based on the above assessment the development complies with the requirements of Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme. Specifically the development provides sufficient parking to cater for the parking demands of the units but does not provide visitor parking spaces. The provision of 1 visitor parking space is readily available on-street in the surrounding road network.

5.3 Car Parking Layout

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

The car parking is classified as User Class 1A, *'residential, domestic and employee parking'*. This requires car parking minimum dimensions to be:

- Width 2.4 metres
- Length 5.4 metres
- Aisle width 5.8 metres

Where a parking space is located immediately adjacent to a vertical structure (wall, fence, etc), an additional 0.3m additional space width is required.

The double car ports for each unit all measure 5.4 metres wide (each space is 2.7 metres wide) by 7 metres long. All spaces therefore comply with AS2890.1 dimensional requirements.

The parking spaces and manoeuvring areas comply with the relevant requirements of AS2890.1. The parking spaces and manoeuvring area therefore complies with the requirements of Acceptable Solution A1 of Clause E6.7.5 of the Planning Scheme.

5.4 Forward Entry and Exit

The Acceptable Solution A1 of Clause E6.7.4 of the Planning Scheme states "*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; (b) it meets a road carrying less than 6,000 vehicles per day*".

In this case the development serves more than 2 dwelling units and fronts onto a road that carries less than 6,000 vehicles per day.

Swept paths were assessed for entry and exit manoeuvres of all parking spaces using a B85 vehicle. The swept paths are shown in Figure 8, Figure 9 and Figure 10. Manoeuvring associated with a vehicle entering and exiting the site whilst not parking within the car ports of the development is also shown in Figure 11.

The swept paths demonstrate that all parking spaces can be accessed so that vehicles can enter and exit the site in a forward motion. The Acceptable Solution A1 of Clause E6.7.4 of the Planning Scheme is met.

Figure 8 Unit 1 B85 Swept Paths

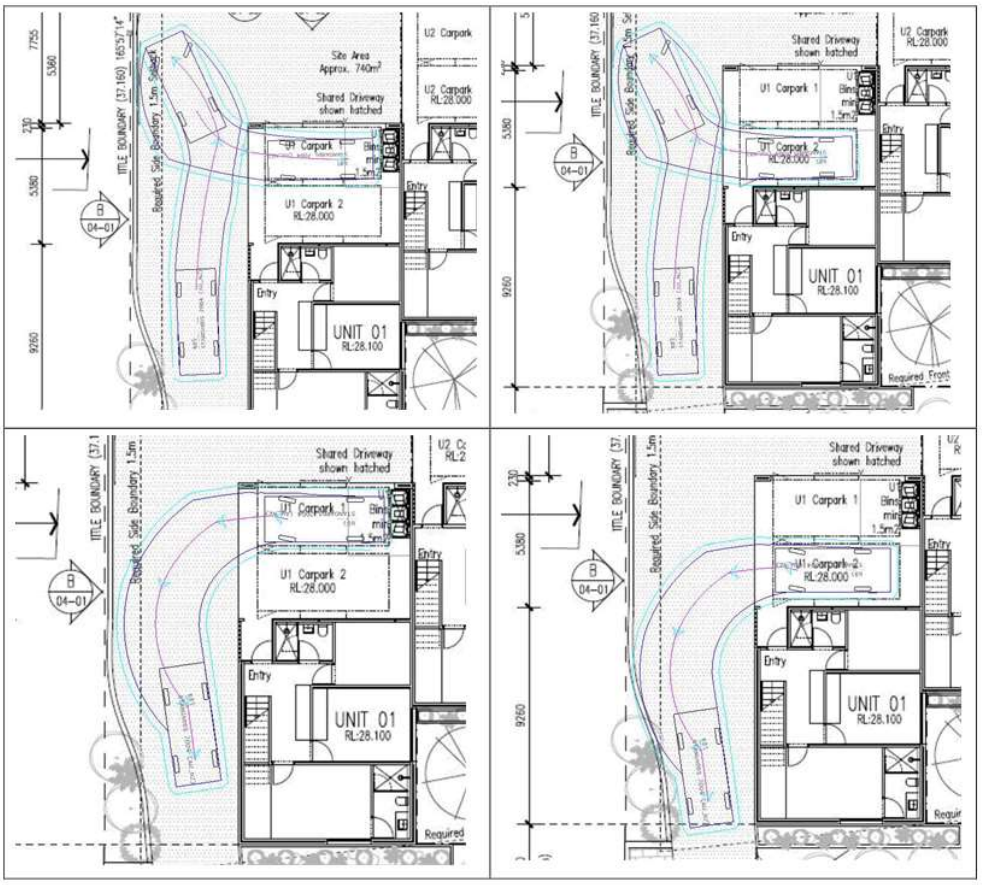


Figure 9 Unit 2 B85 Swept Paths

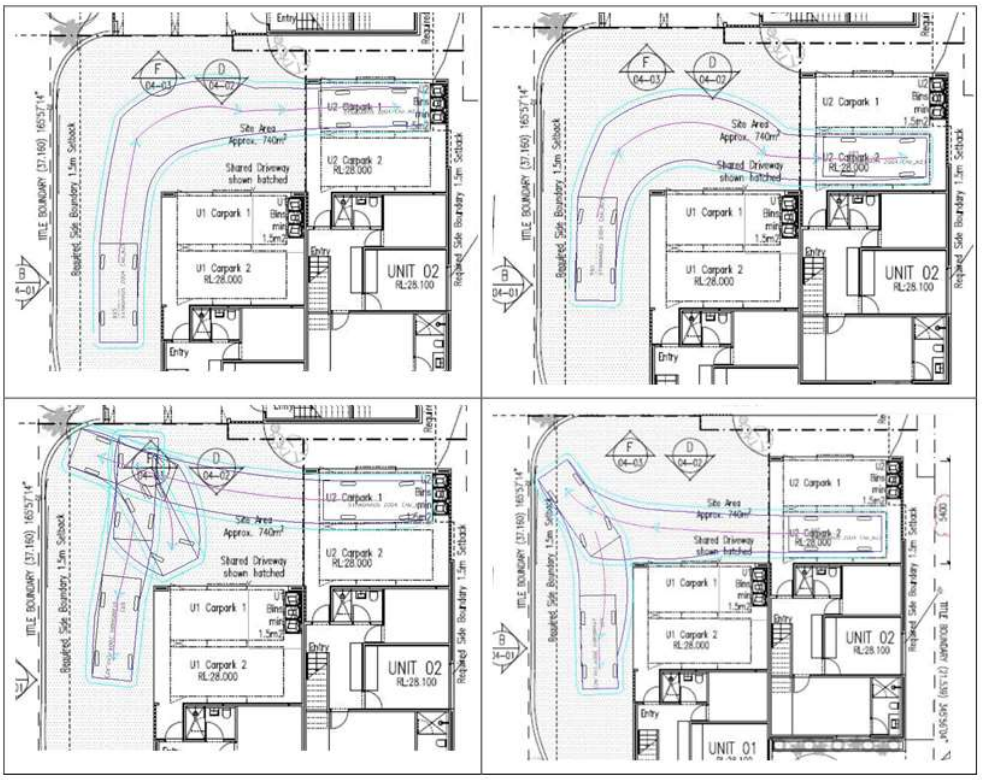


Figure 10 Unit 3 B85 Swept Paths

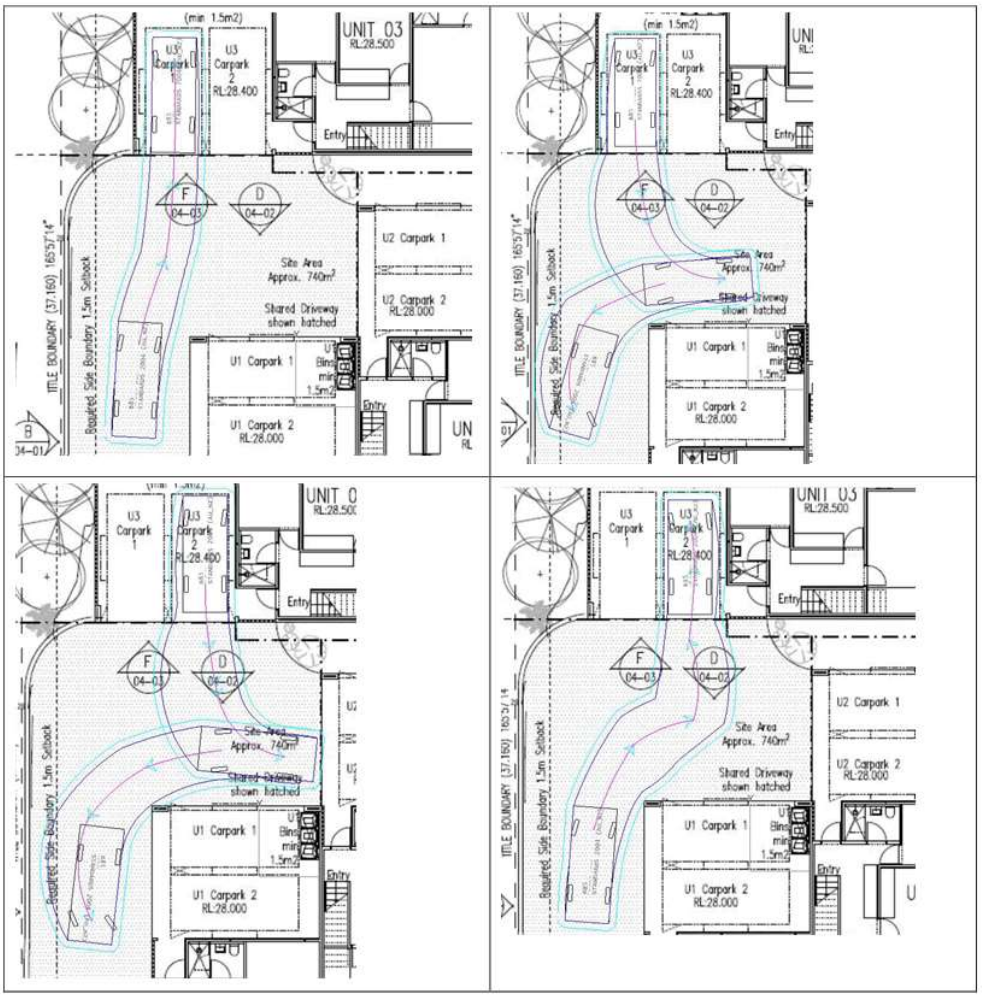
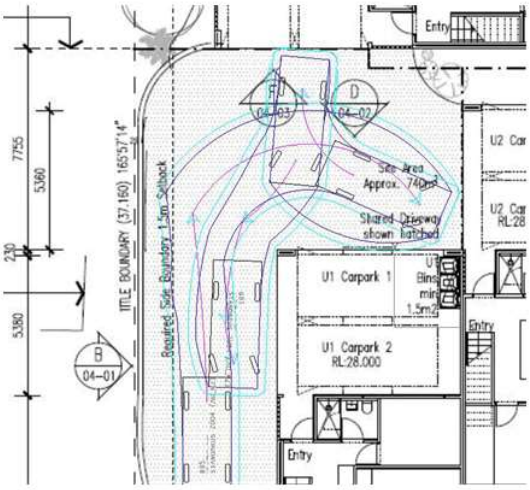


Figure 11 B85 Manoeuvring - Not Parking



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential unit development at 5 Alexander Street, Sandy Bay.

The key findings of the TIA are summarised as follows:

- The development will demolish the existing residential dwelling and construct three residential units.
- The traffic generation of the development will be 20 vehicles per day, with a peak of 2 vehicles per hour. The traffic generation meets the requirements of Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme.
- The design of the access driveway meets the requirements of Acceptable Solution A1 of Clause E6.7.2 of the Planning Scheme. The provision of passing bays complies with the requirements of Performance Criteria P1 of Clause E6.7.3 of the Planning Scheme.
- The parking provision complies with the requirements of Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme. The development provides sufficient parking to cater for the parking demands of the units but does not provide visitor parking spaces. The provision of 1 visitor parking space is readily available on-street in the surrounding road network.

Based on the findings of this report the proposed development is supported on traffic and parking grounds.

Midson Traffic Pty Ltd ABN: 26 133 583 025

28 Seaview Avenue
Taroona TAS 7053
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

© Midson Traffic Pty Ltd 2021

This document is and shall remain the property of Midson Traffic Pty Ltd. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	15 November 2021

MIDSON traffic pty ltd

Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

22nd December 2021

Mr Frazer Read
All Urban Planning
19 Mawhera Avenue
Sandy Bay TAS 7005

Dear Frazer,

5 ALEXANDER STREET, SANDY BAY – RESPONSE TO COUNCIL RFI

Further to our recent discussions, this letter provides a response to the request for further information from Council regarding the swept paths associated with car parking for the abovementioned development proposal.

1. Council Request

Council have requested:

> *"Scaled and dimensioned design drawing(s) showing the On-Site Turning achieves the objectives of clause E6.7.4 of the Hobart Interim Planning Scheme 2015.*
>
> *To satisfy the relevant Acceptable Solution(s) for the above mentioned clause(s), the scaled and dimensioned design drawings must include:*
>
> - *Detail standard B85 base dimension swept paths (including 300mm manoeuvring clearance) into and out of the proposed car parking space(s), demonstrating no conflict with adjacent parking spaces, ingress/egress routes, any structures and/or fixed objects, and no departure from the trafficable (e.g. driveway) surface.*
>
> *Where the design drawing(s) do not satisfy the relevant Acceptable Solution(s), please provide design documentation prepared by a suitably qualified person for assessment under the relevant Performance Criteria".*

Council then specifically notes manoeuvres for ingress for U1 space 1, egress for U2 space 2, egress for U1 space 2, egress for U3 space 2. Council have stated that these spaces "*show significant clearance consumption. Please simulate all manoeuvres required to avoid clearance consumption and structural conflicts for all parking spaces, and detail them on scaled dimensioned design drawings*".

2. Response

Swept path diagrams were provided in the TIA demonstrate that a B85 vehicle can enter and leave each car parking space with minimal on-site turning. The swept paths were typical of diagrams

provided in a TIA and it is noted that the Planning Scheme does not specifically require the provision of swept paths as part of a TIA assessment.

It is agreed that the swept paths show areas where the 300mm buffer zone is encroached for some manoeuvres as shown in the TIA. This is considered relatively normal in medium density residential developments where the parking and manoeuvring areas can be constrained. An encroachment of the 300mm buffer zone around the vehicle template does not indicate that the swept path fails, it only demonstrates that the parking manoeuvre is constrained.

Encroachment of the 300mm buffer zone can be avoided in several ways:

- Micro adjustments of the vehicle swept path at a very low simulation speed.
- Provision of a swept path that has multiple point turns.

It is further noted that it is normal for swept paths to encroach on adjacent car parking spaces. This is considered acceptable in the context that cars rarely park in a manner that results in the edges of a vehicle aligning with the marked edges of a space. There is almost always clearance between the edge of a defined car parking space and the car parked (noting that the dimensions of a car parking space are greater than the dimensions of a B85 vehicle). Any encroachment of the 300mm buffer zone at the corner of an adjacent car parking space is therefore of no consequence. The width of a Class 1A (residential) parking space is 2.4 metres, which is less than the width of a B85 vehicle plus 300mm buffers on each side of the vehicle (measuring 2.47 metres). It is therefore impossible to avoid some encroachment of the 300mm buffer clearance if a vehicle manoeuvres even slightly within a car parking space.

Given the timing of the Christmas break, it is not possible to provide scaled plans of all swept paths, however larger and revised swept paths are appended to this letter for the spaces specifically identified in Council's RFI. These swept paths demonstrate compliance with the Acceptable Solution A1 of Clause E6.7.4 of the Planning Scheme as concluded in the TIA.

Please contact me on 0437 366 040 if you require any further information.

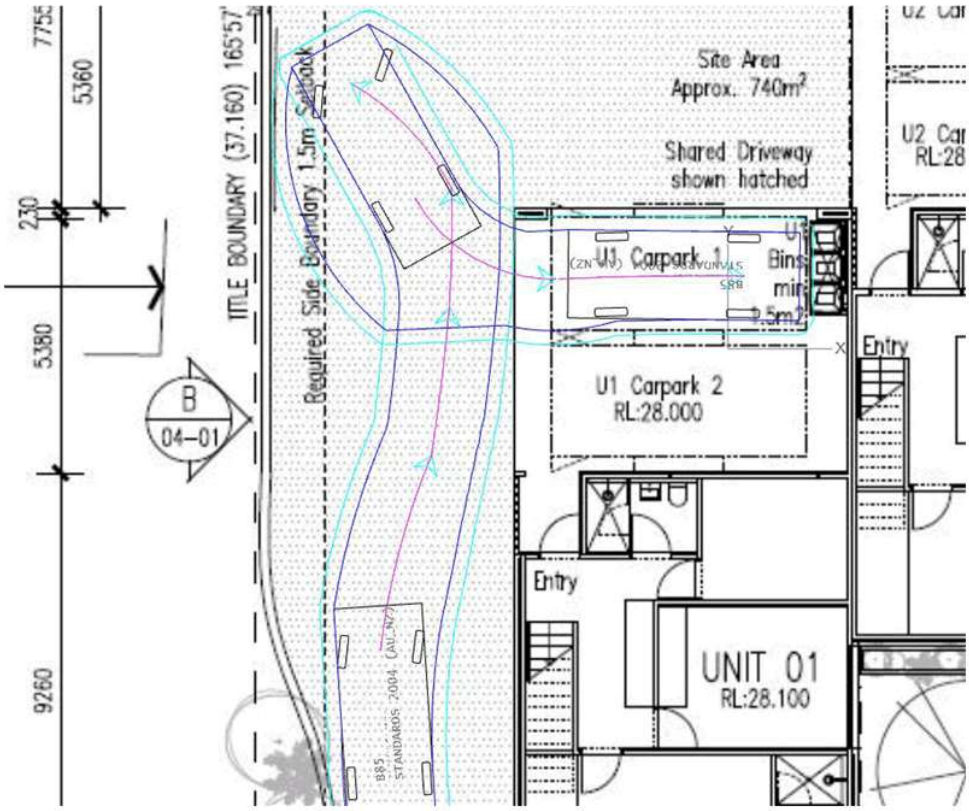
Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

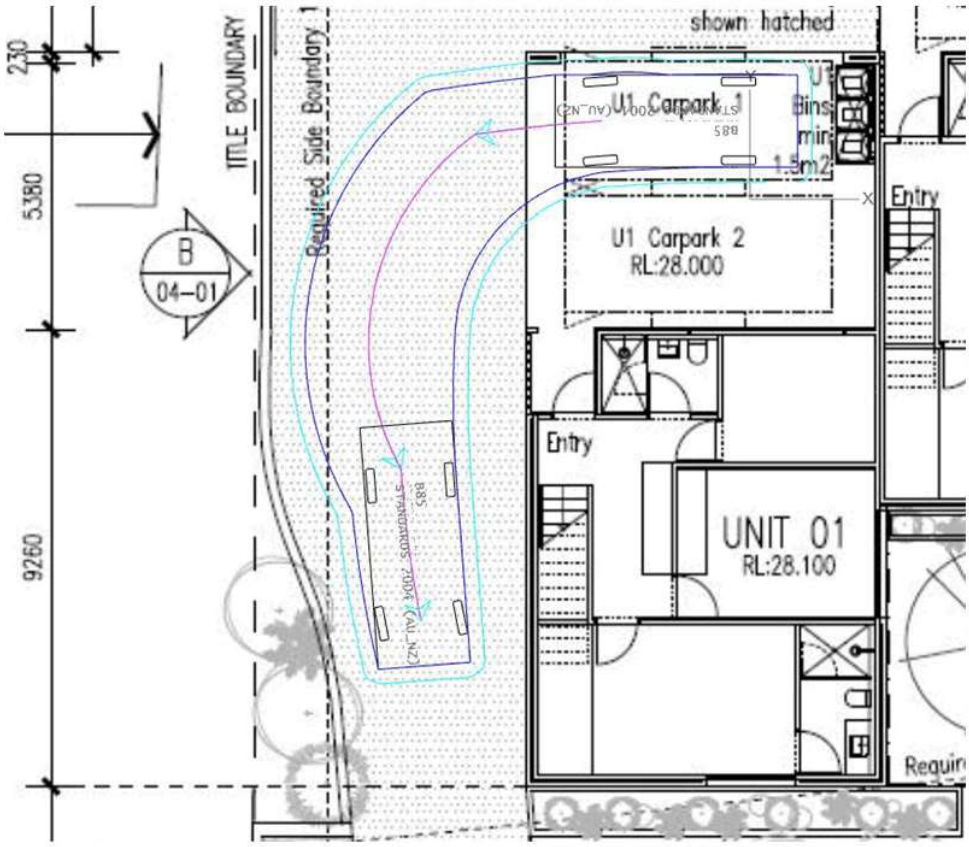
DIRECTOR
Midson Traffic Pty Ltd

Ingress & Egress – Unit 1, Car Parking Space 1



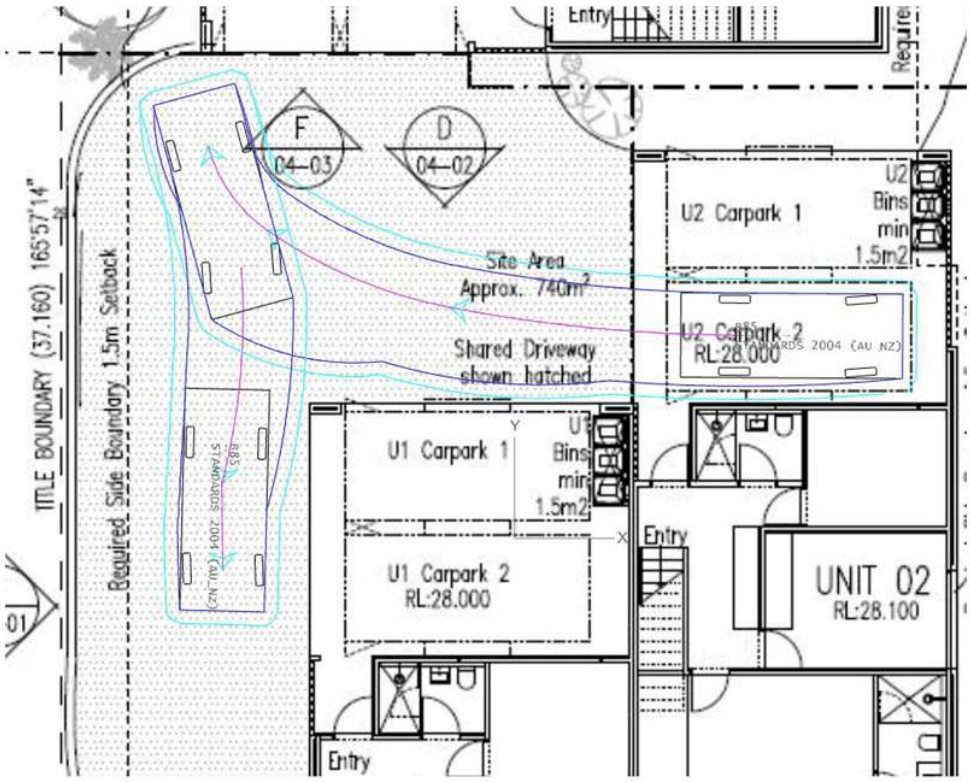
Notes:

- Reverse entry.
- Manoeuvre is complicated by column located on northwest corner. 300mm buffer clearance can be reduced by undertaking a multiple point manoeuvre (ie. 5 point turn) if required.



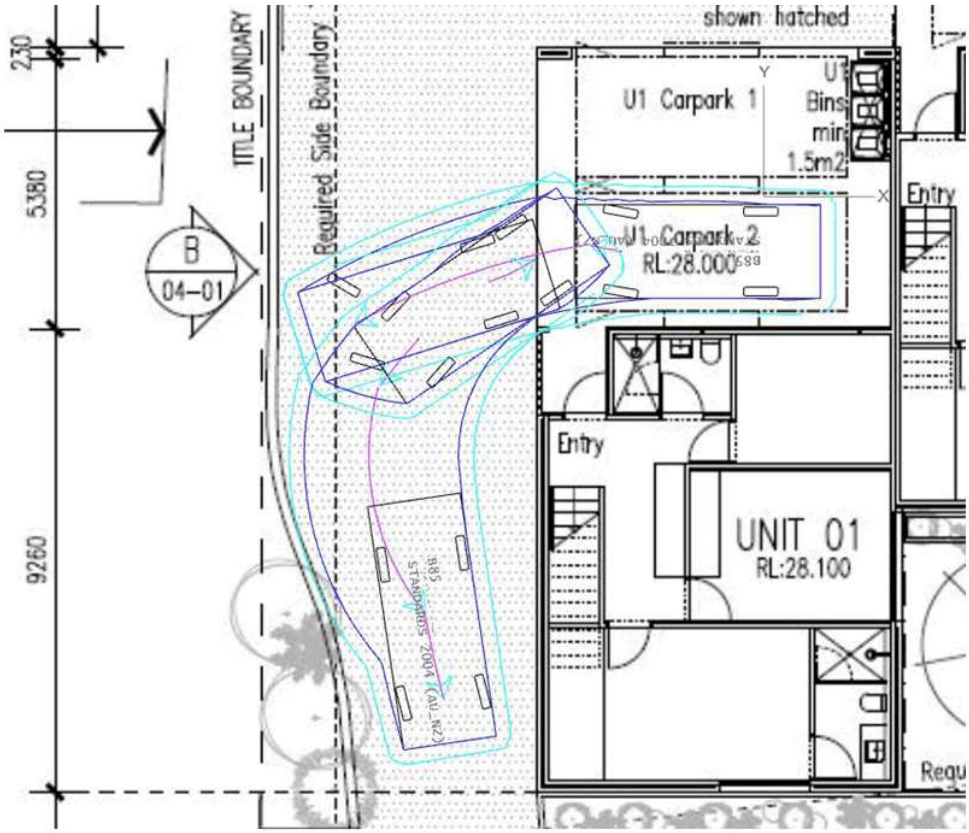
Notes: Forward exit.

Egress – Unit 2, Car Parking Space 2



Notes: Reverse manoeuvre

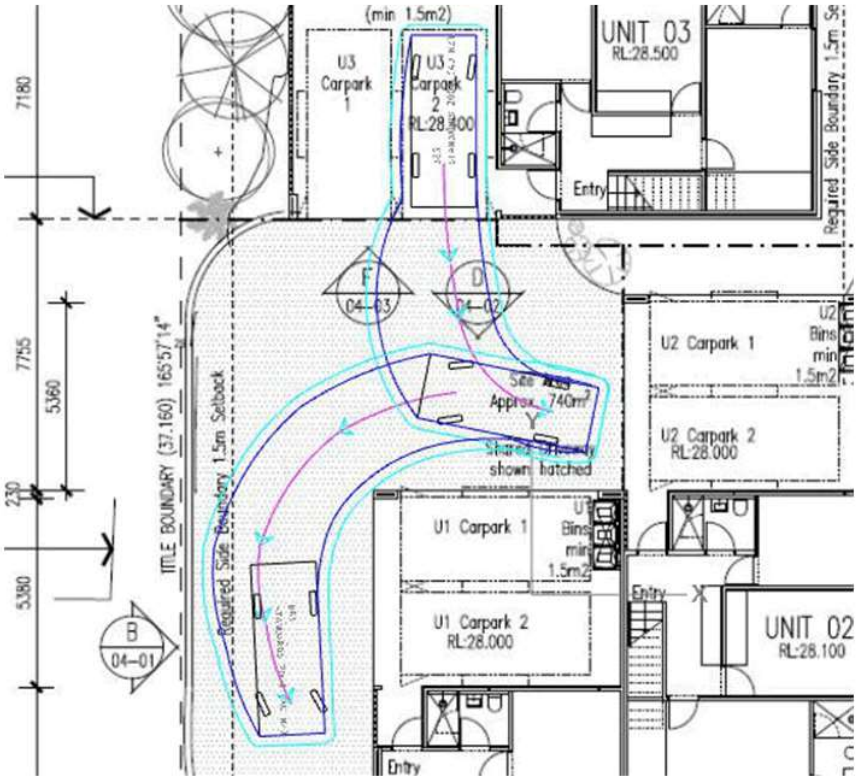
Egress – Unit 1, Car Parking Space 2



Notes:

- Forward manoeuvre.
- 3-point turn to minimise 300mm buffer encroachment.

Egress – Unit 3, Car Parking Space 2



Notes:

- Reverse manoeuvre

Application Referral Cultural Heritage - Response

From:	Allie Costin
Recommendation:	
Date Completed:	
Address:	5 ALEXANDER STREET, SANDY BAY
Proposal:	Demolition and Three Multiple Dwellings
Application No:	PLN-21-643
Assessment Officer:	Cameron Sherriff,

Referral Officer comments:

Introduction
Number 5 Alexander Street is located within the Sandy Bay 6 Heritage Precinct known as The Golf Links Estate. The proposal for demolition of the existing residence and development of three town houses must be assessed against E.13.8 Development Standards for Heritage Precincts. Site visits were undertaken by the Heritage Officer in August 2020, and October 2021.

The Sandy Bay 6 Heritage Precinct - Golf Links Estate is significant for reasons including:
1. Its value as the largest single subdivision in Sandy Bay with a very fine group of c1920-1930 houses, the best such group in Hobart.
2. Its predominantly single storey Edwardian character with very intact streetscapes. The houses are all very good examples of Edwardian cottages and Californian Bungalow styles.
3. The predominantly intact building stock.
4. The connection of the site with the former golf links which is still readable in the subdivision pattern.

Proposal:
- Demolition of the existing c.1922 dwelling
- Construction of three, two storey dwellings.
- A new 1.2m high timber picket fence with minimum 50% transparency
- Access driveway located on the Western side of the property
- The applicant has provided a Heritage Impact Assessment by Praxis Environment
- The applicant has provided a Structural Assessment by Engineer Peter Spratt

The Golf Links Estate – Historical Background:
The subject site is located within the historic subdivision known as the Golf Links Estate. Subdivided by Cooperative Estates Ltd in three parts between 1915 and 1917. The land had previously been the golf links of the Hobart Golf Club (between 1907 and 1916). A plan of the 1917 subdivision is shown below. A further strip of land between Alexander Street and the creek (also owned by Cooperative Estates Ltd was subdivided in 1923. The lots were popular, and land sold quickly. Most of the houses in this area were built in the following two decades, resulting in a very homogeneous pattern of residential development, with reference to the garden city philosophies of the early 20th century.



Fig 1. c1917 Advertisement for Golf Links Estate Subdivision (image source National Library of Australia - https://trove.nla.gov.au)

An examination of Council records, including Council's drainage records and Post Office Directories reveals that by 1930 a total of 275 houses had been constructed in the Golf Link Estate, with another 44 being built in the 1930s. By 1940 there were 319 houses constructed on the estate. This represents over 90% of the total subdivided estate – with the remaining section (nearer Sandy Bay Road and Grace Street) being developed after the Second World War.

As defined in the statements of significance for the precinct, the style and form of these developments was that of single storey Edwardian cottages and Inter-War Californian Bungalows, which are distinctive for their broad low pitch roof planes, often with gabled bay windows with ridge parallel to the street, wide eaves, and deep verandas. A survey of these properties was undertaken to ascertain which places remain. Of the 319 places erected before 1940, only three have been demolished (less than 1%). The houses demolished were 48 View Street (demolished 1973), 35 Alexander Street (demolished 1988) and 3 Alexander Street (demolished 2008-2009)

It is therefore noted that over 99% of the houses erected before 1940 within the Heritage Precinct have survived. This remarkable level of intactness provides the area with a strong and homogenous sense of character. The Golf Links is the largest single sub-division in Sandy Bay, and forms the most intact large group of housing stock from the 1920s-30s in Hobart.

Existing Residence
Number 5 Alexander Street was constructed in 1922 for Mr Raymond Sly. The property is a single storey asymmetrical brick residence featuring a low pitched hipped and gabled roof, with a bay window positioned beneath the street facing gable. A wrap-around verandah encloses the south-eastern corner with steps to the front and a basement space beneath. The verandah floor has been replaced by a suspended concrete slab and features non-original steel balustrading. A c.1980 sunroom addition is located at the rear northern side of the house.

The residence presents characteristic Inter-War Bungalow features such as, exposed rafters beneath the eaves, lead light glazing, casement windows, a front door with side and top lights, shingled gable infill, and over hanging eaves. The property is typical of the area in that it has a side driveway leading to a large rear garden, which in this instance contains fruit trees and mature plantings. The front of the residence is partially obscured from the street by a large conifer hedge that is visible in c.1946 photographs of the property. It is considered that the property clearly displays the form, style, detailing, level of intactness, garden setting and clear adherence to the sub-division pattern as set out in the statements of significant for the precinct, and as such is considered to be a contributory building to the Heritage Precinct.



Fig.2 Number 5 Alexander Street October 2021
(Image source: Council Heritage Officer)



Fig.3 Number 5 Alexander Street October 2021

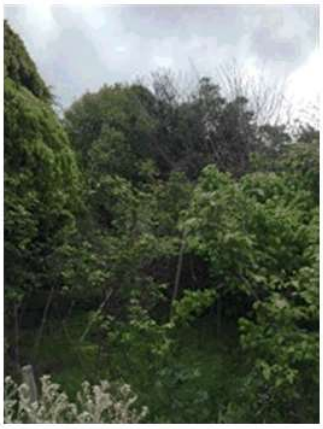




Fig.4 Established plantings in rear garden Fig.5 The residence from the street showing gabled roof, bay window, and large hedge
(Image source: Council Heritage Officer October 2021)



Fig.6 Number 5 Alexander Street as viewed from Regent Street between 7 Alexander and 79 Regent, red roof in centre of image is 5 Alexander Street.
(Image source: Council Heritage Officer October 2021)

Representations:
The proposal received seven (7) representations during the advertising period, all representations object to the proposal and cited heritage concerns. Concerns raised by representors have been summarised below:

Representation summary
- Most of the houses in this area were built in the 1920s to 30s. Over time people have maintained or extended the original house.
- I appreciate the house itself may not be heritage listed but it does add to the overall heritage look of the area.
- Please adhere to the aims and values of the Golf Link Estate of Sandy Bay.
- This development changes a valued suburb environment with a dwelling of architectural value into an ugly dense concrete jungle with oblong block dwellings. Conserve Hobart's history. Please carry out your responsibilities in stopping this vandalism of historic properties and gardens.
- The planning scheme in relation to the Golf Links Estate, says the house should not be demolished. In order to be consistent with the predominant pattern of housing development in

the Golf Links Estate (GLE), the house should be retained and repaired.
- If Council develop the view that it is not feasible to retain the existing house, then a single dwelling should be proposed which has a back yard and complies with the development and heritage standards of the GLE.
- In the proposal the fenestration, modelling and some materials are detrimental
- Three two storey units are proposed which counters the mostly single storey character of the precinct.
- This proposal is an over development of the site.
- The precinct is a garden suburb, which still retains much of the original character of the Golf Link Estate. While there has been development in recent years, these developments have at least retained existing homes.
- The development leaves little or no greenspace, which detracts environmentally from the area and detracts from the objectives of the precinct.
- There are no other two storey buildings that high and the proposed buildings would detract from the streetscape, in particular from the view from Regent Street.
- The proposed buildings appear out of scale and not sympathetic to the neighbourhood
- The predominant and desired pattern consists of single dwellings on blocks of land with back yards.
- How can you compare the 3 metre deep garden of Unit 3 with a typical back yard garden of, say 1 Alexander Street, which is 22 metres deep?

Assessment:

E13.8 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.

Performance Criteria 1
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.

Performance Criteria 1 must satisfy all three separate provisions for demolition.

The applicants have provided a Heritage Impact Assessment by Praxis Environment (dated January 2021) to examine the impact of the proposal upon the heritage characteristics of the precinct. The report acknowledges that the property is 'sympathetic to the streetscape' and 'contributes to the attributes of the precinct', but adds that it is considered to be 'at the lower-end of examples of that particular architectural style'.

With regard to the above, it is acknowledged that most heritage precincts will often contain a range in the quality of the buildings within it. However, in this instance, the Golf Links Precinct is defined by its sense of coherency and as acknowledged in the submitted Heritage Impact Assessment, the property in question adheres to all of the recognised characteristics. As such, it is considered that the property and its associated landscape elements make a positive contribution to the historic cultural significance of the precinct.

With regard to demolition provisions (i) and (ii),

(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;

The applicant has provided a structural assessment report by Engineer Peter Sprat. The report details a number of faults in relation to the structural integrity of the building and recommends *"Demolish the building. The risks of making good and the cost of making good make the work impractical."*

For verification, the Council commissioned a secondary structural assessment report by Pitt and Sherry Engineering. The report identified that the building appeared to be subject to significant structural faults, most prominently to the west and east exterior walls, including the bay window, and that it was speculated that the likely causes were a combination of poor and unmaintained drainage to the side garden and driveway, leading to substantial soil movement against the house, ill-suited footings for the site, lack of damp course and poor long term maintenance, especially to roof and water shedding, leading to water collecting around the edges of the building. It also suggested that many of these faults appear to be long standing.

Recommendations from the Pitt and Sherry assessment reported that:

"Should a rehabilitation approach be pursued…retaining some back parts of the original house and completely rebuilding the damaged walls on the western and eastern side of the house may be possible. This would have to be combined with significant underpinning works, drainage improvement works as well as significant remediation of cracked walls, linings and moving floor. For compliance reasons a number of other defects would need to be undertaken at the same time."

The report concluded that whilst such works were possible in retaining the house as existing:

"In the opinion of the investigating engineer, it is most likely that completely demolishing the house and building afresh will be significantly cheaper, easier and safer than trying to rehabilitate it."

Information provided in the two structural engineer's assessments have concluded that for environmental, safety, and economic reasons the demolition of the property meets provision (i).

In relation to provision (ii) the applicants have failed to identify whether alternative replacement development, such as a single residential property was considered. However, it is acknowledged that retaining the existing building would clearly be notably more expensive than the replacement of the building and that therefore the 'prudent' position would be to pursue its demolition. In light of the above, it is considered that whilst finely balanced, the proposed demolition satisfies (ii) of Performance Criteria 1.

In reference to (iii) of Performance Criteria 1, it is noted that the requirement is that the consequent demolition must provide an opportunity to create a replacement building that will

be complementary to the heritage values of the precinct. As previously stated, it is considered (and supported by the applicants own Heritage Impact Statement) that the existing building is a contributory element within the Heritage Precinct and is 'sympathetic to the streetscape'. It is considered that the intended new development would have to demonstrate that it not only contributes to the identified characteristics of the Heritage Precinct, but also references identified style, through the use of appropriate quality materials and fine levels of detailing, and provides a form and plot positioning that corresponds to the existing built form. Fundamentally three, two storey town houses are not considered to be a complementary replacement for a single storey residence in a garden setting. Provision (iii) of Performance Criteria 1 is not satisfied and as such Performance Criteria 1 is not satisfied, the proposed demolition does not in the current development proposal, present a replacement building that will be more complementary to the heritage values of the precinct.

As the applicant seeks the development of the site following demolition, it is considered that this 'opportunity' should be further assessed in conjunction with the Objectives and Performance Criteria set out under E13.8.2 Buildings and Works other than Demolition.

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.

Performance Criteria 1
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.

The Praxis heritage assessment report provided by the applicant states "The development maintains the established pattern of development in the area, conceptually the proposal maintains the character of the golf links estate subdivision through providing the impression of a larger building at the front of the site, with a small ancillary building and garden at the rear of the property."

In response, it is considered that whilst the intention of the design is to give the impression of a single residence and a small outbuilding in the rear garden, the argument is unconvincing. It is considered that due to the scale and height of the proposed two storey town house within the rear garden, it would not be mistaken for a garden outbuilding.

The scale, and extent of the development fails to demonstrate a sympathetic response to the character of the precinct. The double storey height, high pitched roofs, modern fenestration, intended lack of detailing, the and massing of the three proposed buildings would clearly run contrary to the precincts identified single storey character of coherent Edwardian cottages and Inter-War Californian Bungalows.

The proposal retains a minimal garden setting to both front and rear, with much of the remaining open space being hardstand surface for vehicle maneuvering and parking. The two front townhouses would stand immediately next to each other, contrary to the regular pattern of development within the precinct where the vast majority of properties contain clear gaps of separation. As such, it is considered that the removal of the garden setting, and introducing a spatial arrangement of three townhouse buildings is entirely at odds with the original pattern of development and indeed could be argued to represent an overdevelopment of the site.

It is therefore considered that the proposal, far from adopting a form that is 'more complementary to the heritage values of the precinct' actually compromises the integrity of the heritage precinct by altering the existing streetscape in a fundamental manner from both Alexander Street and Regent Street. When considered in the underlying context of the Development Standard Objective 'To ensure that development undertaken within a heritage

precinct is sympathetic to the character of the precinct', it is considered that neither Performance Criteria 1 of E13.8.1 Demolition or E13.8.2 Buildings and Works other than Demolition are satisfied.

Performance Criteria 4
New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.

The proposed front fence will be 1.2m high and have a 50% transparency. The fence will be of timber construction with squared pickets and painted in a white finish. The front fence is of a height and design that is sympathetic to the surrounding character of the precinct, the white colour finish and timber construction is seen as traditional and in keeping with the surrounding streetscape. Performance Criteria 4 is considered satisfied.

Performance Criteria 5
The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.

The large hedge in the front garden of the property is proposed to be removed, whilst the hedge makes a contribution to the streetscape the hedge is not listed as a significant tree or is subject to any heritage listing, as such the clearing of vegetation in the front garden will not result in the loss of landscaping or significant vegetation Performance Criteria 5 of E13.8.2 is considered satisfied.

Conclusion:
In conclusion the proposal fails to satisfy E13.8.1 P1 and E13.8.2 P1 and is recommended for refusal.

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 (iii) of the Hobart Interim Planning Scheme 2015 because it has not been demonstrated that the replacement development will be more complementary to the heritage values of the precinct than the existing residence.

2. 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.

Allie Costin
Cultural Heritage Officer
3rd of February 2022

8. REPORTS

8.1 City Planning - Advertising Report File Ref: F22/12538

Memorandum of the Director City Planning of 16 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 31 January 2022 to 8 February 2022.

RECOMMENDATION

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: 16 February 2022
File Reference: F22/12538

Attachment A: City Planning - Advertising Report ⇩

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-627	720 SANDY BAY ROAD	SANDY BAY	Alterations (Chimneys)	$1,500	21/02/2022	ayersh	Director	31/01/2022	15/02/2022
PLN-21-820	4 LASSWADE AVENUE	SANDY BAY	Partial Demolition, Alterations and Extension	$120,000	23/02/2022	ayersh	Director	04/02/2022	19/02/2022
PLN-22-11	60 KING STREET	SANDY BAY	Outbuilding	$10,000	26/02/2022	ayersh	Director	07/02/2022	22/02/2022
PLN-21-878	176 - 192 BROOKER AVENUE	NORTH HOBART	Partial Demolition, Alterations and New Signage	$0	08/03/2022	langd	Withdrawn	31/01/2022	02/02/2022
PLN-21-782	1 / 4 SUNVALE AVENUE	SANDY BAY	Partial Change of Use to Visitor Accommodation	$0	13/03/2022	langd	Director	08/02/2022	23/02/2022
PLN-22-6	325 ARGYLE STREET	NORTH HOBART	Extension to Operating Hours	$0	06/03/2022	maxwellv	Director	31/01/2022	15/02/2022
PLN-21-788	76 PRINCES STREET	SANDY BAY	Outbuilding	$8,000	23/02/2022	maxwellv	Director	02/02/2022	17/02/2022
PLN-21-571	24 BIRNGANA AVENUE	SANDY BAY	Partial Demolition and Alterations to Driveway and Access	$50,000	07/03/2022	obrienm	Director	31/01/2022	15/02/2022
PLN-22-15	327 ELIZABETH STREET	NORTH HOBART	Partial Demolition, Alterations and Deck	$35,000	24/02/2022	obrienm	Director	31/01/2022	15/02/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-36	4 WESTINWOOD ROAD	LENAH VALLEY	Pergola	$2,000	08/03/2022	obrienm	Director	02/02/2022	17/02/2022
PLN-21-880	29 CHURCH STREET	NORTH HOBART	Partial Demolition, Alterations and Extension	$850,000	02/03/2022	smeea	Director	31/01/2022	15/02/2022
PLN-21-808	2 CASTRAY ESPLANADE	BATTERY POINT	Partial Demolition, Alterations, Extension, and Partial Change of Use to Residential Accommodation	$2,500,000	23/02/2022	smeea	Director	08/02/2022	23/02/2022
PLN-22-26	3 DYNNYRNE ROAD	DYNNYRNE	Partial Demolition, Alterations and Extension	$200,000	06/03/2022	widdowsont	Director	04/02/2022	19/02/2022

8.2 Delegated Decision Report (Planning)
File Ref: F22/13917

Memorandum of the Director City Planning of 16 February 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 31 January 2022 to 11 February 2022

RECOMMENDATION

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: 16 February 2022
File Reference: F22/13917

Attachment A: Delegated Decision Report (Planning) ⇩

15 February 2022

Delegated Decisions Report (Planning)

23 applications found.

Approved All

Planning Description	Address	Works Value	Decision	Authority
PLN-19-938 Partial Demolition, Extension, Alterations, Retaining Wall and Front Fencing (Gate)	28 STOKE STREET NEW TOWN TAS 7008	$ 120,000	Approved	Delegated
PLN-20-611 Driveway and Carparking	30 FISHER AVENUE SANDY BAY TAS 7005	$ 20,000	Approved	Delegated
PLN-21-212 Dwelling	74 BRUSHY CREEK ROAD LENAH VALLEY TAS 7008	$ 400,000	Approved	Delegated
PLN-21-317 Extension	486 HUON ROAD SOUTH HOBART TAS 7004	$ 170,000	Approved	Delegated
PLN-21-514 Dwelling	89 DOYLE AVENUE LENAH VALLEY TAS 7008	$ 250,000	Approved	Delegated
PLN-21-532 Partial Demolition, Alterations, Extension, and Two Multiple Dwellings (Two Existing and Two Proposed)	1/14 LORD STREET SANDY BAY TAS 7005	$ 420,000	Approved	Delegated
PLN-21-597 Partial Demolition, Alterations and Extension	7 BROMBY STREET NEW TOWN TAS 7008	$ 250,000	Approved	Delegated
PLN-21-637 Partial Demolition, Alterations, and Extension	796 HUON ROAD FERN TREE TAS 7054	$ 100,000	Approved	Delegated
PLN-21-649 Partial Demolition, Alterations, Partial Change of Use to Business and Professional Services and General Retail and Hire, and Signage	232-242 LIVERPOOL STREET HOBART TAS 7000	$ 200,000	Approved	Delegated
PLN-21-798 Alterations	164 HARRINGTON STREET HOBART TAS 7000	$ 50,000	Approved	Delegated
PLN-21-804 Partial Demolition and Alterations	14 SMITHURST AVENUE SOUTH HOBART TAS 7004	$ 20,000	Approved	Delegated
PLN-21-819 Partial Demolition and Deck	63 YORK STREET SANDY BAY TAS 7005	$ 50,000	Approved	Delegated
PLN-21-821 Partial Demolition, Alterations and Change of Use to Consulting Rooms	51/19A HUNTER STREET HOBART TAS 7000	$ 150,000	Approved	Delegated
PLN-21-825 Partial Demolition, Alterations and Deck	5/12 SAUNDERS CRESCENT SOUTH HOBART TAS 7004	$ 90,500	Approved	Delegated
PLN-21-829 Partial Demolition, Alterations, Extension	5 EURELLA AVENUE SANDY BAY TAS 7005	$ 200,000	Approved	Delegated
PLN-21-841 Partial Demolition, Alterations, Extension and Ancillary Dwelling	9 OSBORNE STREET SANDY BAY TAS 7005	$ 40,000	Approved	Delegated
PLN-21-844 Partial Demolition	10 EVANS STREET HOBART TAS 7000	$ 30,000	Approved	Delegated
PLN-21-859 Change of Use to Visitor Accommodation	20/37-39 CAMPBELL STREET HOBART TAS 7000	$ 0	Approved	Delegated
PLN-21-868 Change of Use to Visitor Accommodation	13 BAYLEY STREET GLEBE TAS 7000	$ 0	Approved	Delegated
PLN-21-870 Front Fencing	101 HAMPDEN ROAD BATTERY POINT TAS 7004	$ 20,000	Approved	Delegated
PLN-21-871 Public Art Installation	85 CREEK ROAD NEW TOWN TAS 7008	$ 70,000	Approved	Delegated
PLN-21-874 Signage	142 MACQUARIE STREET HOBART TAS 7000	$ 1,100	Approved	Delegated
PLN-22-35 Subdivision (Boundary Adjustment)	383 LIVERPOOL STREET WEST HOBART TAS 7000	$ 0	Approved	Delegated

9. COMMITTEE ACTION STATUS REPORT

9.1 Committee Actions - Status Report

A report indicating the status of current decisions is attached for the information of Elected Members.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: City Planning Committee Meeting - Status Report - January 2022

CITY PLANNING COMMITTEE – STATUS REPORT

OPEN PORTION OF THE MEETING

January 2022

Ref.	Title	Report / Action	Action Officer	Comments
1	**19-27 CAMPBELL STREET, 29 CAMPBELL STREET, 19 COLLINS STREET, CT.198531/2, ADJACENT ROAD RESERVATIONS, HOBART (UTAS CIPAD)** Open CPC 4 April 2016 - Supp. item 6.2.1	That the Council explore options for increasing pedestrian and bicycle access in the vicinity of the UTAS Creative Industries and Performing Arts Development at 19-27 Campbell Street and 19 Collins Street, Hobart in conjunction with the redevelopment of the site.	Director City Planning	This will be addressed as part of the ICAP AP06 Campbell Street Upgrade project. The current trial traffic and parking arrangements in Campbell Street have been in place for some 18 months. Delays last year in RHH K Block and Hedberg occupation and the movement impacts of COVID-19, have somewhat delayed the conclusion of the trial. An evaluation of these provisions, taking account of stakeholder comment and traffic engineering considerations is currently being undertaken and will be submitted to the Council in the coming months, enabling the consideration of more permanent arrangements in lower Campbell Street. It is noted that the Council has committed to the Argyle Street and Campbell Street bicycle project, and this will, in large part address aspects of this Council resolution.

2	**FRONT FENCING** Open Committee 23 October 2017	That the Council significantly promote the risk of building front fences without appropriate Council approval and for this information to be promoted in writing to the architectural community and via suitable media platforms such as Capital City News and social media.	Director City Planning	Article placed in Capital City News and promoted via social media. Communication with architectural community still to be actioned. To be included in the announcements regarding Open Office.
3	**SMOKE – FREE HOBART PROJECT UPDATE** Open Committee 28 September 2020	Further investigations be undertaken to identify additional areas within the Hobart municipality that could be strategically implemented as smoke free. A further update to the City Planning Committee be provided in February 2021.	Director City Planning	Update to Committee to follow Executive Leadership Team review of project status and resourcing.
4	**PUBLIC ART FRAMEWORK – PUBLIC ART PRIVATE DEVELOPMENT GUIDE** Open Committee 23 November 2020	1. A Public Amenity Policy for the City be developed, with public art being noted as one way a developer might contribute to the public amenity of the city. This policy would be the subject of a future report to the Council. 2. A report be provided to the Council on an annual basis detailing the contributions made under the Public Art Private Development Guide.	Director City Planning	Officers are progressing the matter.

5	**LOCAL HOUSING SOLUTIONS** Open Council 21 June 2021	1. A report be prepared that investigates ways Council can provide advice to property owners regarding dwelling and property modifications, with a view to increase accommodation options across Hobart. 2. The advice be tailored for people who might want the flexibility to remain living at their property as their lifestyles might change or as they age, and also to increase the dwelling capacity on their property. 3. The report would: 1) Structure "plain English" explanations as to options for home modifications, planning requirements and how to meet building codes and heritage considerations. 2) Identify suitable properties where an increase in the number of dwellings could be possible 3) Provide more information for such opportunities in partnership with organisations such as the Australian Institute of Architects or Housing Industry Association 4) Consider allocating officer time as point of contact on finding these local housing solutions 5) Consider the financial return to Council in order for the program to be successful.	Director City Planning	Officers are progressing the matter.

Progress report to January 2022

6	**SHORT STAY ACCOMMODATION – POTENTIAL PLANNING SCHEME AMENDMENTS** Open Council 23 August 2021	1. Council pursue inserting one or more specific area plans into the Hobart Local Provisions Schedule that prohibit entire home short stay accommodation use (excluding for 'secondary residences') 2. Council advocate to the Minister for Planning to issue a planning directive that immediately prohibits new permits for entire home short stay accommodation within the Hobart Local Government Area; 3. Council advocate for state-wide regulations, similar to those in New South Wales, that enable councils to make decisions about properties within their local government area; and 4. Council advocate to the Tasmanian Government to form a 'Housing Supply Forecasting Council' in line with Recommendation 5 of the report Regulating Short-Stay Accommodation in Tasmania: Issues to consider and options for reform.	Director City Planning (Clause 1, 2 & 4) Director City Life (Clause 2 & 4)	Officers are progressing the matter.
7	**DEVELOPMENT APPLICATIONS – EQUAL ACCESSIBILITY** Open Council 20 September 2021	A report on potential mechanisms and issues for ensuring that development applications that propose improved access facilities to meet the equal access requirements of the National Building Code are not singularly refused because of breaches in the heritage code of Council's planning schemes or the *Historic Cultural Heritage Act 1995*.	Director City Planning	Officers are progressing the matter.

8	**PETITION - REZONING OF 21, 21B AND PART OF 21A ENTERPRISE ROAD, SANDY BAY** Open Council 25/10/2021	That a report analysing the zoning of 21, 21B and part of 21A Enterprise Road, Sandy Bay and recommending whether to initiate a planning scheme amendment to rezone the land from General Residential to Low Density Residential be prepared as a matter of high priority and no later than within the month of March.	Director City Planning	A new staff member has joined the Council and is progressing this matter.
9	**CENTRAL HOBART PRECINCT PLAN DISCUSSION PAPER** Open Council 25/10/2021	1. The Council endorse the release of the Central Hobart Precincts Plan Discussion Paper marked as Attachment A to item 8.2 of the Open City Planning Committee meeting of 18 October 2021, for consultation with the community and all stakeholders being residents, landowners and the commercial and corporate sector and community groups such as Tas Coss. 2. The work be undertaken in accordance to the Council's Community Engagement Policy.	Director City Planning	Broad consultation is being undertaken consistent with the Council's Community Engagement Policy. A report on engagement is being drafted.

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:

- Minutes of a Closed Committee Meeting
- A matter involving legal action to which the Council is a party.
- Closed Questions Without Notice

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	Planning Authority Items – Consideration of Items with Deputations
Item No. 5	City Acting as Planning Authority
Item No. 5.1	Applications under the Hobart Interim Planning Scheme 2015
Item No. 5.1.1	PLN-19-345 - Cableway and Associated Facilities, Infrastructure and Works - 100 Pinnacle Road Mount Wellington and 30 McRobies Road, South Hobart and Adjacent Road Reserve - Appeal LG(MP)R 15(4)(a)
Item No. 6	Questions Without Notice