



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 20 June 2022

at 5:00 pm

Council Chamber, Town Hall

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.

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City Planning Committee Meeting (Open Portion) held Monday, 20 June 2022 at 5:00 pm in the Council Chamber, Town Hall.

This meeting of the City Planning Committee is held in accordance with a Notice issued by the Premier on 31 March 2022 under section 18 of the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*.

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

COMMITTEE MEMBERS

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

Apologies:

Leave of Absence: Nil

NON-MEMBERS

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

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

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Planning Committee meeting held on [Monday, 6 June 2022](#) and the Special City Planning Committee meeting held on [Tuesday, 14 June 2022](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

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

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

5. TRANSFER OF AGENDA ITEMS

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

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

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

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

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS

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

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

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

RECOMMENDATION

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

7. COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.1.1 68 BAY ROAD, NEW TOWN - PARTIAL DEMOLITION, ALTERATIONS, AND EXTENSIONS FOR SIX MULTIPLE DWELLINGS (TWO NEW, FOUR EXISTING) PLN-20-889 - FILE REF: F22/57486

Address:	68 Bay Road, New Town
Proposal:	Partial Demolition, Alterations, and Extensions for Six Multiple Dwellings (Two New, Four Existing)
Expiry Date:	19 July 2022
Extension of Time:	Not applicable
Author:	Adam Smee

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for partial demolition, alterations, and extensions for six multiple dwellings (two new, four existing) at 68 Bay Road, New Town, 7008 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-20-889 - 68 BAY ROAD NEW TOWN TAS 7008 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/02187-HCC dated 21/2/2022 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s2

A storage area for waste and recycling bins must be provided on the site.
The storage area must comply with the following:

- (a) capable of storing the number of bins required for the site; (b) screened from the frontage and dwellings;
- (b) not located within the communal private open space in the north western corner of the site; 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.

Prior to the issue of building approval for the development revised plans that demonstrate likely compliance with this condition must be submitted and approved as a Condition Endorsement.

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 for the storage of waste and recycling bins for multiple dwellings.

PLN s4

Measures must be incorporated into the design of the development to minimise unreasonable impacts of vehicle noise upon the habitable rooms within the northern part of the building on the site as a result of their proximity to a shared driveway.

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 how these measures will be incorporated into the design of the development.

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;
2. include long section(s)/levels and grades to the point of discharge;
and
3. As the City records do not indicate the existing DN150 mm SW main, the SW connection point for the property and discharging into the SW public infrastructure must be confirmed.

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

Advice:

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

Reason for condition

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

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 as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The stormwater management report and design must be prepared by a suitably qualified engineer and must:

1. include detailed design of the proposed treatment train, including final estimations of contaminant removal;
2. include detailed design and supporting calculations of the detention tank showing:
 1. detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding;
 2. the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
 3. the discharge rates and emptying times; and
 4. all assumptions must be clearly stated.

include a supporting maintenance plan, which specifies the required maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

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

Advice:

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

SW 12

Measures to minimise impact on the overland flow path must be undertaken prior to occupancy such that the finished floor levels of all habitable rooms are 300mm above the resultant 1% AEP at 2100 flood level and water is allowed to flow towards the tailwater to the North of the Property.

Detailed engineering designs must be submitted and approved as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The designs must include (but are not limited to):

1. certification from an accredited and qualified structural engineer that all proposed structures within the flood zone are designed to resist erosion, undermining and likely forces from a flood event;
2. details of materials and stabilisation techniques to prevent sediment transport and erosion from the fill material;
- 3 a report from a qualified hydraulic engineer demonstrating
 - (a) the resultant flood depth and extent for the 1% AEP at 2100 event;

- (b) that the mitigation measures will not have an adverse impact on third party property through the displacement or increased velocity of flood water.

All work required by this permit must be undertaken in accordance with the approved detailed designs and report.

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.

SW 13

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

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

ENG tr2

A construction traffic and parking management plan must be implemented prior to the commencement of work on the site (including demolition). The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved as a Condition Endorsement, prior to commencement work (including demolition). The construction traffic and parking management plan must:

1. Be prepared by a suitably qualified person.
2. Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.
3. Include a start date and finish dates of various stages of works.
4. Include times that trucks and other traffic associated with the works will be allowed to operate.

- 5 Nominate a superintendent, or the like, to be responsible for the implementation of the approved traffic management plan and available as a direct contact to Council and/or members of the community regarding day to day construction traffic operations at the site, including any immediate traffic issues or hazards that may arise.

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

Advice:

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

Reason for condition

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

ENG 3a

The access driveway and parking area must be constructed in accordance with the advertised documents documentation which forms part of this permit: 220105/ DD02/ 11/02/2021.

Any departure from that documentation and any works which are not detailed in the documentation must be either:

- (a) approved by the Director City Life, via a condition endorsement application; or
- (b) designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.

The works required by this condition must be completed 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 3a.

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

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

Reason for condition

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

ENG 5

The number of car parking spaces approved to be used on the site is six (6).

All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004, prior to commencement of use.

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.

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.

ENVHE 4

A construction management plan must be implemented throughout the construction works.

A construction management plan must be submitted and approved as a Condition Endorsement prior to the issuing of any approval under the *Building Act 2016*. The plan must include but is not limited to the following:

1. Identification and disposal of any potentially contaminated waste and asbestos;
2. Proposed hours of work (including volume and timing of heavy

vehicles entering and leaving the site, and works undertaken on site);

3. Proposed hours of construction;
4. Identification of potentially noisy construction phases, such as operation of rock- breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
5. Control of dust and emissions during working hours;
6. Proposed screening of the site and vehicular access points during work;
7. Procedures for washing down vehicles, to prevent soil and debris being carried onto the street; and
8. A name and contact phone number of a person who will respond to any complaints regarding construction activity.

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

Advice:

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

Reason for condition

To ensure minimal impact on the amenity of adjoining properties and members of the public during the construction period.

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](#).

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.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment [website](#).

WORK PLACE HEALTH AND SAFETY

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

PROTECTING THE ENVIRONMENT

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

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-20-889 - 68 BAY ROAD NEW TOWN TAS
7008 - Planning Committee or Delegated Report ↓



Attachment B: PLN-20-889 - 68 BAY ROAD NEW TOWN TAS
7008 - CPC Agenda Documents ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Committee:	20 June 2022
Expiry Date:	19 July 2022
Application No:	PLN-20-889
Address:	68 BAY ROAD , NEW TOWN
Applicant:	Graham Hills (HILLS, GRAHAM JOHN) 31 Roslyn Avenue,, Kingston Beach. 31 Roslyn Avenue,, Kingston Beach.
Proposal:	Partial Demolition, Alterations, and Extensions for Six Multiple Dwellings (Two New, Four Existing)
Representations:	Three representations.
Performance criteria:	Inner Residential Zone Development Standards, Parking and Access Code Use Standards

1. Executive Summary

- 1.1 Planning approval is sought for partial demolition, alterations, and extensions for six multiple dwellings (two new, four existing) at 68 Bay Road, New Town.
- 1.2 More specifically the proposal includes construction of an extension at the western end of the existing building on the above property in order to provide an additional two dwellings. The proposal includes some limited demolition of parts of the existing building to allow for connections to the extension. The proposed dwellings would have two bedrooms and a floor area of approximately 92m². The extension would also allow for an additional bedroom for two of the existing dwellings on the site and for a revised entry to these dwellings. Car parking would be provided within the south-eastern corner of the site and along its northern boundary. The existing access to Bay Road would be retained.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Inner Residential Zone Development Standards - Residential density for multiple dwellings, Setbacks and building envelope, Site coverage and private open space, Privacy, and Waste storage for multiple dwellings
 - 1.3.2 E6.0 Parking and Access Code - Number of car parking spaces

- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 19 May and 2 June 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 have been recieved.

2. Site Detail

- 2.1 The site is a larger residential lot within the New Town area. The lot has an area of 847m² and has frontage to Bay Road on its eastern boundary. The central part of the property is occupied by a two storey building that contains two conjoined dwellings on each level. Car parking is provided between the building and Bay Road and there are storage sheds in the south-western corner of the property. The remainder of the land is shared open space.
- 2.2 There is residential land to the south and south-west of the site. This land is mainly occupied by single dwellings on relatively larger lots although there are multiple dwellings on the adjoining property immediately to the south of the site. A service station occupies the adjoining property to the west while a funeral home occupies the adjoining property to the north. There is a large area of open space to the north-east of the site, on the opposite side of Bay Road, which contains playing fields.
- 2.3 A site visit was conducted on 2 June 2022.



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

3. Proposal

- 3.1 Planning approval is sought for partial demolition, alterations, and extensions for six multiple dwellings (two new, four existing) at 68 Bay Road, New Town.

- 3.2 More specifically the proposal includes construction of an extension at the western end of the existing building on the above property in order to provide an additional two dwellings. The proposal includes some limited demolition of parts of the existing building to allow for connections to the extension. The proposed dwellings would have two bedrooms and a floor area of approximately 92m². The extension would also allow for an additional bedroom for two of the existing dwellings on the site and for a revised entry to these dwellings. Car parking would be provided within the south-eastern corner of the site and along its northern boundary. The existing access to Bay Road would be retained.

4. Background

- 4.1 Council received an application that sought approval for partial demolition, alterations, extensions, multiple dwellings on the site in June 2018 (see PLN-18-391). This application proposed a more substantial redevelopment of the site involving greater demolition of the existing building than is currently proposed, although the number of dwellings proposed was the same. This application lapsed in 2020 as Council's request for additional information regarding it was not answered within the required two year period.
- 4.2 The current application was submitted prior to the introduction of the Interim Planning Directive 4 which altered several of the provisions that relate to dwellings proposed within the Inner Residential Zone. Therefore, the application must be assessed against the provisions which prevailed at the time of lodgement.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period.
- 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.

"My main concern is that the street is going to move into a high density type of feel, and that is really going to disrupt the current neighbourhood of family homes and very low density units that we currently enjoy".
"In particular, my current tenant, who has been fantastic, is a nurse who works shift work. She needs to sleep in when she is on night shifts. I am concerned about the impact long term construction next door is going to have on her sleep and her right to quiet enjoyment of the property".
"The current tenant has also conveyed to me that she has a lung condition that will be exacerbated by dust from construction sites".
"I am also concerned about the value of the existing properties on the street, including mine, should we move towards the norm of having multiple unit dwellings on Bay Road".
"That the area on which new building is proposed is susceptible to intense inundation, and inadequate drainage, during periods of strong rainfall".
"That the application does not comply with Council's current Building Envelope standards".
"That the proposal does not comply with Council's current Density standards".
"That the proposal is not in character with the residential amenity in the immediate area of Bay Road".
"Noise - I work shift work as a nurse and sleep half the daytime as a result. Demolition/Build noise will be adding to my fatigue levels and risk to my quality of work provided to my patients".
"Air pollution/hazardous materials: health impact of poor air quality throughout demolition and re-build".
"Major concern regarding contaminants in the building that may be disturbed during demolition, such as asbestosis".

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 for multiple dwellings. The proposed use is for additional multiple dwellings and an extension to the existing use. The existing use is a permitted use in the above zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 11.0 Inner 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
 - 6.4.5 E15.0 Inundation Prone Areas Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 11.0 Inner Residential Zone:
 - 11.4.1 Residential density for multiple dwellings P1,
 - 11.4.2 Setbacks and building envelope P3,
 - 11.4.3 Site coverage and private open space P1 and P2,
 - 11.4.6 Privacy P3,
 - 11.4.8 Waste storage for multiple dwellings P1.
 - 6.5.2 E6.0 Parking and Access Code:
 - E6.6.1 Number of Car Parking Spaces

6.6 Each relevant performance criterion is assessed below.

6.7 *11.4.1 Residential density for multiple dwellings P1*

6.7.1 The acceptable solution at clause *11.4.1* requires multiple dwellings to have a site area per dwelling of not less than 200m².

6.7.2 The proposal includes multiple dwellings that would have a site area per dwelling of less than 200m². A site area per dwelling of approximately 141m² is proposed.

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 relevant provision in the performance criterion at clause *11.4.1* provides as follows:

Site area per dwelling may be:

(a) less than 200m² if any of the following applies:

(i) the development contributes to a range of dwelling types and sizes appropriate to the locality;

(ii) the development provides for a specific accommodation need, such as aged care, special needs or student accommodation;

6.7.5 With regard to the above sub-clause (a)(i), the proposal is considered to contribute to the range of dwelling types and sizes that are available in the locality of the site. The site is within an area in which the predominant housing type is a single dwelling on a relatively larger lot. The proposal includes a different type of dwelling to that predominantly found in the surrounding area, i.e. it would provide additional multiple dwellings within a conjoined building. The type and size of dwelling proposed is considered to be appropriate to the locality given that there are already similar dwellings found on the site, as well as upon the adjoining property to the south, at 66 Bay Road.

6.7.6 The proposal is considered to be consistent with the objectives for the above clause as it would provide for an inner urban density by increasing the number and density of dwellings on the site. The site is close to main transport routes, such as Brooker Avenue, and community services such as the area of open space to the north-east. The site is also relatively

close (approximately 600m walking distance) to the shopping centre to the south-west. Therefore, the proposal would also provide for an inner urban density that ensures the efficient utilisation of residential land and services. The proposal is considered to comply with sub-clause (a)(i).

6.7.7 With regard to the above sub-clause (a)(ii), while there is no suggestion that the proposed development would provide for a specific accommodation need, there is no requirement for the proposal to meet both of the sub-clauses for the above performance criterion.

6.7.8 The proposal complies with the performance criterion.

6.8 11.4.2 Setbacks and building envelope P3

6.8.1 The acceptable solution A3(a) at clause 11.4.2 requires a dwelling to be contained within a building envelope.

6.8.2 The proposal includes dwellings that would not be contained within the prescribed building envelope. The proposed extension would not be contained within the envelope determined relative to the site's southern boundary.

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 P3 at clause 11.4.2 provides as follows:

The siting and scale of a dwelling must:

(a) not cause unreasonable loss of amenity by:

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

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

(iii) overshadowing of an adjoining vacant lot; or

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

(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

- 6.8.5 The proposed addition may have some additional overshadowing impact upon the adjoining property to the south at 66 Bay Road. However, this impact would be limited to midday periods and further limited by the separation that would exist between the proposed development and habitable rooms on this adjoining property. The impact would be further limited by the difference in ground level between the site and this property, which would result in the habitable room windows on the upper level of the building on the latter being at a similar level as the roof of the proposed extension.
- 6.8.6 The site is separated from the residential properties to the east and south-east (that may be considered to be adjoining properties for the purpose of assessment against the above clause) by Bay Road. Therefore, any overshadowing impacts upon these properties would be negligible. The adjoining properties to the west is a commercial properties and would therefore not be affected by any increase in overshadowing as a result of the proposal. The proposal would obviously not increase over-shadowing of the adjoining commercial property to the north. Therefore, the proposal is not considered likely to cause an unreasonable loss of amenity by a reduction in sunlight to a habitable room or overshadowing the private open space of a dwelling on an adjoining lot. The site is not adjacent to a vacant lot.
- 6.8.7 Similarly to above, the proposal may have some visual impact upon the adjoining property to the south of the site. The proposed extension would be visible from the north-facing habitable room windows of the conjoined multiple dwellings on this adjoining property. However, this impact would be reduced by the separation that would exist between the development and these windows. There would be a minimum separation of approximately 11m between the development and the nearest of these windows. A site visit also confirmed that much of the view available from these windows is taken up by the rear of the commercial buildings to the north and west of the site. These buildings present blank walls toward the site and the adjoining property to the south. Therefore, the proposal is not considered likely to have a significant visual impact upon the latter property, as the proposed extension would be viewed against a backdrop that is already largely taken up by buildings. The proposal is not considered likely to have a significant visual impact upon any other adjoining property given the separation that would exist between proposed and existing development.
- 6.8.8 There are several examples in the surrounding area of dwellings that have reduced side boundary setbacks similar to that proposed. As noted

above, the proposal would maintain a reasonable separation between development on the site and the closets dwellings on the adjoining property to the south. Therefore, the proposal would provide separation between dwellings that is compatible with that prevailing in the surrounding area.

6.8.9 The proposal complies with the above performance criterion.

6.9 11.4.3 Site coverage and private open space P1

6.9.1 The acceptable solution A1(b) at clause 11.4.3 requires a multiple dwelling to be provided with private open space, unless it has a finished floor level that is entirely more than 1.8m above finished ground level (excluding an entry foyer).

6.9.2 The proposal includes a multiple dwelling that would not be provided with private open space. The dwelling on the ground floor of the proposed extension would not be provided with private open space.

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 P1 at clause 11.4.3 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, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and

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

unless the projected requirements of the occupants are considered to be satisfied by public open space in close proximity; and

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

6.9.5 The applicant suggests that the area of communal open space provided

within the north-western corner of the site and along its western boundary would act as an extension of the proposed dwellings for outdoor relaxation, dining, entertaining, and children's play. The applicant also suggests that this area is orientated to take advantage of sunlight and notes the proximity of public open space in close proximity to the site.

6.9.6 Therefore, while it is not ideal that no private open space would be provided for the proposed dwellings, a reasonable allowance is considered to have been made for the outdoor recreational and operational needs of the residents, consistent with the objective for the above clause. The communal open space provided would allow some opportunity for planting of gardens and has access to sunlight, which is also consistent with the objective.

6.9.7 The proposal complies with the above performance criterion.

6.10 11.4.3 *Site coverage and private open space P2*

6.10.1 The acceptable solution A2 at clause 11.4.3 requires a dwelling to have private open space.

6.10.2 No private open space would be provided for the dwellings within the proposed extension.

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 at clause 11.4.3 provides as follows:

A dwelling must have private open space that:

(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play that is:

*(i) conveniently located in relation to a living area of the dwelling; and
(ii) orientated to take advantage of sunlight;*

unless the projected requirements of the occupants are considered to be satisfied by communal open space or public open space in close proximity.

- 6.10.5 Given the similarities between the above performance criterion and performance criterion P1 for the above clause, similar arguments are considered to apply in consideration of the former.
- 6.10.7 The proposal complies with the above performance criterion.
- 6.11 11.4.6 Privacy P3
- 6.11.1 The acceptable solution A3 at clause 11.4.6 requires a shared driveway to be separated from a window to a habitable room of a multiple dwelling by a horizontal distance of at least 2.5m.
- 6.11.2 The proposal includes a shared driveway that would not be separated from a window to a habitable room of a multiple dwelling by a horizontal distance of at least 2.5m. The shared driveway proposed on the northern side of the building on the site would be adjacent to the habitable room windows within the northern elevation of the building.
- 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 at clause 11.4.6 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 detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.*
- 6.11.5 No details regarding what measures will be included in the design of the above shared driveway in order to reduce its detrimental impacts upon the adjacent habitable room windows have been provided. While the proximity of the driveway to these windows is unlikely to result in light intrusion as it would be parallel to the windows, measures to reduce the impact of vehicle noise upon the adjacent habitable rooms are considered necessary. Therefore, a condition of approval should be that these measures must be identified and implemented. The condition should require revised plans to be submitted that demonstrate appropriate measures to minimise detrimental impacts upon the habitable rooms within the building on the site that would be adjacent to the proposed shared driveway.
- 6.11.6 The proposal complies with the above performance criterion.

6.12 11.4.8 Waste storage for multiple dwellings P1

6.12.1 The acceptable solution at clause 11.4.8 requires a multiple dwelling to have a storage area for waste and recycling bins.

6.12.2 The proposal does not include a storage area for waste and recycling bins, i.e. a storage area is not shown on the submitted plans.

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 at clause 11.4.8 provides as follows:

A multiple dwelling development must provide storage, for waste and recycling bins, that is:

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

6.12.5 There is sufficient area on the site to accommodate the required storage area. Therefore, a condition of approval should require revised plans to be submitted that show a storage area for waste and recycling bins in accordance with the above performance criterion. The condition should require the storage area to be provided in accordance with the revised plans.

6.12.6 The proposal complies with the above performance criterion.

6.13 E6.6.1 Number of Car Parking Spaces

6.13.1 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.

6.13.2 The proposal includes less than the number of on-site car parking spaces specified in Table E6.1. A total of 15 on-site car parking spaces are required. Six car parking spaces are proposed.

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

6.13.4 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.*

6.13.5 Council's Development Engineer has assessed the proposed car parking arrangements against the above performance criterion and provided the following comments:

- "The empirical parking assessment indicates that the provision of Six (6) on-site car parking spaces will sufficiently meet the likely demands associated with the development, with the exception of onsite visitor parking.

- 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 parking, with authorised residents excepted. 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 operate regular bus services 400 metres of the subject site.
- The site is located a convenient walking distance from shops, schools and services.
- No alternative parking provision is available or considered necessary.
- Based on the above assessment and given the submitted documentation, the parking provision may be accepted under Performance Criteria P1, E6.6.1 of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development".

6.13.6 The proposal complies with the above performance criterion.

7. Discussion

- 7.1 Planning approval is sought for partial demolition, alterations, and extensions for six multiple dwellings (two new, four existing) at 68 Bay Road, New Town.
- 7.2 The application was advertised and received three representations. The representations raised concerns regarding potential impacts upon adjoining properties during construction of the development. One of the representations also raised concern regarding potential inundation of the site and that the proposed development does not comply with the planning scheme's building envelope or density standards. In response to the issues raised in the representations, the standard condition of approval requiring a construction management plan to be developed and implemented is considered appropriate to ensure a reasonable level of control over potential impacts upon adjoining properties during construction of the development. The proposal complies with the relevant acceptable solution within the planning scheme's Inundation Prone Areas Code as proposed habitable floor levels would be above the modelled flood levels for the site. While the proposal does not meet the relevant acceptable solution for either the planning scheme's building envelope or density standards, as assessed earlier in the report, it is considered to meet the respective performance criterion for these standards.
- 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 partial demolition, alterations, and extensions for six multiple dwellings (two new, four existing) at 68 Bay Road, New Town, 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 City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for partial demolition, alterations, and extensions for six multiple dwellings (two new, four existing) at 68 Bay Road, New Town, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-20-889 - 68 BAY ROAD NEW TOWN TAS 7008 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/02187-HCC dated 21/2/2022 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s2

A storage area for waste and recycling bins must be provided on the site. The storage area must comply with the following:

- (a) capable of storing the number of bins required for the site;**
- (b) screened from the frontage and dwellings;**
- (c) not located within the communal private open space in the north western corner of the site; and**
- (d) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.**

Prior to the issue of building approval for the development revised plans that

demonstrate likely compliance with this condition must be submitted and approved as a Condition Endorsement.

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 for the storage of waste and recycling bins for multiple dwellings.

PLN s4

Measures must be incorporated into the design of the development to minimise unreasonable impacts of vehicle noise upon the habitable rooms within the northern part of the building on the site as a result of their proximity to a shared driveway.

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 how these measures will be incorporated into the design of the development.

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;
2. include long section(s)/levels and grades to the point of discharge; and
3. As the City records do not indicate the existing DN150 mm SW main, the SW connection point for the property and discharging into the SW public infrastructure must be confirmed.

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

Advice:

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

Reason for condition

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

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 as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The stormwater management report and design must be prepared by a suitably qualified engineer and must:

1. include detailed design of the proposed treatment train, including final estimations of contaminant removal;

2. include detailed design and supporting calculations of the detention tank showing:
 1. detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding;
 2. the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
 3. the discharge rates and emptying times; and
 4. all assumptions must be clearly stated;
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.

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.

SW 12

Measures to minimise impact on the overland flow path must be undertaken prior to occupancy such that the finished floor levels of all habitable rooms are 300mm above the resultant 1% AEP at 2100 flood level and water is allowed to flow towards the tailwater to the North of the Property.

Detailed engineering designs must be submitted and approved as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The designs must include (but are not limited to):

1. certification from an accredited and qualified structural engineer that all proposed structures within the flood zone are designed to resist erosion, undermining and likely forces from a flood event;
2. details of materials and stabilisation techniques to prevent sediment transport and erosion from the fill material
3. a report from a qualified hydraulic engineer demonstrating:
 1. (a) the resultant flood depth and extent for the 1% AEP at 2100 event

2. (b) that the mitigation measures will not have an adverse impact on third party property through the displacement or increased velocity of flood water.

All work required by this permit must be undertaken in accordance with the approved detailed designs and report.

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.

SW 13

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

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

ENG tr2

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

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

1. **Be prepared by a suitably qualified person.**
2. **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**
3. **Include a start date and finish dates of various stages of works.**
4. **Include times that trucks and other traffic associated with the works will be allowed to operate.**
5. **Nominate a superintendent, or the like, to be responsible for the implementation of the approved traffic management plan and available as a direct contact to Council and/or members of the community regarding day to day construction traffic operations at the site, including any immediate traffic issues or hazards that may arise.**

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

Advice:

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

Reason for condition

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

ENG 3a

The access driveway and parking area must be constructed in accordance with the advertised documents documentation which forms part of this permit: 220105/ DD02/ 11/02/2021.

Any departure from that documentation and any works which are not detailed in the documentation must be either:

- (a) approved by the Director City Life, via a condition endorsement application; or**
- (b) designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.**

The works required by this condition must be completed 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 3a.

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

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

Reason for condition

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

ENG 5

The number of car parking spaces approved to be used on the site is six (6).

All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004, prior to commencement of use.

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.

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.

ENVHE 4

A construction management plan must be implemented throughout the construction works.

A construction management plan must be submitted and approved as a Condition Endorsement prior to the issuing of any approval under the *Building Act 2016*. The plan must include but is not limited to the following:

1. Identification and disposal of any potentially contaminated waste and asbestos;
2. Proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on site);
3. Proposed hours of construction;
4. Identification of potentially noisy construction phases, such as operation of rock- breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
5. Control of dust and emissions during working hours;
6. Proposed screening of the site and vehicular access points during work;
7. Procedures for washing down vehicles, to prevent soil and debris being carried onto the street; and
8. A name and contact phone number of a person who will respond to any complaints regarding construction activity.

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

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

Reason for condition

To ensure minimal impact on the amenity of adjoining properties and members of the public during the construction period.

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](#).

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.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment [website](#).

WORK PLACE HEALTH AND SAFETY

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

PROTECTING THE ENVIRONMENT

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

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.



(Ben Ikin)

Senior Statutory Planner

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


Date of Report: 8 June 2022

Attachment(s):

Attachment B - CPC Agenda Documents

 PLN-20-889 - 68 BAY ROAD

Application Information

▼ Application Details PLN-20-889 Partial Demolition, Alterations, and Extensions for Six Multiple Dwellings (Two New, Four Existing) 

Submitted on: 17/12/2020
Accepted as Valid on: 17/12/2020
Target Time Frame: 42 Days.
Elapsed Time: 512 Days **(Stopped: 347 Days) = 165 Days Expiry date: 28/01/2021**
Officer: Adam Smee

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 information button for definition. If you are not the owner of the property you MUST include signed confirmation 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 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)? *

Multiple dwellings

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

Additions

Estimated cost of development *

270000.00

Existing floor area (m2)

136.94

Proposed floor area (m2)

92.11

Site area (m2)

847

Carparking on Site

Total parking spaces	Existing parking spaces	N/A
<input type="text" value="8"/>	<input type="text" value="4"/>	<input checked="" type="checkbox"/> 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? *

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register? ☒ No



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-20-889	Council notice date	21/12/2020
TasWater details			
TasWater Reference No.	TWDA 2020/02187-HCC	Date of response	21/02/2022
TasWater Contact	Timothy Carr	Phone No.	0419 306 130
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	U3/68 BAY RD, NEW TOWN	Property ID (PID)	2621070
Description of development	Partial demolition, alterations, and extensions for six multiple dwellings		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
G.Hills & Partners Architects	Site Civil Plan – DD07	B	07/02/2022
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act</i> 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 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 of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 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. <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p>			
Advice			
<p>General</p> <p>For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards</p> <p>For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form</p> <p>Service Locations</p> <p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure</p>			



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.
The location of this infrastructure as shown on the GIS is indicative only.

- (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.

Declaration

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

Authorised by

A handwritten signature in black ink, appearing to read "J Taylor".

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

G.Hills&Partners ARCHITECTS

ABN: 28 272 559 081

P.O. Box 910, Kingston, Tas 7051
Ph: (03) 6229 1799
Email: graham.hills@bigpond.com
Tas Building Practitioner No. CC2367816th February, 2022

Ref: gh/hcc 220150

Adam Smee
Planning Officer
Hobart City Council
16 Elizabeth Street
HOBART 7000

Dear Adam,

PROJECT: 68 Bay Road, New Town - PLN-20-889**SUBJECT: Additional Information**

Thank you for your follow up letter and email of 31 May 2021 and request for further information.

TW1 Please find attached revised Civil Plan "Issue B" noting drainage amendments picking up exiting sewer points and proposed new on site connections. We note that no works are to be undertaken outside the property boundary.

PA 4 Please refer to the amended site and vehicle maneuvering plans to reflect the amended vehicle parking & movement where all vehicles enter and exit the property in a forward direction.

PA5.1 Please refer to the amended plans noting dimensioning. The site entry and parking zones are at only 2% gradient throughout and therefore create no issues with gradients, safety barriers or wheelstop requirement.

PA6 Please refer to amended Civil Plan noting stormwater collection and disposal. We note that the age of the property there is no current surface water collection and the proposed deals with adequate collection points delivered to the adjacent side entry pit.

PCL 1 Environmental Site Assessment

We note that all new lower building areas are approximately 950mm above the natural ground and external finished surfaces.

There is no excavation required as the general construction will be friction pile and lightweight construction throughout the rear addition to the existing structure.

Therefore there will be no exposure to any contamination potential. The existing surface level is approximately 600mm above the adjacent property in the north west corner and some 1300mm to finished floor level of the existing and proposed lower floor levels. We also note that the finished surface of the adjacent property contains a fully enclosed concrete apron throughout.

Should you have any queries, please don't hesitate to contact the office.

Yours faithfully
G Hills & Partners Architects

A handwritten signature in black ink, appearing to be 'G Hills', written over a horizontal line.

Graham Hills
Member RAIA

G.Hills&Partners ARCHITECTS

ABN: 28 272 559 081

P.O. Box 910, Kingston, Tas 7051

Ph: (03) 6229 1799

Email: graham.hills@bigpond.com

Tas Building Practitioner No. CC23678

18th May, 2021

Ref: gh/hcc 220150

Adam Smee
Planning Officer
Hobart City Council
16 Elizabeth Street
HOBART 7000

Dear Adam,

PROJECT: 68 Bay Road, New Town – Six Multiple Dwellings (2
New) Application No. PLN-20-889

SUBJECT: Additional Information

Please find attached additional information requested as follows;

PLN F11

1. We refer to the proposed development where traditionally the existing building has provided a range of specific accommodation needs and will continue to provide for local business and student accommodation.
2. Please refer to the attached amended Site Plan removing the upper parking zone from Bay Road to contain the parking within the site.
3. Please refer to the amended Site Plan noting communal garden and private open space zones.
4. Refer to the above notation where current private open space allocations are limited within the existing development. This opportunity to provide both communal garden and external activity zones are seen as beneficial to and capable of serving as an extension of the dwellings for outdoor relaxation, dining, entertaining and children's playing. The proposed communal area is designated to the area of the site taking advantage of natural sunlight during the day. Alternative park lands are in close proximity to the proposed development as an alternative source of activity.

Stormwater Management Code / Inundation & Environmental Site Assessment

Please refer to the attached reports in reference to the above.

We trust this information is sufficient to progress the application.

Should you have any further queries, please don't hesitate to contact the office.

Yours faithfully
G Hills & Partners Architects

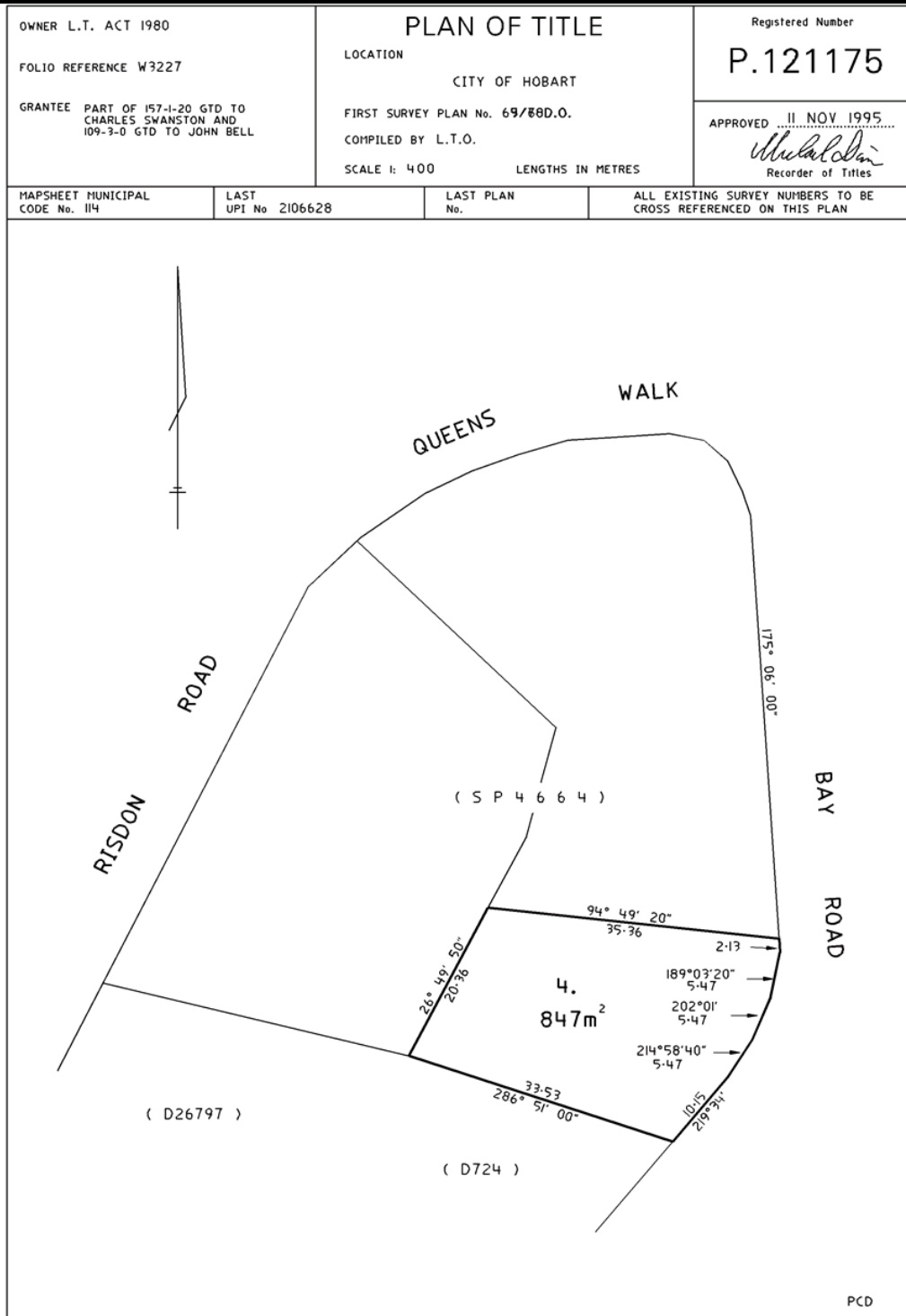
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Graham Hills
A+ Member RAIA

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 143812	FOLIO 0
EDITION 1	DATE OF ISSUE 10-Jun-2005

SEARCH DATE : 17-Dec-2020

SEARCH TIME : 08.12 AM

DESCRIPTION OF LAND

City of HOBART

The Common Property for Strata Scheme 143812

Derivation : Part of 157 acres 1 rood 20 perches granted to
Charles Swanston and part of 109 acres 3 roods 0 perches
granted to John Bell
Prior CT 121175/4

SCHEDULE 1

STRATA CORPORATION NUMBER 143812, 68 BAY ROAD, NEW TOWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

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

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CITY/TOWN HOBART		STRATA PLAN SHEET 1 OF 4 SHEETS		REGISTERED NUMBER 143812	
SUBURB/LOCALITY NEW TOWN				STRATA TITLES ACT 1998 REGISTERED ...1.0.JUN.2005.....	
FOLIO REFERENCE 121175/4		NAME OF STRATA SCHEME 68 BAY ROAD, NEW TOWN		STRATA TITLES ACT 1998 REGISTERED ...1.0.JUN.2005.....	
SITE COMPRISES THE WHOLE OF LOT 4 ON PLAN No. P.121175		SCALE 1: 300		LENGTHS IN METRES	
MAPSHEET MUNICI(PA) CODE No. 114	LAST UPI No. 2100628	<div style="text-align: right;">25/5</div> Recorder of Titles			

SITE PLAN

(SP 4664)

(D 724)

BAY ROAD

4/3 1/2

N

NOTES: (i) ALL BUILDINGS ON THE SITE TO BE SHOWN ON SHEET 1. (ii) BUILDING TO SITE BOUNDARY OFFSETS OF LESS THAN 2.00 METRES TO BE SHOWN ON SHEET 1.		 Council Delegate 19/5/2005 Date		 Registered Land Surveyor 6-4-05 Date	
STAGED/COMMUNITY DEVELOPMENT, SCHEME No. (IF APPLICABLE)		LODGED BY JOHN BAMEBO & ASSOC.			

(51)

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

Issued Pursuant to the Land Titles Act 1980



STRATA PLAN SHEET 2 OF 4 SHEETS	STRATA TITLES ACT 1998 <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <small>Council Delegate</small> </div> <div style="text-align: center;"> <u>19/5/05</u> <small>Date</small> </div> </div> <div style="text-align: right; font-size: 1.2em; font-weight: bold;"> Registered Number 143812 </div>
---	---

Scale: 1:300
GROUND FLOOR

LOT 4 59.7m² LOT 1 79.5m²
 CENTRAL WALL
 OUTSIDE FACE OF BRICKWORK

THE HORIZONTAL LOT BOUNDARIES ARE SHOWN BY HEAVY UNBROKEN LINES DEFINED BY -
 THE CENTRE OF WALL
 THE OUTSIDE FACE OF BRICKWORK

THE VERTICAL LOT BOUNDARIES EXTEND FROM 2.00 METRES BELOW GROUND LEVEL TO THE CENTRE OF THE FLOOR ABOVE

Registered Land Surveyor

6-4-05
Date

(5-2)

the **List**...**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



<p style="text-align: center;">STRATA PLAN</p> <p style="text-align: center;">SHEET 3 OF 4 SHEETS</p>	STRATA TITLES ACT 1998	<p style="text-align: right;">Registered Number</p> <p style="text-align: center; font-size: 1.2em;">143812</p>
<div style="position: relative;"> <div style="position: absolute; top: 10px; left: 10px;"> <p>Scale: 1:300 FIRST FLOOR</p> </div> <div style="position: absolute; top: 300px; left: 350px;"> </div> </div> <p style="text-align: center; margin-top: 200px;"> THE HORIZONTAL LOT BOUNDARIES ARE SHOWN BY HEAVY UNBROKEN LINES DEFINED BY - THE CENTRE OF WALL THE OUTSIDE FACE OF BRICKWORK </p> <p style="text-align: center; margin-top: 50px;"> THE VERTICAL LOT BOUNDARIES EXTEND FROM THE CENTRE OF THE FLOOR TO 10.00 METRES ABOVE GROUND LEVEL </p>		
<div style="position: absolute; bottom: 10px; right: 10px;"> <p style="margin-top: 5px;">Registered Land Surveyor</p> </div>		<p style="text-align: right;">6-4-05 Date</p>

(5-2)

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Engineering
Project Management
Property Development

AD DESIGN + CONSULTING

CLIENT

Risdon Road Property Trust

PROJECT

68 Bay Road, New Town

TITLE

Stormwater Management Plan

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Document Status

Rev No.	Author	Status	Approved for Issue	
			Name	Date
A	M. Burgess	For Approval	T. Norman	13/4/2021

This document has been prepared in accordance with the scope of services agreed upon between AD Design & Consulting Pty Ltd (ADDC) and the Client. To the best of ADDC's understanding, this document represents the Client's intentions at the time of printing of the document. In preparing this document ADDC has relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organisations referenced herein. Except as otherwise stated in this document, ADDC has not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information. No responsibility is accepted for use of any part of this document in any other context or for any other purpose by third parties.

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1 Introduction

1.1 Background

The Risdon Road Property Trust has engaged AD Design & Consulting to provide advice on the stormwater management requirements for the proposed unit extension at 68 Bay Road, New Town.

This document aims to satisfy the Stormwater Management Code (E7.0) of the Hobart Interim Planning Scheme 2015 through:

- assessment of the peak pre-development and post-development stormwater discharge from the site and providing mitigation solutions if required, and;
- determining the requirements for stormwater quality treatment devices to satisfy pollutant reduction targets.

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2 Site Overview

2.1 Site Details

The site is located at 68 Bay Road, New Town. It currently contains a two-storey building comprising of four units. It is proposed to extend the building towards the West and construct two new units over two levels. The Council has identified the area as being subject to inundation during a 1% AEP storm event. Key property details are tabulated in Table 1.

Table 1: Site details

Location	68 Bay Road, New Town, TAS
Municipality	City of Hobart
Planning Controls	City of Hobart Interim Planning Scheme 2015
Zoning	General Residential
Property Area	Approximately 0.0847 ha



Figure 1: 68 Bay Road, New Town (LIST, 2021)

2.2 Existing Site Conditions

The site slopes from the South towards the North West. The Property currently contains a two-storey unit complex, a small shed along the Southern boundary, areas of maintained grass and a sealed driveway. The site has been identified

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as being subject to inundation in a 1% AEP storm event as a result of a tailwater forming from runoff generated in the greater New Town Rivulet catchment. This is further discussed in the Flood Impact Assessment.

2.3 Existing Infrastructure and Legal Point of Discharge

TasWater and City of Hobart GIS records do not show any existing stormwater, water, or sewer infrastructure running through the Property, with the exception of service connection points. The legal point of discharge will remain the same as the existing scenario with runoff directed to a private DN150 stormwater main in the North-Western corner of the Property. This main discharges into a Council side entry pit on Queens Walk.

3 Hydrology

3.1 Methodology

This assessment has been undertaken in accordance with Australian Rainfall and Runoff 2019 (ARR19) and uses the 2019 storm ensembles and rainfall intensity, frequency, and duration (IFD) data. Design rainfall events and ensembles have been applied within a 12d Drainage model.

The hydrological assessment was completed using a lumped catchment approach endorsed by ARR19 as a suitable method of deriving critical duration design storm events. A schematic of methods is shown in Figure 2.

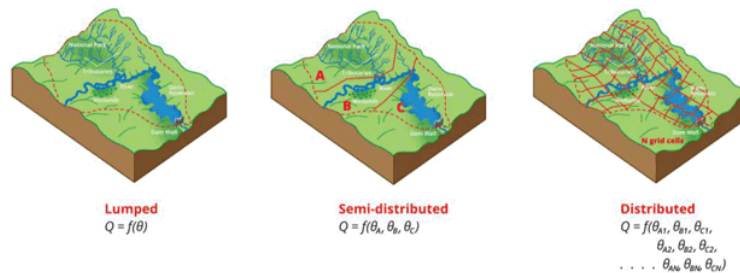


Figure 2: Catchment modelling methods

Land use information, including surface roughness and infiltration capacity, were derived from an assessment of the aerial photography available from LISTmap and guidance from the Australian Rainfall & Runoff (ARR) Data Hub.

Modelling of the stormwater system has been undertaken in accordance with ARR19 Book 9. The analysis of the stormwater system utilises rainfall ensembles in the coupled hydrology-hydraulic simulations to determine the mean stormwater runoff rate and subsequent critical storm event hydrograph. Running the full suite of ensembles through the coupled hydrologic-hydraulic system ensures the most accurate response of the stormwater system is simulated.

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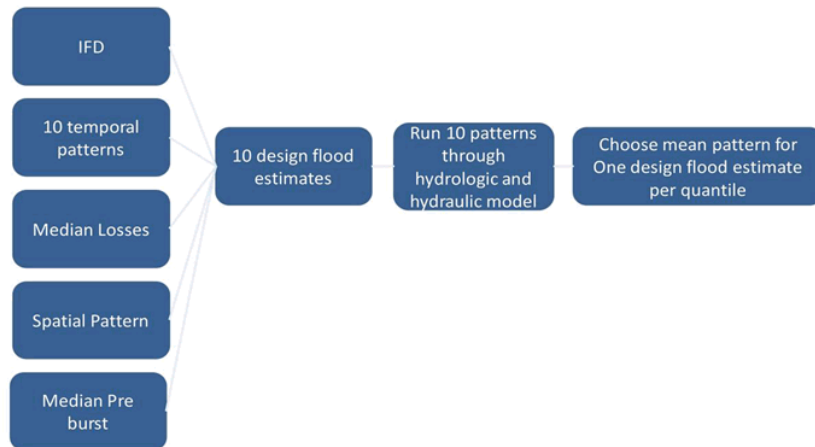


Figure 3: System modelling (ARR, 2019)

3.2 Catchments

3.2.1 Pre-development

The pre-development internal catchment comprises the cadastral boundaries of 68 Bay Street, New Town, with an approximate area of 0.0847 ha. The site is shown in Figure 1. Impervious areas are currently piped to Council infrastructure via the Property's stormwater connection point.

3.2.2 Post-development

The post-development internal catchment drainage point will remain unchanged for impervious flows. However, stormwater collected on impervious surfaces will be routed through a bio-retention basin and detention tank. The proposed site will result in an increase in impervious surfaces.

3.2.3 External

Runoff generated in the greater New Town Rivulet catchment is shown to inundate the site during a 1% AEP storm event. The inundation is a result of a tailwater forming from the confluence between Maypole Rivulet and New Town Rivulet and the catchment outlet being limited by tidal conditions. The effect of inundation during a 1% AEP storm event has been considered in the Flood Impact Assessment (ADDC, 2021) undertaken for the Property.

3.3 Model Parameters

3.3.1 Land Use Categories

Two land-use categories have been identified to define the model parameters for the external and internal catchment properties. These are as follows:

- Impervious surfaces
- Urban pervious surfaces

Each land use category has been assigned individual loss rates and Manning's roughness coefficients to represent the catchments accurately and in line with current best practice.

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3.3.2 Design Rainfall

The rainfall Intensity-Frequency-Duration (IFD) curve and the storm temporal patterns used for the hydrological analysis were obtained from the Bureau of Meteorology for the ARR19 data. The following design storm events were used for the assessment:

- Minor Storm Event: 5 % AEP, underground stormwater system and mitigation.
- Major Storm Event: 1 % AEP, overland flow (refer to the Flood Impact Assessment Report (ADDC, 2021).

3.3.3 Rainfall Losses

Methods for modelling the proportion of rainfall that is 'lost' to infiltration are outlined in ARR19 (Book 5, Ch 3). The methods are of varying complexity, with the more complex options only suitable if enough data is available. The method most typically used for design flood estimation is to apply an initial and continuing loss to the rainfall. The initial loss represents the wetting of the catchment before runoff starting to occur, and the continuing loss represents the ongoing infiltration of water into the saturated soils while rainfall continues.

A summary of the initial and continuous loss rates adopted for each land use category is given in Table 2.

Table 2: Catchment losses

Land Use	Initial (mm)	Continuous (mm/hr)
Impervious	0	0
Urban Pervious	14	2

3.3.4 Manning's Values

The Manning's n values, accounting for surface roughness, have been taken from Chow, 1959 and are widely accepted. Roughness values were determined through a site visit. A summary of manning values for each land use category is given in Table 3.

Table 3: Manning's roughness coefficient values

Land Use	Manning's Roughness Coefficient (n)	Description
Impervious	0.013	Rooftops and sealed areas
Urban Pervious	0.035	Maintained urban area with some vegetation and obstructions.

3.3.5 Adopted Parameters

The Laurenson Runoff Routing Method was used to calculate peak runoff. The adopted model parameters for each catchment are given in Table 4 and Table 5. Impervious and pervious areas have been determined from the Contour and Detail Plan (Leary, 2011) for the existing scenario, and the Proposed 2 New Units (4 Existing) Drawing Set (G. Hills & Partners, 2021), for the proposed scenario. The drawings are shown in Appendix B.

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3.3.5.1 Pre-development

Table 4: Pre-development runoff calculation parameters

Catchment Area	0.0847 ha
Fraction Impervious	38%
Manning's roughness coefficient (n)	0.045 pervious 0.013 impervious
Catchment slope	6.2% pervious 5% impervious
Losses	IL: 14 mm and CL: 2 mm/hr (pervious) IL: 0 mm and CL: 0 mm/hr (impervious)

3.3.5.2 Post-Development

Table 5: Post-development runoff calculation parameters

Catchment Area	0.0847 ha
Fraction Impervious	74%
Manning's roughness coefficient (n)	0.045 pervious 0.013 impervious
Catchment slope	6.2% pervious 5% impervious
Losses	IL: 14 mm and CL: 2 mm/hr (pervious) IL: 0 mm and CL: 0 mm/hr (impervious)

3.4 Results

The temporal pattern ensembles for each scenario with storm duration from 10-minutes to 90-minutes are given below. The ensembles allow for the identification of the mean stormwater runoff and critical storm duration as recommended in ARR19.

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3.4.1 Pre-development

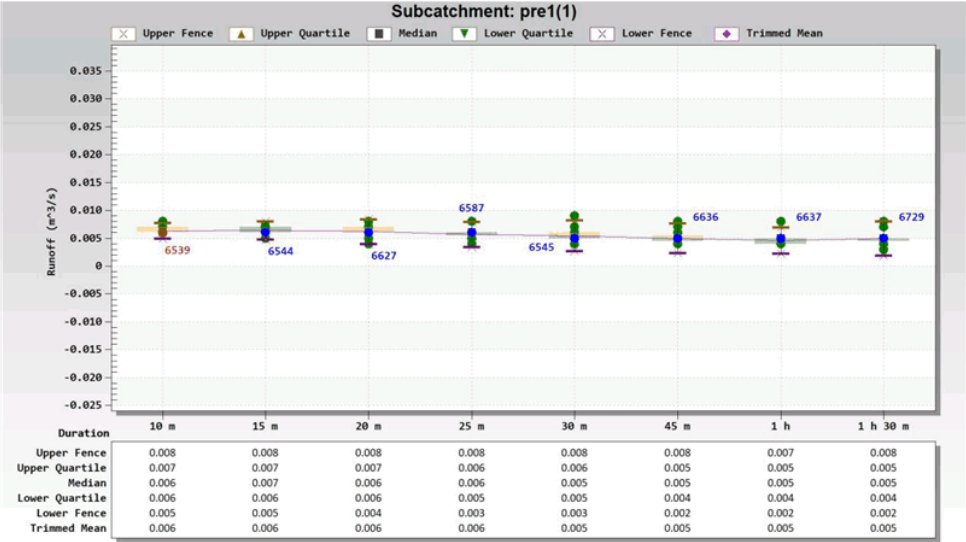


Figure 4: Pre-development storm ensembles 5% AEP

3.4.2 Post-Development

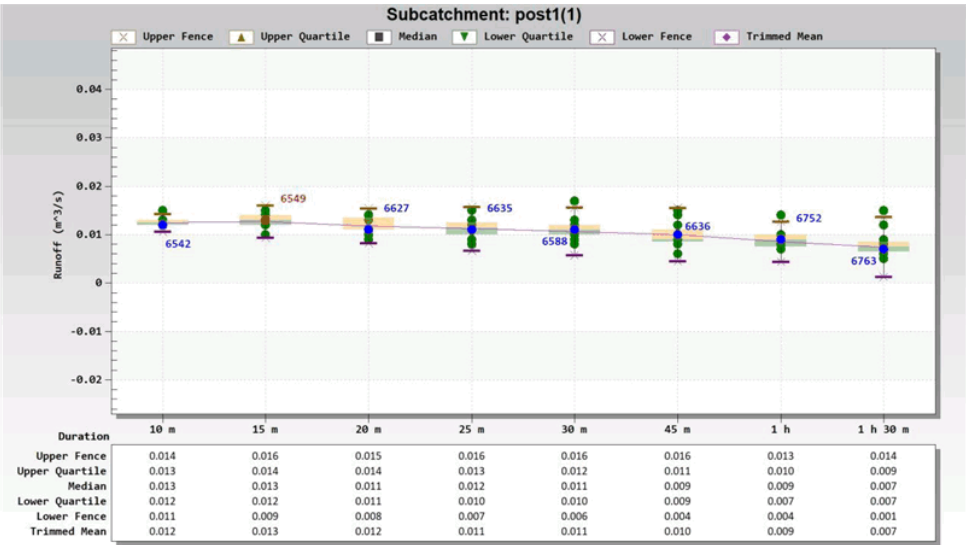


Figure 5: Post-development storm ensembles 5% AEP

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3.4.3 Summary

A summary of the critical storm duration and runoff flows rates for the pre-and post-developed scenarios are given in Table 6 and Table 7, respectively. The results indicate that stormwater runoff increases due to an expansion of impervious areas as part of the proposed development. To attenuate stormwater runoff of the post-development scenario to pre-development levels, an underground detention tank with a control orifice is proposed. Refer to Section 4 for details on the detention design.

Table 6: Pre-development runoff

Catchment	Storm Event	Peak Runoff	Critical Storm
68 Bay Road	5% AEP	6 L/s	10-min

Table 7: Post-development runoff

Catchment	Storm Event	Peak Runoff	Critical Storm
68 Bay Road	5% AEP	13 L/s	15-min

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4 Hydraulics

4.1 Minor Storm Event (5% AEP)

4.1.1 Proposed Infrastructure

The runoff generated within the developed site will be conveyed internally via an underground conveyance system to an underground detention tank with a flow-limiting orifice. Runoff will then be routed through a bio-retention basin (Refer to Section 5) to reduce pollutant levels in compliance with the Stormwater Management Code (E7.0) of the City of Hobart Interim Planning Scheme 2015.

A detention system will ensure the post-development peak runoff rate will remain less than the permissible site discharge. This will ensure the existing downstream stormwater infrastructure is not put under any increased stress, and downstream areas will not be adversely impacted by this development.

4.2 On-Site Detention

The pre-development and post-development flow calculated in Section 3 show a 7 L/s increase in runoff generated within the internal catchment from 6 L/s to 13 L/s due to the addition of impervious surfaces in the proposed scenario. An assessment of a proposed detention system was undertaken to determine the volume of detention required and control structure design to ensure adequate mitigation can be achieved. A plan showing the proposed arrangement of detention is shown in Appendix C.

To satisfy the City of Hobart Planning Scheme's Stormwater Code, the permissible site discharge was taken to be the critical storm mean runoff for the pre-developed scenario. Table 8 summarises the critical storm duration and respective mean runoff to be adopted for the detention design.

Table 8: Detention design parameters

Catchment	Permissible Site Discharge	Critical Storm
Internal	6 L/s	10-min

4.2.1 Detention Model Parameters

It is proposed to provide the detention volume as an underground tank. Table 9 outlines the model parameters of the detention volume.

Table 9: Detention Parameters

Parameter	Value
Depth	1.0m
Base area of the tank	5.7m ²
Max volume	5.7m ³
Low flow control	DN45 orifice plate at sump of tank

4.2.2 Mitigation Results

As per Section 3.1, the detention system was modelled using a coupled hydrologic-hydraulic model. The full suite of temporal pattern ensembles was solved to estimate the response of the system under a variety of storm events.

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Figure 6 shows the ensemble results of the simulation for the flow out of the system. The temporal pattern closest to the mean value was found to be 'Storm 6633', with a duration of 20-minutes. Using this storm event, the volume-duration relationship has been plotted to determine the storage volume required for mitigation, as shown in Figure 8.

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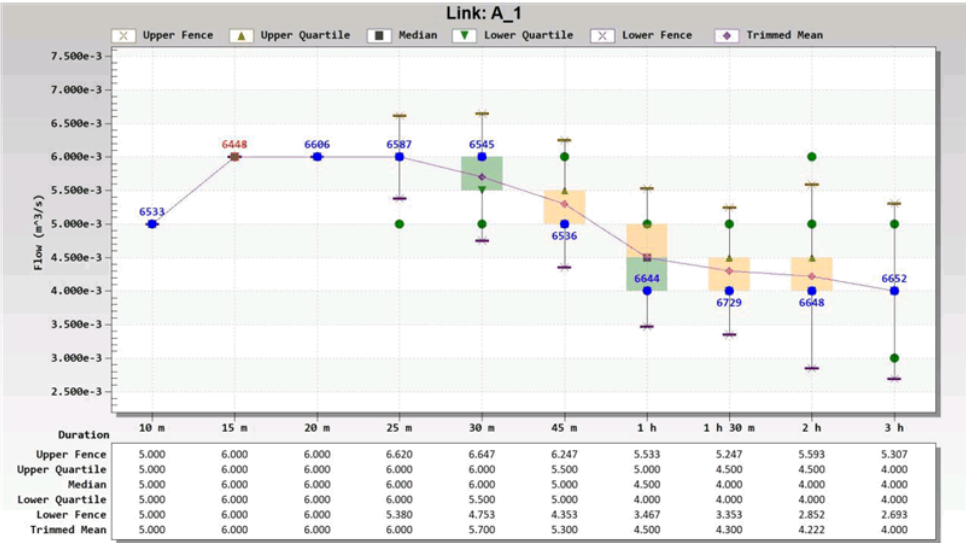


Figure 6: Mitigated flow storm ensembles

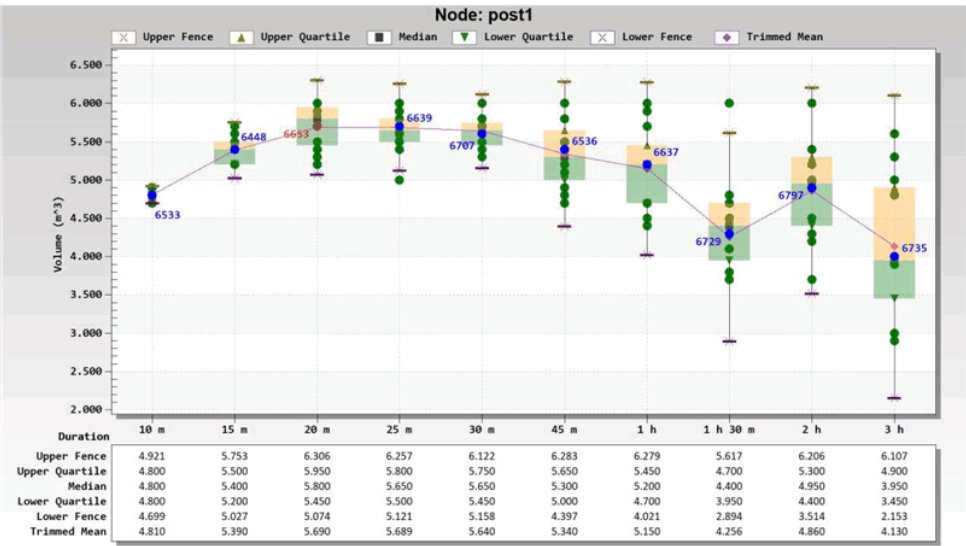


Figure 7: Detention volume storm ensembles

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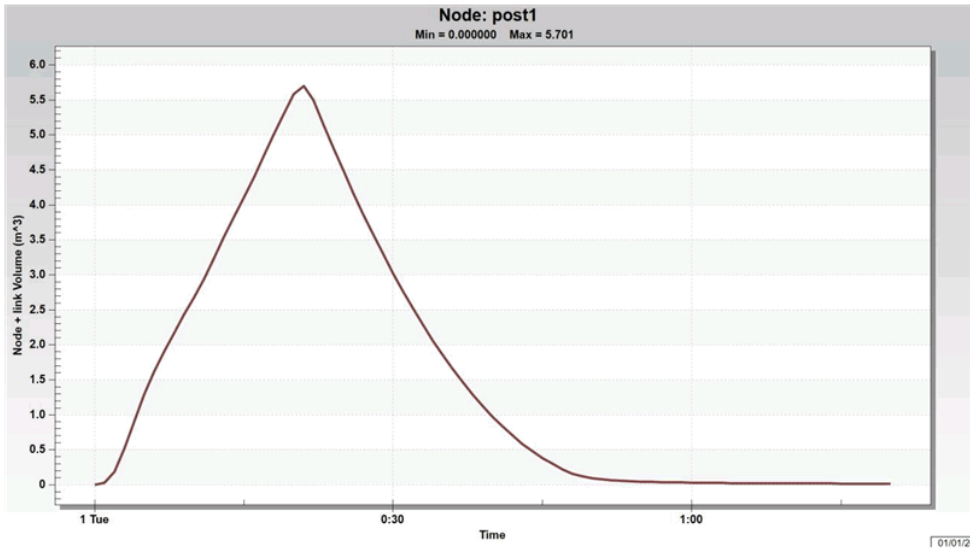


Figure 8: Detention volume hydrograph

4.3 Major Storm Event (1% AEP)

The 1% AEP storm event has been considered in the Flood Impact Assessment Report (ADDC, 2021).

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5 Stormwater Quality

The Tasmania State Government outlines the requirements for water quality objectives for new developments in the State Stormwater Strategy 2010. These reduction targets are to be met under the provisions of the Hobart Interim Planning Scheme 2015.

5.1 Methodology

Water quality modelling has been undertaken in accordance with Derwent Estuary Program and Water by Design guidelines. MUSIC software has been used to estimate the reduction targets for the given development. The parameters used within MUSIC are tabulated below.

5.2 Model Parameters

Table 10: Rainfall data

Parameter	Value
Rain station	Hobart - 094145
Time step (minutes)	6
Modelling period	2021
Mean annual rainfall (mm)	620
Evapotranspiration (mm)	903

Table 11: Rainfall parameters

Parameter	Value
Rainfall threshold (mm/day)	1
Soil storage capacity (mm)	120
Initial storage capacity (% of capacity)	25
Field capacity (mm)	50
Infiltration capacity coefficient A	200
Infiltration capacity coefficient B	1
Initial depth (mm)	10
Daily recharge rate (%)	25.00
Daily base flow rate (%)	5.00
Daily deep seepage rate (%)	0

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Table 12: Urban pollutant sources

Pollutant	Surface Type	Storm Flow		Base Flow	
		Mean (log mg/l)	SD (log mg/L)	Mean (log mg/l)	SD (log mg/L)
TSS	Roof	1.301	0.333	-	-
	Hardstand/ Road	2.431	0.333	-	-
	Ground	1.900	0.333	0.96	0.401
TP	Roof	-0.886	0.242	-	-
	Hardstand/ Road	-0.301	0.242	-	-
	Ground	-0.700	0.242	-0.731	0.360
TN	Roof	0.301	0.205	-	-
	Hardstand/ Road	0.342	0.205	-	-
	Ground	0.243	0.182	0.455	0.363

Table 13: Pollutant catchments

Pollutant Catchment	Pollutant Catchment (m ²)
Roofs	265
Roads	363
Landscaped	219

5.3 Treatment Train

The proposed treatment train has been summarised in Table 14 and Figure 9. The treatment train has been modelled within MUSIC and meets the reduction targets set out by State Legislation.

Table 14: Treatment node

Node	Quantity	Description
Bio-Retention Basin	8m ²	<p>Bioretention basins provide the following benefits:</p> <ul style="list-style-type: none"> the removal of coarse to fine sediment through settlement and filtration; biological uptake of dissolved nutrients; disconnection of impervious areas from downstream waterways; improved aesthetics and amenity of the streetscape.

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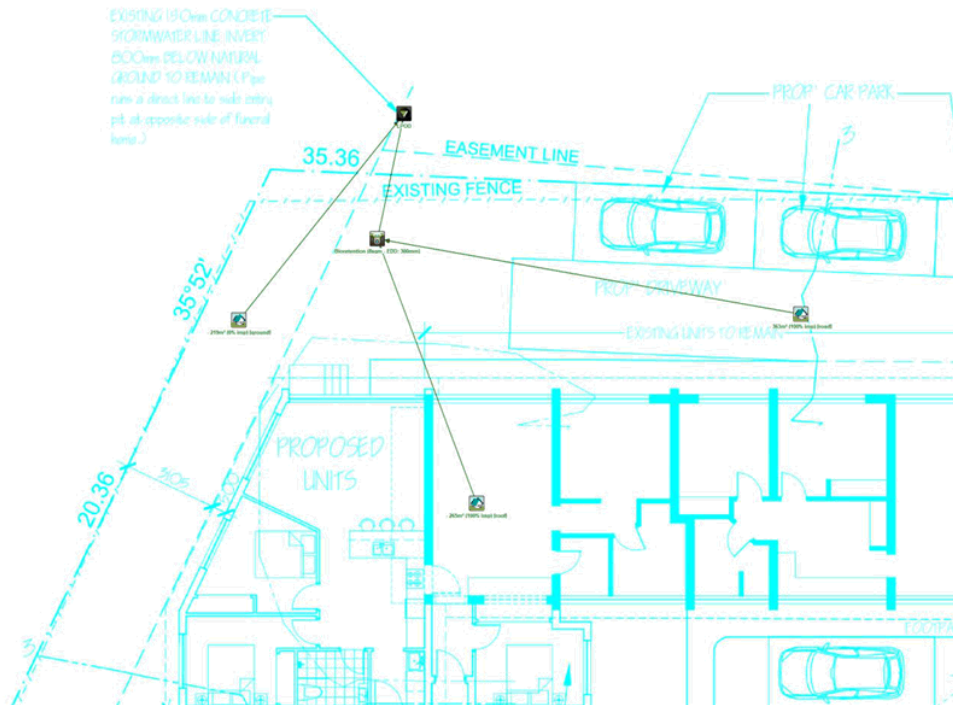


Figure 9: Proposed treatment train MUSIC schematic

5.4 Results

The results of the pollution reduction are summarised in Table 15. It is shown that the proposed treatment train is effective at reducing pollutant levels to levels specified in the State Stormwater Strategy and Interim Planning Scheme. The proposed quality arrangement plan is shown in Appendix C.

Table 15: Results summary

Pollutant (kg/yr)	Source (kg/yr)	Residual Load (kg/yr)	Reduction (%)
Total Suspended Solids	71.4	3.21	95.5
Total Phosphorus	0.136	0.0484	64.4
Total Nitrogen	0.77	0.252	67.3
Gross Pollutants	11.8	0	100

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6 Conclusion

The Stormwater Management Plan has demonstrated that the site can be developed in accordance with the Stormwater Management Code (E7.0) of the Hobart Interim Planning Scheme 2015. The key details are summarised below:

- The peak discharge from the site pre-development was determined to be 6 L/s for the 5% AEP.
- The peak discharge from the site post-development was determined to be 13 L/s for the 5% AEP.
- On-site stormwater detention is proposed using an underground detention tank with 5.7m³ storage volume and a DN44 control orifice located at the sump of the tank.
- An 8m² bio-retention basin is proposed to reduce pollutants in compliance with stormwater pollutant reduction target.
- Inundation impacting the site during a 1% AEP storm event has been modelled and addressed in the Flood Impact Assessment Report (ADDC, 2021).

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7 Appendices

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Appendix A – Planning Scheme Response Table

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Acceptable Solution	Response
E7.0 Stormwater Management Code	
A1 Stormwater from new impervious surface must be disposed of by gravity to public stormwater infrastructure.	Stormwater from new impervious surfaces can be disposed of by gravity to the public stormwater infrastructure—internal stormwater reticulation system to be designed by others.
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: <ul style="list-style-type: none"> (a) The size of new impervious area is more than 600m² (b) New car parking is provided for more than 6 cars (c) A subdivision is for more than 5 lots 	A bio-retention basin is proposed to treat stormwater runoff in compliance with the State Stormwater Strategy 2010 and the Acceptable Solution.
A3 A minor stormwater drainage system must be designed to comply with all of the following: <ul style="list-style-type: none"> (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed. (b) Stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure. 	The increase in stormwater runoff generated from the developed site is proposed to be detained by an underground detention tank with a control orifice. This is in accordance with the Acceptable Solution.
A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	The site is expected to be affected by low velocity and relatively shallow flow during a 1% AEP storm event. A Flood Impact Assessment has been produced addressing the Acceptable Solution and the Inundation Code of the Scheme.
Acceptable Solution/Performance Criteria	Response
E15.7.4 Riverine Inundation Hazard Areas	
A1	The floor level should have a minimum of 300mm freeboard over the prescribed 1% AEP flood level of RL

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<p>A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300mm</p>	<p>3.5m AHD. This complies with the performance criterion. Refer to the Flood Impact Assessment.</p>
<p>A2</p> <p>An extension to an existing habitable building must comply with one of the following:</p> <ul style="list-style-type: none"> a) Floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300mm b) Floor area of the extension no more than 60 m² as at the date of commencement of this planning scheme. <p>P2</p> <p>An extension to an existing habitable building must satisfy all of the following:</p> <ul style="list-style-type: none"> a) Floor level to be no lower than existing floor level; b) Risk to users of the site, adjoining or nearby land is not increased; c) Risk to adjoining or nearby Property or public infrastructure is not increased; 	<p>The floor area of the new extension is proposed to be greater than 60m². Hence the performance criteria (P2) must be addressed.</p> <p>The floor level should have a minimum of 300mm freeboard over the prescribed 1% AEP flood level of RL 3.5m AHD. This complies with the performance criterion.</p> <p>Afflux mapping has determined a negligible flood depth increase occurs during a 1% AEP storm event. Furthermore, flood hazard has been shown to remain unchanged. This outcome is dependent on the following: the design and construction of the proposed building must ensure that water is allowed to flow towards the tailwater to the North of the Property to ensure that floodwaters do not pond against the Southern face of the proposed building.</p> <p>Therefore, risk to users, infrastructure and Property on the site, adjoining or nearby land are not expected to increase as a result of the proposed development. This complies with the performance criterion.</p> <p>Refer to the Flood Impact Assessment.</p>
<p>A3</p> <p>The total floor area of all non-habitable building, outbuilding and Class 10b building under the Building Code of Australia, on a site must be no more than 60m²</p>	<p>There are no non-habitable buildings proposed.</p>
<p style="text-align: center;">E15.7.5 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Area</p>	
<p>P1</p> <p>Landfill, or solid walls greater than 5m in length and and 0.5m in height, must satisfy all of the following:</p> <ul style="list-style-type: none"> a) No adverse affect on flood flow over other properties through displacement of overland flow; b) The rate of stormwater discharge from the Property must not increase; c) Stormwater quality must not be reduced from pre-development levels. 	<p>Afflux mapping has determined a negligible flood depth increase occurs during a 1% AEP storm event. Refer to the Flood Impact Assessment.</p> <p>Stormwater detention is proposed to mitigate stormwater runoff to existing levels. Refer to the Stormwater Management Plan for details.</p> <p>Stormwater treatment is proposed to ensure that stormwater quality is not reduced below existing levels. Refer to the Stormwater Management Plan for details.</p>

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<p>P2</p> <p>Mitigation measures, if required, must satisfy all of the following:</p> <ul style="list-style-type: none">a) Be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;b) Not have a significant effect on flood flow.	<p>The floor level is proposed to have a minimum of 300mm freeboard over the prescribed 1% AEP flood level of RL 3.5m AHD. This will ensure that habitable rooms are protected from flooding. The modelled scenario considered the effects of climate change on rainfall intensity and sea-level rise in the year 2100. Thus, adaption for sea-level rise is accounted for.</p> <p>Afflux mapping has determined a negligible flood depth increase occurs during a 1% AEP storm event.</p> <p>This complies with the Performance Criterion.</p> <p>Refer to the Flood Impact Assessment.</p>
---	--

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Appendix B – Development Plan

PROPOSED 2 NEW UNITS (4 EXISTING)

for: 73 Risdon Road Pty. Ltd.
at: 68 Bay Road, NEW TOWN

Project No. **220150**
Date: Feb. 2021

DESIGN DEVELOPMENT DRAWINGS

Drawing Schedule

DD01 Existing Site Survey
DD02 Site Plan
DD03 Proposed Ground Floor Plan
DD04 Proposed Upper Floor Plan
DD05 Proposed Elevations 1
DD06 Proposed Elevations 2

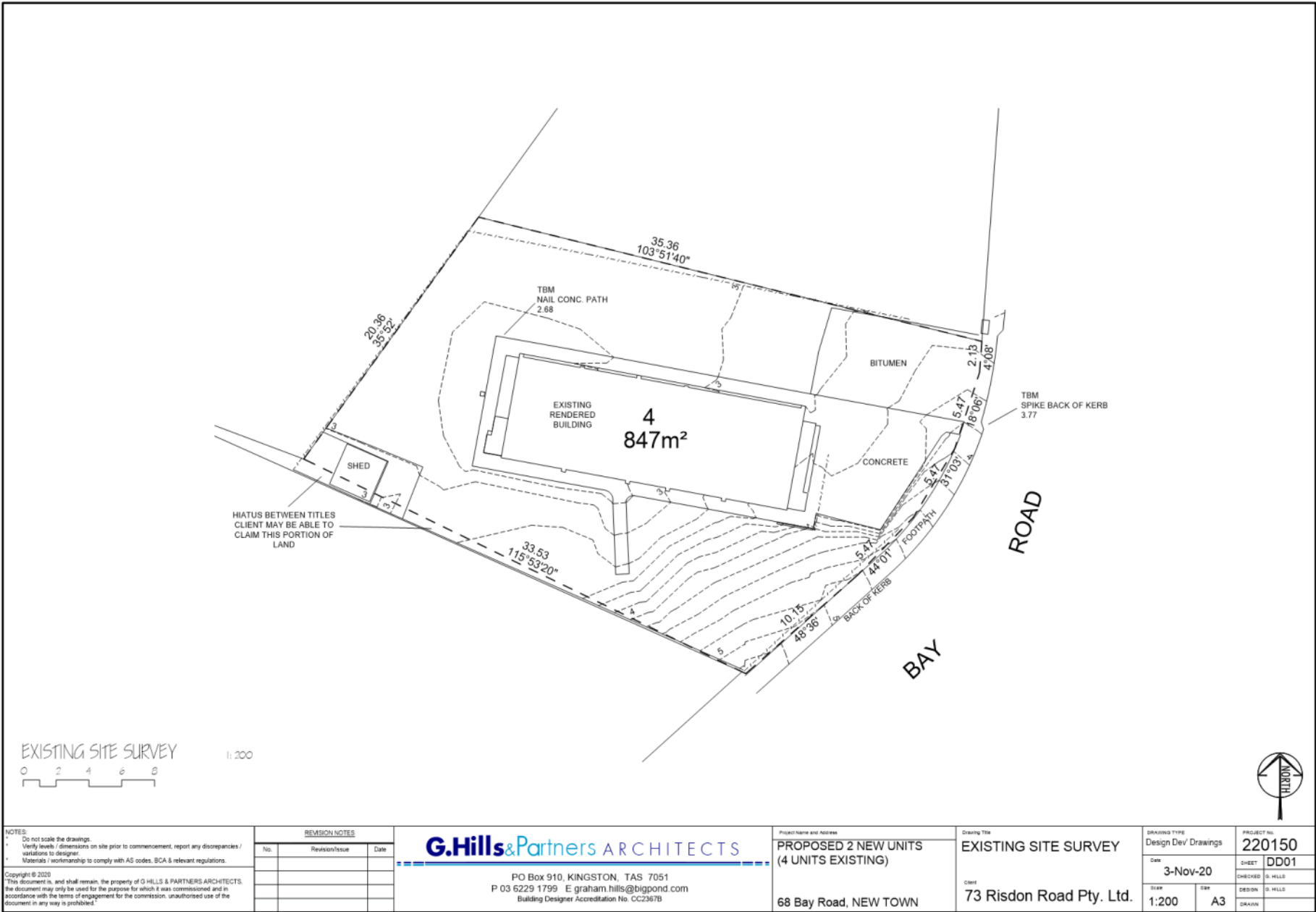
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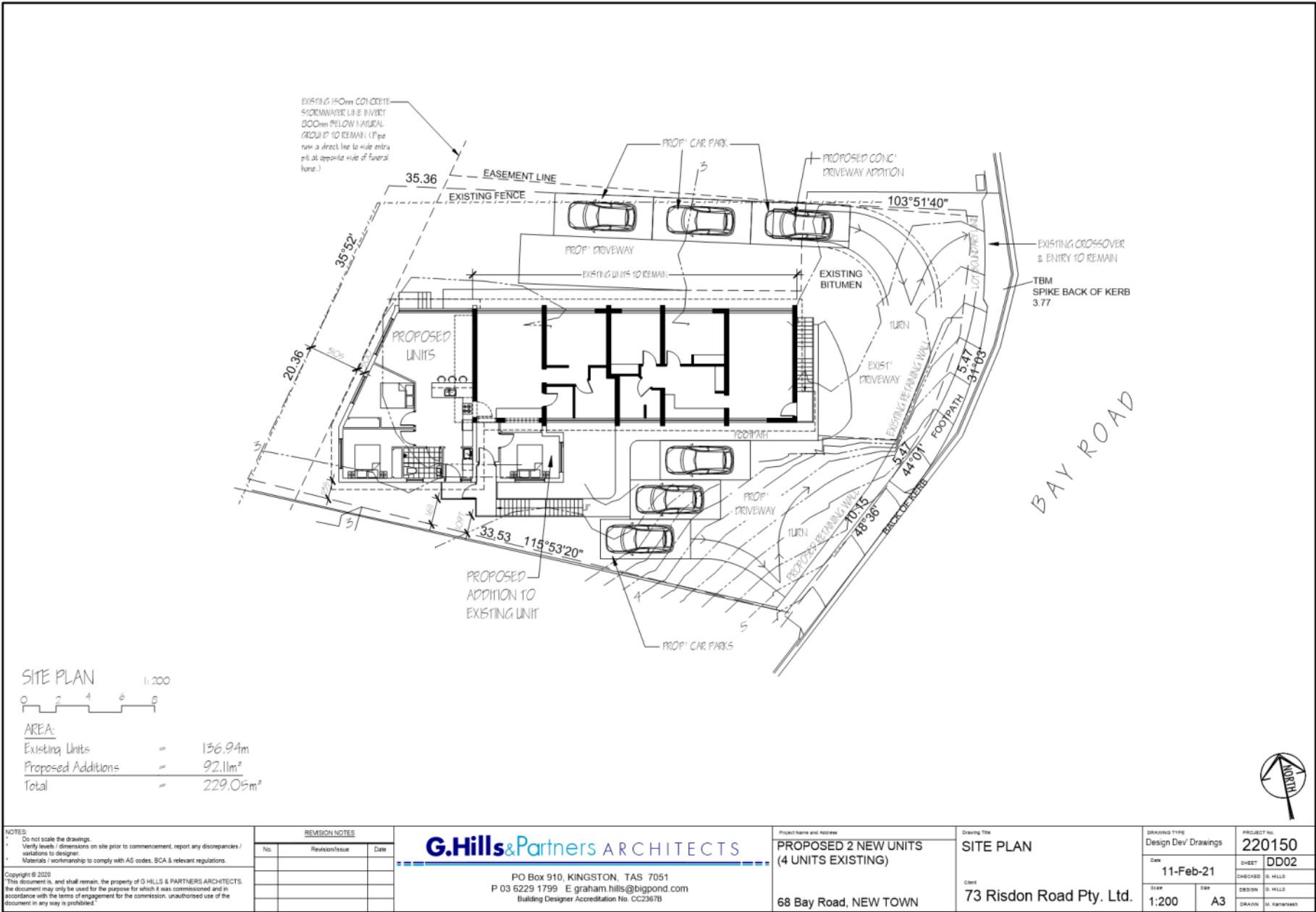
G.Hills&Partners

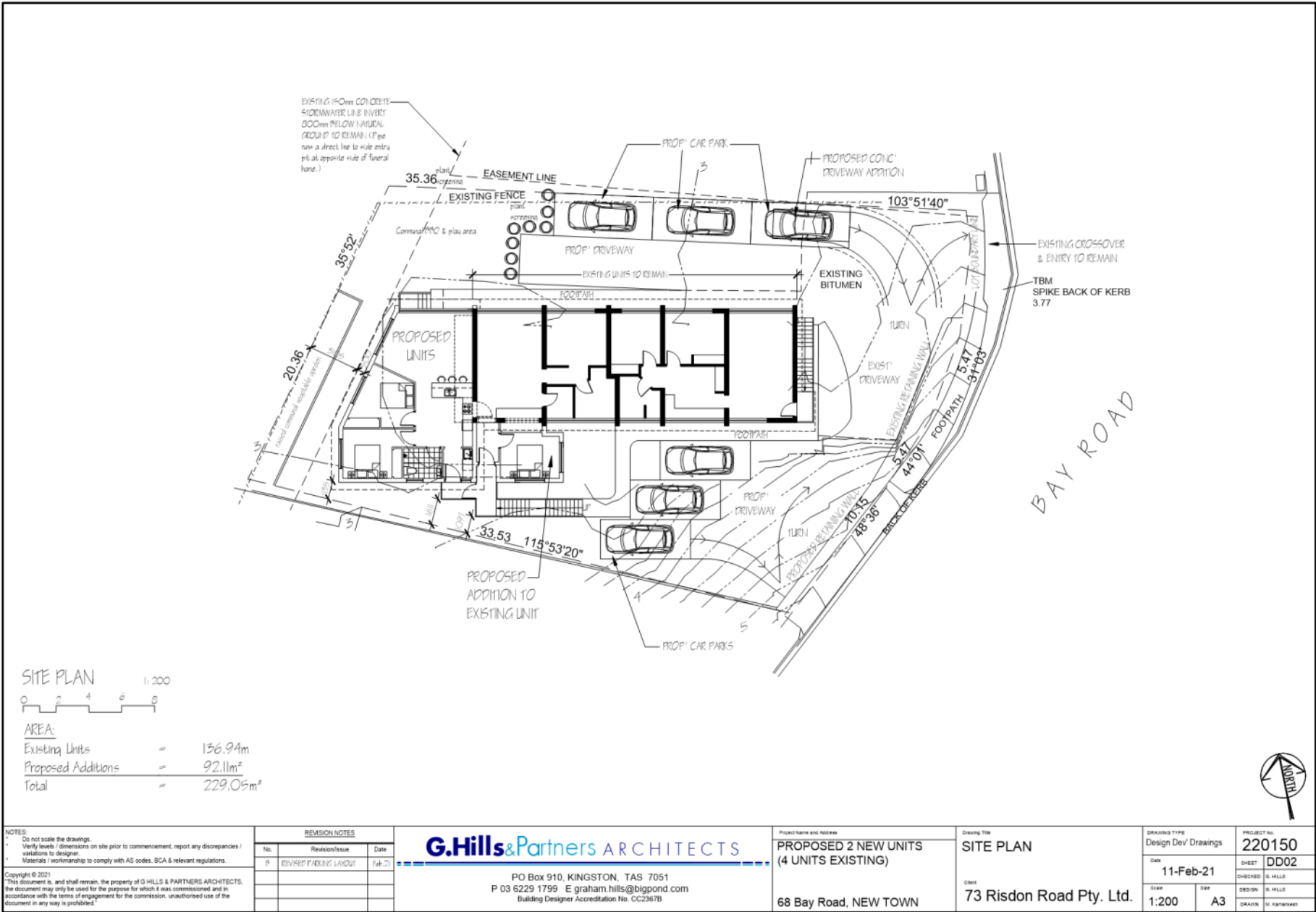
ARCHITECTS

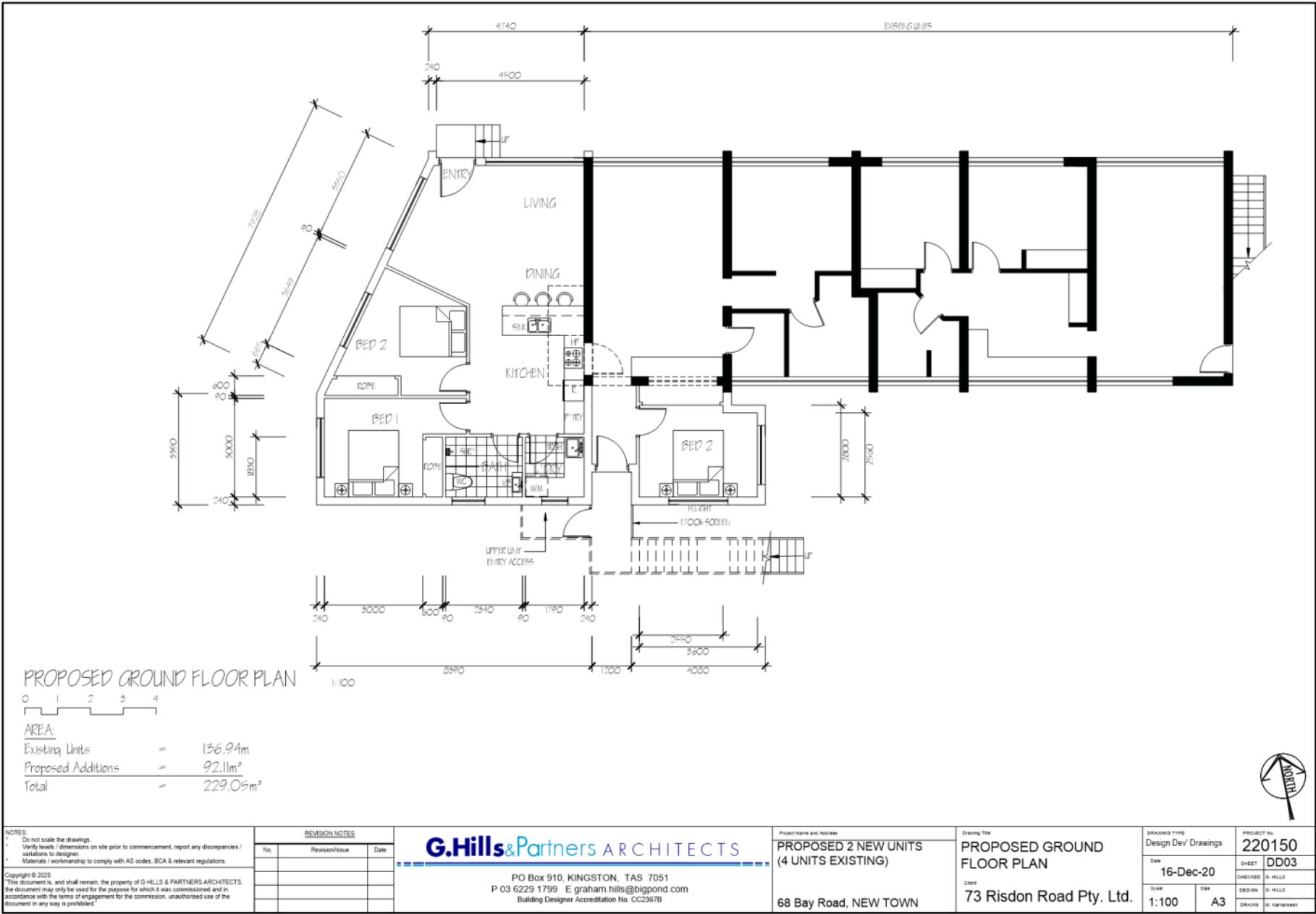


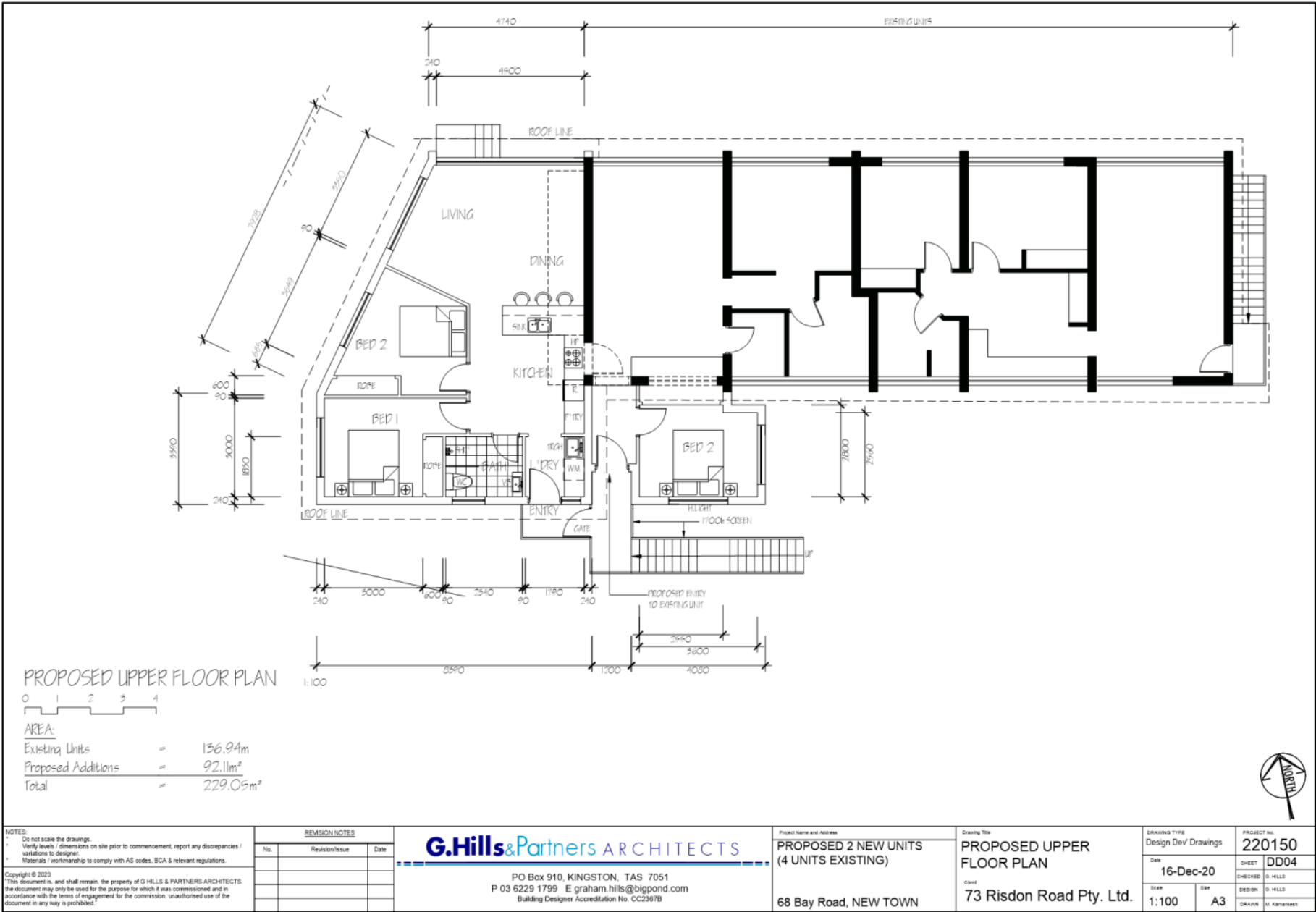
P.O. Box 910, Kingston, Tas 7051
Ph: (03) 6229 1799 Mob: 0419 883 370
Email: graham.hills@bigpond.com
Tas Building Practitioner No. CC23678

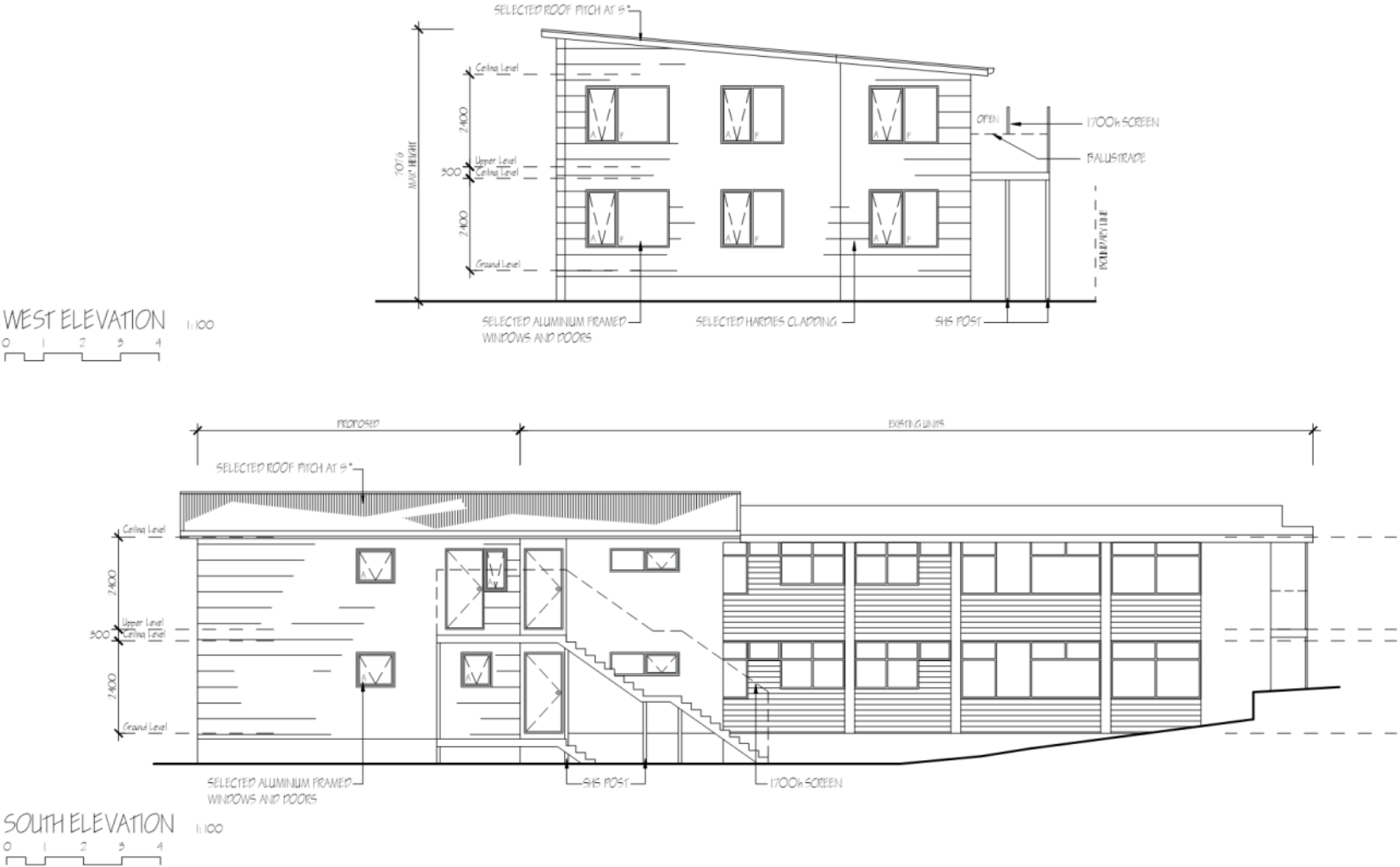












NOTES:

- Do not scale the drawings.
- Verify levels / dimensions on site prior to commencement, report any discrepancies / variations to designer.
- Materials / workmanship to comply with AS codes, BCA & relevant regulations.

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No.	Reason/Issue	Date

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P 03 6229 1799 E graham.hills@bigpond.com
Building Designer Accreditation No. CC2367B

PROJECT NAME AND ADDRESS

PROPOSED 2 NEW UNITS
(4 UNITS EXISTING)

68 Bay Road, NEW TOWN

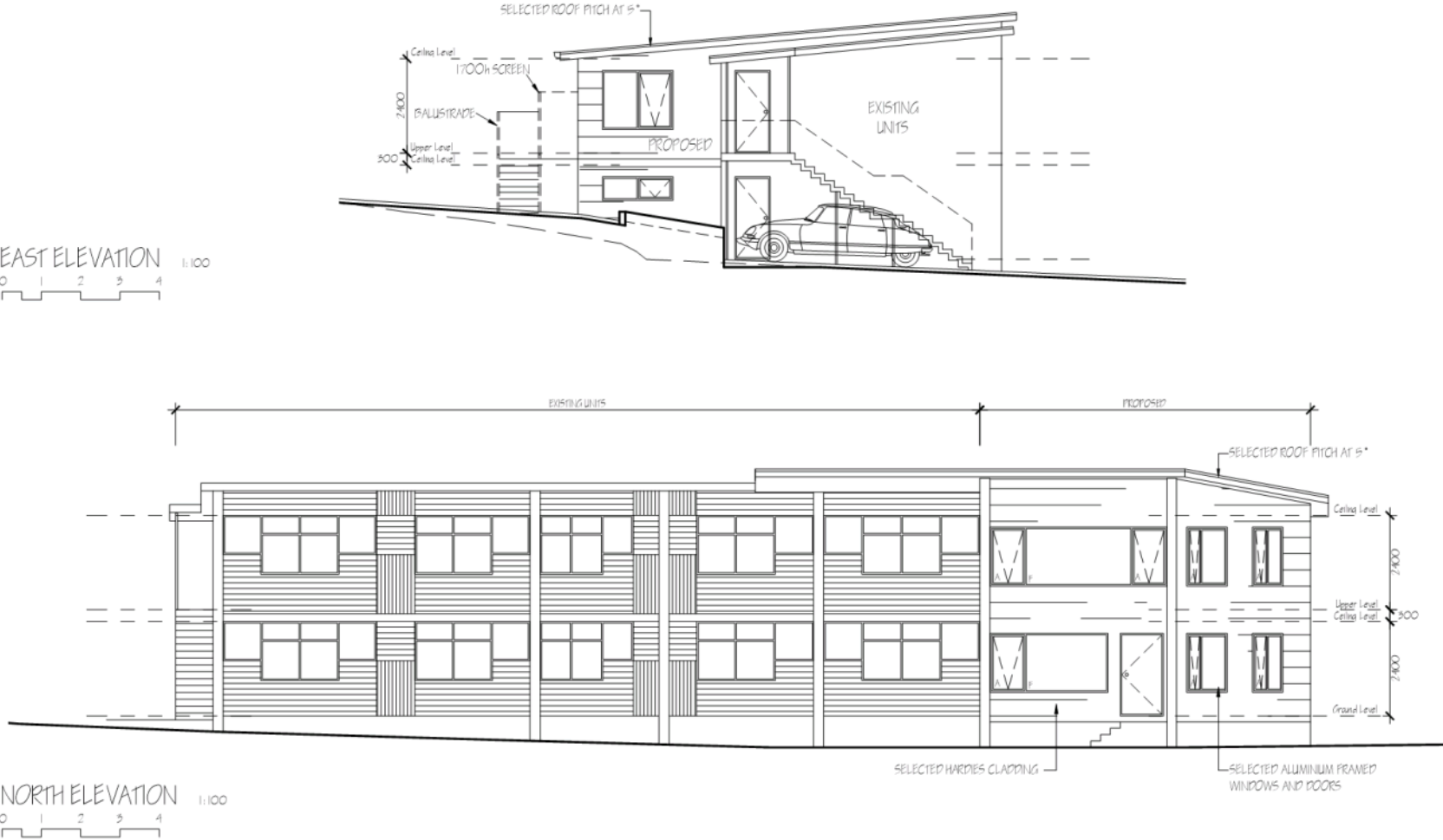
Drawing Title

ELEVATIONS 1

Client

73 Risdon Road Pty. Ltd.

DRAWING TYPE		PROJECT NO.	
Design Dev Drawings		220150	
Date	2-Nov-20	SHEET	DD05
Scale	1:100	CHECKED	G. HILLS
Size	A3	DESIGN	G. HILLS
		DRAWN	M. Karamanides



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**PROPOSED 2 NEW UNITS
(4 UNITS EXISTING)**

68 Bay Road, NEW TOWN

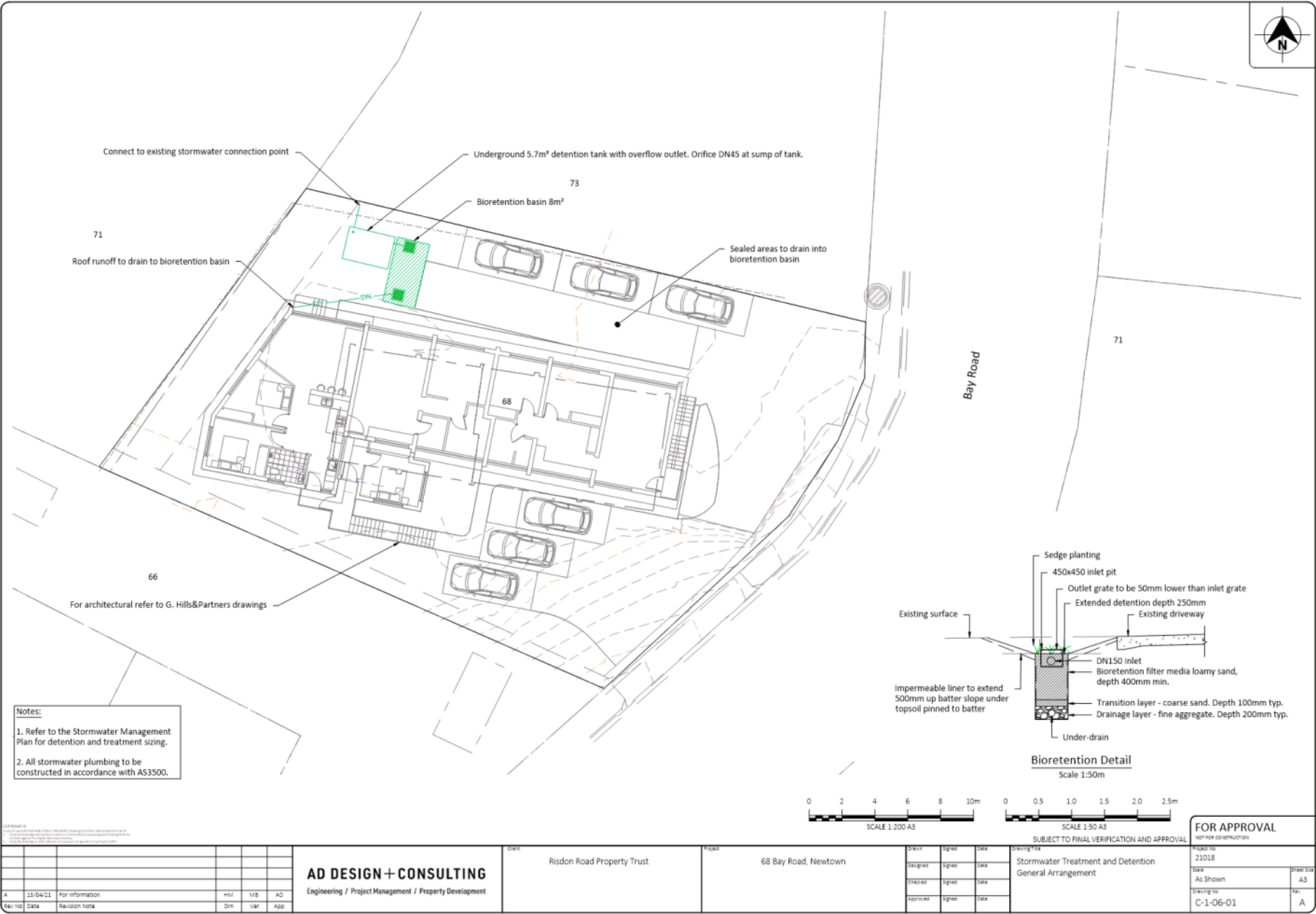
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Client
73 Risdon Road Pty. Ltd.

DRAWING TYPE		PROJECT NO.	
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Date	3-Nov-20	SHEET	DD06
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Size	A3	DESIGN	G. HILLS
		DRAWN	M. Karamanides

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Appendix C – Stormwater Detention and Treatment Plan





Engineering
Project Management
Property Development

AD DESIGN + CONSULTING

CLIENT

Risdon Road Property Trust

PROJECT

68 Bay Road, New Town

TITLE

Flood Impact Assessment

AD DESIGN+CONSULTING

1 Executive Summary

The Risdon Road Property Trust commissioned AD Design & Consulting to carry out a site-specific Flood Impact Assessment for the unit development at 68 Bay Road, New Town. The City of Hobart has identified the development site as being affected by inundation from a confluence of flows from the Maypole Rivulet and New Town Rivulet during a 1% AEP storm event. This report summarises the assessment undertaken and addresses the Inundation Prone Areas Code (E15.0) of the City of Hobart Interim Planning Scheme 2015. The limitations of the study and implications of the limitations have been discussed within the body of the report.

A hydrological analysis has been undertaken to estimate runoff rates from the Maypole Rivulet and New Town Rivulet catchments during a 1% AEP storm event for the year 2100 including consideration for climate change. Previously commissioned Council catchment studies have been referenced to provide validation of the estimated runoff rates. The hydrographs estimated have been applied within a two-dimensional hydraulic model. Inundation depth and hazard maps of the existing and proposed scenarios have been produced to determine the proposed development's hydraulic impact on the Property and surrounding land.

The report has identified the following key results:

- The prescribed 1% AEP flood level has been determined to be RL 3.5m AHD.
- The design and construction of the proposed building must ensure that water is allowed to flow unimpeded towards the tailwater to the North, or downstream, of the Property.
- A negligible afflux in water depths between the existing and proposed scenarios has been observed for a 1% AEP storm, with the loss in flood storage being distributed over a large area.
- A maximum flood hazard category of H3 deemed unsafe for vehicles, children and the elderly has been estimated for a 1% AEP storm event, affecting the West to North extent of the building footprint.

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Rev No.	Author	Status	Approved for Issue	
			Name	Date
A	M. Burgess	For Approval	T. Norman	12/04/21

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2 Introduction

AD Design & Consulting was commissioned by the Risdon Road Property Trust to carry out a site-specific Flood Impact Assessment for the proposed unit development at 68 Bay Road, New Town. The City of Hobart has identified the development site as being affected by inundation from a confluence between the Maypole and New Town Rivulets during a 1% AEP storm event.

The scope of the assessment included the following:

- Hydrological analysis and review of the Maypole Rivulet and New Town Rivulet catchments.
- Develop an Infoworks ICM model to estimate inundation for the 1% AEP storm event with consideration for climate change for the existing and proposed conditions at the Property.
- Preparation of inundation mapping comparing the existing and proposed conditions at the Property.

This report provides a summary of the assessment undertaken and addresses the Inundation Prone Areas Code (E15.0) of the City of Hobart Interim Planning Scheme 2015.

2.1 Limitations

Flood modelling is a valuable tool to improve understanding and prediction of flood behaviour. However, it should be noted that all flood models are approximations and have limitations in their application. All models are coarse simplifications of very complex processes. No model can, therefore, be perfect, and no model can represent all processes accurately.

Readers of this report and model outputs should be aware of the following issues when using flood models to define flood behaviour in the study area or catchment:

- Hydrologic and hydraulic model accuracy and reliability will always be limited by the availability and accuracy of the terrain model and other input data.
- Hydraulic model accuracy and reliability will always be limited by the reliability/uncertainty of the inflow data.
- A poorly constructed model can usually be calibrated to the observed data but will perform poorly in events both larger and smaller than the calibration data set.
- No model is "correct"; therefore, the results require interpretation – preferably by a suitably qualified person.
- A model developed for a specific purpose is probably unsuitable for another purpose without modification, adjustment, and recalibration. The responsibility must always remain with the modeller to determine whether the model is suitable for a given problem.

2.2 Site overview

The site is located at 68 Bay Road, New Town. A two-storey unit complex, with four units, is contained within the site. It is proposed to erect two additional units attached to the existing building at the rear of the block. The area has been identified by the Council as being subject to inundation during a 1% AEP storm event. Key property details are tabulated in Table 1. The proposed development plans are shown in Appendix D.

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Table 1: Site details

Location	68 Bay Road, New Town, Tasmania
Municipality	City of Hobart
Planning Controls	Hobart Interim Planning Scheme 2015
Zoning	Inner Residential
Property Area	0.0847 ha



Figure 1: Site overview (LIST, 2021)

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3 Hydrology

3.1 Review of previous flood studies

The New Town Rivulet Flood Study (NTRFS) (Entura, 2019) commissioned by the City of Hobart and provided to AD Design & Consulting has been reviewed to provide a comparison with the hydrological analysis performed as part of this investigation. The study reports on 1D/2D hydraulic and hydrologic model of the New Town area, including the New Town Rivulet, Maypole Rivulet, Pottery Creek and Brushy Creek. The model was calibrated using historical flood level data. The report presents a series of maximum discharges and velocities from surveyed cross-sections along the Maypole Rivulet and New Town Rivulet.

The NTRFS identified a catchment critical duration of 4.5-hours for a 1% AEP storm event through analysis of a full suite of storm durations and ensembles. The approach of this study is to adopt the critical duration determined in the calibrated NTRFS and conduct a hydrological assessment for comparison. A detailed independent hydrological analysis is outside the scope of this report.

3.2 Methodology

This assessment has been undertaken in accordance with Australian Rainfall and Runoff 2019 (ARR) guidelines and utilises the most recent temporal patterns and rainfall intensity, frequency, and duration (IFD) data. Design rainfall events are derived from this data and applied within an Infoworks ICM model.

The hydrological assessment was undertaken using a semi-distributed catchment approach endorsed by ARR as a suitable method of deriving critical duration design storm events.

Land use information, including surface roughness and infiltration capacity, were derived from an assessment of the aerial photography available from LISTmap, a site investigation and guidance from the ARR Data Hub.

3.3 Catchments

The contributing catchments were derived from the publicly available City of Hobart geographic information system. The catchments were confirmed using elevation data obtained from ELVIS – Foundation Spatial Data and The List Map state aerial imagery. The catchment extends from a low point where the New Town Rivulet passes under the Brooker Highway to the upper catchment on the Eastern slopes of Mt Wellington.

Runoff is generated from two catchments: the Maypole Rivulet and the New Town Rivulet. The Maypole Rivulet catchment is highly urbanized, with a small area of natural vegetation at the top of the catchment. The New Town Rivulet's upper catchment is characterized by dense natural vegetation, whilst the lower catchment predominately consists of urbanized residential areas. Catchment maps are shown in Appendix B.

3.4 Model Parameters

3.4.1 Land Use Categories

Two land-use categories have been identified based on Hobart Interim Planning Scheme 2015 zoning within the catchment area. The land-use categories are shown in Appendix B and described in Table 2.

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Table 2: Land use categories identified from planning scheme zones.

Land use category	Hobart Interim Planning Scheme 2015 zones
Environmental management	Environmental management, environmental living & open space
Urban residential	General residential, inner residential, low-density residential, urban mixed-use, community purpose, recreation, local business, commercial, light industrial, utilities & particular purpose

3.4.2 Design Rainfall

The rainfall Intensity-Frequency-Duration (IFD) curve and the storm temporal patterns used for the hydrological analysis were obtained from the Bureau of Meteorology for the ARR data. The assessment was completed for a 1% AEP storm event, with a 1.3 rainfall multiplier applied to account for an increase in rainfall intensity due to Climate Change in the year 2100. This assessment was limited to modelling storm ensembles for a 4.5 hour duration, which has been identified as the catchment critical duration in the Entura NTRFS (2019).

3.4.3 Rainfall Losses

Methods for modelling the proportion of rainfall that is 'lost' to infiltration are outlined in ARR (Book 5, Ch 3). The methods are of varying complexity, with the more complex options only suitable if enough data is available. The method most typically used for design flood estimation is to apply an initial and continuing loss to the rainfall. The initial loss represents the wetting of the catchment prior to runoff starting to occur, and the continuing loss represents the ongoing infiltration of water into the saturated soils while rainfall continues.

A summary of the initial and continuous loss rates adopted for each land use category are given below:

Table 3: Initial and continuous loss rates for land use category

Land Use		Initial loss (mm)	Continuous loss (mm/hr)
Environmental management	Pervious	28	3.7
Urban residential	Impervious	2	0
	Pervious	14	2

3.4.4 Manning's Values

The Manning's n values, accounting for surface roughness, have been taken from Chow, 1959 and are widely accepted. The determination of existing surface conditions was from site investigations and aerial photography of the study area. A summary of manning values for each land use category are given below:

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Table 4: Manning's values for each land use category

Land Use		Manning's (n)	Description
Environmental management	Pervious	0.055	Naturally occurring dense vegetation.
Urban residential	Impervious	0.013	Asphalt/concrete with some obstructions.
	Pervious	0.045	Well maintained urban areas with some vegetation or obstructions.

3.4.5 Adopted Parameters

The adopted model parameters for each catchment are given in Table 5. These parameters have been directly input to Infoworks ICM to assess the peak runoff for the hydraulic analysis.

Table 5: Hydrological modelling parameters

	New Town Rivulet	Maypole Rivulet
Total area (ha)	1287.81	391.23
Environmental management area (ha)	978	38.00
Urban residential area (ha)	309.81	353.23
Slope (%)	16.3	7.4
Fraction pervious and impervious		
Impervious urban residential (%)	14.43	54.17
Pervious urban residential (%)	9.62	36.11
Pervious environmental management (%)	75.94	9.71

3.5 Results

The mean runoff value for the 4.5-hour storm duration has been adopted to assess the critical storm duration and peak discharge rate through the site. Adoption of the mean storm is the method recommended by ARR (Book 9, Ch 6) for assessing stormwater conveyance systems. The results are given in Figure 2 and Figure 3.

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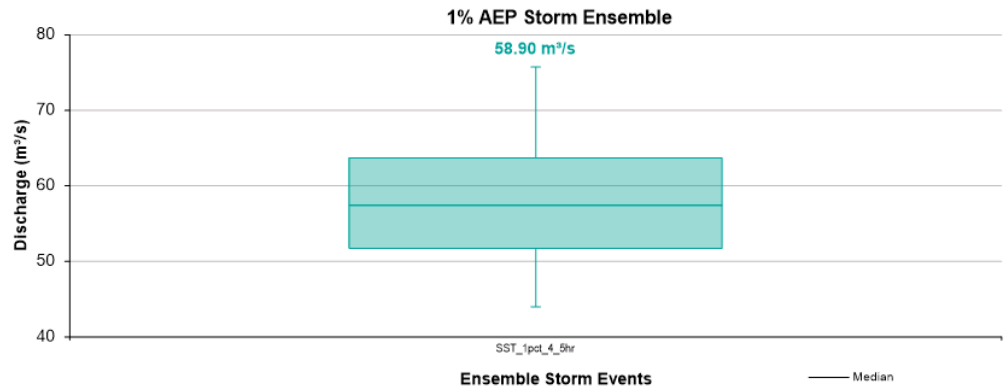


Figure 2: New Town Rivulet 1% AEP 4.5-hour storm ensemble

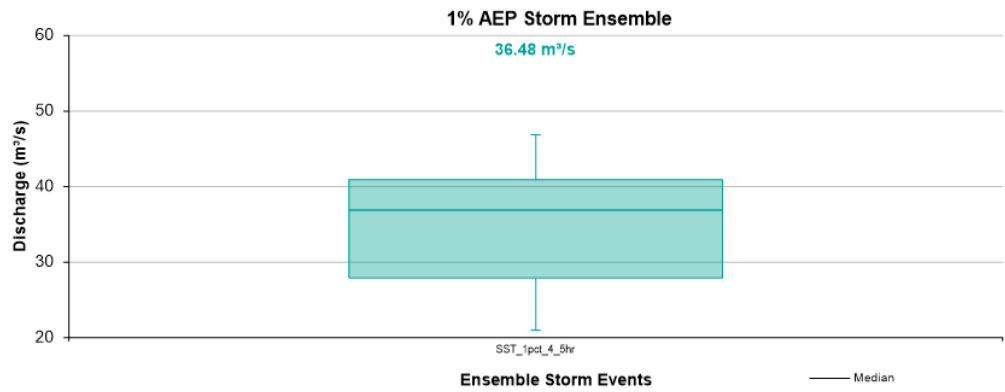


Figure 3: Maypole Rivulet 1% AEP 4.5-hour storm ensemble

3.5.1 Summary

A comparison between runoff flows rates estimated in this study and the NTRFS is tabulated in Table 6.

Table 6: Pre-development catchment runoff

Source	New Town Rivulet (m³/s)	Maypole Rivulet (m³/s)
NTRFS (Entura, 2019) 1% AEP climate change	56.6	17.1
Estimated flow rate	58.9	36.48
Difference	3.9%	47%

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The runoff rates estimated in this study for the New Town Rivulet catchment align with the NTRFS, with a 3.9% difference observed. There is a 47% difference observed in peak runoff from the Maypole catchment between this study and the NTRFS. This difference is due to the NTRFS only considering flow from a cross-section within the rivulet, whereas this study has estimated the total flow generated from the Maypole catchment. The flow rate through a cross-section of Maypole Rivulet shows a peak flow of approximately 20m³/s; this is a 14% difference in comparison to the NTRFS result. The hydrograph is displayed in Figure 4.

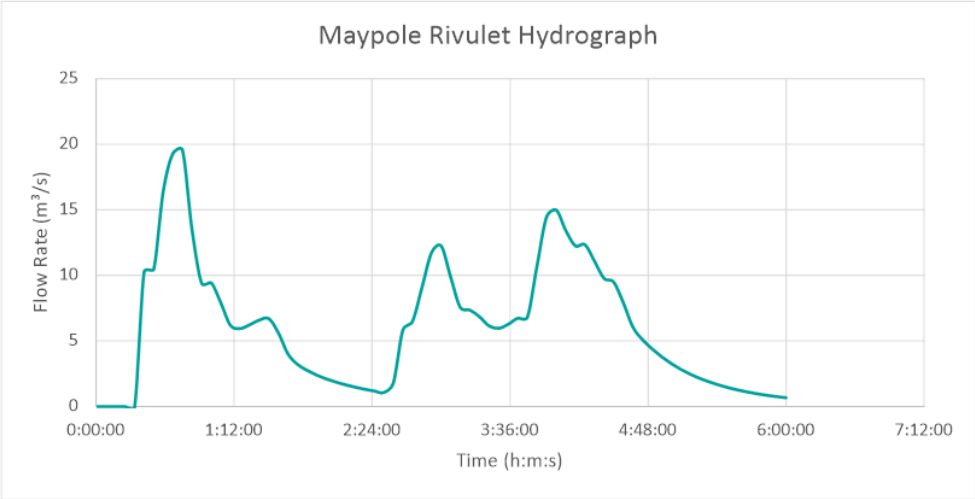


Figure 4: Maypole rivulet hydrograph

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4 Hydraulics

4.1 Model overview

A two-dimensional hydraulic model was developed around the vicinity of 68 Bay Road using the Infoworks ICM software package. Two scenarios were modelled, representing both the existing and proposed site conditions. The Greater New Town Catchment Flood Hazard Study (GNTCFHS) (Cardno, 2019) commissioned by the City of Hobart has been reviewed to provide guidance for the selection of infiltration parameters and boundary conditions for implementation in the hydraulic model. A schematic of the hydraulic model is shown in Appendix C.

4.1.1 Topography

A terrain mesh has been created using LiDAR data from the Mt Wellington Index (2011, Tasmanian Government). The mesh cell sizes vary from 0.5m² to 2 m².

Buildings that are not proposed to be altered have been modelled as being voids in the 2D mesh. Voids are areas in which no flow can enter, commonly used to represent buildings. The existing and proposed structures in 68 Bay Road have been represented by zones raised by 10m from the natural ground level. This is to retain the same two-dimensional mesh structure in both scenarios to allow the comparison of results.

4.1.2 Hydraulic roughness

Aerial photography and a site visit were relied upon to determine suitable 2D floodplain hydraulic roughness. Adopted roughness values are shown in Table 7.

Table 7: Land use roughness values

Land use	Manning's Roughness Coefficient
Roads	0.018
Urban areas	0.035

4.1.3 Hydrology

The hydrographs derived from the mean 4.5-hour storm ensemble, as described in Section 3, were applied as point sources onto the model's two-dimensional grid representing runoff from the Maypole Rivulet and New Town Rivulet catchments.

Rainfall on-grid was distributed evenly across the extent of the two-dimensional model area using the same critical storm duration and mean temporal pattern, with a 30% increase in rainfall intensity applied to account for climate change in 2100, was applied in the hydrological model.

The Cardno GNTCFHS (2019) has been referenced for suitable infiltration parameters. The study employs the Horton's empirical infiltration model for pervious areas. The parameters used in the Cardno study have been adopted within the hydraulic model of this study to represent pervious areas. The parameters are shown in Table 8.

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Table 8: Two-dimensional model pervious infiltration parameters

Parameter	Value
Horton initial	30 mm/hr
Horton limiting	2 mm/hr
Horton decay	2 1/hr
Horton recovery	100 1/hr

4.1.4 Downstream boundary conditions

The model outfall under the Brooker Highway has been represented using a boundary tailwater level of 2.84m AHD, representing sea level rise due to Climate Change in the year 2100 plus a storm surge. This approach aligns with the worst-case scenario adopted within the Cardno GNTCFHS (2019).

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5 Results

5.1 Discussion of 1% AEP inundation results

In both scenarios, the results show flooding occurring around the surrounds of the proposed and existing buildings to a depth of approximately 0.75m. It is evident that the flooding at the Property is a result of a confluence of flows between the Maypole Rivulet and the New Town Rivulet being restricted by a high tide, sea level rise and storm surge at the outfall. This leads to a tailwater developing upstream with low velocity, ponded water observed in the Property's surroundings.

In the existing scenario, a maximum water depth of 0.75m is observed at the North-Western corner of the building. The construction of the proposed building results in a maximum water depth of 0.73m in a similar location and a small region of increased flooding at the South. The increase in flooding depth to the South is due to rainfall applied to the grid being trapped by the raised topography used to represent the proposed building within the hydraulic model. In reality, this water would be allowed to flow downstream and distribute into the tailwater. The addition of the trapped water to the tailwater is expected to have a negligible effect on the water depth due to the large area of the tailwater. A comparison between the proposed and existing flood depths are shown in the afflux map in Appendix A.

Flood hazard maps were produced in line with ARR19 guidelines, with both scenarios showing a significant area downstream of the Property categorised as being unsafe for vehicles, children and the elderly (H3) during the peak of a 1% AEP storm event. The H3 hazard categorisation represents ponded water with low velocity (<1m/s) and depth (<1.2m). There was not a significant change in flood hazard observed between existing and proposed. The area of increased flooding to the South of the proposed building was ignored following the same rationale as previously discussed.

The 1% AEP inundation maps generated are displayed in Appendix A.

5.2 Hydraulic model verification with Council flood extents

A comparison between the modelled scenarios and Council's Potential Inundation Hazard Areas overlay is shown in the Flood Extent Map in Appendix A. The modelled scenarios and the Council overlay are shown to match well along the Southern extent in the vicinity of the Property.

5.3 Prescribed flood level

The prescribed flood level has been determined to be RL 3.5m AHD based on a 1% AEP flood event for the year 2100 including consideration for climate change (30% increase in rainfall intensity and sea level rise). The maximum flood level within the footprint of the proposed townhouse development has been identified through the modelling investigation. The area of trapped water at the South of the Property has been disregarded in determining the prescribed flood level. The methodology used within the hydraulic model has resulted in the flow of water being impeded out of this area and is not representative of the proposed topography in this area. The design and construction of the proposed building must ensure that water is allowed to flow towards the tailwater to the North of the Property.

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6 Conclusion

An assessment has been undertaken to determine the impact of the proposed development on 1% AEP flooding within the Property and to neighbouring properties. Modelling of the 1% AEP storm event for the year 2100 including consideration for climate change, shows that flooding occurs around the surroundings of the proposed and existing structures. The flooding is a result of a confluence of flows between the Maypole Rivulet and the New Town Rivulet being restricted by a high tide, sea level rise and storm surge at the outfall. As a result, a tailwater has developed in the vicinity of 68 Bay Road being characterised by low velocity ponded water.

The following key results have been determined for a 1% AEP storm event:

- Afflux mapping has shown a negligible flood depth afflux occurring to neighbouring properties.
- The prescribed flood level has been determined to be RL 3.5 AHD.
- The design and construction of the proposed building must ensure that water is allowed to flow towards the tailwater to the North of the Property.
- A maximum flood hazard category of H3 deemed unsafe for vehicles, children and the elderly has been estimated, affecting the West to North extent of the building footprint.

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7 References

Ball, J., Babister, M., Nathan, R., Weeks, W., Weinmann, P. E., Retallick, M. & Testoni, I. (2016). Australian Rainfall and Runoff: A Guide to Flood Estimation. (4), Commonwealth of Australia (Geoscience Australia), March 2021.

Cardno, (2019), Greater New Town Catchment Flood Hazard Study, April 2021.

Entura, (2019), New Town Rivulet Flood Study 2019, March 2021.

Tasmanian Government, (2011), Mt Wellington LiDAR, March 2021.

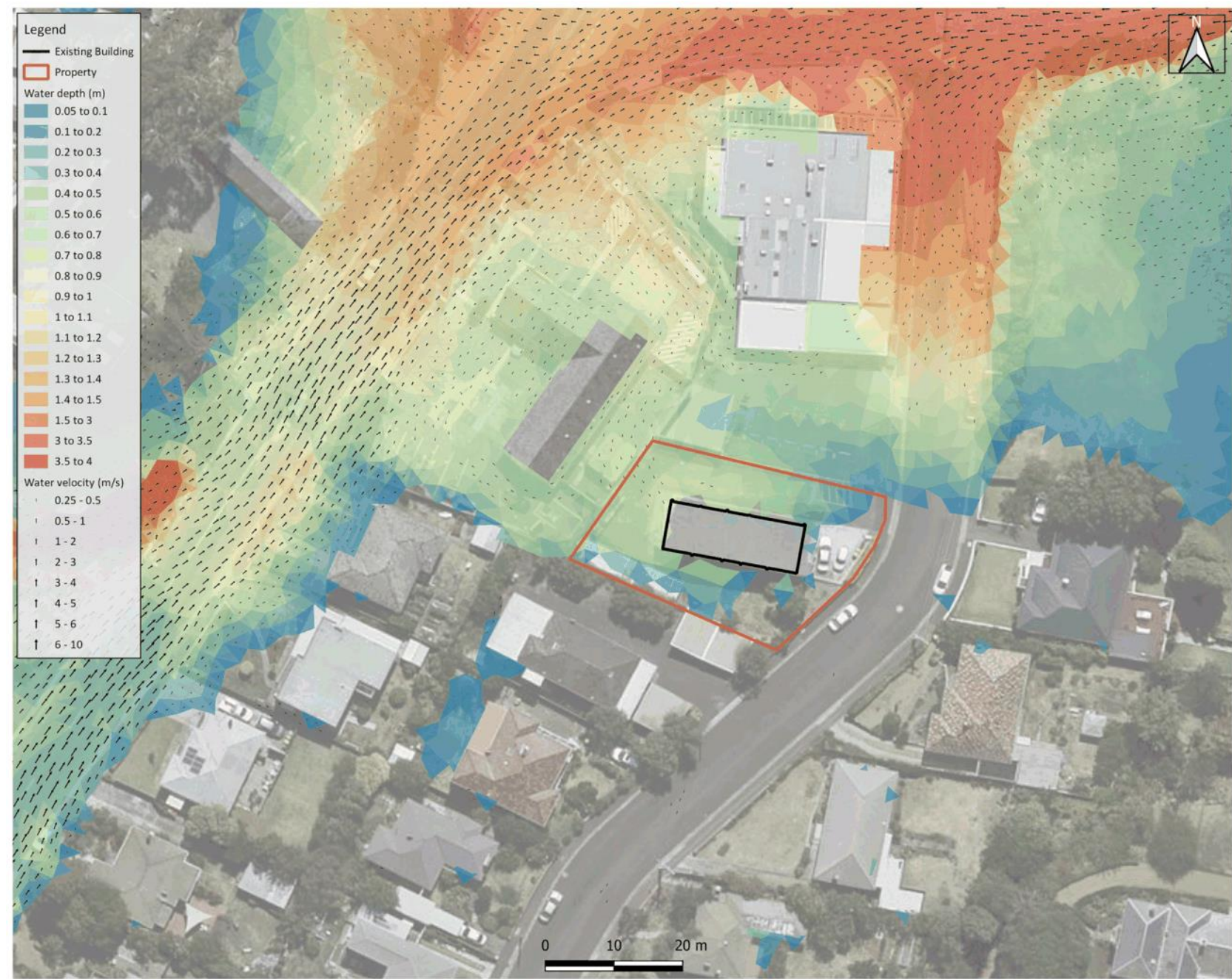
Tasmanian Government, (2021), LISTmap, <https://maps.thelist.tas.gov.au/listmap/app/list/map>, March 2021.

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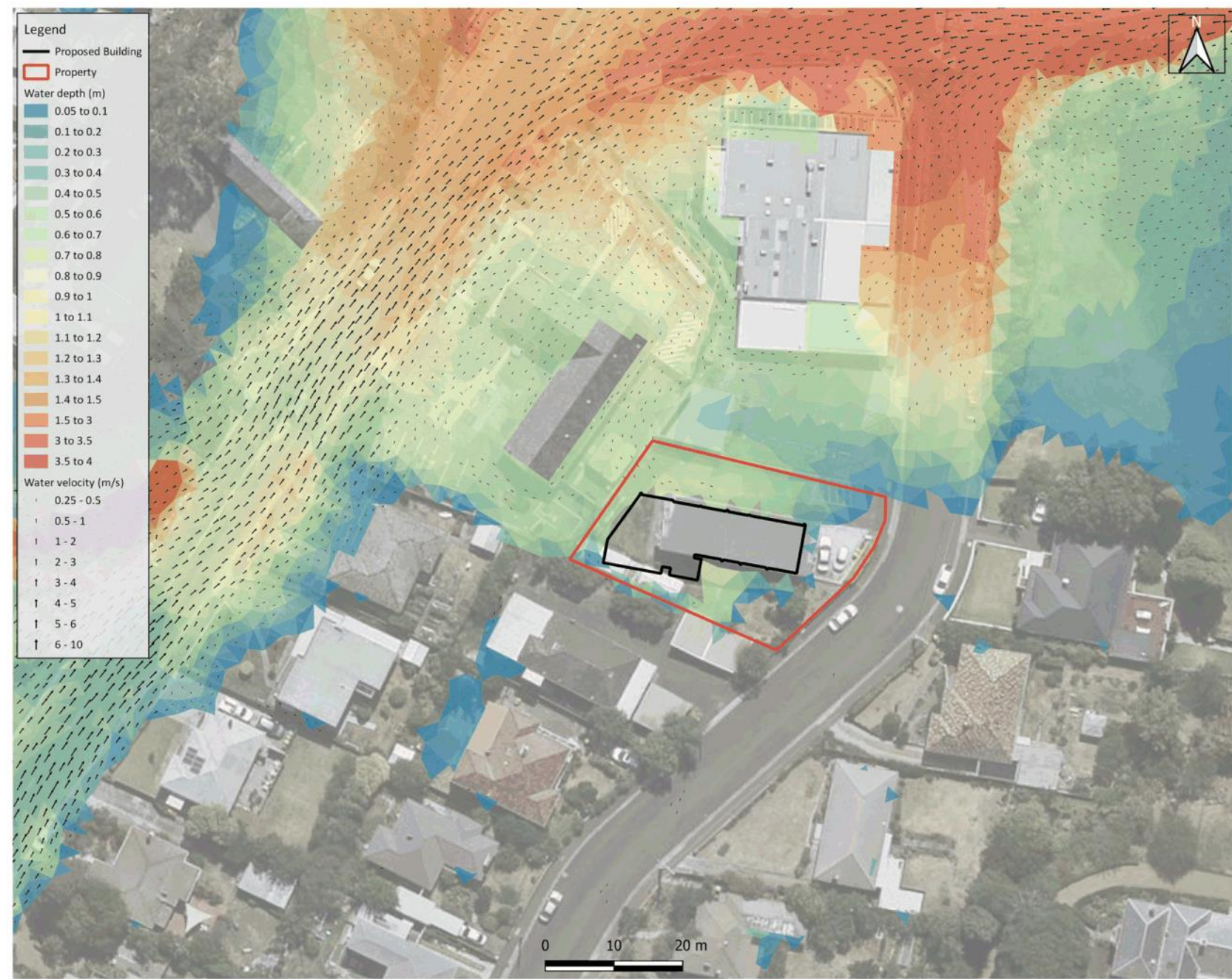
8 Appendices

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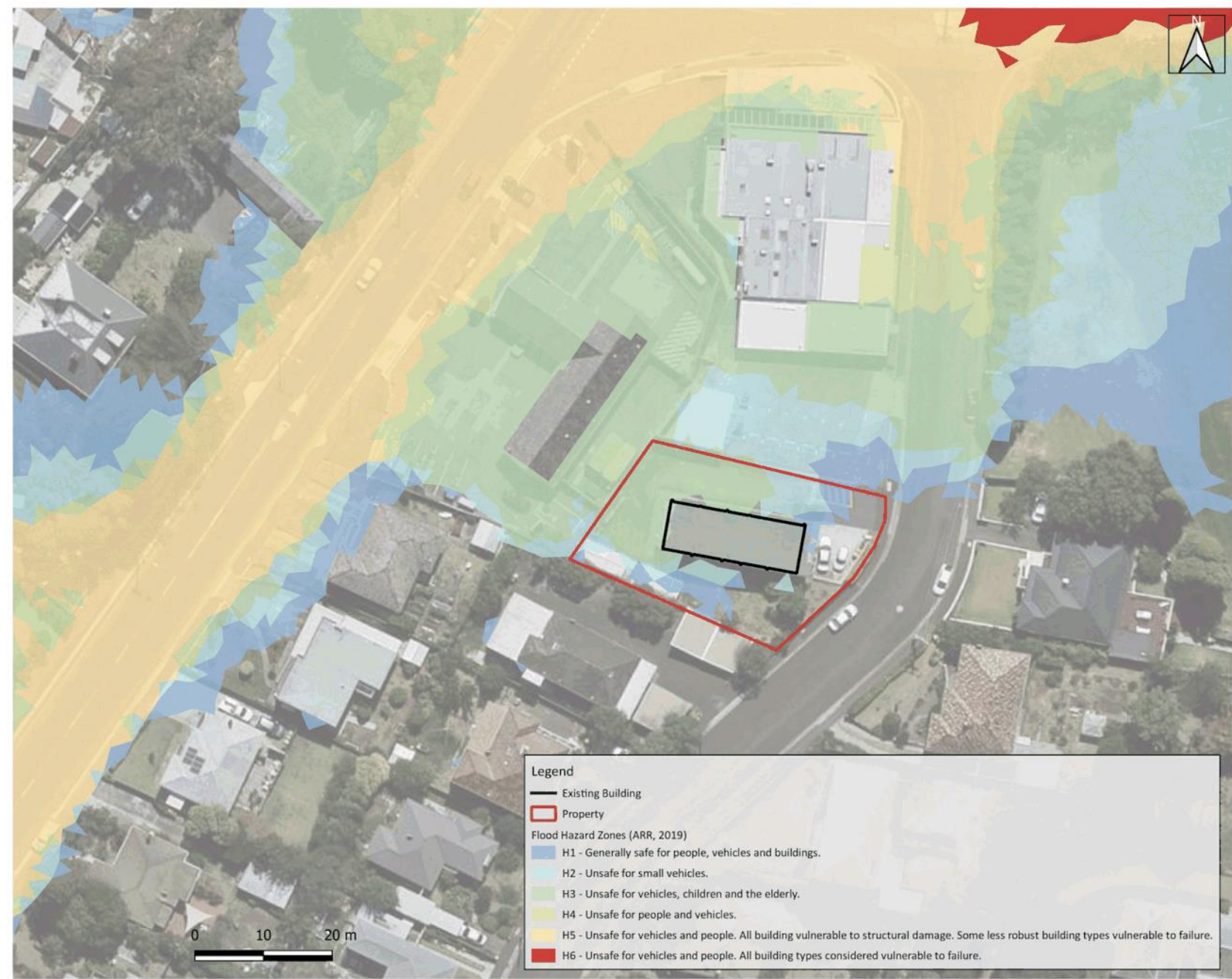
Appendix A: 1% AEP Flood Maps



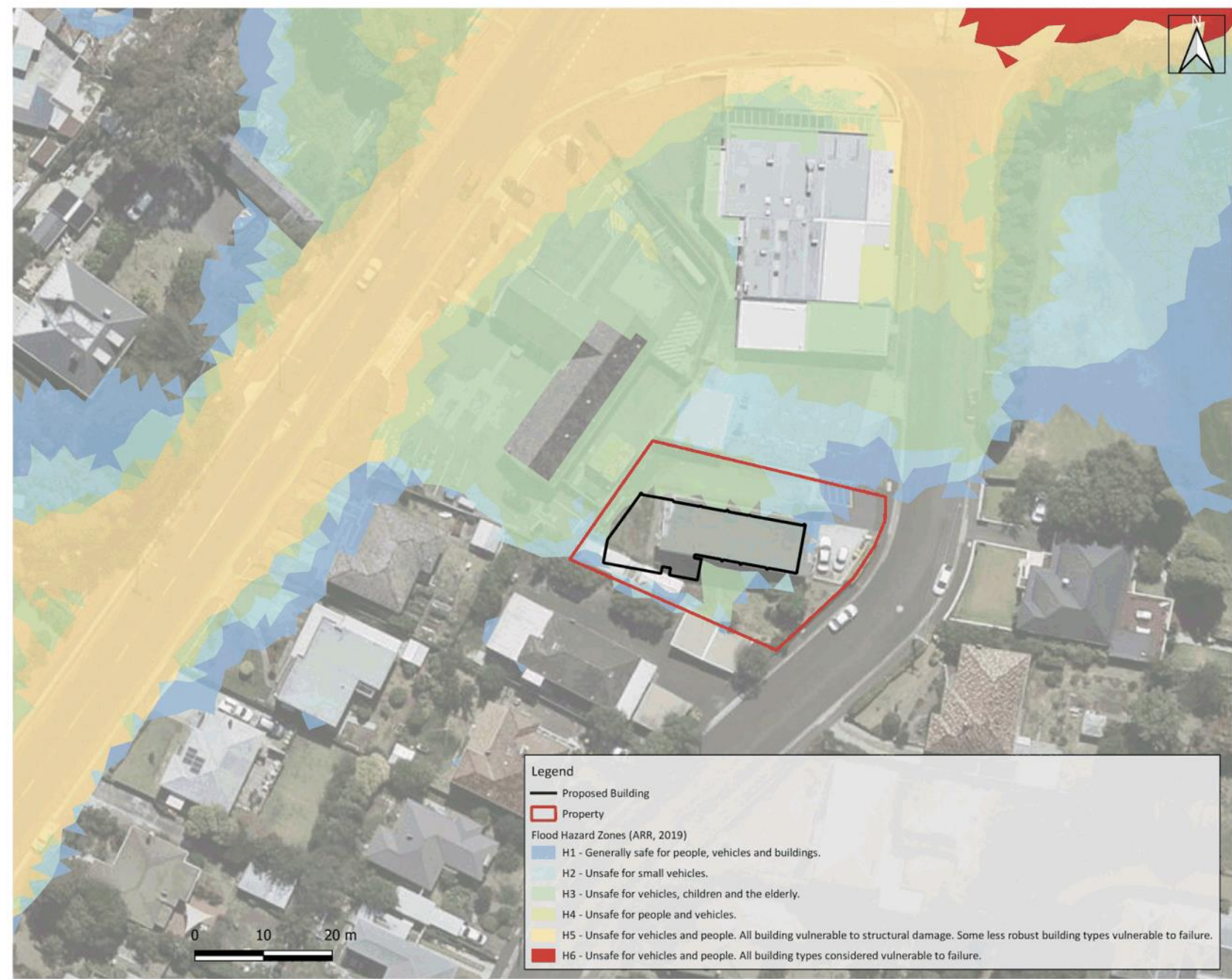
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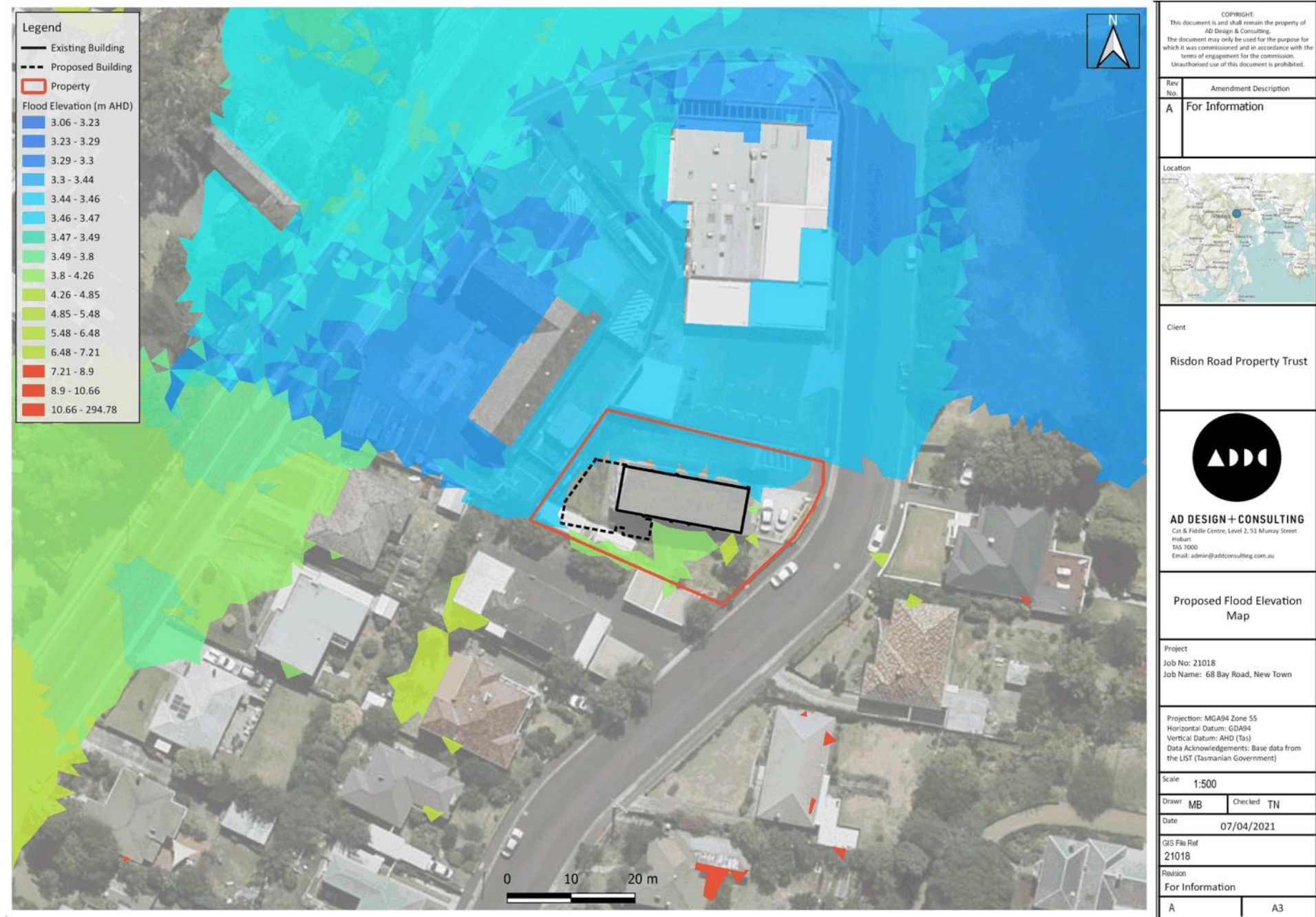
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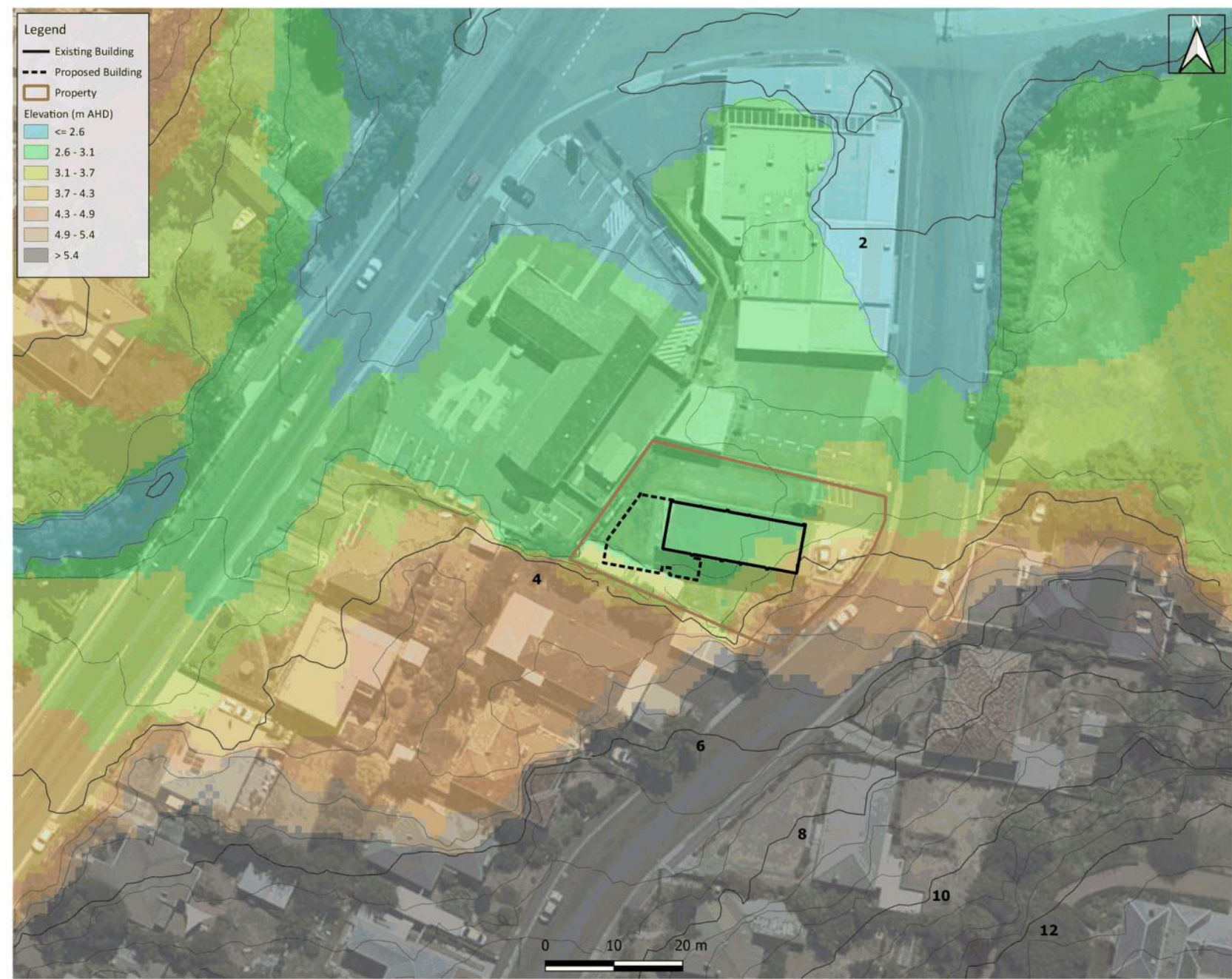


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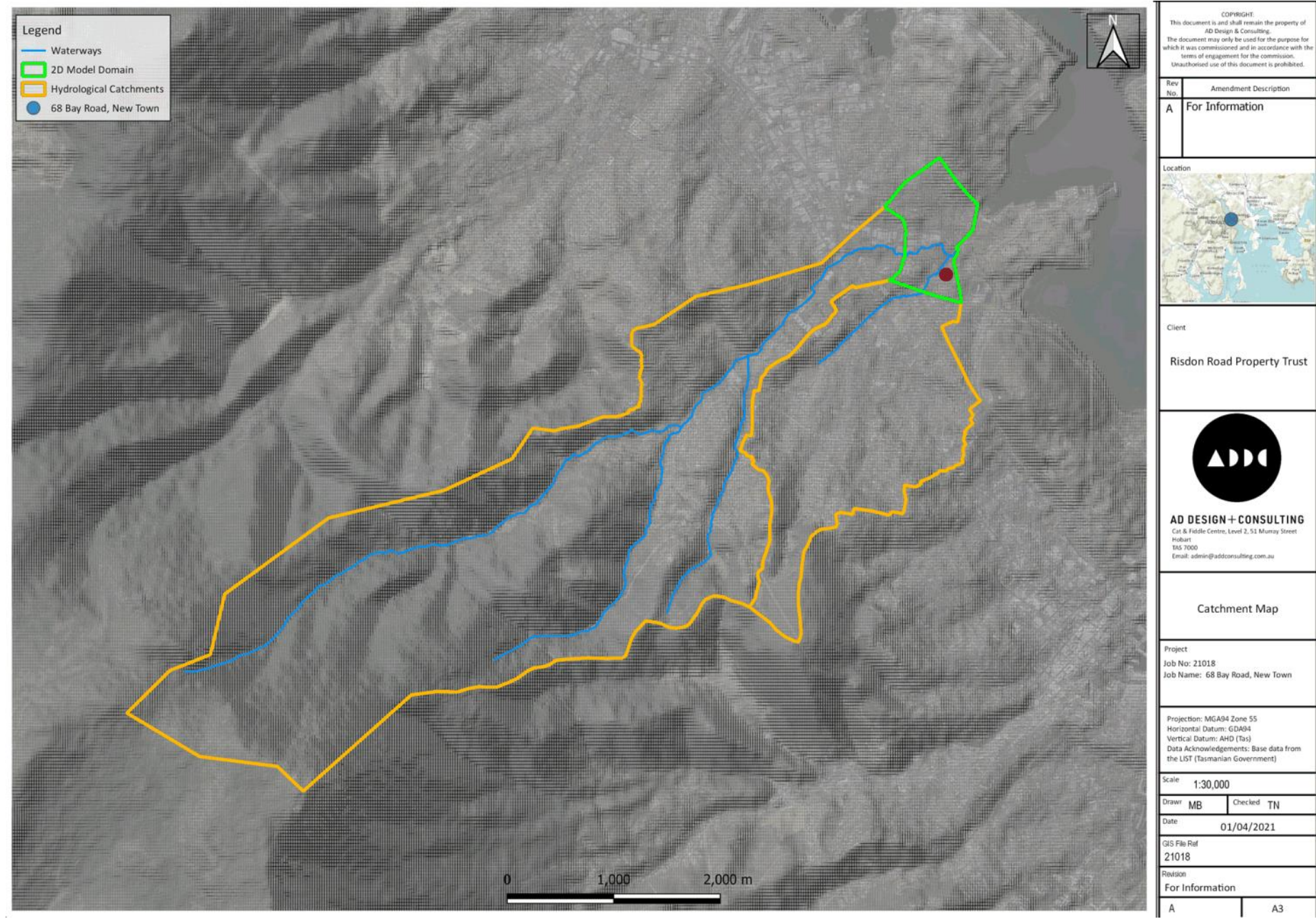
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<p>Flood Extent Comparison Map</p>	
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<p>Existing Topography Map</p>	
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Appendix B: Hydrological Catchment Maps



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TAS 7000
Email: admin@addconsulting.com.au

Catchment Map

Project
Job No: 21018
Job Name: 68 Bay Road, New Town

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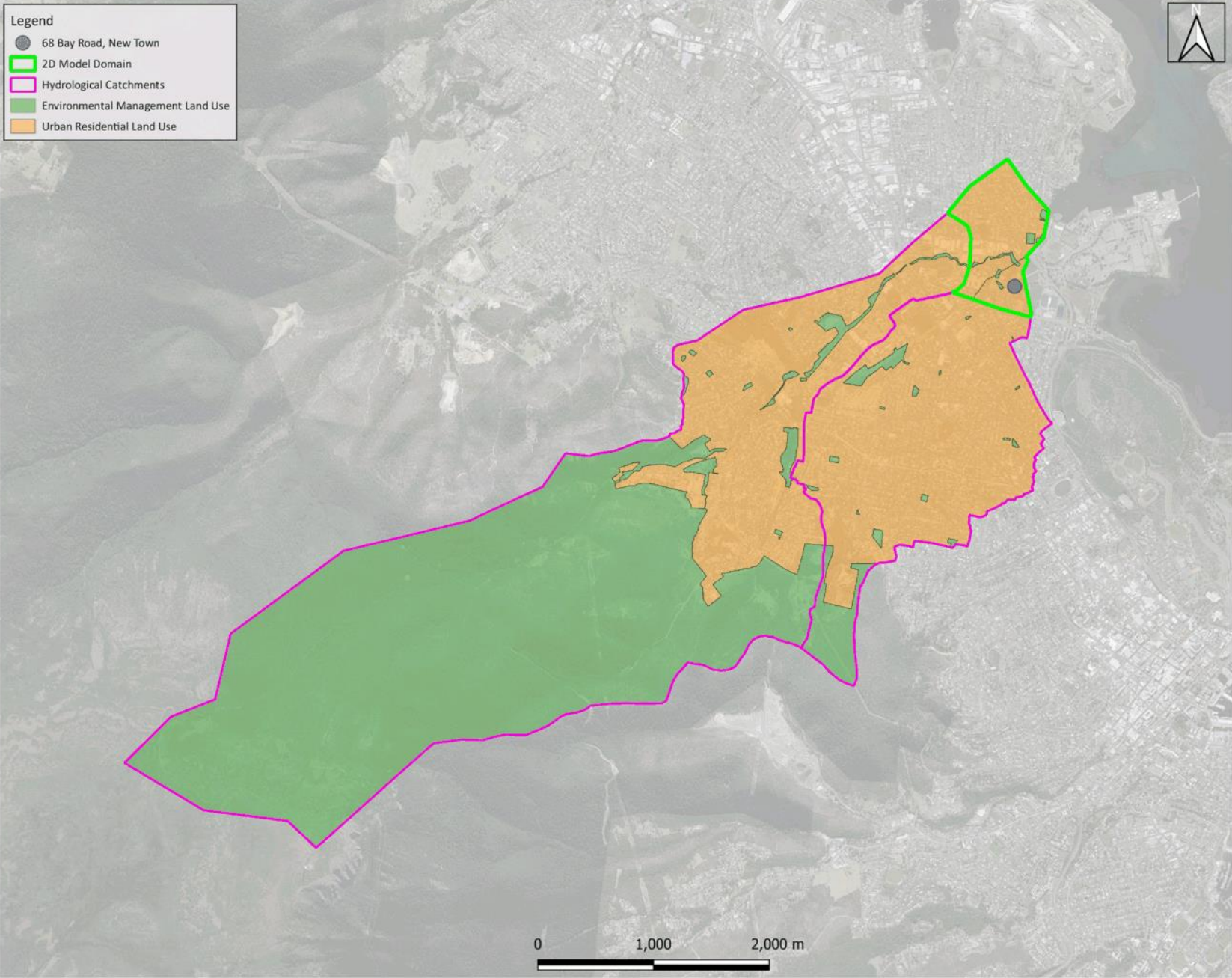
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Appendix C: Model Schematic



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Appendix D: Development Plans

PROPOSED 2 NEW UNITS (4 EXISTING)

for: 73 Risdon Road Pty. Ltd.
at: 68 Bay Road, NEW TOWN

Project No. **220150**

Date: Feb. 2021

DESIGN DEVELOPMENT DRAWINGS

Drawing Schedule

DD01 Existing Site Survey
DD02 Site Plan
DD03 Proposed Ground Floor Plan
DD04 Proposed Upper Floor Plan
DD05 Proposed Elevations 1
DD06 Proposed Elevations 2

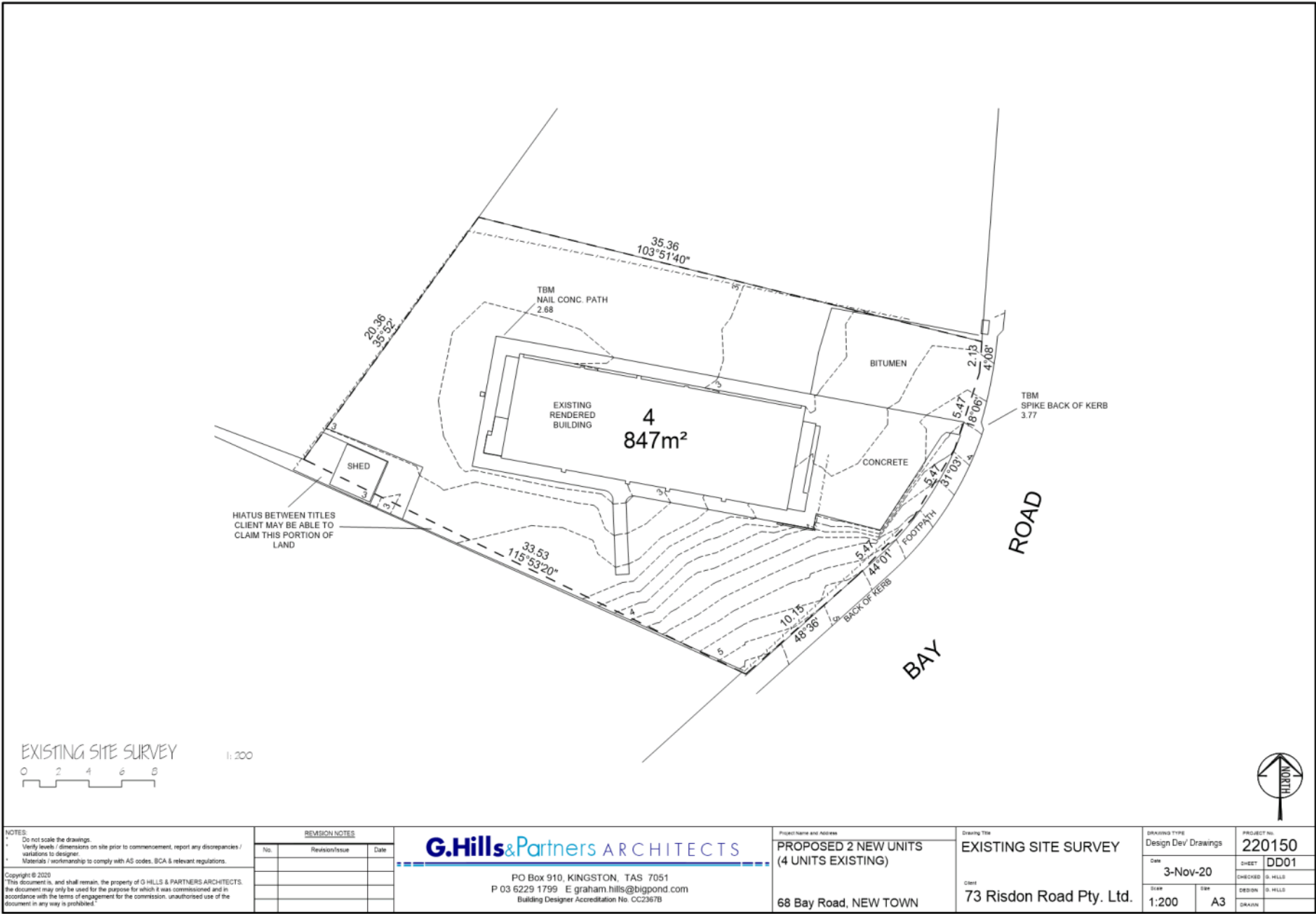
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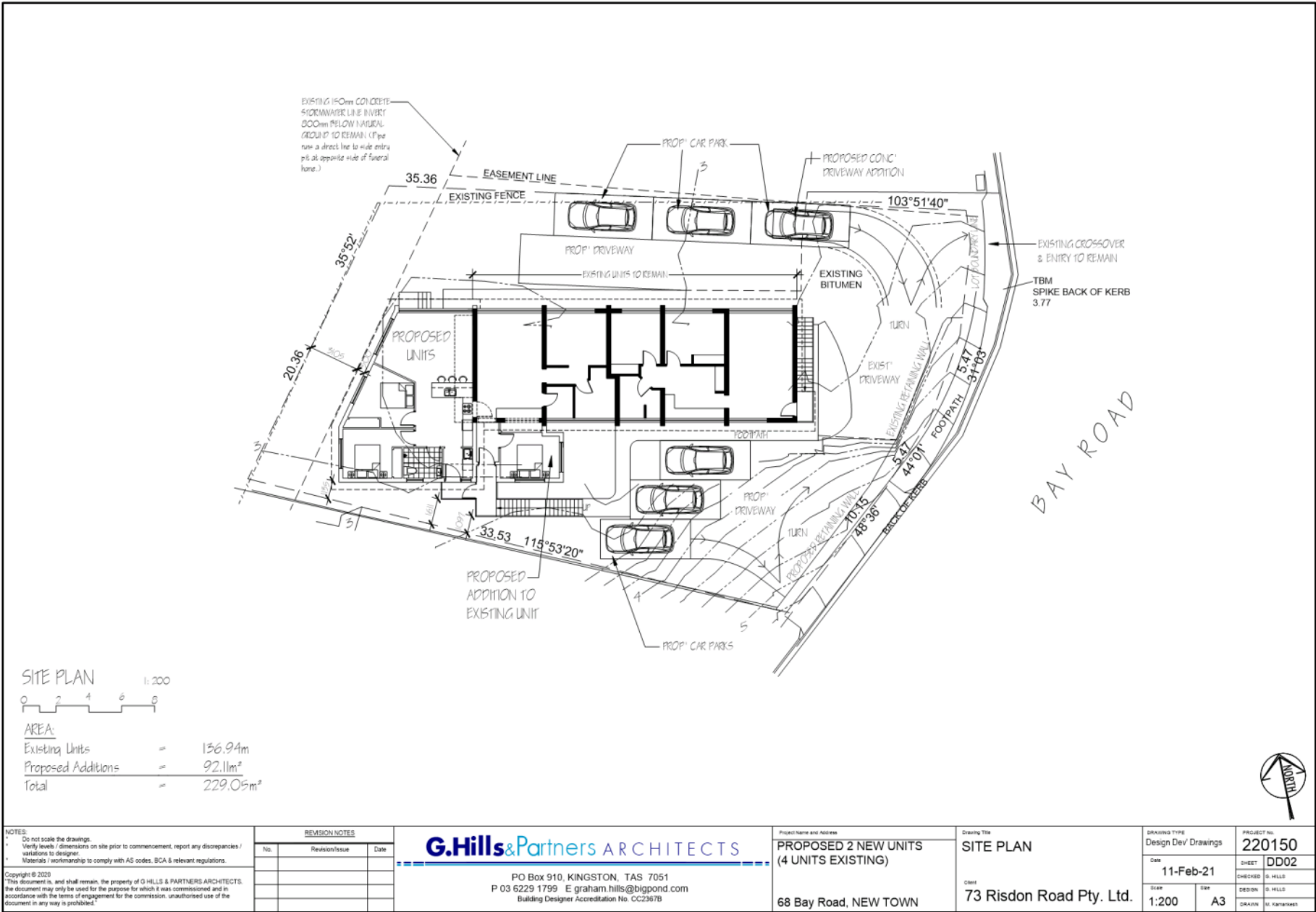
G.Hills&Partners

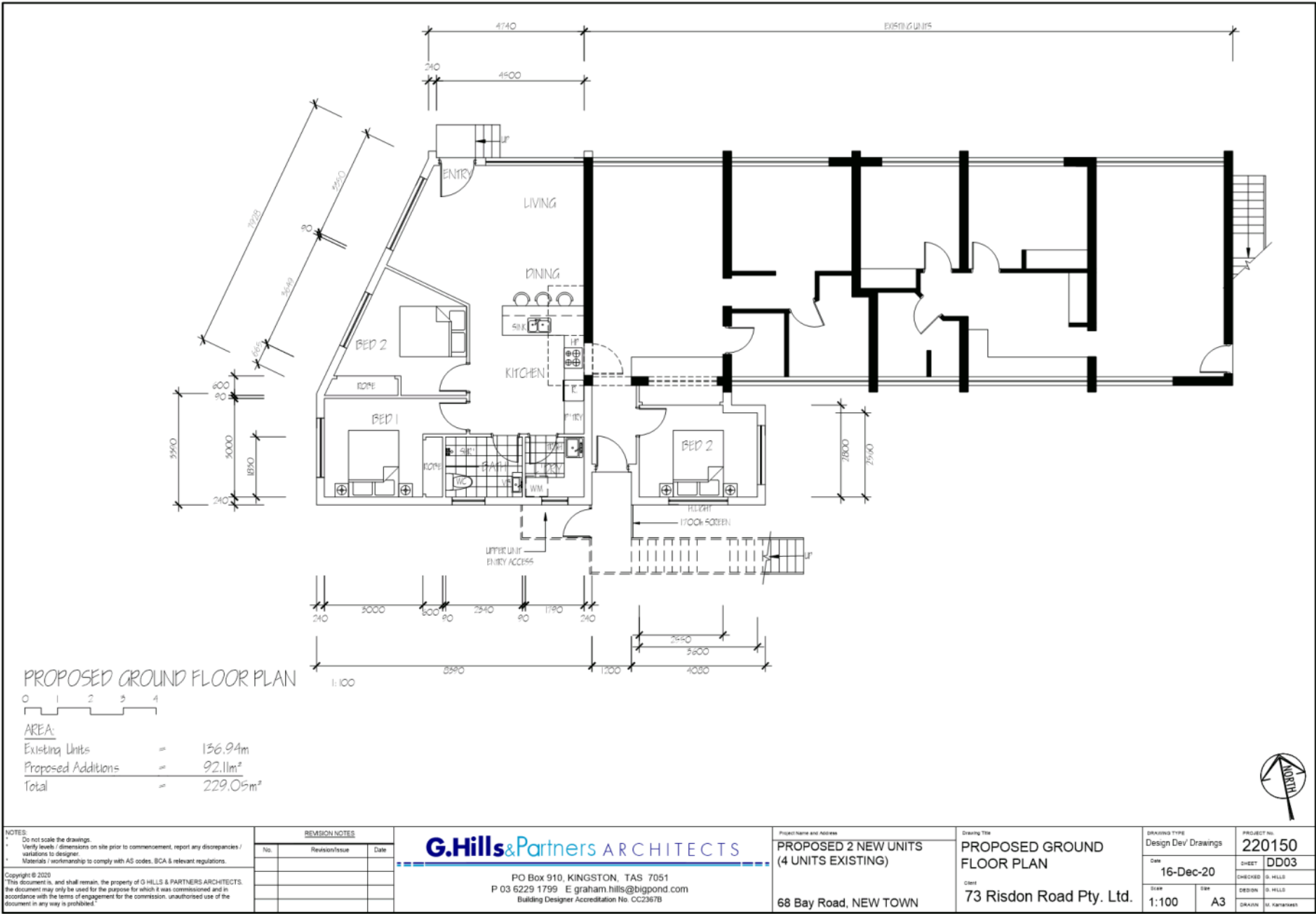
ARCHITECTS

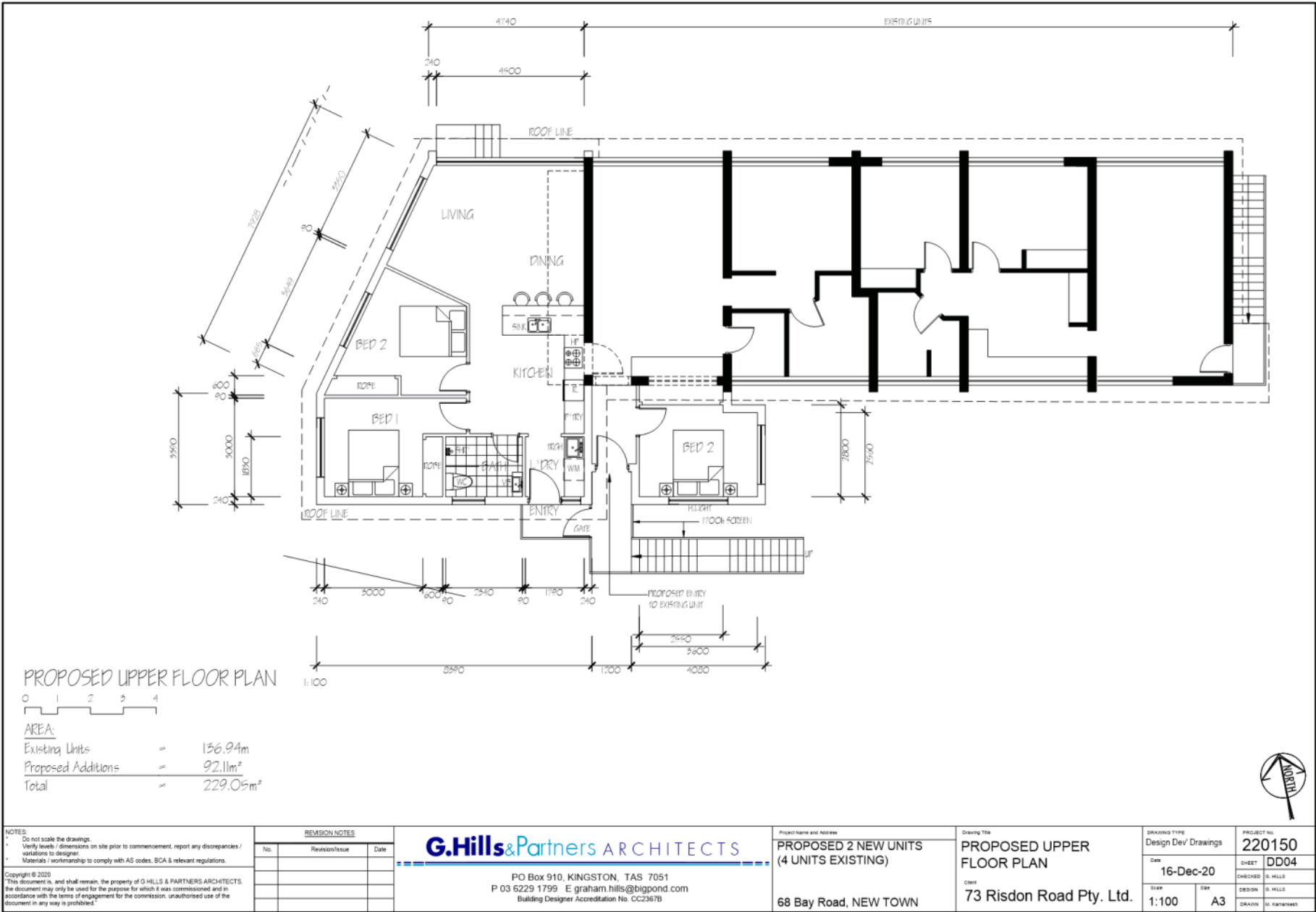


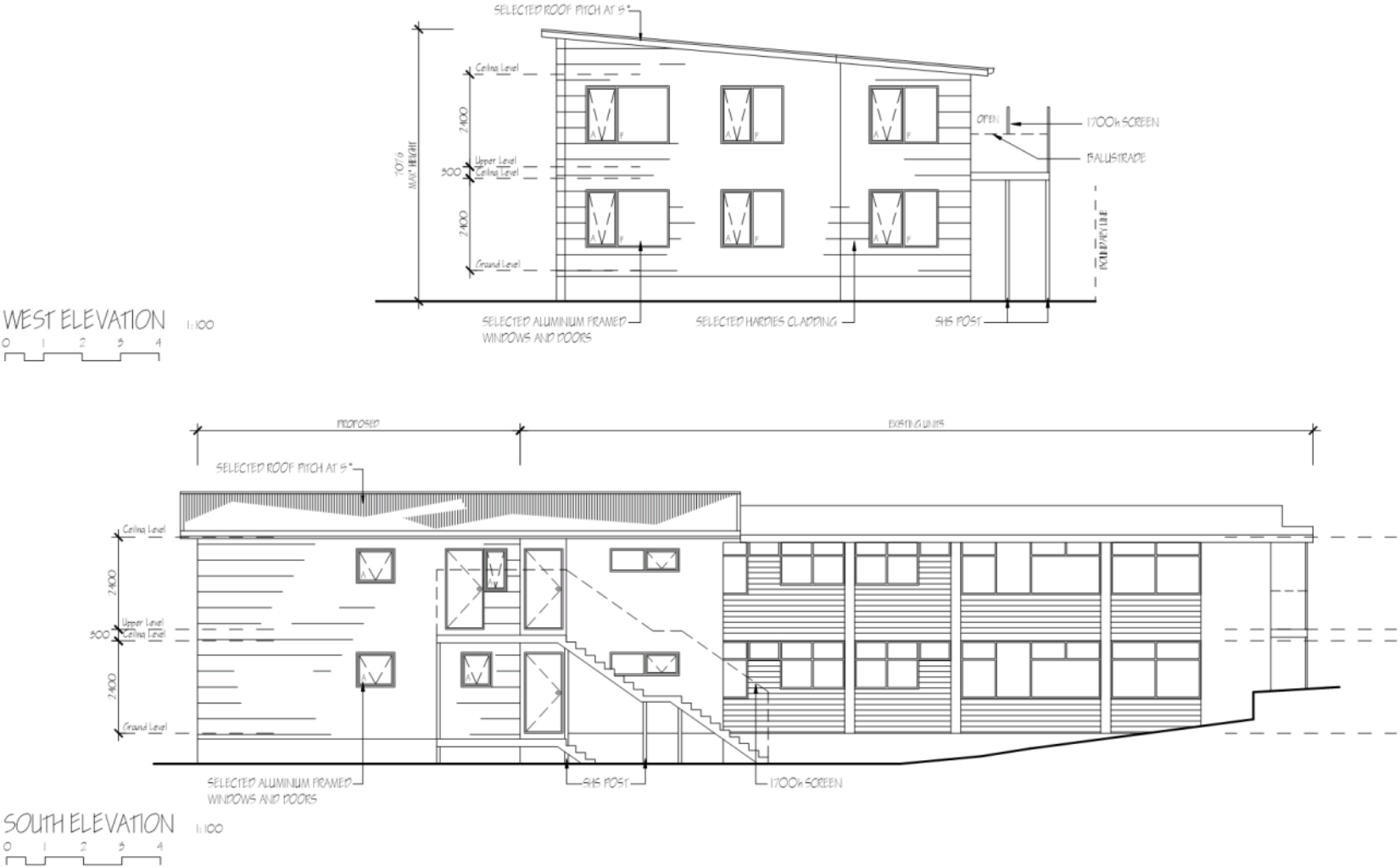
P.O. Box 910, Kingston, Tas 7051
Ph: (03) 6229 1799 Mob: 0419 883 370
Email: graham.hills@bigpond.com
Tas Building Practitioner No. CC23678











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REVISION NOTES		
No.	Reason/Issue	Date

G.Hills&Partners ARCHITECTS

PO Box 910, KINGSTON, TAS 7051
P 03 6229 1799 E graham.hills@bigpond.com
Building Designer Accreditation No. CC2367B

PROJECT NAME AND ADDRESS

**PROPOSED 2 NEW UNITS
(4 UNITS EXISTING)**

68 Bay Road, NEW TOWN

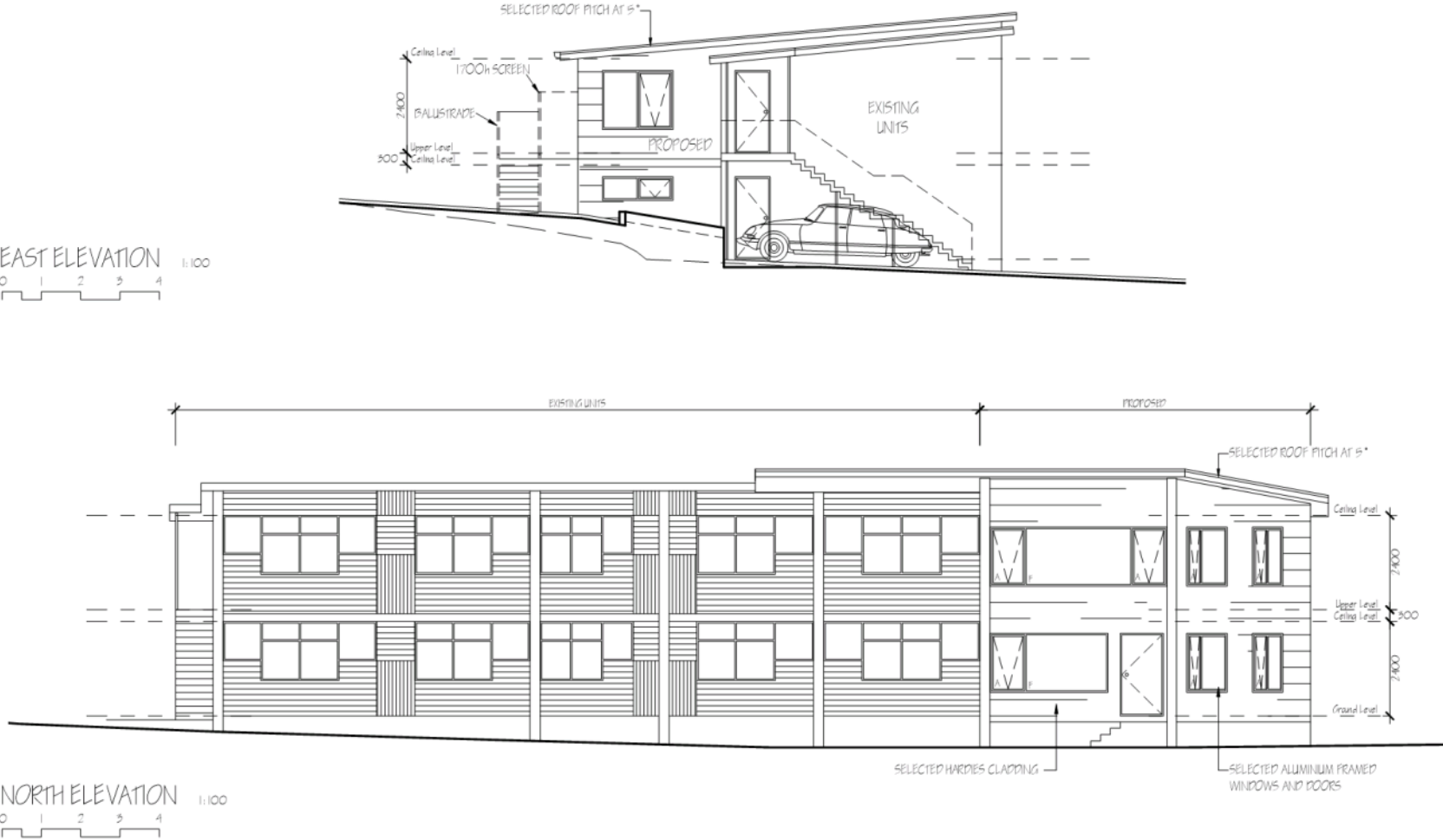
Drawing Title

ELEVATIONS 1

Client

73 Risdon Road Pty. Ltd.

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Design Dev Drawings		220150	
Date	2-Nov-20	SHEET	DD05
Scale	1:100	CHECKED	G. HILLS
Size	A3	DESIGN	G. HILLS
		DRAWN	M. Karamanides



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Appendix E: Planning Scheme Response Table

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Acceptable Solution/Performance Criteria	Response
E15.7.4 Riverine Inundation Hazard Areas	
A1 A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300mm	The floor level should have a minimum of 300mm freeboard over the prescribed 1% AEP flood level of RL 3.5m AHD. This complies with the performance criterion.
A2 An extension to an existing habitable building must comply with one of the following: <ul style="list-style-type: none"> a) Floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300mm b) Floor area of the extension no more than 60 m² as at the date of commencement of this planning scheme. P2 An extension to an existing habitable building must satisfy all of the following: <ul style="list-style-type: none"> a) Floor level to be no lower than existing floor level; b) Risk to users of the site, adjoining or nearby land is not increased; c) Risk to adjoining or nearby Property or public infrastructure is not increased; 	The floor area of the new extension is proposed to be greater than 60m ² . Hence the performance criteria (P2) must be addressed. The floor level should have a minimum of 300mm freeboard over the prescribed 1% AEP flood level of RL 3.5m AHD. This complies with the performance criterion. Afflux mapping has determined a negligible flood depth increase occurs during a 1% AEP storm event. Furthermore, flood hazard has been shown to remain unchanged. This outcome is dependent on the following: the design and construction of the proposed building must ensure that water is allowed to flow towards the tailwater to the North of the Property to ensure that floodwaters do not pond against the Southern face of the proposed building. Therefore, risk to users, infrastructure and Property on the site, adjoining or nearby land are not expected to increase as a result of the proposed development. This complies with the performance criterion.
A3 The total floor area of all non-habitable building, outbuilding and Class 10b building under the Building Code of Australia, on a site must be no more than 60m ²	There are no non-habitable buildings proposed.
E15.7.5 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Area	
P1 Landfill, or solid walls greater than 5m in length and 0.5m in height, must satisfy all of the following: <ul style="list-style-type: none"> a) No adverse affect on flood flow over other properties through displacement of overland flow; b) The rate of stormwater discharge from the property must not increase; 	Afflux mapping has determined a negligible flood depth increase occurs during a 1% AEP storm event. Stormwater detention is proposed to mitigate stormwater runoff to existing levels. Refer to the Stormwater Management Plan for details. Stormwater treatment is proposed to ensure that stormwater quality is not reduced below existing levels. Refer to the Stormwater Management Plan for details.

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c) Stormwater quality must not be reduced from pre-development levels.	
<p>P2</p> <p>Mitigation measures, if required, must satisfy all of the following:</p> <ul style="list-style-type: none"> a) Be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise; b) Not have a significant effect on flood flow. 	<p>The floor level is proposed to have a minimum of 300mm freeboard over the prescribed 1% AEP flood level of RL 3.5m AHD. This will ensure that habitable rooms are protected from flooding. The modelled scenario considered the effects of climate change on rainfall intensity and sea-level rise in the year 2100. Thus, adaption for sea-level rise is accounted for.</p> <p>Afflux mapping has determined a negligible flood depth increase occurs during a 1% AEP storm event.</p> <p>This complies with the Performance Criterion.</p>

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Site History Review

68 Bay Road, New Town, Tasmania

Prepared for
Graham Hill Architects

Client representative
Graham Hill

Date
6 May 2022

Rev 00





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Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Draft for internal review	J Holan	J Holan	J Holan	29/4/2022
B	Draft for internal review	J Holan	E P Maes	E P Maes	2/5/2022
00	Final for client	E P Maes	F Keserue-Ponte	F Keserue-Ponte	6/5/2022

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Executive Summary

Introduction:

The Graham Family Funeral Homes is proposing to extend the company-owned block of units at 68 Bay Road, New Town (the Property). As a component of the planning application with Hobart City Council (HCC), a Stage 1 Site History Review (SHR) is required to enable HCC to assess the application against the relevant provisions of the Potentially Contaminated Land Code of the *Hobart Interim Planning Scheme 2015*.

The proposed unit extension is on the western side of the existing units. Minor building modifications will be required. The floor of the proposed extension will be approximately 950 mm above the natural ground. The extension design includes lightweight construction and friction piles with no requirement for excavation.

Site history findings:

The assessment of the site history through the compilation and review of available information on the historical and current uses of the Property and immediate surrounds has identified that potential sources of contamination to the Property are considered to include:

On the Property:

- Potential for asbestos containing building materials within the existing building; and
- Potential for lead- and other metals-based paints in paint coatings within / on the existing building.

Adjacent to the Property:

Presence of existing and historical UPSS (fuel and waste oil), with potential presence of impacted soil and groundwater. that the only potentially contaminated activities that could potentially have impacted the Property are the service station and workshops in the neighbouring downgradient properties.

Conclusions:

A preliminary CSM was developed (Section 5.4) for the identified SPR linkages, which has identified several risks, for which recommendations are made as follows:

- **Recommendation 1:** A building materials assessment should be undertaken prior to site construction works to ensure any materials identified as containing asbestos and metal-based paints are managed to prevent impacts to construction workers and residents.
- **Recommendation 2:** Construction environmental management protocols need to include the potential for encountering and managing unexpected contamination.
- **Recommendation 3:** Construction methods for the extension must maintain passive venting within the sub-floor space.

This report addresses both clause E2.4.3 and Clause 2.5 Use Standard performance criteria of the PCLC within the *Hobart Interim Planning Scheme 2015*, as follows:

- There is no evidence the land is contaminated. Residual risks associated with uncertainties related to building materials and potential for undetected or future contamination can be managed via the implementation of the recommendations listed above.
- Provided the recommendations are implemented, the use and development of this Property for the proposed extension, will not adversely impact on human health or the environment.

Abbreviations

Abbreviation	Description
ACM	Asbestos-containing Material(s)
AEP	Annual Exceedance Probability
ASC NEPM	<i>National Environment Protection (Assessment of Site Contamination) Measure 1999, as amended 2013</i>
ASS	Acid Sulfate Soils
BTEXN	Benzene (B), Toluene (T), Ethyl-benzene (E), Xylenes (X) and Naphthalene (N)
CEMP	Construction Environmental Management Plan
CEnvP SC	Certified Environmental Practitioner Site Contamination (Specialist)
CoPC	Contaminant(s) of Potential Concern
CSM	Conceptual Site Model
EIANZ	Environment Institute of Australia and New Zealand
EIL	Ecological Investigation Level
EPA	Environment Protection Authority (Tasmania)
EPN	Environment Protection Notice
ESA	Environmental Site Assessment
ESL	Ecological Screening Level
HCC	Hobart City Council
LISTmap	Land Information System of Tasmania
NRE	Natural Resources and Environment (Tasmania)
PAH	Polycyclic Aromatic Hydrocarbons
Pb	Lead
PCLC	Potentially Contaminated Land Code under the <i>Hobart Interim Planning Scheme 2015</i>
PIR	Property Information Request
Property	68 Bay Road New Town
QA/QC	Quality Assurance / Quality Control
SHR	Site History Review
SPR	Source (S) – Pathway (P) – Receptor (R) Linkage(s)
TPH / TRH	Total Petroleum Hydrocarbons / Total Recoverable Hydrocarbons
UPSS	Underground Petroleum Storage System(s)
VOCs	Volatile Organic Compounds
WST	WorkSafe Tasmania



1. Introduction

1.1 Background

The Graham Family Funeral Homes is proposing to extend the company-owned block of units at 68 Bay Road, New Town (the Property). As a component of the planning application with Hobart City Council (HCC), a Stage 1 Site History Review (SHR) is required to enable HCC to assess the application against the relevant provisions of the Potentially Contaminated Land Code of the *Hobart Interim Planning Scheme 2015*.

The proposed unit extension, designed by G. Hills and Partners Architects, will be constructed on the western end of the existing units. A minor amount of demolition will be required to join the extension to the existing building. No excavation is proposed, as the proposed new building floor will be approximately 950mm above the natural ground and external finished surfaces. The proposed extension design includes lightweight construction and friction piles, with no requirement for excavation. The design drawings referred to in this assessment are provided in Appendix A.

The objective of the PCLC within the *Hobart Interim Planning Scheme 2015* is to ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment. The intended land use and proposed development, which is located next to an operational service station, triggers the PCLC under 'Clause 2.5 Use Standard'. The proposed construction method, using screw piles, is not believed to trigger the 'Clause 2.6.2 Development Standard – Excavation'.

Clause 2.5 Use Standard of the PCLC states, under performance criteria (P1) that:

Land is suitable for the intended use, having regard to:

- (a) *an environmental site assessment that demonstrates there is no evidence the land is contaminated; or*
- (b) *an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or*
- (c) *a plan to manage contamination and associated risk to human health or the environment that includes:*
 - (i) *an environmental site assessment;*
 - (ii) *any specific remediation and protection measures required to be implemented before any use commences; and*
 - (iii) *a statement that the land is suitable for the intended use.*

In addition, the development may be exempt from the code when a Site History Review (SHR), prepared by a suitably qualified person, has been provided to the planning authority (HCC) confirming that potentially contaminating activities did not impact the site, as per clause E2.4.3 of the PCLC.

1.2 Objectives

The objective of this SHR is to identify whether the proposed development may be exempt from the PCLC (as per clause E2.4.3 of the *Hobart Interim Planning Scheme 2015*), or whether the assessment demonstrates that there is no evidence the land is contaminated. The SHR aims to assess:

- The potential for contamination to be present within the Property; and
- The potential for contamination from offsite to impact on the Property.

This SHR has been reviewed by a Certified Environmental Practitioner Site Contamination Specialist (CEnvP SC) under the Environment Institute of Australia and New Zealand (EIANZ). The CEnvP SC also attended the Property inspection.



1.3 Scope of works

The scope of work included the following:

- Obtain and review historical and publicly available information pertaining the Property and immediate surrounds
- Carry out a Property inspection, including an overview inspection of surrounding properties and uses (as allowed and practicable)
- Carry out a desktop assessment of the suitability of the Property for the proposed development (from a contamination perspective); and
- Compile the findings into a SHR (this report) to address the requirements of the PCLC.



1.4 Legislation

The SHR was undertaken in general accordance with the following legislation and guidelines:

- *Environmental Management and Pollution Control Act 1994* (EMPCA) and relevant Regulations; and
- *National Environment Protection (Assessment of Site Contamination) Measure 1999, as amended 2013* (ASC NEPM).

1.5 Limitations

Limitation of this SHR include:

- No intrusive investigations were completed by pitt&sherry
- No testing was undertaken of any of the building materials for potential asbestos containing materials or lead- and other metal-based paints
- Neighbouring properties were only inspected from outside of their boundaries; and
- No interviews with Property owners (past or present) were conducted.

2. Property setting

2.1 Property identification

Property identification details are provided in Table 1.

Table 1: Property details

Detail	Description
Address	<ul style="list-style-type: none"> 68 Bay Road, New Town, Tasmania
Title	<ul style="list-style-type: none"> 143812/1 (Unit 1) 143812/2 (Unit 2) 143812/3 (Unit 3) 143812/4 (Unit 4) 143812/0 (whole Property)
Property Identification (PID)	<ul style="list-style-type: none"> 2621054 (Unit 1) 2621062 (Unit 2) 2621089 (Unit 3) 2621070 (Unit 4)
Property area	840 m ² (approximately)
Current owner	Graham Family Funeral Homes
Current land use	Residential
Local government	Hobart City Council
Land tenure	Private Freehold

2.2 Regional setting

2.2.1 Locality and surrounding land use

The Property is located in New Town within the municipality of the City of Hobart.

The Property location is shown on Figure 1 (Appendix B).

Current land uses surrounding the Site include:

- **North** – Graham Family Funeral Home;
- **East** – Residential premises and sports field;
- **South** – Residential premises; and
- **West** – Ampol service station and residential premises.



2.2.2 Zoning & Planning overlays

The Property is located within an area zoned 'Inner Residential' under the *Hobart Interim Planning Scheme 2015*. Immediate surrounding properties are similarly zoned 'Inner Residential', including the neighbouring Ampol service station and Graham Family Funeral Homes.

Further from the Property, areas are zoned 'Recreation' (north and east), 'Utilities' (west) and 'Open Space' (southwest).

Under that planning scheme, the overlays show the Property is within the limits of the Royal Hobart Hospital Helipad Airspace Specific Area Plan.

2.2.3 Natural hazards

Under the *Hobart Interim Planning Scheme 2015*, there are a number of natural hazard overlays, available on the LISTmap¹. A summary of natural hazards for the Property and surrounds is provided in Table 2.

Table 2: Natural hazards

Natural hazard	Description
Flood	<ul style="list-style-type: none"> The Property is not subject to flooding.
Coastal inundation	<ul style="list-style-type: none"> The Property is not within an identified coastal inundation zone. A coastal Inundation Hazard Area overlay is located to the northeast, overlapping the neighbouring Graham Family homes funeral parlour and approximately 20 m from the northeast boundary of the Property. The area is vulnerable to a 1% annual exceedance probability (AEP) storm event by 2100.
Coastal erosion	<ul style="list-style-type: none"> The Property is not within an identified coastal erosion area. A coastal erosion area is located approx. 100 m to the northeast of the Property. This area has been identified as vulnerable to a coastal recession by 2100, based on current sea level rise models, soil type, and the geomorphology of the area, or may be protected by coastal defences for erosion.
Landslide	<ul style="list-style-type: none"> The Property is not within an identified landslide-prone area.
Bushfire	<ul style="list-style-type: none"> The Property and immediate surrounds are not within a bushfire prone area.


¹ Land Information System of Tasmania (LISTmap)

2.3 Property description

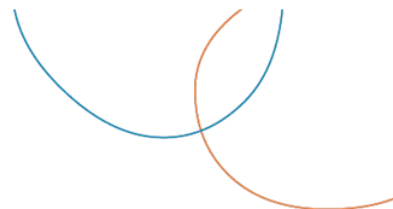
Available information on Property features is summarised in Table 3.

Table 3: Property description

Feature	Description	Information Source
Infrastructure features	<ul style="list-style-type: none"> Points of interest surrounding the Property include: <ul style="list-style-type: none"> Ampol service station, at the western boundary of site Runnymede National Trust House and Gardens 80 m to the southeast; and Tasmanian Hockey Centre approximately 300 m to the southeast. There are no known easements within the Property. 	LISTmap – facilities layer
Elevation	<ul style="list-style-type: none"> The Property elevation is approximately 5 m above mean sea level. 	LISTmap – contours (5m) layer (Figure 1) Site design drawings (Appendix A)
Topography	<ul style="list-style-type: none"> The Property is mostly level with a slight downhill slope towards the west, north-west 	Site inspection Site design drawings (Appendix A)
Surface water	<ul style="list-style-type: none"> Maypole Creek is approximately 70m to the northwest of the Property, running towards New Town Bay to the North. 	LISTmap – hydrographic lines layer (Figure 1)
Groundwater boreholes	<ul style="list-style-type: none"> No groundwater boreholes are known to be onsite, or were sighted during the Property inspection The closest offsite <i>registered</i> groundwater bore is 1.6 km to the southeast and was drilled to a depth of 54 m in 1983; and Several groundwater monitoring wells are believed to be present at the adjacent service station, at 71 Risdon Road, with a well cap observed during the Property visit. These wells are assumed to be used for groundwater quality monitoring purposes. 	Groundwater Information Access Portal Summary Report (Appendix C) Property visit
Geology	<ul style="list-style-type: none"> The Property is underlain by two formations of Cenozoic Cover Sequences: <ul style="list-style-type: none"> Most of the site is located over undifferentiated fluvial and swamp deposits of poorly consolidated to unconsolidated sand, clayey sand and silt with wood pieces and cross-bedding at places and interbedded subordinate clay and minor fine-gravel (TQd); and Close to the northwest boundary of the site, there is a transition to alluvium and marsh deposits of modern flood plains (Qham). 	LISTmap – geological polygons 25K layer
Soils	<ul style="list-style-type: none"> The soils within the Property are described as undifferentiated alluvial soil developed on Quaternary alluvium. 	LISTmap – soil types layer



Feature	Description	Information Source
Acid sulfate soils (ASS)	<ul style="list-style-type: none"> The soils within the Property are mapped as having a low probability of encountering ASS (6-70% chance of occurrence). Assessment of ASS would only be necessary if acid sulfate soils were being excavated as part of the construction works (<i>Tasmanian Acid Sulfate Soil Management Guidelines</i>). 	LISTmap – coastal ASS (0-20m AHD) layer.
Heritage	<ul style="list-style-type: none"> No structures within the Property are registered on the Tasmanian Heritage Register; and There are several features registered on the Tasmanian Heritage Register in the vicinity of the Property; impact of the proposed development on these features is not assessed further within the SHR, and is assumed to have been addressed as part of the other components of the Development Application. 	LISTmap – Tasmanian Heritage Register layer
Ecology	<ul style="list-style-type: none"> The Property is in a developed area thus ecological conservation values are limited Three threatened fauna, listed at State and National level, have been recorded within 500 m of the Property: <ul style="list-style-type: none"> <i>Marginaster littoralis</i> (Derwent River Seastar) <i>Antipodia chaostola subsp. leucophaea</i> (Chaostola skipper) <i>Lathamus discolor</i> (Swift Parrot) Four records of State listed threatened flora <i>Bolboschoenus caldwellii</i> have been recorded in New Town Rivulet, approximately 400 m to the north of the Property No threatened flora of National significance is recorded in or within 500 m of for the Property No threatened vegetation communities are recorded in or within 500 m of the Property; and No <i>Tasmanian Management Act</i> or priority weeds are recorded within the Property. 	LISTmap – Threatened flora points, threatened fauna points, threatened native vegetation communities, weeds watchlist Point




3. Property history review

3.1 Hobart City Council

HCC indicated that there were several activities in the vicinity of the Property which were/are potentially contaminating activities. The information provided by HCC is summarised in Table 4 with a copy of the correspondence received provided in Appendix D. Items which may pose a risk of contamination to the Property and proposed development are noted in blue font.

Table 4: HCC details of surrounding potentially contaminated premises / contaminating activities

Address	Potentially Contaminating Activity	Distance from Property	Potential to impact on the Property
71 Risdon Road	<ul style="list-style-type: none"> Active service station Potential for hydrocarbon contaminants and volatiles 	<ul style="list-style-type: none"> Immediately adjacent to the west 	<ul style="list-style-type: none"> Dispensing of hydrocarbon fuels generates fumes which could pose a nuisance odour to the Property users. Potential hydrocarbon contamination in soil and groundwater could generate volatiles which could potentially migrate upgradient and impact the Property due to proximity.
1 Bell Street	<ul style="list-style-type: none"> Historical motor car dealers, engineers or garages: <ul style="list-style-type: none"> B.R Bean, H.C. Sleigh/Golden Fleece, Purity Wholesalers Pty Ltd, W.P.L. Food Distributors, Wholesalers Pty Ltd. All of these activities had the potential for hydrocarbon contamination All activities took place between 1970-1988 	<ul style="list-style-type: none"> The land has been converted to a sports field, and the land is 220 m to the east of the Property 	<ul style="list-style-type: none"> Unlikely to impact the Property due to the distance and time elapsed since cessation of those contaminating activities; hydrocarbons biodegrade over time.
1 Queens Walk, New Town	<ul style="list-style-type: none"> Fuel spill of 715 litres of diesel in 2007; Remediation works resulted in the recovery of the majority of the lost product and the removal 	<ul style="list-style-type: none"> Approximately 300 m to the northeast of the Property, and in interpreted downgradient 	<ul style="list-style-type: none"> Unlikely to impact the Property due to distance and location downgradient from the Property.



Address	Potentially Contaminating Activity	Distance from Property	Potential to impact on the Property
	of secondary source contaminated soil; and <ul style="list-style-type: none"> Residual contaminated soil was reported to be still present in 2010 under Queens Walk in the vicinities of services, and the site was entered into HCC's Contaminated Sites Register. 	direction from the Property	
10 Selfs Point	<ul style="list-style-type: none"> Landfill was operated between 1920-1965 Potential contaminants include hydrocarbons, polychlorinated biphenyls, heavy metals, nutrients, pesticides, asbestos containing materials 	<ul style="list-style-type: none"> 330m north east of the Property, adjacent to New Town Rivulet / New Town Bay 	<ul style="list-style-type: none"> Unlikely to impact the Property due to distance and location downgradient.

3.2 Environment Protection Authority


The following EPA layers on the LISTmap were inspected:

- EPA Regulated Premises – identifies the location of Level 2 regulated premises as well as potentially contaminated sites, which are currently regulated; and
- EPA Underground Petroleum Storage Systems – shows sites where EPA has received notification of the registration, temporary decommissioning or permanent decommissioning of underground petroleum storage systems (UPSS). The locations are indicative of registered UPSS, but do not necessarily represent all existing or historical UPSS.

EPA records within surrounding premises are summarised in Table 5. Items which may pose a risk of contamination to the Property and proposed development are noted in blue font.

Table 5: EPA details of surrounding premises

Feature	Description	Potential to impact on the Property
EPA regulated premises	Closest EPA regulated premise is the TasWater Selfs Point wastewater treatment plan situated 790 m the north-east of the Property	Unlikely to impact the Property due to distance and location downgradient.
UPSS – active	Closest recorded active UPSS are at the neighbouring Ampol service station, adjacent to the western boundary of the Property (71 Risdon Road)	Potential hydrocarbon contamination in soil and groundwater could generate volatiles which could potentially migrate upgradient and impact the Property due to proximity.



Feature	Description	Potential to impact on the Property
UPSS – abandoned	Closest abandoned registered UPSS is approximately 950 m to the southwest of the Property at 156 New Town Road	Unlikely due to distance from the Property.
UPSS – permanently decommissioned	Closest permanently decommissioned registered UPSS is approximately 920m to the southwest at 119 New Town Road, New Town.	Unlikely due to distance from the Property, and permanently decommissioning status.

UPSS – underground petroleum storage system(s)

3.3 WorkSafe Tasmania

An information request for the Property and surrounding properties was submitted to WorkSafe Tasmania (WST) on 5 April 2022, and a copy of the correspondence received is provided in Appendix E.

WST reported that the only registered premises relevant to the Property are the Ampol service station situated at the western boundary (71 Risdon Road). The documentation provided comprises two layouts of the UPSS:

- 1971 Layout
 - UPSS comprised 1 x 3,000 gallon and 2 x 4,000 gallon underground storage tanks (UST) situated on the northern side of the land. Fuel bowzers were located under the site's canopy (west of the service station building) with underground pipework connecting to the USTs
 - The closest fuel UST was located approx. 20 m north of the northern Property boundary, in an interpreted downgradient direction from the Property; and
 - A waste oil UST, of non-specified volume, was situated on the eastern side of the service station land, adjacent to the Property, and only a few metres from the Property boundary, in an interpreted downgradient direction from the Property.
- 2011 layout (believed to represent the most recent layout)
 - UPSS comprise 1 x 27,000L petrol UST, 1 x 32,000L petrol UST and a 1 x 16,000 L diesel UST. A 16,000 L LPG aboveground storage tank (AST) is also present at the north-eastern boundary of the service station site, with its own dispenser. Fuel bowzers are located under the service station's canopy with underground pipework connecting to the USTs.
 - The closest fuel tank (T3, petrol) is located 20 m west of the Property boundary, on the opposite side of the service station building and in a downgradient direction from the Property.

It appears that tanks shown in the 1971 layout are now decommissioned and it is considered likely that works involved in installing the new UPSS shown in the 2011 layout, resulted in the removal of historical USTs and remediation of any potential associated contamination. There is clear evidence (historical aerial imagery – refer to Section 3.4) of new pavement areas in the spaces which coincide with the historical waste oil UST and fuel USTs. The absence of the former USTs from the 2011 layout also suggests they have been removed.



3.4 Historical aerial imagery


Historical aerial imagery in the vicinity of the Property was sourced from Natural Resources and Environment (NRE). A summary of the review findings for the Property and immediate surrounds is provided in Table 6 and the historical aerial images are provided in Appendix F.

Notable information includes:

- The current residential building was built between 1957 and 1965;
- The service station was built between 1965 and 1976 (WST layout map of 1971 suggests construction prior to 1971). The original UPSS infrastructure may have been partially or wholly decommissioned by 2011 (evidenced by pavement changes on the concrete forecourt over the 1971 UST layout areas). UPSS infrastructure is likely to have been renewed by 2000 and 2011, with possible further decommissioning of former infrastructure; and
- A large industrial shed is located at 1 Bell Road which was later converted to a carpark for the sports fields (likely the location of the garages listed in the HCC findings).

Table 6: Historical aerial imagery review

Aerial Image Date	Description of the Property	Description of Property surrounds
12/02/1957	<ul style="list-style-type: none"> • Undeveloped, no vegetation present 	<ul style="list-style-type: none"> • Service station site undeveloped • Funeral home site undeveloped • Some residential areas and sports fields developed (north and east) • Large industrial building at 1 Bell Street is present
17/02/1965	<ul style="list-style-type: none"> • Property developed with current building and undercover parking in entrance (east) and shed in western corner 	<ul style="list-style-type: none"> • Service station site undeveloped • Funeral home site undeveloped • Large industrial building at 1 Bell Street still present
4/02/1976	<ul style="list-style-type: none"> • Unchanged from 1965 	<ul style="list-style-type: none"> • Service station site developed with current building • Funeral home site developed • Further residential premises constructed surrounding the Property • Large industrial building at 1 Bell Street still present
13/02/1987	<ul style="list-style-type: none"> • Unchanged from 1976 	<ul style="list-style-type: none"> • Service station surrounded by several cars suggesting mechanical workshop was present • Other areas largely unchanged from 1976
24/03/2000	<ul style="list-style-type: none"> • Roof painted green suggesting some upgrades to building 	<ul style="list-style-type: none"> • Service station site has LPG gas stored above ground; large concrete square north of the building suggests UPSS were either removed or permanently decommissioned <i>in-situ</i> • Extension added to funeral home • Large industrial building at 1 Bell Street has been removed



Aerial Image Date	Description of the Property	Description of Property surrounds
06/12/2011	<ul style="list-style-type: none"> Undercover parking located at the eastern entrance has been removed and new concreted area in front of building (eastern side) Shed in western corner; concrete slab remains 	<ul style="list-style-type: none"> Service station site unchanged from 2000 Another extension added to funeral home Large industrial building site has been converted to parking
2019	<ul style="list-style-type: none"> Entrance resealed with asphalt Additional shed installed along the southern boundary 	<ul style="list-style-type: none"> Service station site shows installation of current UPSS with new paving Funeral home unchanged from 2011

3.5 Previous assessments

No known environmental site assessments have previously been undertaken at the Property. A geotechnical assessment was undertaken in 2021 by Strata Geoscience and Environmental². The report is included in Appendix G.

Relevant information from the geotechnical report include:

- Two boreholes were drilled, with one logged and one not;
- Shallow water table observed during drilling of soil bores (~1 m below ground surface); however, there was no note of any hydrocarbon odours or staining in the borehole log or in the report; and
- The log for BH1 suggests that there is a fill within the top 0.1 to 1.3 m below ground surface. The report (Strata, 2021) also calls the material 'uncontrolled fill'. However, the log suggests that the fill materials comprise natural reworked materials. No foreign materials such as building demolition rubble or wastes were logged. The presence of this possible 'fill' layer is considered unlikely to be a source of contamination for the Property.

3.6 Property inspection and anecdotal information

pitt&sherry staff visited the Site on 6 April 2022. An investigation checklist was completed and is provided in Appendix H. Photographs of the Property are provided in Appendix I. A summary of key inspection findings for the Property and immediate surrounds is presented below:

Property:

- The Property is upgradient of the service station with a slight slope of the grassed area towards the west (service station);
- Services appear to be mostly under the building of the Property in the vented crawl space;
- The residential building is of an age where asbestos containing materials (ACM) and lead- and other metallic-based paints may have been used. While undisturbed, the potential presence of ACM and metal-based paints within the existing building are not considered a risk to site users. However, construction works may disturb these materials.

² Strata Geoscience and Environmental (2021) Site Classification to AS2870-2011 – Residential Slabs and Footings. Geotechnical Investigation 68 Bay Road, New Town (Strata, 2021)

**Adjacent to the Property:**

- Several cracks in the concrete were observed during visual inspection of the service station;
- Either a UPSS fill point or groundwater monitoring well appeared to be visible in the rear (east) of the service station, near the boundary of the Property; and
- A mechanical workshop was noted at the Graham Family Funeral Homes, situated north and downgradient of the Property.

3.7 Integrity assessment

In order to confirm the findings, cross-referencing between the different information sources (i.e. documentation, Property observations and anecdotal information, historical imagery, etc.) has been completed as far as practicable and the information presented within this report is considered to be generally correct.



4. Identified potential contamination sources

The historical review of the available information presented in the sections above has identified several potential sources of contamination to the Property. These include:

On the Property:

- Potential for asbestos containing building materials within the existing building
- Potential for lead- and other metals-based paints in paint coatings within / on the existing building

Which are not deemed a risk to Property users when left undisturbed.

Adjacent to the Property:

- The potential presence of historical and current soil and groundwater contamination at the neighbouring service station as result of historical storage of fuel and waste oil underground.



5. Preliminary conceptual site model

As potential contamination sources have been identified, a preliminary Conceptual Site Model (CSM) has been developed, to identify any source-pathway-receptor (SPR) linkages in relation to sensitive human and ecological receptors on the Property. Unacceptable risks from contamination may occur if a SPR linkage is deemed to be complete.

5.1 Sources

Potential sources of contamination to the Property include:

On the Property:

- Potential for asbestos containing building materials within the existing building
- Potential for lead- and other metals-based paints in paint coatings within / on the existing building

Adjacent to the Property:

- Presence of existing and historical UPSS (fuel and waste oil), with potential presence of impacted soil and groundwater.

5.2 Receptors

Potential receptors which may be exposed to identified contaminants include:

Human receptors:

- Current Property users;
- Future Property users; and
- Excavation and maintenance workers.

Ecological receptors:

- Urban terrestrial fauna and flora (highly modified and developed area).

5.3 Pathways

Potential migration pathways through which receptors may be exposed to contaminants include:

Human health:

- Inhalation of airborne contaminants (e.g. volatile organic compounds (VOCs) or contaminating particulates, e.g. asbestos fibres, metallic paint dust); and
- Direct contact with contaminated soil and intersected groundwater.

Ecological:

- Plant uptake (terrestrial flora);
- Ingestion of contaminated plant materials by fauna; and
- Direct contact with contaminated soil and intersected groundwater.



5.4 Source-pathway-receptor linkages

The source-pathway-receptor linkages assessed as 'complete' are listed below with an assessment of risk and associated recommendations:

- **Inhalation of asbestos fibres and/or metal-based paint particulates** (if present) during disturbance of the existing building materials during construction works; receptors would include construction workers and current residents:
 - This is a **high risk** if asbestos containing materials and / or lead and metal-based paints are present within the proposed extension disturbance area.
 - **Recommendation 1:** A building materials assessment should be undertaken prior to site construction works to ensure any materials identified as containing asbestos and metal-based paints are managed to prevent impacts to construction workers and residents.
- **Contact, during excavation works, with potentially hydrocarbon contaminated soil and/or intersected groundwater**, which may have migrated from the neighbouring service station site, and may have impacted the Property profile:
 - This is considered to be **low risk** at present, as no excavation works are proposed since screw piles will be used; Strata (2021) did not report any odours or staining within the boreholes drilled to 5.9 m and 7 m below ground level within the proposed extension footprint; and none the historical or current fuel UPSS at the service station were/are located adjacent to the Property, and the inferred groundwater flow direction is westwards, away from the Property.
 - **Recommendation 2:** Construction environmental management protocols need to include the potential for encountering and managing unexpected contamination.
- **Inhalation of volatile organic compounds** from volatile contamination migrating from potential hydrocarbon contaminated soil and/or groundwater at the neighbouring service station site:
 - This is considered to be **low risk** at present, as there is no evidence of volatiles contamination on the Property, and the proposed construction method allows the floor to be raised 950mm above the ground surface, with a space beneath the floor which will be vented. As such, any potential volatiles would not be able to impact on the residents of the extension, nor the potential maintenance workers accessing the sub-floor space. Although the likelihood is low, the risk exists that hydrocarbon contamination from the adjacent service station could impact the Property in the future.
 - **Recommendation 3:** Construction methods for the extension must maintain passive venting within the sub-floor space.
- **Uptake of hydrocarbon contamination from soils and groundwater** beneath the site and **uptake of plants** impacted by the contamination:
 - This is considered **low risk** as there is no evidence of contamination beneath the site and all vegetation observed during the Property visit, appeared healthy. No recommendations are considered necessary.



6. Conclusions

A Property inspection, review of historical- and publicly-available information, and review of the proposed extension plan and construction method, have been undertaken to address the requirements of the PCLC for the proposed extension of the residential building at 68 Bay Road New Town.

Potential sources of contamination to the Property are considered to include:

On the Property:

- Potential for asbestos containing building materials within the existing building; and
- Potential for lead- and other metals-based paints in paint coatings within / on the existing building.

Adjacent to the Property:

- Presence of existing and historical UPSS (fuel and waste oil), with potential presence of impacted soil and groundwater.

A preliminary CSM was developed (Section 5.4) for the identified SPR linkages, which has identified several risks, for which recommendations are made as follows:

- **Recommendation 1:** A building materials assessment should be undertaken prior to site construction works to ensure any materials identified as containing asbestos and metal-based paints are managed to prevent impacts to construction workers and residents.
- **Recommendation 2:** Construction environmental management protocols need to include the potential for encountering and managing unexpected contamination.
- **Recommendation 3:** Construction methods for the extension must maintain passive venting within the sub-floor space.

This report addresses both clause E2.4.3 and Clause 2.5 Use Standard performance criteria of the PCLC within the *Hobart Interim Planning Scheme 2015*, as follows:

- There is no evidence the land is contaminated. Residual risks associated with uncertainties related to building materials and potential for undetected or future contamination can be managed via the implementation of the recommendations listed above.
- Provided the recommendations are implemented, the use and development of this Property for the proposed extension, will not adversely impact on human health or the environment.



7. References

Environmental Management and Pollution Control Act 1994 (EMPCA).

National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013) (ASC NEPM).

Strata Geoscience and Environmental (2021) Site Classification to AS2870-2011 – Residential Slabs and Footings. Geotechnical Investigation 68 Bay Road, New Town (Strata, 2021).

Tasmanian Acid Sulfate Soil Management Guidelines, 2009.



8. Important information

8.1 Scope of services

This report ("the Report") has been prepared in accordance with the scope of services set out in the contract, or as otherwise agreed, between the client and pitt&sherry ("the scope of services"). In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the client for the purpose set out in the contract or as otherwise agreed between the client and pitt&sherry. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of such third parties.

8.2 Reliance on data

In preparing the Report, pitt&sherry has relied upon data, surveys, analyses, designs, plans and other information provided by the client and other individuals and organisations, most of which are referred to in the Report ("the data"). Except as otherwise stated in the Report, pitt&sherry has not verified the accuracy or completeness of the data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in the Report ("conclusions") are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data. pitt&sherry does not warrant the accuracy will not be liable in relation to conclusions should any of the data, be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to pitt&sherry.

8.3 Conclusions and recommendations

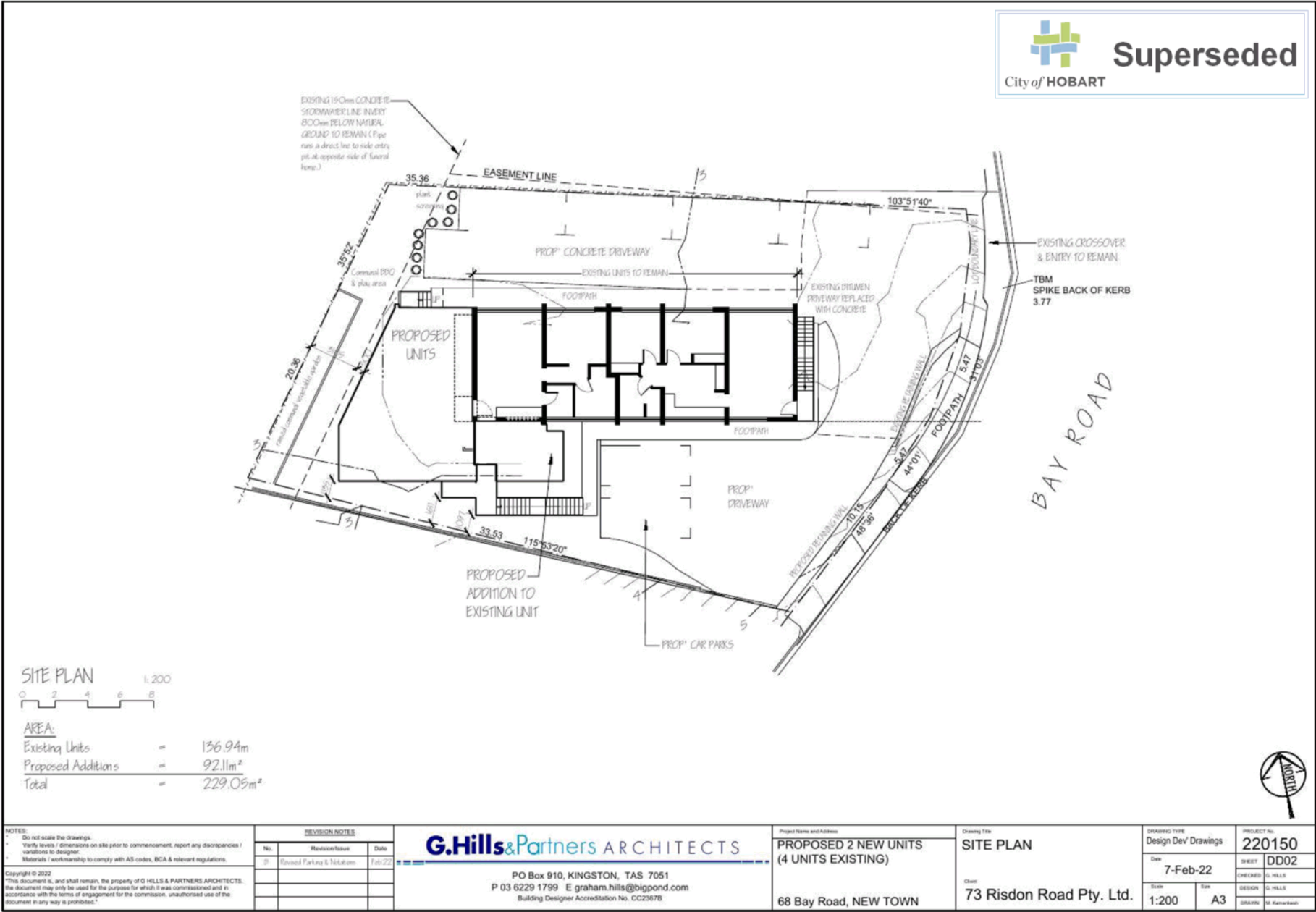
The conclusions in this Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update this Report to account for events or changes occurring subsequent to the date that the Report was prepared.

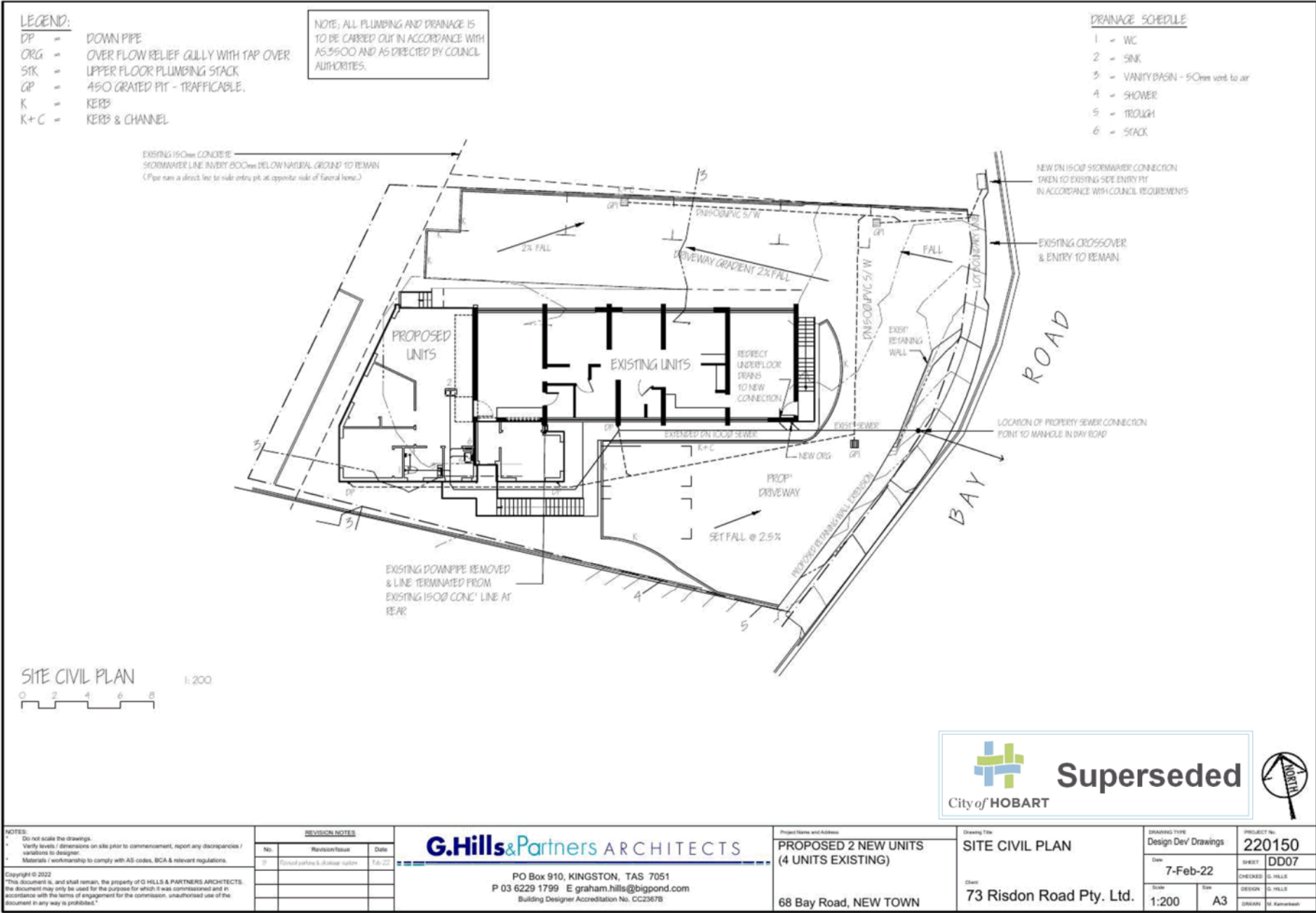


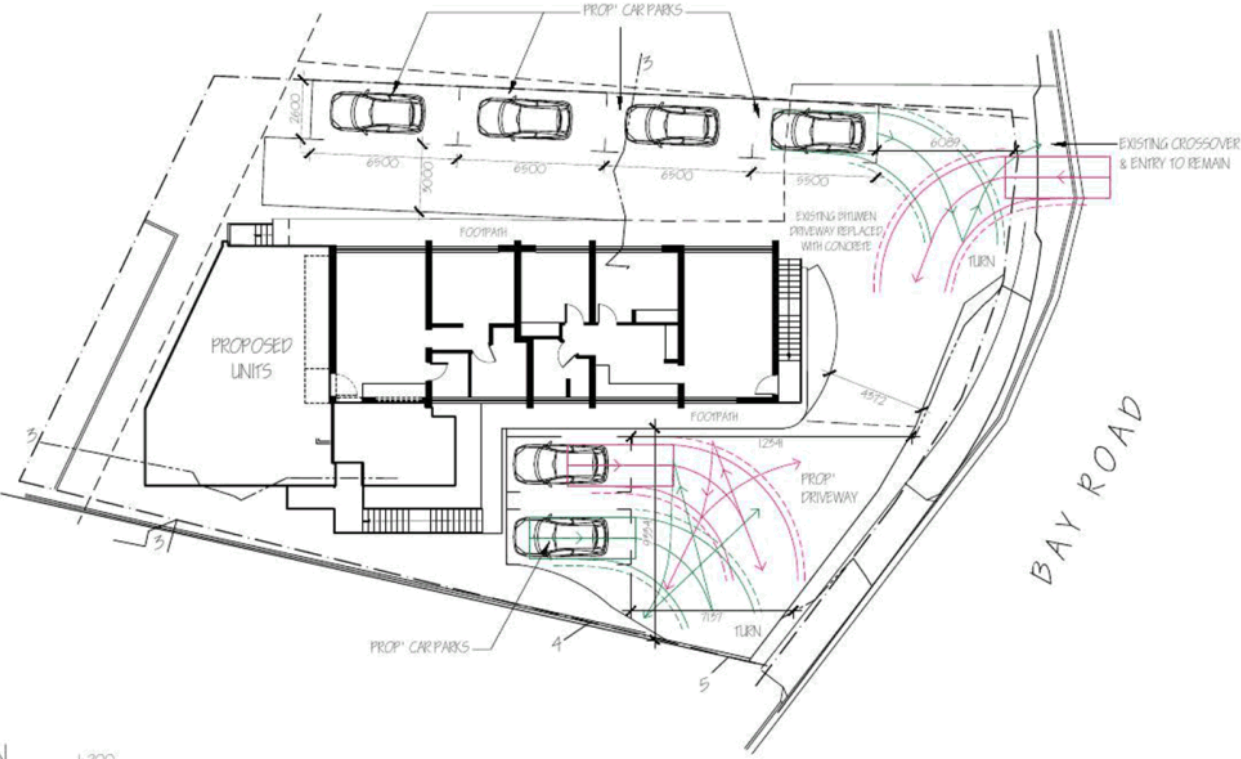
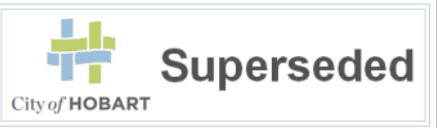
Current site plans

Appendix A

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VEHICLE MANOEUVRING PLAN
1:200

NOTES:
* Do not scale the drawings.
* Verify levels / dimensions on site prior to commencement, report any discrepancies / variations to designer.
* Materials / workmanship to comply with AS codes, BCA & relevant regulations.
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REVISION NOTES		
No.	Revision/Issue	Date
0	Issued plans & templates	1st Dec

G.Hills&Partners ARCHITECTS
PO Box 910, KINGSTON, TAS 7051
P 03 6229 1799 E graham.hills@bigpond.com
Building Designer Accreditation No. CC25678

Project Name and Address
**PROPOSED 2 NEW UNITS
(4 UNITS EXISTING)**
68 Bay Road, NEW TOWN

Drawing Title
**VEHICLE MANOEUVRING
PLAN**
Client
73 Risdon Road Pty. Ltd.

DRAWING TYPE
Design Dev' Drawings
Date
7-Feb-22
Scale
1:200

PROJECT No.
220150
SHEET
DD08
CHECKED
G. HILLS
DESIGN
G. HILLS
DRAWN
M. Karamchand



Figure 1

Appendix B



Graham Hill Architects
68 Bay road New Town
Figure 1.
Property location

pitt&sherry

N

0204080

Meters

Coordinate System: GDA 1994 MGA Zone 55

1:2,500

When Printed at A4

MAP REF

P.22.0392

AUTHOR

jholan

REVISION

A

DATE

21/04/2022

DATA

image from NRE Tasmanian

SOURCES

Government

Project specific data

- Legend
- Property outline
 - 5m Contours



Groundwater Information Access Portal report

Appendix C

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Groundwater Feature Summary Report



Disclaimer and Copyright. Map data is compiled from a variety of sources and hence its accuracy is variable. If you wish to make decisions based on this data you should consult with professional advisers. Apart from any use permitted under the Copyright Act 1968, no part of this report may be copied without the permission of the General Manager, Water and Marine Resources Division, Department of Primary Industries, Parks, Water and Environment, PO Box 41, Hobart, TAS 7001.

Groundwater Feature Summary Report

Feature id	Feature type	Locality name	Easting	Northing	Datum	Coordinate accuracy (m)	Drilled date	Drilling company	Depth	Initial yield	SWL list	Last SWL date	Final TDS	Main aquifer geology	Last operating status	Last operating status date
2864	Bore	Hobart	526814	5254583	GDA94	200	21/02/1983	Mines Department (=Tasmania Department of Mines)	54.00	0.23			1800	Jurassic Dolerite	Unknown	21/02/1983



Hobart City Council Correspondence

Appendix D

pitt&sherry

Jess Holan

From: Health <health@hobartcity.com.au>
Sent: Thursday, 7 April 2022 11:43 AM
To: Jess Holan
Subject: Contaminated land report - 68 Bay Road New Town
Attachments: F10 15147 Bennett s Petroleum Tanker Spill 12 November 2007 - Northernpdf

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

Hi Jessica,

68 Bay Road (property of interest) indicated in yellow on screen shot below.

Pink cross-hatch indicates potentially contaminated land.

PCL indicated to the south of 68 Bay Road (Sports fields) has had the following companies and associated activities on it:

- B.R Bean,
- H.C. Sleigh/Golden Fleece,
- Purity Wholesalers Pty Ltd,
- W.P.L. Food Distributors,
- Wholesalers Pty Ltd.

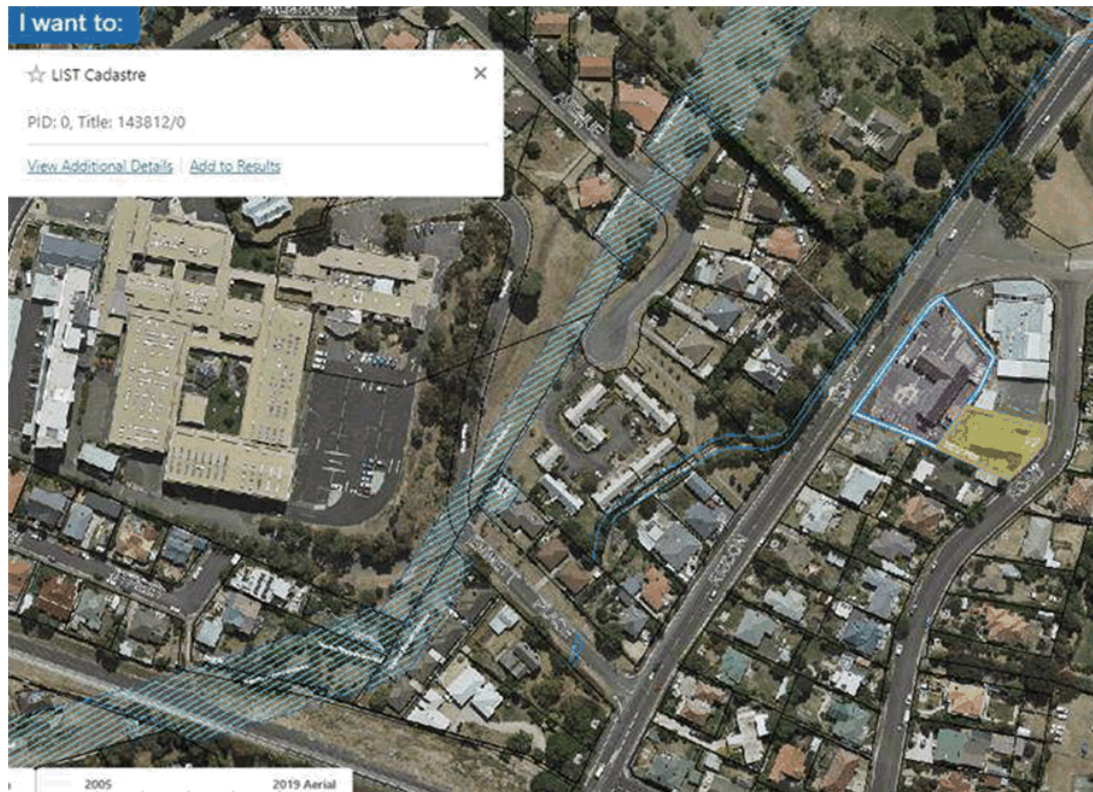
All the above activities took place 1970-1988 and were classified as either motor car dealers, engineers or a garage. Hydrocarbons are the potential contaminant for all afore mentioned.

To the East – 1 Queens Walk – Stainforth Court – Land Authority = Housing Tasmania – potential contaminant = major diesel tanker spill (2007) – about 715 litres of diesel was not recovered – remediation and assessment indicates some residual contamination remains. EPA letter attached.

Adjoining Stainforth Court (North East) are the rugby fields constructed over the former New Town Land-fill site (10 Sells Point Road). Dates of operation 1920-1965. Potential contaminants = hydrocarbons, PCBs, heavy metals, nutrients, pesticides, ACM.

PCL adjoining 68 Bay Road is an Ampol Service Station – 71 Risdon Road (2001-present). Previously Caltex & Benco – no dates of operation. Potential contaminants = hydrocarbons

Potential hydrocarbons were allegedly observed near-by, however no records were located during the information search. It is unknown if the potential contamination was upon surfaces or observed subsurface during excavations.



No further records located.

Worksafe Tasmania may have further records on the dangerous goods and hazardous chemicals register (petrol storage) re Caltex & Benco.

Kind regards

Andrew Choveaux
Senior Environmental Health Officer | Connected City



City of **HOBART**
Telephone (03) 6238 2793
16 Elizabeth Street, Hobart, Tasmania, Australia, 7000 | hobartcity.com.au

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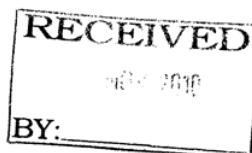
Level 6, 134 Macquarie Street, Hobart TAS
GPO Box 1550, Hobart, TAS 7001 Australia



Enquiries: Danielle McPhail
Ph: +61 3 6233 2782 Fax +61 3 6233 6800
Email: danielle.mcphail@environment.tas.gov.au
Web: www.environment.tas.gov.au
Our Ref: (030662: G:\ENV\EE0\EWM\Sh\CONTAM\Queens Walk_New Town_Bennetts tanker rollover_let6)\tm

44-1-11

9 November 2010



Mr Terry Bennett
Managing Director
Bennett's Petroleum Pty Ltd
PO Box 436
MOONAH TAS 7009

Attention: Mr Troy Bennett

Dear Mr Bennett

Bennett's Petroleum Tanker Spill
Northern driveway entrance to Stainforth Court, 1 Queens Walk, New Town

On 12 November 2007 a Bennett's Petroleum tanker rolled onto its side whilst negotiating a bend in the road on the Queens Walk, New Town, causing a spill of diesel to occur. Council officers responded to assist in the clean up of the site and the EPA Division was notified to determine if further enforcement action would be taken to ensure no on-going environmental harm had occurred or had the potential to occur post clean-up.

On 28 October 2008 the EPA Division received the document entitled *Bennett's Petroleum Spill Site Phase 2 Environmental Site Assessment* (the Phase 2 report) prepared by Coffey Environments and dated 29 September 2008. This document was submitted in order for the Director to determine if on-going environmental harm was occurring due to residual contamination. In correspondence dated 19 March 2009 one of my officers requested further information to satisfy gaps in the Phase 2 ESA report. This information was received in correspondence dated 22 May 2009.

A full review of documentation related to the incident has now been completed. Based on the information provided I have decided to take no further action in relation to this incident. This decision is based on:

- The actions taken immediately following the spill which resulted in the recovery of the majority of lost product and the removal of secondary source contaminated soil; and
- The intrusive investigations into soil, groundwater and vapour that have been undertaken by Coffey Environments for Bennett's Petroleum which have indicated no on-going human health or environmental risk based on current use of the spill area.

However, as residual soil contamination has been identified under Queen's Walk in the vicinity of services, the details of the incident will be placed on the EPA Division's Contaminated Sites Register to ensure that the area does not present an exposure risk in the future. I will also direct my officers to be forward the Phase 2 ESA and Additional Information to Hobart City Council for entering into the Council's Contaminated Sites Register.

If you have any questions regarding this correspondence please contact the Contaminated Sites Unit on the details provided above.

Yours sincerely

A handwritten signature in black ink, appearing to be 'JM' followed by a long horizontal stroke.

John Mollison
A/DIRECTOR ENVIRONMENT PROTECTION AUTHORITY

cc: Mr Nick Heath, General Manager, Hobart City Council, GPO Box 503, Hobart TAS 7001 (*Attention Mark Dwyer and Rowan Moore*)





WorkSafe Tasmania file records



Appendix E

Jess Holan

From: Case, Lorraine <Lorraine.Case@justice.tas.gov.au>
Sent: Wednesday, 6 April 2022 10:35 AM
To: Jess Holan
Subject: RE: DG records for 68 Bay Road

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

Hi Jess

Apparently it was a nursing home, Aralee, and only LPG was stored (1 x 190kg cylinder). The file contains records from 1977-1994.

Kind regards



Lorraine Case
Support Officer – Prosecution Co-ordination
WorkSafe Tasmania | Department of Justice
03 6166 4656 | lorraine.case@justice.tas.gov.au
www.worksafe.tas.gov.au | www.justice.tas.gov.au
PO Box 56, Rosny Park TAS 7018 | 30 Gordons Hill Road
Rosny Park TAS 7018



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From: Jess Holan <JHolan@pittsh.com.au>
Sent: Tuesday, 5 April 2022 4:53 PM
To: Case, Lorraine <Lorraine.Case@justice.tas.gov.au>
Subject: RE: DG records for 68 Bay Road

Thanks so much Lorraine,

Could you tell me what is stored at 44 Bay Road?

Jessica Holan
M: 0490 942 346

From: Case, Lorraine <Lorraine.Case@justice.tas.gov.au>
Sent: Tuesday, 5 April 2022 4:50 PM
To: Jess Holan <JHolan@pittsh.com.au>
Subject: DG records for 68 Bay Road

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

Hi Jess

You are correct in that we hold no dangerous goods storage information for 68 Bay Road, New Town. The only other dangerous goods site identified in that street is at 44 Bay Road, an apartment block but a fair distance away.

Attached is the most recent site plan for the service station at 71 Risdon Road.

Kind regards
Lorraine



Lorraine Case
Support Officer – Prosecution Co-ordination
WorkSafe Tasmania | Department of Justice
03 6166 4656 | lorraine.case@justice.tas.gov.au
www.worksafe.tas.gov.au | www.justice.tas.gov.au
PO Box 56, Rosny Park TAS 7018 | 30 Gordons Hill Road
Rosny Park TAS 7018

A banner for the Department of Justice, Tasmanian Government. It features the text "Department of Justice" and "Tasmanian Government" on the right. Below the text are icons for COVID safety: "KEEP IT COVID safe", "be fully vaccinated", "wear masks when needed", "symptoms? get tested", "stay home if sick", "use Check in TAS", "stay up to date", "keep hands clean", and "keep your distance". At the bottom, it says "Public Health Hotline 1800 671 738" and "coronavirus.tas.gov.au".

We act with **Integrity** **Respect** **Accountability** Our workplaces are **Inclusive** **Collaborative**

In recognition of the deep history and culture of this Island, we would like to acknowledge and pay our respects to all Tasmanian Aboriginal people, the past and present custodians of the Land.

KEEP IT COVID safe
Public Health Hotline 1800 671 738 coronavirus.tas.gov.au

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From: Jess Holan <JHolan@pittsh.com.au>
Sent: Tuesday, 5 April 2022 3:56 PM
To: Case, Lorraine <Lorraine.Case@justice.tas.gov.au>
Subject: DG records for 68 Bay Road

Hi Lorraine,

We are doing a site history report for 68 Bay Road NewTown. It is highly unlikely that there would be any records on file for the site (residential property) but could you tell us what you have on file for the surrounding properties? In particular, 71 Risdon Road, which is a service station. It would be useful to know where the fuel tanks are located.

Thank you

pitt&sherry

Jessica Holan

Experienced Environmental Scientist
BMarSc(Hons) PhD

Direct +61 3 6210 1463 | Mobile +61490 942 346 | jholan@pittsh.com.au

Note: I work Monday-Thursday

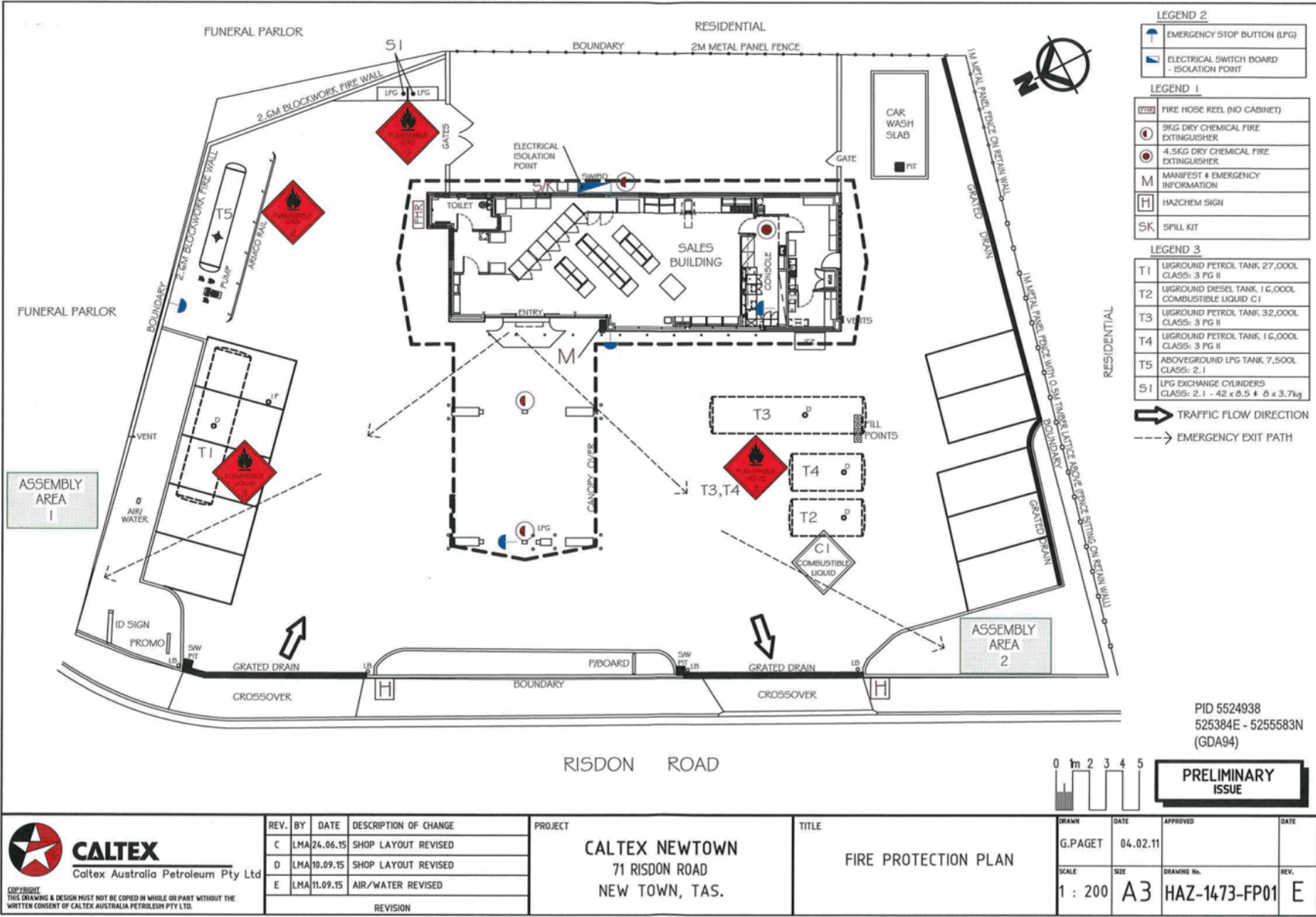
Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1400
pittsh.com.au

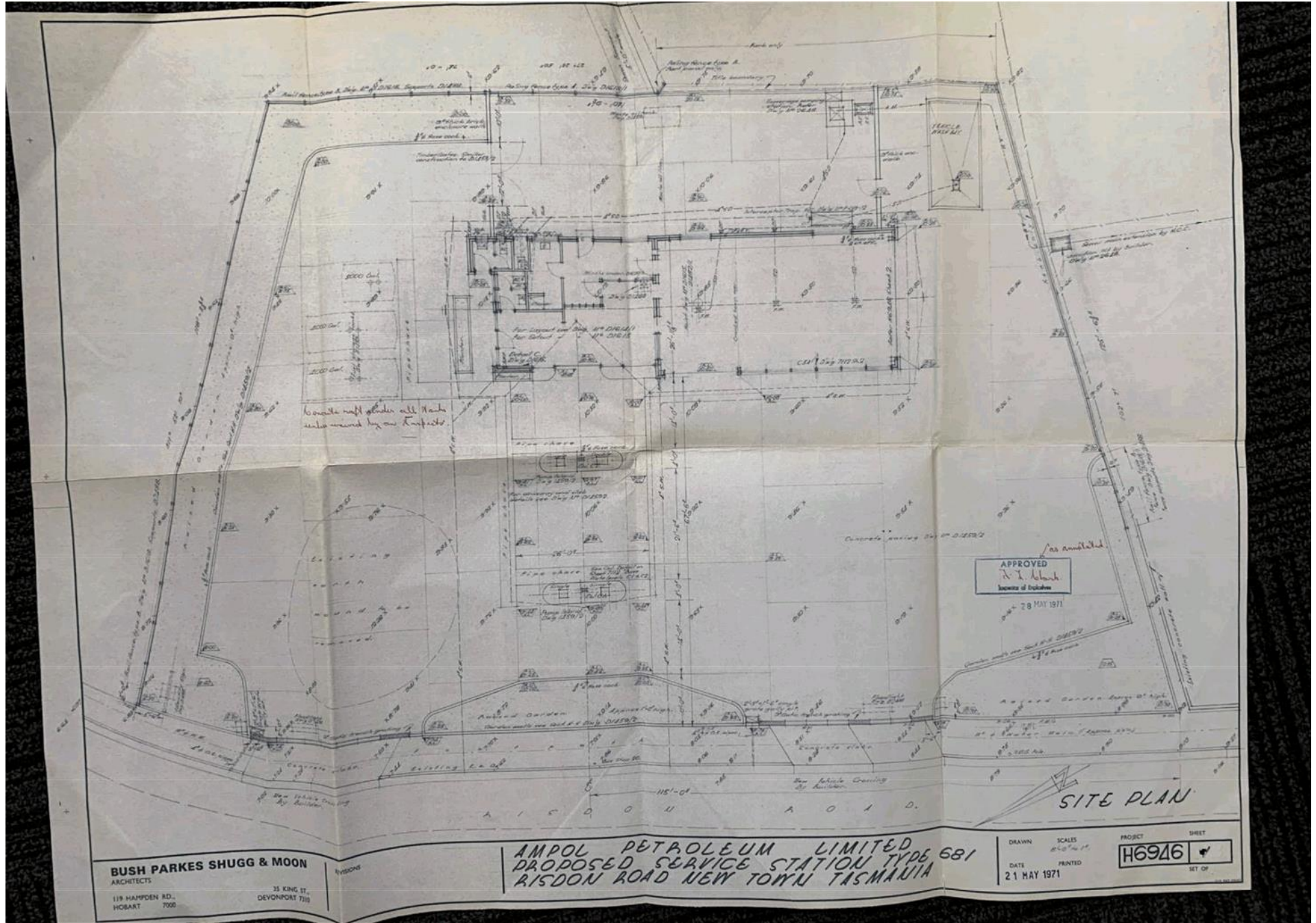
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Historical aerial images

Appendix F

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Graham Hill Architects
68 Bay road New Town

Aerial Image 1957
0326_126

pitt&sherry



0 20 40 80 Meters

Coordinate System: GDA 1994 MGA Zone 55
1:2,500 When Printed at A4

Legend

 Property outline

MAP REF P.22.0392
AUTHOR jholan
REVISION A
DATE 21/04/2022

DATA Image from NRE Tasmanian
SOURCES Government
Project specific data



Graham Hill Architects
68 Bay road New Town

Aerial Image 1965
0442_077

pitt&sherry



0 20 40 80 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:2,500 When Printed at A4

Legend
 Property outline

MAP REF	P.22.0392	DATA	Image from NRE Tasmanian
AUTHOR	jholan	SOURCES	Government
REVISION	A		Project specific data
DATE	21/04/2022		



Graham Hill Architects
68 Bay road New Town

Aerial Image 1976
0684_011

pitt&sherry



0 20 40 80 Meters

Coordinate System: GDA 1994 MGA Zone 55
1:2,500 When Printed at A4

Legend

 Property outline

MAP REF P.22.0392
AUTHOR jholan
REVISION A
DATE 21/04/2022

DATA Image from NRE Tasmanian
SOURCES Government
Project specific data



Graham Hill Architects
68 Bay road New Town

Aerial Image 1987
1084_245

pitt&sherry



0 20 40 80 Meters

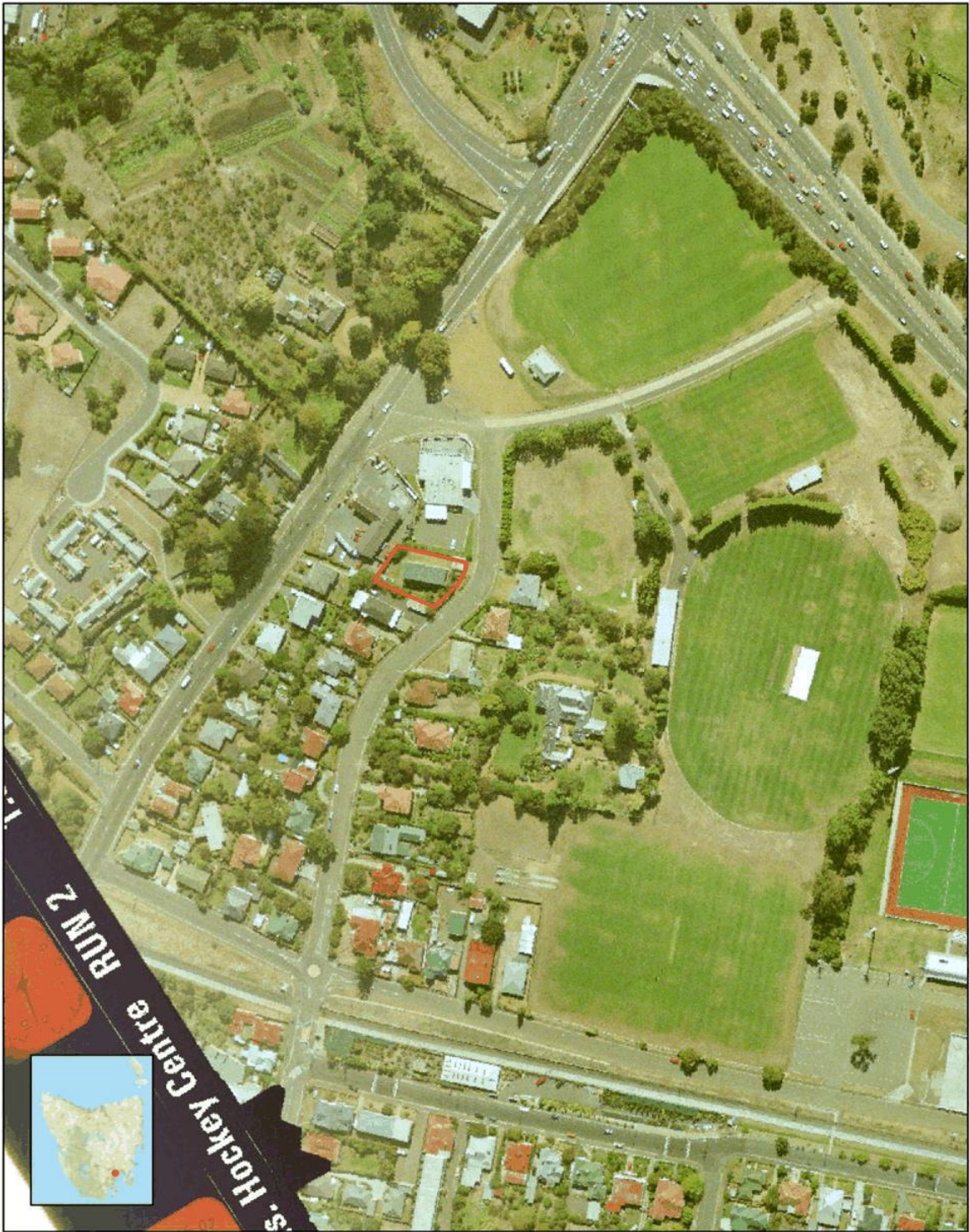
Coordinate System: GDA 1994 MGA Zone 55
1:2,500 When Printed at A4

Legend

 Property outline

MAP REF P.22.0392
AUTHOR jholan
REVISION A
DATE 21/04/2022

DATA image from NRE Tasmanian
SOURCES Government
Project specific data



Graham Hill Architects
68 Bay road New Town
Aerial Image 2000
Close up
1329_038

pitt&sherry

N

0204080 Meters

Coordinate System: GDA 1994 MGA Zone 55
1:2,500 When Printed at A4

MAP REF P.22.0392
AUTHOR jholan
REVISION A
DATE 21/04/2022

DATA
SOURCES

image from NRE Tasmanian
Government
Project specific data

Legend
 Property outline



Graham Hill Architects
68 Bay road New Town

Aerial Image 2011
1463_154

pitt&sherry



0 20 40 80 Meters

Coordinate System: GDA 1994 MGA Zone 55
1:2,500 When Printed at A4

Legend

 Property outline

MAP REF P.22.0392
AUTHOR jholan
REVISION A
DATE 21/04/2022

DATA Image from NRE Tasmanian
SOURCES Government
Project specific data



Graham Hill Architects
68 Bay road New Town
Aerial image 2019

pitt&sherry



0 20 40 80 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:2,500 When Printed at A4

Legend
 Property outline

MAP REF	P.22.0392	DATA	Image from NRE Tasmanian
AUTHOR	jholan	SOURCES	Government
REVISION	A		Project specific data
DATE	22/04/2022		



Graham Hill Architects
68 Bay road New Town
Aerial Image 1957
Close up
0326_126

pitt&sherry

N

04.258.517 Meters

Coordinate System: GDA 1994 MGA Zone 55
1:500 When Printed at A4

MAP REF P.22.0392
AUTHOR jholan
REVISION A
DATE 21/04/2022

DATA
SOURCES

Image from NRE Tasmanian
Government
Project specific data

Legend
 Property outline



Graham Hill Architects
68 Bay road New Town
Aerial Image 1965
Close up
0442_077

pitt&sherry



0 4.25 8.5 17 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:500 When Printed at A4

Legend
 Property outline

MAP REF	P.22.0392	DATA	Image from NRE Tasmanian
AUTHOR	jholan	SOURCES	Government
REVISION	A		Project specific data
DATE	21/04/2022		



Graham Hill Architects
68 Bay road New Town

Aerial Image 1976
Close up
0684_011

pitt&sherry



0 4.25 8.5 17 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:500 When Printed at A4

MAP REF P.22.0392
AUTHOR jholan
REVISION A
DATE 21/04/2022

DATA image from NRE Tasmanian
SOURCES Government
Project specific data

Legend

 Property outline



Graham Hill Architects
68 Bay road New Town
Aerial Image 1987
Close up
1084_245

pitt&sherry



0 4.25 8.5 17 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:500 When Printed at A4

Legend
 Property outline

MAP REF	P.22.0392	DATA	Image from NRE Tasmanian
AUTHOR	jholan	SOURCES	Government
REVISION	A		Project specific data
DATE	21/04/2022		



Graham Hill Architects
68 Bay road New Town
Aerial Image 2000
Close up
1329_038

pitt&sherry



0 4.25 8.5 17 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:500 When Printed at A4

Legend
 Property outline

MAP REF	P.22.0392	DATA	Image from NRE Tasmanian
AUTHOR	jholan	SOURCES	Government
REVISION	A		Project specific data
DATE	21/04/2022		



Graham Hill Architects
68 Bay road New Town
Aerial Image 2011
Close up
1463_154

pitt&sherry



0 4.25 8.5 17 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:500 When Printed at A4

Legend
 Property outline

MAP REF	P.22.0392	DATA	Image from NRE Tasmanian
AUTHOR	jholan	SOURCES	Government
REVISION	A		Project specific data
DATE	21/04/2022		



Graham Hill Architects
68 Bay road New Town
Aerial image 2019
Close up

pitt&sherry



0 4.25 8.5 17 Meters
Coordinate System: GDA 1994 MGA Zone 55
1:500 When Printed at A4

Legend
 Property outline

MAP REF	P.22.0392	DATA	Image from NRE Tasmanian
AUTHOR	jholan	SOURCES	Government
REVISION	A		Project specific data
DATE	22/04/2022		



Geotechnical Report

Appendix G

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Site Classification to AS2870-2011 - Residential Slabs and Footings

1. Introduction

Strata Geoscience and Environmental Pty Ltd was commissioned to perform a limited scope geotechnical investigation and Site Classification to AS2870-2011 for:

Site Details and Key Investigation Outcomes	
Site Address	68 Bay Road New Town
Property Owner/Client	Graham Family Pty Ltd
Development	Extension
Date of Investigation	3/5/21
Key Geotechnical Limitations to Site Development	Uncontrolled fill, soft underlying natural soil profiles, potential for seasonal site waterlogging, potential for abnormal soil moisture gradients, shallow groundwater
Key Recommendations	Further investigation required including deeper geotechnical test testing using Standard Penetration Test (SPT) techniques
Site Classification to AS2870-2011	Class P – Alert to uncontrolled fill, soft natural profiles, shallow groundwater
Site Classification to AS4055- 2012	N2

2. Scope

It is the scope of this investigation to consider geotechnical factors affecting the current development plan (if available). Namely;

- Geotechnical Drilling of minimum 2 Bore (s) to 7.0 m or refusal (whichever first) with logging, sampling and in-situ testing as required
- Site Classification to AS2870-2011 Residential Slabs and Footings.

The above scope has been determined in consultation with the Client and is subject to time and budgetary considerations. Geotechnical investigations are informative processes and further works may be required depending upon the findings of the results of this investigation.

3. Site Investigation

Please refer to Appendices for the results of field/laboratory investigation (where relevant) including site photographs, bore logs, bearing capacity and other relevant data.

4. Interpretation

Geotechnical Parameter	Results
General Comments	Flat infilled site situated low within localised landscape on suspect swamp deposits. Proximal to inferred natural drainage lines. Shallow groundwater table.
Development Plans Supplied (Yes/No)	Yes
Site Geology (MRT Tas 1:25000)	Qham/Tqd
Geotechnical Risks:	
Slope Instability	Not mapped (DPAC 2021 accessed via LISTMAP).
Soft/Collapsing Soil	Natural soils underlying uncontrolled fill are water impacted and have low intrinsic strength. Borehole collapse evident – further intensive investigation, including deeper characterisation using standard penetration test (SPT) techniques required.
Groundsurface Movement	Moderate- High
Erosion Potential	Moderate
Surface Water	Not Encountered – flood risk unknown.
Shallow Groundwater/Perched Water	Shallow groundwater table evident at approximately 1.0m. Soils may become waterlogged in winter – recommend adequate drainage installation around all foundations.
Uncontrolled Fill/Disturbed Soils	A variable veneer of disturbed soil found in geotechnical bores up to 1.3 m
Impacting Vegetation (Onsite or on adjacent sites)	NA
Proposed or recent removal of building/structures	Unknown
Proposed or recent removal of trees	Unknown
Excavation Difficulties	Not likely
Bulk Earthworks (Completed/partially completed/not proposed)	Infilled site

5. Recommended Foundation Design Parameters

	Recommended Footing Designs		
	Slab	Pad/Strip	Pier/Pile Footings
Founding material ^{*1}	TBA	TBA	TBA
Recommended Minimum Founding Depth (mm or m)	TBA	TBA	TBA
Max Allowable Bearing Pressure (kPa)	TBA	TBA	TBA
Indicative Soil Ys (mm)	TBA	TBA	TBA

^{*1} Where depth to bedrock is given it is a guide only and will vary over the proposed development area(s). Refusal in geotechnical bores may be different than that of larger construction machinery and this may need to be factored into foundation design and contractor quotations.

It must be emphasised that in classifying the site, Strata Geoscience and Environmental P/L did not place sole reliance on the soil bore logs as a means of being an absolute representation of all subsurface features and conditions over the site. Any persons relying upon this document must not assume that subsurface conditions across the entire site will be identical to that represented in the bore logs.

Relevant information and guidance used in classifying the site includes several or all of the following:

1. Publications from Standards Australia, CSIRO, Foundation and Footings Society, Australian Geomechanics Society.
2. Well established and relevant knowledge of the behaviour of local soils and processes affecting soil behaviour (eg ephemeral springs, perched water tables, unstable slopes, collapsing soils, vegetation, etc).
3. The broad experience of the site classifier.
4. Specific investigations from nearby areas.
5. Past Performance of existing structures and foundations (where relevant and known)
6. Engineering Assessment of likely characteristic ground surface movement (ys) based upon estimated Ipt values and/or laboratory derived Iss values where relevant.

6. Construction Recommendations

6.1 Pre Construction

- Results of this investigation **MUST** be confirmed when specific development plans are finalised. Failure to ensure this will void the classifications and recommendations contained within this report.
- Design depth to refusal for bored pier/driven pile designs may show variability over the site and may need to be considered in any contractor quotation. Construction machinery will show different depths to refusal that what is indicated in this investigation.
- Test pitting/piling with construction machinery is recommended before construction commences to determine excavatability of refusing substrate (if found).
- This investigation did not determine rock strength parameters of the refusing substrate (if found) and therefore no comment is made about the excavatability of rock at depth. Hard rock may be encountered which may be difficult to excavate and would therefore increase the costs associated with bulk earthworks.
- Rocks may be liberated from bulk earthworks or vertical boring. Where large rocks are liberated this may impact upon the ability to cost effectively build on the site and further advice should be sort from Strata. Such profiles may also significantly increase earthworks costs and or materials cost in foundations.
- Abnormal moisture conditions as defined in AS2870-2011 Clause 1.3.3 (a-d) **MUST** be considered in the design of competent footings. Without such consideration distresses of foundations may occur and result in non acceptable performance as defined in AS2870-2011 Clause 1.3.1.
- The recommendations of CSIRO Building Technology File 18 be adopted.
- An apron of paving around the building perimeter sloping away from foundations with a minimum fall of 1:60 be considered for Class M, H-1, H-2, E and P sites.

6.2 During Construction

Throughout construction it is highly recommended that:

- Inspection of the natural soil surface after footings excavation but prior to construction is recommended by Strata Geoscience and Environmental in accordance with Appendix D of AS 2870-2011. Failure to comply with this recommendation will void the classification contained in this report. The site classification may be changed at this time depending upon the nature of the founding surface which is dependant in part on foundation design.
- Site cutting should be avoided if possible and if it occurs below 500mmbgs occurs then reclassification **MUST** be commissioned.
- Fill **MUST NOT** be used as a founding substrate.
- All earthworks onsite must follow the recommendations of AS 3798-2007.
- Consideration should be given to drainage and sediment control on site during and after construction. Specifically upslope interceptor drainage

must be placed around footings areas and downpipes must be directed away from discharging into founding areas.

- All colluvial rocks and boulders in founding zones should be removed
- All large trees near the building envelope must be removed. If construction takes place in summer or autumn then moisture conditions should be stabilised by soaking of dry areas around the former tree.
- Shrinkage cracking is almost inevitable in concrete slabs and is associated with the drying process. Therefore care must be taken where brittle or sensitive floor coverings are proposed, or where a polished slab is planned. The risk of damage can be reduced by not installing floor coverings until after shrinkage has occurred, which can take in excess of 3 months, or by using flexible mortars and appropriate sheeting material.
- Vertical barriers to prevent root incursions around founding zones should be considered in areas where gardens are to be established near foundations.

6.3 Post Construction

After construction, there are certain practices that the owner/occupier should be aware of to prevent excessive foundation movements. The owner will be responsible for any damage or loss associated with disregard for the recommendations contained in CSIRO Building Technology Files 18 "Foundation Maintenance and Footings Performances: A Homeowners Guide" available through CSIRO.

It is furthermore recommended that:

- Gardens or large shrubs or trees must not be established immediately adjacent to foundations
- Garden beds or lawn near foundations must not be excessively watered.
- Leaking underground services and downpipes or gutters must be fixed immediately.



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Appendix 1 Site Photos and Bore Logs

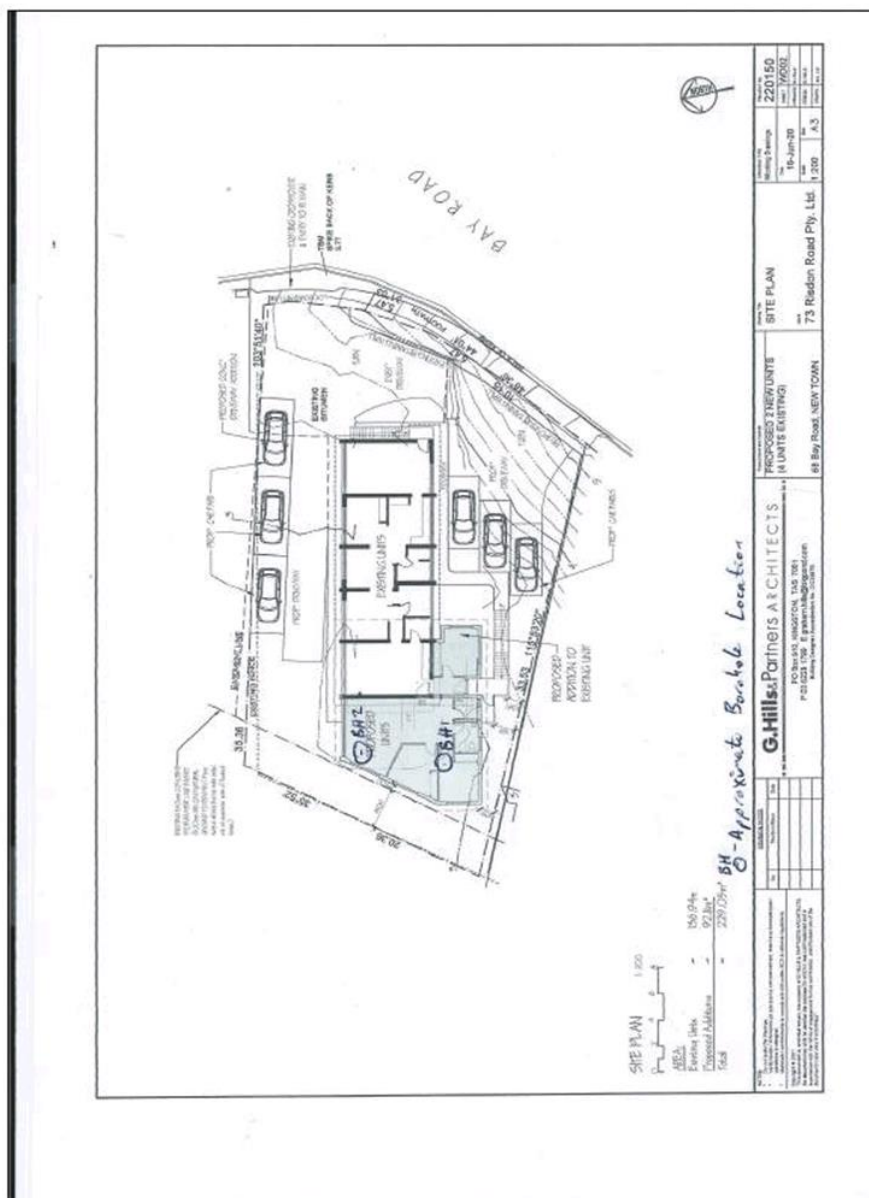






Notes on Drilling at 68 Bay Road, New Town, 17 June 2021

- There was an existing apartment block on site.
- Boreholes BH1 and BH2 were drilled on an area of grass on the western side of the apartment block.
- Soil composition in Borehole BH2 was not logged as the borehole was drilled after dark.
- Samples of the clay were collected for subsequent laboratory analysis if required.
- The approximate locations of the boreholes are shown on the Site Plan.
- Vane Shear Strength readings were taken down borehole. Pocket Penetrometer (PP) readings were taken on thin-walled tube samples.
- Soil composition was classified using field techniques. Composition should be considered preliminary and may need to be verified by laboratory analysis.
- The borehole data and observations represent subsurface conditions at discrete points where samples and measurements were taken. Conditions may vary between points or with time. Drilltech Environmental and Geotechnical, its proprietor, employees and subcontractors are not responsible for interpretations of the data by other parties. Foundation conditions should be examined and confirmed during construction.



BOREHOLE LOG

Borehole No: BH1		Client: Strata Geoscience & Environmental											
Logged By: AM		Project: Geotechnical Investigation											
Date: 17/06/2021		Locality: 68 Bay Road, New Town											
Notes: Page 1 of 2 See attached		Drill Model: Drilltech											
		Hole Dimensions: 150mm											
Method	Support	Penetration Rate	Water	Samples	DCP	Depth	Classification Symbol	Material Description	Moisture	Consistency	Notes		
AF	N						CL	SANDY CLAY - medium plasticity	M/W	F	FILL		
							CH	SILTY CLAY - high plasticity, grey with patches of yellow, trace of fine-grained sand and fine-grained angular gravel	M	St	FILL		
								0.5		patches of grey SANDY CLAY			charcoal V=90kPa
								1.0		grey, trace of fine-grained sand			fine roots V=60kPa
								1.5	CL/CH	SILTY CLAY - medium to high plasticity, black, trace of fine to coarse-grained angular sand and organic matter	M/W	F	organic odour V=60kPa borehole collapse
								2.0					V=60kPa
								2.5					
								3.0		green-grey			PP=80kPa
								U63					
								3.5					
								4.0	CH	SILTY CLAY - high plasticity, grey mottled yellow	M	St	cobbles
									SM	SILTY SAND - fine-grained, grey mottled yellow	M	MD	PP=40kPa
								U63					
									CL	SILTY CLAY - medium plasticity, grey mottled yellow, with some fine-grained sand	M	St	
								4.5	CL	SANDY CLAY - medium plasticity, grey mottled yellow, fine-grained sand	M	St	
								5.0		continued on page 2			

BOREHOLE LOG

Borehole No: BH1 cont.				Client: Strata Geoscience & Environmental			
Logged By: AM				Project: Geotechnical Investigation			
Date: 17/06/2021				Locality: 68 Bay Road, New Town			
Notes: Page 2 of 2 See attached				Drill Model: Drilitech			
				Hole Dimensions: 150mm			

Method	Support	Penetration Rate	Water	Samples	DCP	Depth	Classification Symbol	Material Description	Moisture	Consistency	Notes
AF	N			U63			CL	SANDY CLAY continued	M	St	PP=100kPa
						5.5					
						6.0		Borehole met auger refusal @ 5.9m depth on rock/boulder			
						6.5					
						7.0					
						7.5					
						8.0					
						8.5					
						9.0					
						9.5					
						10.0					

Borehole No:	BH2	Client:	Strata Geoscience & Environmental							
Logged By:	AM	Project:	Geotechnical Investigation							
Date:	17/06/2021	Locality:	68 Bay Road, New Town							
Notes:	Page 1 of 2	Drill Model:	Drilltech							
	See attached	Hole Dimensions:	150mm							
Method	Support	Penetration Rate	Water	Samples	DCP	Depth Classification Symbol	Material Description	Moisture	Consistency	Notes
AF	N						Not Logged			
						0.5				
						1.0				
						1.5				
						2.0				
						2.5				
						3.0				
						3.5				
						4.0				
						4.5				
						5.0				

BOREHOLE LOG

Borehole No: BH2 cont.		Client: Strata Geoscience & Environmental	
Logged By: AM		Project: Geotechnical Investigation	
Date: 17/06/2021		Locality: 68 Bay Road, New Town	
Notes: Page 2 of 2 See attached		Drill Model: Drilltech	
		Hole Dimensions: 150mm	

Method	Support	Penetration Rate	Water	Samples	DCP	Depth Classification Symbol	Material Description	Moisture	Consistency	Notes
AF	N						Not logged			
						5.5				
						6.0				
						6.5				
						7.0				
				U63			Borehole terminated @ 7.0m depth			PP=100kPa
						7.5				
						8.0				
						8.5				
						9.0				
						9.5				
						10.0				

Geotechnical Terms and Symbols

The following information is intended to assist in the interpretation of terms and symbols used in geotechnical borehole logs, test pit logs and reports issued by or for the Queensland Department of Transport and Main Roads (TMR). More detailed information relating to specific test methods is available in the TMR Materials Testing Manual (MTM) and the relevant Australian Standards.

Soil Descriptions

Description and Classification of Soils for Geotechnical Purposes: Refer to AS1726-1993 (Appendix A).

The following chart (adapted from AS1726-1993, Appendix A, Table A1) is based on the Unified Soil Classification System (USCS).

Major Divisions	Particle size mm	USCS Group Symbol	Typical Names	Laboratory Classification					NOTES
				% < 0.075 mm (2)	Plasticity of fine fraction	$C_u = \frac{D_{60}}{D_{10}}$	$e = \frac{(D_{60})^2}{(D_{10})(D_{50})}$		
COARSE GRAINED SOILS (more than half of material less than 60 mm is larger than 0.075 mm)	BOULDERS _____200								
	COBBLES _____63								
		GW	Well graded gravels and gravel-sand mixtures, little or no fines	0-5	—	>4	Between 1 and 3	(1) Identify fines by the method given for fine-grained soils.	
		GP	Poorly graded gravels and gravel-sand mixtures, little or no fines, uniform gravels	0-5	—	Fails to comply with above			
	GRAVELS (more than half of coarse fraction is larger than 2.36 mm)	GM	Silty gravels, gravel-sand-silt mixtures (1)	12-50	Below 'A' line or $P \leq 4$	—	—		
		GC	Clayey gravels, gravel-sand-clay mixtures (1)	12-50	Above 'A' line and $P > 7$	—	—	(2) Borderline classifications occur when the percentage of fines (fraction smaller than 0.075 mm size) is greater than 5% and less than 12%. Borderline classifications require the use of SP-SM, GW-GC.	
		SW	Well graded sands and gravelly sands, little or no fines	0-5	—	>6	Between 1 and 3		
		SP	Poorly graded sands and gravelly sands, little or no fines	0-5	—	Fails to comply with above			
	SANDS (more than half of coarse fraction is smaller than 2.36 mm)	SM	Silty sands, sand silt mixtures (1)	12-50	Below 'A' line or $P \leq 4$	—	—		
		SC	Clayey sands, sand-clay mixtures (1)	12-50	Above 'A' line and $P > 7$	—	—		
FINE GRAINED SOILS (more than half of material less than 60 mm is smaller than 0.075 mm)		ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity	<p style="text-align: center;">Plasticity Chart For classification of fine grained soils and fine fraction of coarse grained soils.</p>					
	SILTS & CLAYS (Liquid Limit ≤ 50%)	CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays						
		CI	Organic silts and clays of low plasticity						
		OL	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts						
	SILTS & CLAYS (Liquid Limit > 50%)	MH	Inorganic clays of high plasticity, fat clays						
		CH	Organic silts and clays of high plasticity						
		OH							
	HIGHLY ORGANIC SOILS	PT	Peat and other highly organic soils						

Geotechnical Terms and Symbols

Soil Colour: Is described in the moist condition using black, white, grey, red, brown, orange, yellow, green or blue. Borderline cases can be described as a combination of two colours, with the weaker followed by the stronger. Modifiers such as pale, dark or mottled, can be used as necessary. Where colour consists of a primary colour with secondary mottling, it should be described as follows:

(Primary) mottled (Secondary). Refer to AS 1726-1993, A2.4 and A3.3.

Soil Moisture Condition: Is based on the appearance and feel of soil. Refer to AS 1726-1993, A2.5.

Term	Description
Dry	Cohesive soils: hard and friable or powdery, well dry of plastic limit. Granular soils: cohesionless and free-running.
Moist	Soil feels cool, darkened in colour. Cohesive soils can be moulded. Granular soils tend to cohere.
Wet	Soil feels cool, darkened in colour. Cohesive soils usually weakened and free water forms on hands when handling. Granular soils tend to cohere and free water forms on hands when handling.

Consistency of Cohesive Soils: May be estimated using simple field tests, or described in terms of a strength scale. In the field, the undrained shear strength (s_u) can be assessed using a simple field tool appropriate for cohesive soils, in conjunction with the relevant calibration. Refer to AS 1726-1993, Table A4.

Consistency - Essentially Cohesive Soils						Soil Particle Sizes	
Term	Field Guide	Symbol	SPT "N" Value	Undrained Shear Strength s_u (kPa)	Unconfined Compressive Strength q_u (kPa)	Term	Size Range
Very soft	Oozes between fingers when squeezed in hand.	VS	0-2	<12	<25	BOULDERS	>200 mm
Soft	Easily moulded with fingers.	S	2-4	12-25	25-50	COBBLES	63-200 mm
Firm	Can be moulded by strong pressure of fingers.	F	4-8	25-50	50-100	Coarse GRAVEL	20-63 mm
Stiff	Not possible to mould with fingers.	St	8-15	50-100	100-200	Medium GRAVEL	6-20 mm
Very stiff	Not possible to mould with fingers.	VSt	15-30	100-200	200-400	Fine GRAVEL	2.36-6 mm
Hard	Can be indented with difficulty by thumb nail.	H	>30	>200	>400	Coarse SAND	0.6-2.36 mm
						Medium SAND	0.2-0.6 mm
						Fine SAND	0.075-0.2 mm
						SILT	0.002-0.075 mm
						CLAY	<0.002 mm

Note: SPT - N to q_u correlation from Terzaghi and Peck, 1967. (General guide only).

Consistency of Non-Cohesive Soils: Is described in terms of the density index, as defined in AS 1289.0-2000. This can be assessed using a field tool appropriate for non-cohesive soils, in conjunction with the relevant calibration. Refer to AS 1726-1993, Table A5; BS5930-1999, p117.

Consistency - Essentially Non-Cohesive Soils				
Term	Symbol	SPT N Value	Field Guide	Density Index (%)
Very loose	VL	0-4	Foot Imprints readily	0-15
Loose	L	4-10	Shovels Easily	15-35
Medium dense	MD	10-30	Shovelling difficult	35-65
Dense	D	30-50	Pick required	65-85
Very dense	VD	>50	Picking difficult	85-100

Standard Penetration Test (SPT): Refer to AS 1289.6.3.1-2004. Example report formats for SPT results are shown below:

Test Report	Penetration Resistance (N)	Explanation / Comment
4, 7, 11	N=18	Full penetration; N is reported on engineering borehole log
18, 27, 32	N=59	Full penetration; N is reported on engineering borehole log
4, 18, 30/15 mm	N is not reported	30 blows causes less than 100 mm penetration (3 rd interval) – test discontinued
30/60 mm	N is not reported	30 blows causes less than 100 mm penetration (1 st interval) – test discontinued
rw	N<1	Rod weight only causes full penetration
hw	N<1	Hammer and rod weight only causes full penetration
hb	N is not reported	Hammer bouncing for 5 consecutive blows with no measurable penetration – test discontinued

Geotechnical Terms and Symbols

Rock Descriptions

Refer to AS 1726-1993 (Appendix A3.3) for the description and classification of rock material composition, including:

- (a) Rock type (Table A6, (a) and (b))
- (b) Grain size
- (c) Texture and fabric
- (d) Colour (describe as per soil).

The condition of a rock material refers to its weathering characteristics, strength characteristics and rock mass properties. Refer to AS 1726-1993 (Appendix A3 Tables A6, A8 and A10).

Weathering Condition (Degree of Weathering):

The degree of weathering is a continuum from fresh rock to soil. Boundaries between weathering grades may be abrupt or gradational.

Rock Material Weathering Classification		
Weathering Grade	Symbol	Definition
Residual Soil	RS	Soil-like material developed on extremely weathered rock; the mass structure and substance fabric are no longer evident; there is a large change in volume but the material has not been significantly transported.
Extremely Weathered Rock	XW	Rock is weathered to such an extent that it has 'soil' properties, i.e. it either disintegrates or can be remoulded in water, but substance fabric and rock structure still recognisable.
Highly Weathered Rock	HW	Strong discolouration is evident throughout the rock mass, often with significant change in the constituent minerals. The intact rock strength is generally much weaker than that of the fresh rock.
Moderately Weathered Rock	MW	Modest discolouration is evident throughout the rock fabric, often with some change in the constituent minerals. The intact rock strength is usually noticeably weaker than that of the fresh rock.
Slightly Weathered Rock	SW	Rock is slightly discoloured but shows little or no change of strength from fresh rock.
Fresh Rock	FR	Rock shows no sign of decomposition or staining.
Notes:		
1. Minor variations within broader weathering grade zones will be noted on the engineering borehole logs.		
2. Extremely weathered rock is described in terms of soil engineering properties.		
3. Weathering may be pervasive throughout the rock mass, or may penetrate inwards from discontinuities to some extent.		
4. The 'Distinctly Weathered (DW)' class as defined in AS 1726-1993 is divided to incorporate HW and MW in the above table. The symbol DW should not be used.		

Strength Condition (In-situ Rock Strength):

Strength of Rock Material			
(Based on Point Load Strength Index, corrected to 50 mm diameter – $f_{pk(50)}$. Field guide used if no tests available. Refer to AS 4133.4.1-2007.			
Term	Symbol	Point Load Index (MPa) $f_{pk(50)}$	Field Guide to Strength
Extremely Low	EL	≤ 0.03	Easily remoulded by hand to a material with soil properties.
Very Low	VL	>0.03 ≤ 0.1	Material crumbles under firm blows with sharp end of pick; can be peeled with knife; too hard to cut a triaxial sample by hand. Pieces up to 3 cm thick can be broken by finger pressure.
Low	L	>0.1 ≤ 0.3	Easily scored with a knife; indentations 1 mm to 3 mm show in the specimen with firm blows of the pick point; has dull sound under hammer. A piece of core 150 mm long by 50 mm diameter may be broken by hand. Sharp edges of core may be friable and break during handling.
Medium	M	>0.3 ≤ 1.0	Readily scored with a knife; a piece of core 150 mm long by 50 mm diameter can be broken by hand with difficulty.
High	H	>1 ≤ 3	A piece of core 150 mm long by 50 mm diameter cannot be broken by hand but can be broken by a pick with a single firm blow; rock rings under hammer.
Very High	VH	>3 ≤ 10	Hand specimen breaks with pick after more than one blow; rock rings under hammer.
Extremely High	EH	>10	Specimen requires many blows with geological pick to break through intact material; rock rings under hammer.
Notes:			
1. These terms refer to the strength of the rock material and not to the strength of the rock mass which may be considerably weaker due to the effect of rock defects.			
2. Anisotropy of rock material samples may affect the field assessment of strength.			

Geotechnical Terms and Symbols

Discontinuity Description: Refer to AS 1726-1993, Table A10.

Anisotropic Fabric		Roughness (e.g. Planar, Smooth is abbreviated Pl / Sm) Class		Other	
BED	Bedding	Stepped (Stp)	Rough or irregular (Ro)	I	Cly Clay
FOL	Foliation		Smooth (Sm)	II	Fe Iron
LIN	Mineral lineation		Slickensided (Sl)	III	Co Coal
Defect Type		Undulating (Un)	Rough (Ro)	IV	Carb Carbonaceous
LP	Lamination Parting		Smooth (Sm)	V	Sinf Soil Infill Zone
BP	Bedding Parting		Slickensided (Sl)	VI	Qz Quartz
FP	Cleavage / Foliation Parting	Planar (Pl)	Rough (Ro)	VII	CA Calcite
J, Js	Joint, Joints		Smooth (Sm)	VIII	Chl Chlorite
SZ	Sheared Zone		Slickensided (Sl)	IX	Py Pyrite
CZ	Crushed Zone	Aperture		Int Intersecting	
BZ	Broken Zone	Infilling		Inc Incipient	
HFZ	Highly Fractured Zone	Closed	CD No visible coating or infill	Clean	Cn
AZ	Alteration Zone	Open	OP Surfaces discoloured by minerals	Stain	St
VN	Vein	Filled	FL Visible mineral or soil infill <1mm	Veneer	Vr
		Tight	TI Visible mineral or soil infill >1mm	Coating	Ct
					V Vertical

Note: Describe 'Zones' and 'Coatings' in terms of composition and thickness (mm).

Discontinuity Spacing: On the geotechnical borehole log, a graphical representation of defect spacing vs depth is shown. This representation takes into account all the natural rock defects occurring within a given depth interval, excluding breaks induced by the drilling / handling of core. Refer to AS 1726-1993, BS5930-1999.

Defect Spacing			Bedding Thickness (Sedimentary Rock Stratification)		Defect Spacing in 3D	
Spacing/Width (mm)	Descriptor	Symbol	Descriptor	Spacing/Width (mm)	Term	Description
			Thinly Laminated	< 6	Blocky	Equidimensional
<20	Extremely Close	EC	Thickly Laminated	6 – 20	Tabular	Thickness much less than length or width
20 – 60	Very Close	VC	Very Thinly Bedded	20 – 60	Columnar	Height much greater than cross section
60 – 200	Close	C	Thinly Bedded	60 – 200	Defect Persistence (areal extent)	
200 – 600	Medium	M	Medium Bedded	200 – 600		
600 – 2000	Wide	W	Thickly Bedded	600 – 2000		
2000 – 6000	Very Wide	VW	Very Thickly Bedded	> 2000		
>6000	Extremely Wide	EW			Trace length of defect given in metres	




Symbols

The list below provides an explanation of terms and symbols used on the geotechnical borehole, test pit and penetrometer logs.

Test Results				Test Symbols	
PI	Plasticity Index	c'	Effective Cohesion	DCP	Dynamic Cone Penetrometer
LL	Liquid Limit	c_u	Undrained Cohesion	SPT	Standard Penetration Test
LI	Liquidity Index	c'_k	Residual Cohesion	CPTu	Cone Penetrometer (Piezocone) Test
DD	Dry Density	ϕ'	Effective Angle of Internal Friction	PANDA	Variable Energy DCP
WD	Wet Density	ϕ_u	Undrained Angle of Internal Friction	PP	Pocket Penetrometer Test
LS	Linear Shrinkage	ϕ'_k	Residual Angle of Internal Friction	U50	Undisturbed Sample 50 mm (nominal diameter)
MC	Moisture Content	c_c	Coefficient of Consolidation	U100	Undisturbed Sample 100mm (nominal diameter)
OC	Organic Content	m_v	Coefficient of Volume Compressibility	UCS	Uniaxial Compressive Strength
WPI	Weighted Plasticity Index	c_{∞}	Coefficient of Secondary Compression	Pm	Pressuremeter

Geotechnical Terms and Symbols

Test Results				Test Symbols	
WLS	Weighted Linear Shrinkage	e	Voids Ratio	FSV	Field Shear Vane
DoS	Degree of Saturation	S_w	Constant Volume Friction Angle	DST	Direct Shear Test
APD	Apparent Particle Density	ρ_s / ρ_s	Piezocene Tip Resistance (corrected / uncorrected)	PR	Penetration Rate
s_u	Undrained Shear Strength	q_u	PANDA Cone Resistance	A	Point Load Test (axial)
q_u	Unconfined Compressive Strength	$I_{p(0)}$	Point Load Strength Index	D	Point Load Test (diametral)
R	Total Core Recovery	RQD	Rock Quality Designation	L	Point Load Test (irregular lump)

	Groundwater level on the date shown		Water Inflow		Water Outflow
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Appendix 2 Terms and Conditions

Scope of Work

These Terms and Conditions apply to any services provided to you ("the Client") by Strata Geoscience and Environmental Pty Ltd ("Strata"). By continuing to instruct Strata to act after receiving the Terms and Conditions or by using this report and its findings for design and/or permit application processes and not objecting to any of the Terms and Conditions the Client agrees to be bound by these Terms and Conditions, and any other terms and conditions supplied by Strata from time to time at Strata's sole and absolute discretion. The scope of the services provided to the Client by Strata is limited to the services and specified purpose agreed between Strata and the Client and set out in the correspondence to which this document is enclosed or annexed ("the Services"). Strata does not purport to advise beyond the Services.

Third Parties

The Services are supplied to the Client for the sole benefit of the Client and must not be relied upon by any person or entity other than the Client. Strata is not responsible or liable to any third party. All parties other than the Client are advised to seek their own advice before proceeding with any course of action.

Provision of Information

The Client is responsible for the provision of all legal, survey and other particulars concerning the site on which Strata is providing the Services, including particulars of existing structures and services and features for the site and for adjoining sites and structures. The Client is also responsible for the provision of specialised services not provided by Strata. If Strata obtains these particulars or specialised services on the instruction of the Client, Strata does so as agent of the Client and at the Client's expense. Strata is not obliged to confirm the accuracy and completeness of information supplied by the Client or any third party service provider. The Client is responsible for the accuracy and completeness of all particulars or services provided by the Client or obtained on the Client's behalf. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever suffered by the Client or any other person or entity resulting from the failure of the Client or third party to provide accurate and complete information. In the event additional information becomes available to the Client, the Client must inform Strata in writing of that information as soon as possible. Further advice will be provided at the Client's cost. Any report is prepared on the assumption that the instructions and information supplied to Strata has been provided in good faith and is all of the information relevant to the provision of the Services by Strata. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever if Strata has been supplied with insufficient, incorrect, incomplete, false or misleading information.

Integrity

Any report provided by Strata presents the findings of the site assessment. While all reasonable care is taken when conducting site investigations and reporting to the Client, Strata does not warrant that the information contained in any report is free from errors or omissions. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from errors in a report. Any report should be read in its entirety, inclusive of any summary and annexures. Strata does not accept any responsibility where part of any report is relied upon without reference to the full report.

Project Specific Criteria

Any report provided by Strata will be prepared on the basis of unique project development plans which apply only to the site that is being investigated. Reports provided by Strata do not apply to any project other than that originally specified by the Client to Strata. The Report must not be used or relied upon if any changes to the project are made. The Client should engage Strata to further advise on the effect of any change to the project. Further advice will be provided at the Client's cost. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever where any change to the project is made without obtaining a further written report from Strata. Changes to the project may include, but are not limited to, changes to the investigated site or neighbouring sites, for instance, variation of the location of proposed building envelopes/footprints, changes to building design which may impact upon building settlement or slope stability, or changes to earthworks, including removal (site cutting) or deposition of sediments or rock from the site.

Classification to AS2870-2011

It must be emphasised that the site classification to AS2870-2011 and recommendations referred to in this report are based solely on the observed soil profile at the time of the investigation for this report and account has been taken of Clause 2.1.1 of AS2870 - 2011. Other abnormal moisture conditions as defined in AS2870 - 2011 Clause 1.3.3 (a) (b) (c) and (d) may need to be considered in the design of the structure. Without designing for the possibility of all abnormal moisture conditions as defined in Clause 1.3.3, distresses will occur and may result in non "acceptable probabilities of serviceability and safety of the building during its design life", as defined in AS2870 - 2011, Clause 1.3.1. Furthermore the classification is preliminary in nature and needs verification at the founding surface inspection phase. The classification may be changed at this time based upon the nature of the founding surface over the entire footprint of the project area. Any costs associated with a change in the site classification are to be incurred by the client. Furthermore any costs associated with delayed works associated with a founding surface inspection or a change in classification are to be borne by the client. Where founding surface inspections are not commissioned the classifications contained within this report are void. Classification is based upon a range of expected ground surface movement as indicated in AS2870-2011. Where the range of movement exceeds the stipulations for the nominated classification Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever suffered by the Client or any other person.

Slope Instability Risks

Where comment, modelling or treatment options are suggested to limit the risk of slope instability Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from actual slope instability or mass movement over the site at any point over the design life of any structures or neighbouring structures.

Subsurface Variations with Time

Any report provided by Strata is based upon subsurface conditions encountered at the time of the investigation. Conditions can and do change significantly and unexpectedly over a short period of time. For example groundwater levels may fluctuate over time, affecting latent soil bearing capacity and ex-situ/insitu fill sediments may be placed/removed from the site. Changes to the subsurface conditions that were encountered at the time of the investigation void all recommendations made by Strata in any report. Strata is not liable, and

accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from any change to the subsurface conditions that were encountered at the time of the investigation. In the event of a delay in the commencement of a project or if additional information becomes available to the Client about a change in conditions becomes available to the Client, the Client should engage Strata to make a further investigation to ensure that the conditions initially encountered still exist. Further advice will be provided at the Client's cost. Without limiting the generality of the above statement, Strata does not accept liability where any report is relied upon after three months from the date of the report, (unless otherwise provided in the report or required by the Australian Standard which the report purports to comply with), or the date when the Client becomes aware of any change in condition. Any report should be reviewed regularly to ensure that it continues to be accurate and further advice requested from Strata where applicable.

Interpretation

Site investigation identifies subsurface conditions only at the discrete points of geotechnical drilling, and at the time of drilling. All data received from the geotechnical drilling is interpreted to report to the Client about overall site conditions as well as their anticipated impact upon the specific project. Actual site conditions may vary from those inferred to exist as it is virtually impossible to provide a definitive subsurface profile which accounts for all the possible variability inherent in earth materials. Soil depths and composition can vary due to natural and anthropogenic processes. This is particularly pertinent to some weathered sedimentary geologies or colluvial/alluvial clast deposits which may show significant variability in depth to refusal over a development area. Furthermore where rocky profiles are encountered no comment is made about the potential size of liberated rocks from bulk earthworks or vertical boring. Where large rocks are liberated this may impact upon the ability to cost effectively build on the site and further advice should be sought from Strata. Such profiles may also significantly increase earthworks costs and or materials cost in foundations. Rock incongruities such as joints, dips or faults may also result in subsurface variability. Variability may lead to differences between the design depth of bored/driven piers compared with the actual depth of individual piers constructed onsite. It may also affect the founding depth of conventional strip, pier and beam or slab footings, which may result in increased costs associated with excavation (particularly of rock) or materials costs of foundations. Founding surface inspections should be commissioned by the Client prior to foundation construction to verify the results of initial site characterisation and failure to insure this will void the classifications and recommendations contained within this report. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from any variation from the site conditions inferred to exist.

Strata is not responsible for the interpretation of site data or report findings by other parties, including parties involved in the design and construction process. The Client must seek advice from Strata about the interpretation of the site data or report.

Report Recommendations

Any report recommendations provided by Strata are only preliminary. A report is based upon the assumption that the site conditions as revealed through selective point sampling are indicative of actual conditions throughout an area. This assumption cannot be substantiated until earthworks and/or foundation construction is almost complete. Where variations in conditions are encountered, Strata should be engaged to provide further advice. Further advice will be provided at the Client's cost. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever if the results of selective point sampling are not indicative of actual conditions throughout an area or if the Client becomes aware of variations in conditions and does not engage Strata for further advice.

Geo-environmental Considerations

Where onsite wastewater site investigation and land application system designs are provided by Strata, reasonable effort will be made to minimise environmental and public health risks associated with the disposal of effluent within site boundaries with respect to relevant Australian guidelines and industry best practise at the time of investigation. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from:

- (i) changes to either the project or site conditions that affect the onsite wastewater land application system's ability to safely dispose of modelled wastewater flows; or
- (ii) seepage, pollution or contamination or the cost of removing, nullifying or clearing up seepage, polluting or contaminating substances; or
- (iii) poor system performance where septic tanks have not been de-sludged at maximum intervals of 3 years or AWTs systems have not been serviced in compliance with the manufacturers recommendations; or
- (iv) failure of the client to commission both interim and final inspections by the designer throughout the system construction; or
- (v) the selection of inappropriate plants for irrigation areas; or
- (vi) damage to any infrastructure including but not limited to foundations, walls, driveways and pavements; or
- (vii) land instability, soil erosion or dispersion; or
- (viii) design changes requested by the Permit Authority.

Furthermore Strata does not guarantee septic trench and bed design life beyond 5 years from installation, given the influence various household chemicals have on soil structural decline and premature trench failure in some soil types

Strata does not consider site contamination, unless the Client specifically instructs Strata to consider the site contamination in writing. If a request is made by the Client to consider site contamination, Strata will provide additional terms and conditions that will apply to the engagement.

Copyright and Use of Documents

Copyright in all drawings, reports, specifications, calculations and other documents provided by Strata or its employees in connection with the Services remain vested in Strata. The Client has a licence to use the documents for the purpose of completing the project. However, the Client must not otherwise use the documents, make copies of the documents or amend the documents unless express approval in writing is given in advance by Strata. The Client must not publish or allow to be published, in whole or in part, any document provided by Strata or the name or professional affiliations of Strata, without first obtaining the written consent of Strata as to the form and context in which it is to appear.

If, during the course of providing the Services, Strata develops, discovers or first reduces to practice a concept, product or process which is capable of being patented then such concept, product or process is and remains the property of Strata and:

- (i) the Client must not use, infringe or otherwise appropriate the same other than for the purpose of the project without first obtaining the written consent of Strata; and
- (ii) the Client is entitled to a royalty free licence to use the same during the life of the works comprising the project.

Digital Copies of Report

If any report is provided to the Client in an electronic copy except directly from Strata, the Client should verify the report contents with Strata to ensure they have not been altered in any way from the original provide by Strata.



Property Inspection Checklist

Appendix H

pitt&sherry

[illegible]






Property Photographs

Appendix I

pitt&sherry

Site Photographs

Photograph – 6 April 2022	Description
	Northern boundary of Property facing west towards service station
	Concreted parking area with retaining wall
	Northern side of building facing west with vented crawlspace and showing current drainage of carparking area

Photograph – 6 April 2022	Description
	Northern side of building facing west
	Services shown in crawl space
	Southern side of building facing east

Photograph – 6 April 2022	Description
	Southern fence line showing bare patches of grass (limited to boundaries on all sides so likely herbicides)
	Back of service station at 71 Risdon Road
	Neighboring Graham Family Funeral Home and mechanical workshop

Photograph – 6 April 2022	Description
	Ampol Service station 71 Risdon road with the Property in the background



Site History Review – 68 Bay Road New Town
Tasmania

Contact

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Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



PROPOSED 2 NEW UNITS (4 EXISTING)

for: 73 Risdon Road Pty. Ltd.
at: 68 Bay Road, NEW TOWN

Project No. **220150**
Date: Dec. 2020

DESIGN DEVELOPMENT DRAWINGS

Drawing Schedule

DD01 Existing Site Survey
DD02 Site Plan
DD03 Proposed Ground Floor Plan
DD04 Proposed Upper Floor Plan
DD05 Proposed Elevations 1
DD06 Proposed Elevations 2

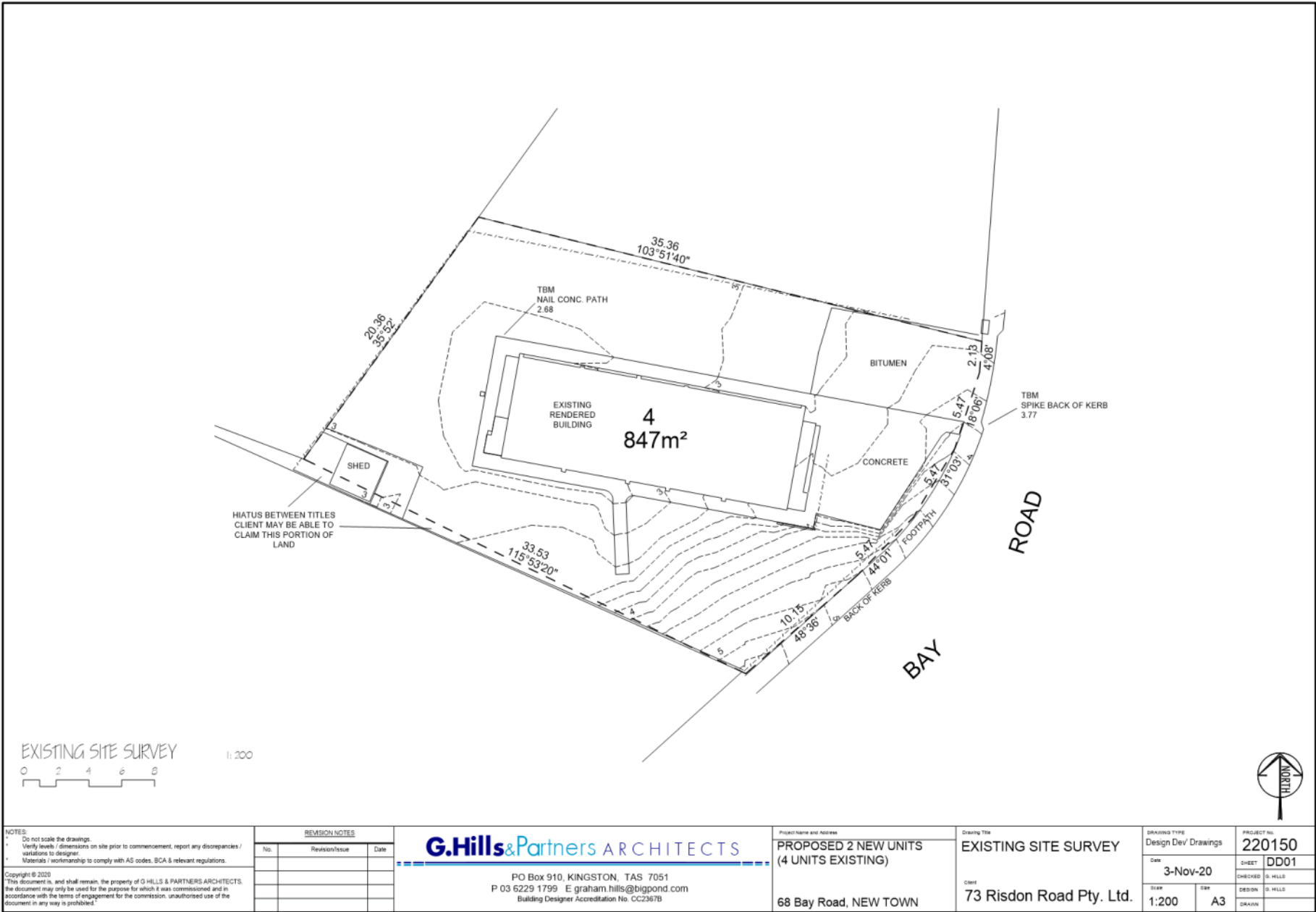
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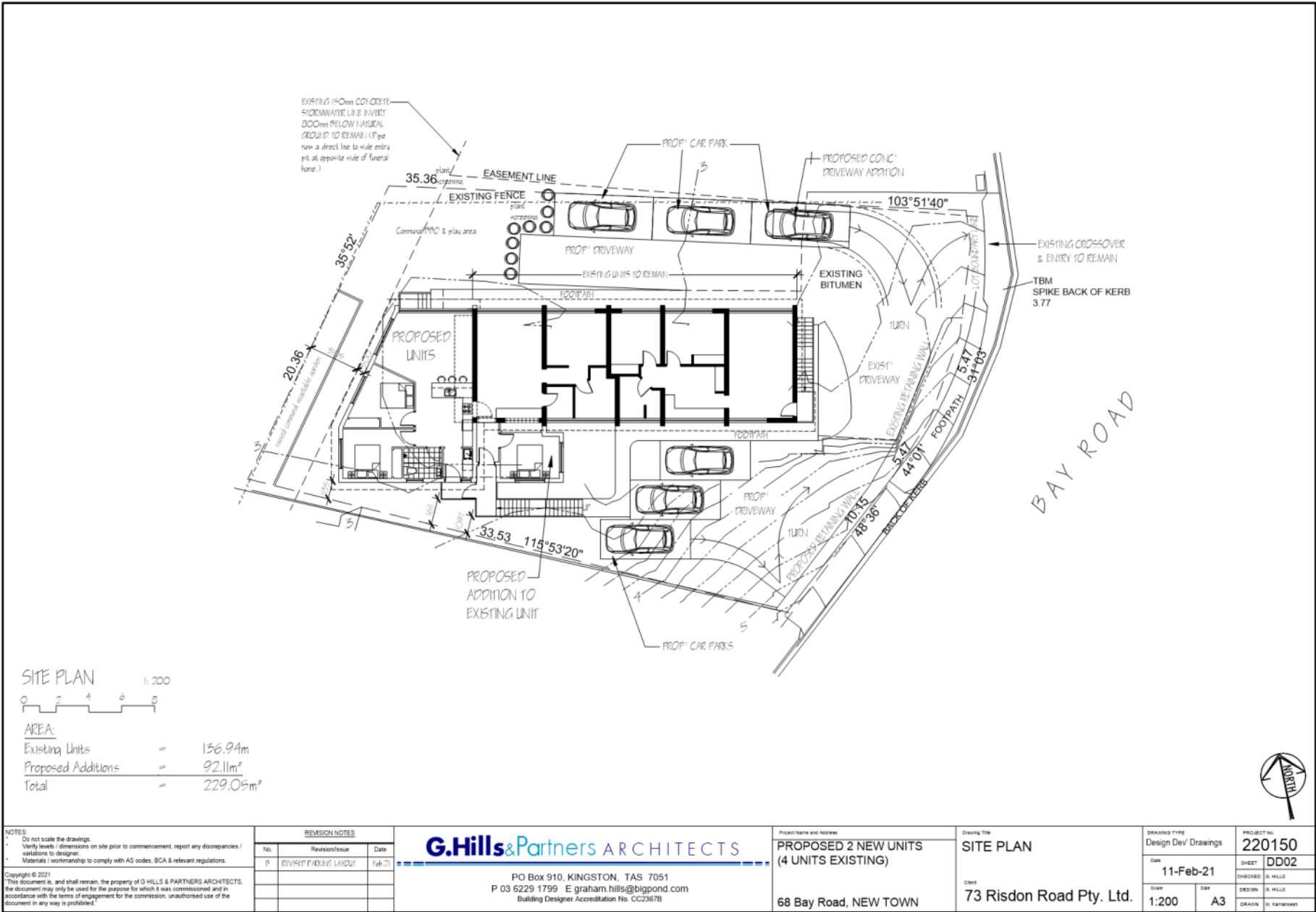
G.Hills&Partners

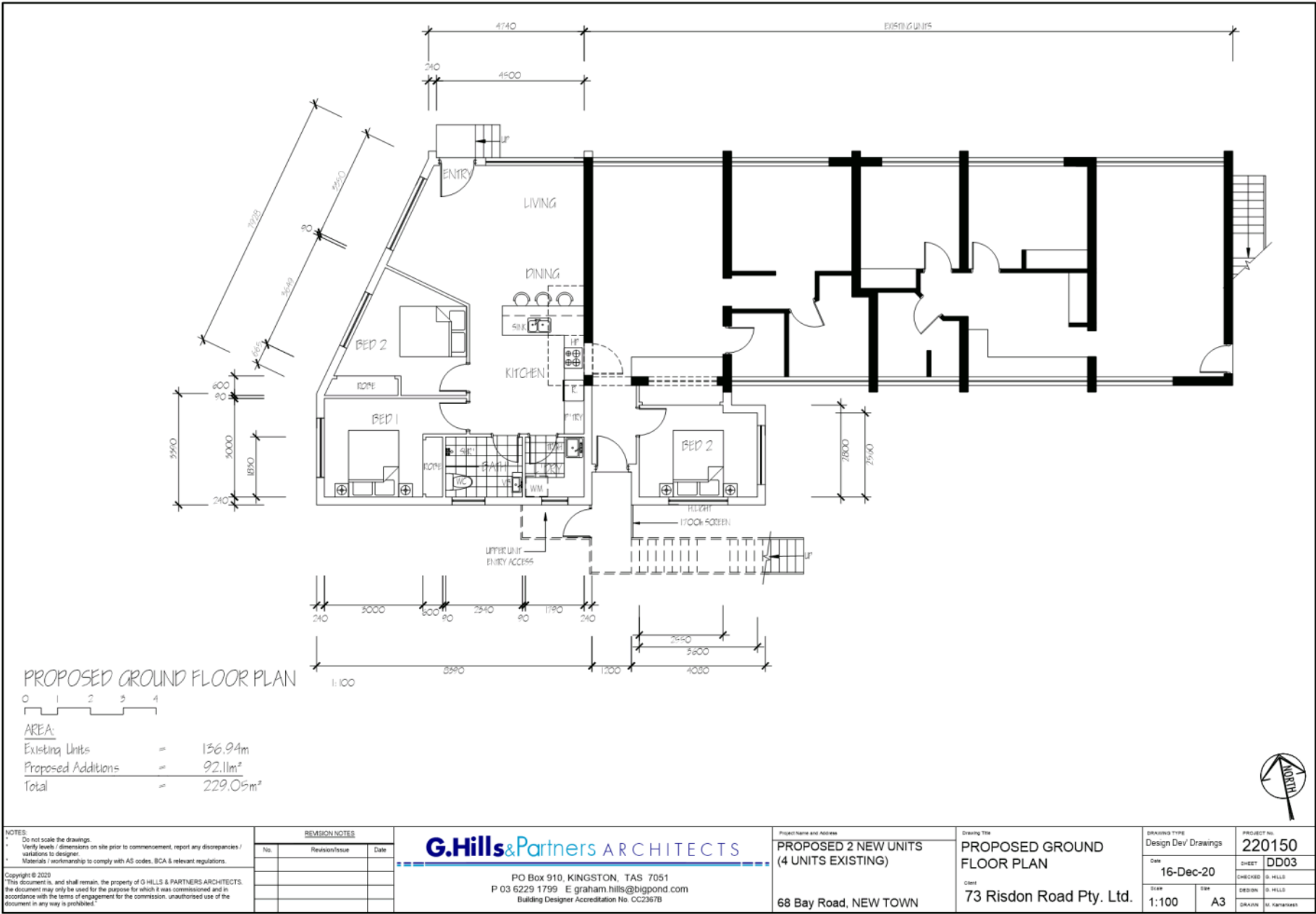
ARCHITECTS

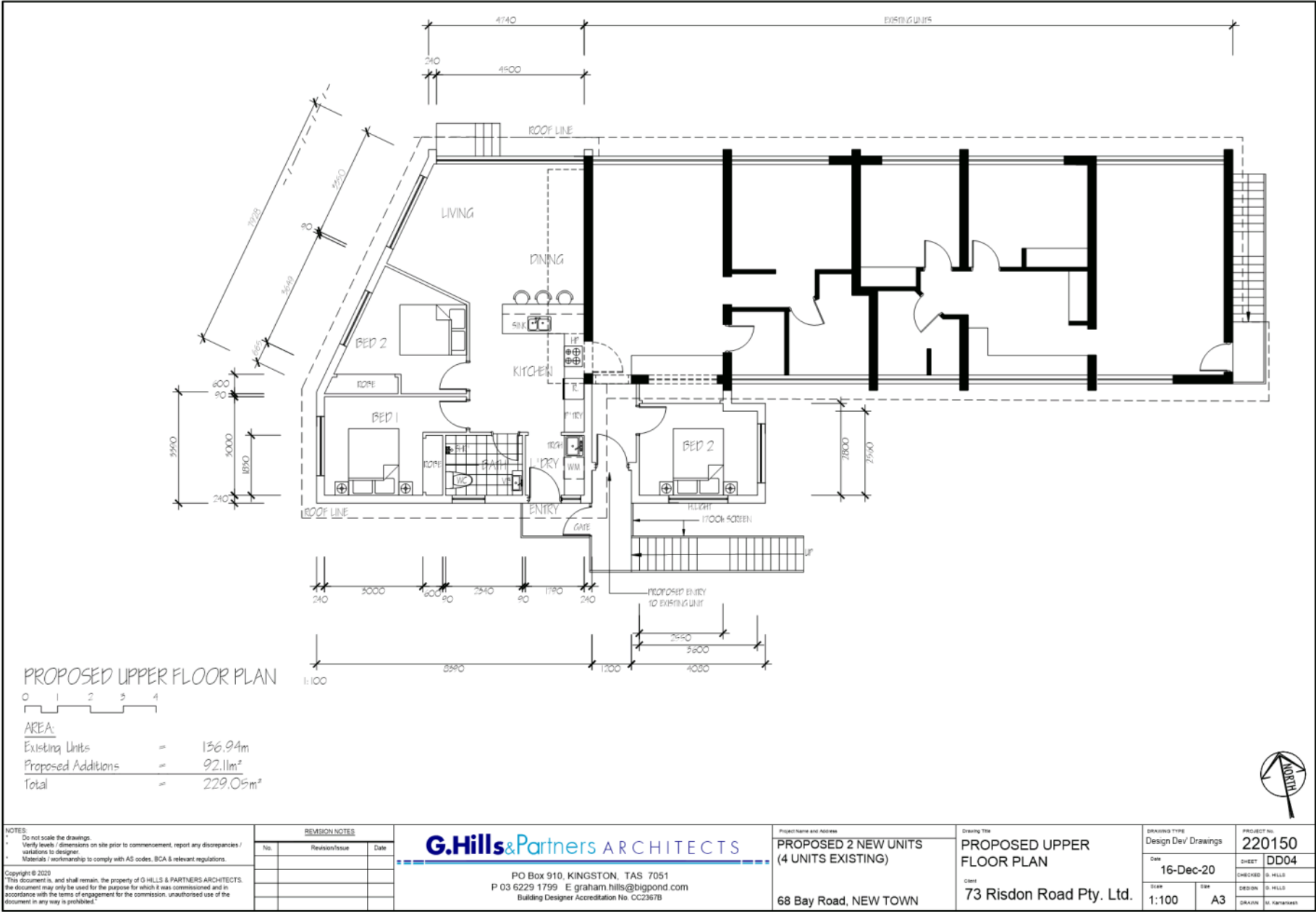


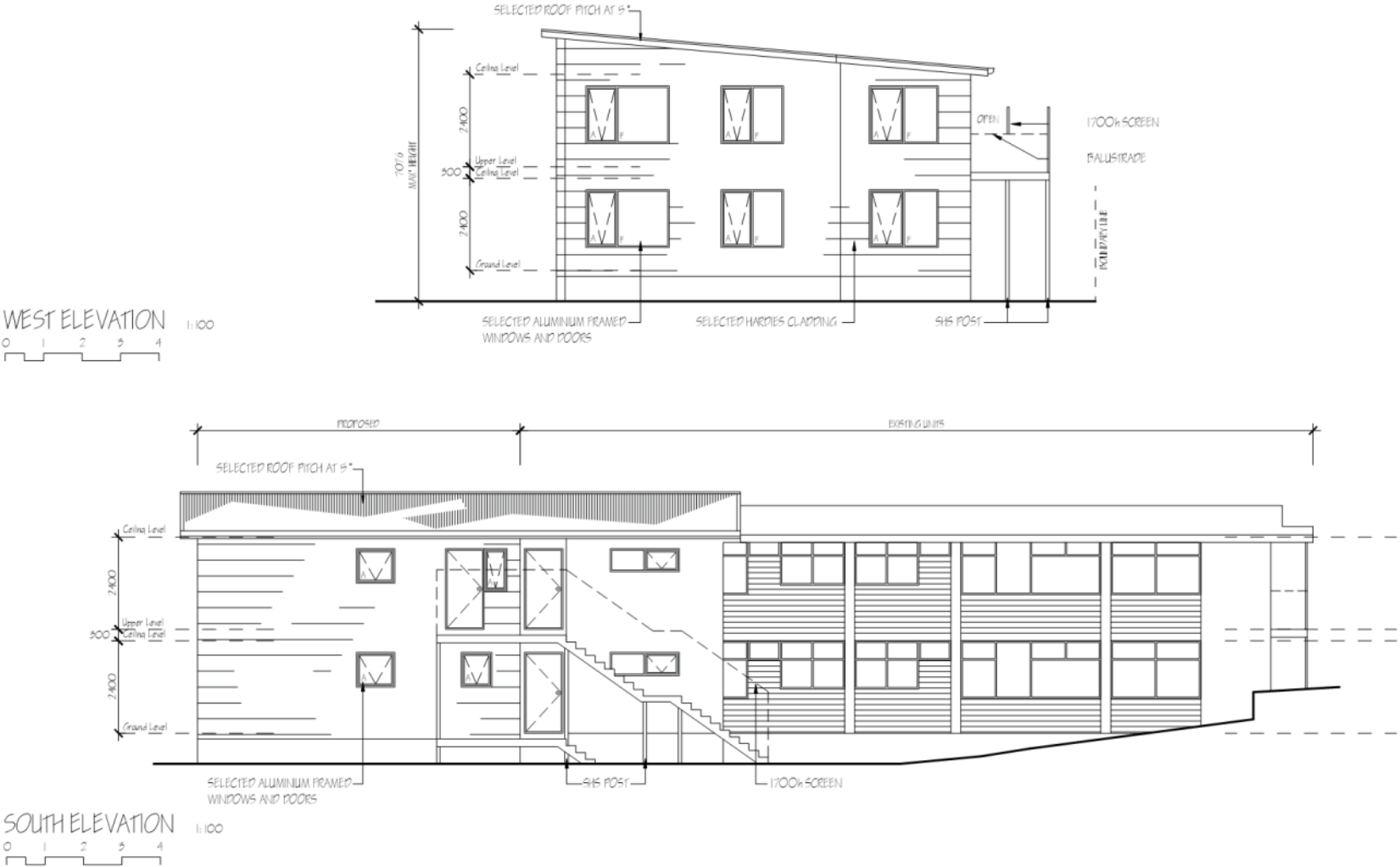
P.O. Box 910, Kingston, Tas 7051
Ph: (03) 6229 1799 Mob: 0419 883 370
Email: graham.hills@bigpond.com
Tas Building Practitioner No. CC23678











NOTES:
* Do not scale the drawings.
* Verify levels / dimensions on site prior to commencement, report any discrepancies / variations to designer.
* Materials / workmanship to comply with AS codes, BCA & relevant regulations.
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REVISION NOTES		
No.	Reason/Issue	Date

G.Hills&Partners ARCHITECTS

PO Box 910, KINGSTON, TAS 7051
P 03 6229 1799 E graham.hills@bigpond.com
Building Designer Accreditation No. CC2367B

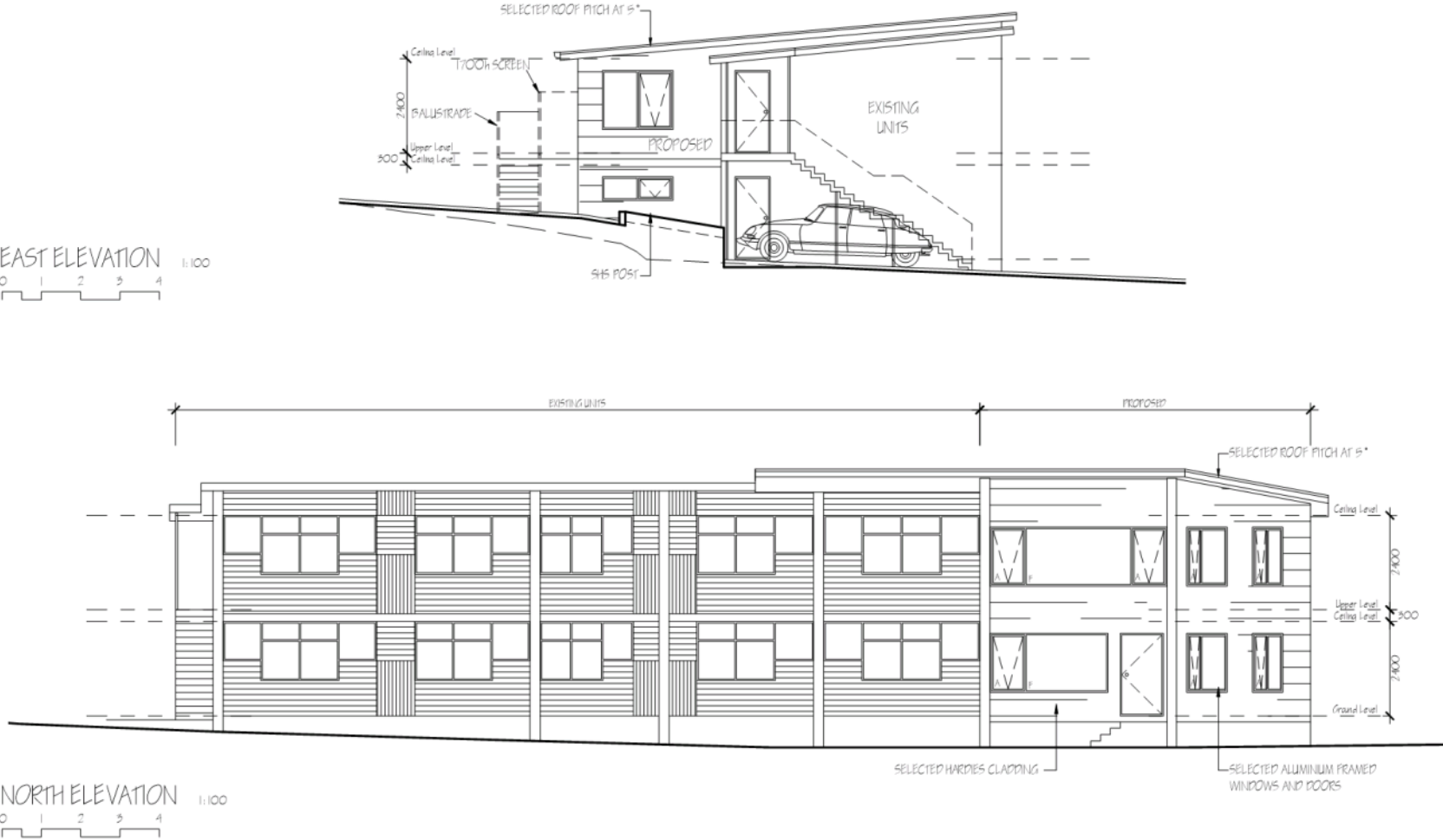
PROJECT NAME AND ADDRESS
**PROPOSED 2 NEW UNITS
(4 UNITS EXISTING)**

68 Bay Road, NEW TOWN

Drawing Title
ELEVATIONS 1

Client
73 Risdon Road Pty. Ltd.

DRAWING TYPE		PROJECT NO.	
Design Dev Drawings		220150	
Date	2-Nov-20	SHEET	DD05
Scale	1:100	CHECKED	G. HILLS
Size	A3	DESIGN	G. HILLS
		DRAWN	M. Karamanides



NOTES:

- Do not scale the drawings.
- Verify levels / dimensions on site prior to commencement, report any discrepancies / variations to designer.
- Materials / workmanship to comply with AS codes, BCA & relevant regulations.

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REVISION NOTES		
No.	Reason/Issue	Date

G.Hills&Partners ARCHITECTS

PO Box 910, KINGSTON, TAS 7051
P 03 6229 1799 E graham.hills@bigpond.com
Building Designer Accreditation No. CC2367B

PROJECT NAME AND ADDRESS
**PROPOSED 2 NEW UNITS
(4 UNITS EXISTING)**

68 Bay Road, NEW TOWN

Drawing Title
ELEVATIONS 2

Client
73 Risdon Road Pty. Ltd.

DRAWING TYPE		PROJECT NO.	
Design Dev Drawings		220150	
Date	3-Nov-20	SHEET	DD06
Scale	1:100	CHECKED	G. HILLS
Size	A3	DESIGN	G. HILLS
		DRAWN	M. Karamanides

**7.1.2 22 ASCOT AVENUE, SANDY BAY - EXTENSION (DECK)
PLN-22-49 - FILE REF: F22/57328**

Address: 22 Ascot Avenue, Sandy Bay
Proposal: Extension (Deck)
Expiry Date: 19 July 2022
Extension of Time: Not applicable
Author: Victoria Maxwell

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for an extension (deck) at 22 Ascot Avenue 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-22-49 22 ASCOT AVENUE 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 2022/00141-HCC dated 17/05/2022 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

Vegetation screening must be retained along the south eastern boundary. If any vegetation is lost, replacement vegetation of a similar species and size must be re-planted.

Reason for condition

To minimise visual impacts of the bulk and scale of the proposed deck and pergola on neighbouring properties.

ENG sw3

The proposed development must be designed to ensure the protection and access to the Council's stormwater main.

A detailed design must be submitted and approved as a Condition Endorsement prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first). The detailed design must:

1. Demonstrate how the design will ensure the protection and provide access to the Council's stormwater main. (see advice section of permit).

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

Reason for condition

To ensure the protection of the Council's hydraulic infrastructure.

ENG sw6

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

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

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

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

Advice:

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

Reason for condition

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

SW 1

Prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first), a pre-construction structural condition assessment and visual record (eg video and photos) of the Hobart City Council's stormwater infrastructure within/adjacent to the proposed development must be submitted to the City of Hobart as a Condition Endorsement.

The condition assessment must include at least:

1. a site plan clearly showing the location of the investigation, with access points and all segments and nodes shown and labelled, with assets found to have a different alignment from that shown on the City of Hobart's plans to be marked on the ground and on the plan;
2. a digital recording of a CCTV inspection and written condition assessment report in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia, in a 'WinCan' compatible format; and
3. photos of any existing drainage structures connected to or modified as part of the development.

The preconstruction condition assessment will be relied upon to establish the extent of any damage caused to Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails to provide the City of Hobart with an adequate pre-construction condition assessment then any damage to the City of Hobart's infrastructure identified in the post-construction condition assessment will be the responsibility of the owner/developer.

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.

SW 2

Prior to occupancy or the commencement of the approved use (whichever occurs first), a post-construction structural condition assessment and visual record (eg video and photos) of the Hobart City Council's stormwater infrastructure within/adjacent to the proposed development, along with photos of any existing drainage structures connected to or modified as part of the development, must be submitted to the City of Hobart.

The condition assessment must include at least:

1. a site plan clearly showing the location of the investigation, with access points and all segments and nodes shown and labelled, with assets found to have a different alignment from that shown on the City of Hobart's plans shall be marked on the ground and on the plan;
2. a digital recording of a CCTV inspection and written condition assessment report in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia, in a 'Wincan' compatible format; and
3. photos of any existing drainage structures connected to or modified as part of the development.

The post-construction condition assessment will be relied upon to establish the extent of any damage caused to the Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails

to provide the City of Hobart with an adequate post-construction condition assessment then any damage to the Hobart City Council's infrastructure identified in the post-construction CCTV will be deemed to be the responsibility of the owner/developer.

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.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

BUILDING OVER AN EASEMENT

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

STORMWATER

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

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

The design of structures (including footings) must provide protection for the Council's infrastructure. For information regarding appropriate designs please contact the Council's City Life Division. You may need the General Manager's consent under section 13 of the *Urban Drainage Act 2013* and consent under section 73 or 74 of the *Building Act 2016*.

NOISE REGULATIONS




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

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-22-49 - 22 ASCOT AVENUE SANDY BAY
TAS 7005 - Planning Committee or Delegated
Report ↓  |
| Attachment B: | PLN-22-49 - 22 ASCOT AVENUE SANDY BAY
TAS 7005 - CPC Agenda Documents ↓  |
| Attachment C: | PLN-22-49 - 22 ASCOT AVENUE SANDY BAY
TAS 7005 - Shadow Diagrams ↓  |

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Committee: 20 June 2022
Expiry Date: 19 July 2022
Application No: PLN-22-49
Address: 22 ASCOT AVENUE , SANDY BAY
Applicant: Angelica Pearce
22 Ascot Avenue
Proposal: Extension (Deck)
Representations: Three (3)
Performance criteria: General Residential Zone Development Standards

1. Executive Summary

- 1.1 Planning approval is sought for a New deck at 22 ASCOT AVENUE SANDY BAY TAS 7005.

- 1.2 More specifically the proposal includes:
- construction of an elevated timber deck, 3 metres from the rear (south eastern) boundary,
 - the deck will be 16.45 metres long and 7.6m wide and wrap around the rear of the dwelling,
 - the deck will follow the same level as the existing ground level concrete terrace on the south western boundary and extend over the east facing slope towards the north eastern boundary, finishing approximately 8.5m from that north eastern boundary,
 - the deck will be 4.9m above existing ground level at that north eastern point,
 - a 1 metre high glass balustrade will extend along the north eastern and south eastern sides,
 - a timber unroofed pergola will extend 4.9 metres from the rear wall of the dwelling to the edge of the deck,
 - because the dwelling is aligned on an angle from the rear boundary, only one corner of the pergola will actually touch the rear of the deck,
 - the rest of the pergola will run parallel to the dwelling rear wall, to connect to the retaining wall of the existing concrete terrace on the south western boundary of the site,
 - the south eastern side of the deck will be a masonry wall, whilst the north east will have timber cladding,
 - detail was required regarding the footings and piers in proximity to of the sewer within the south east boundary easement.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
- 1.3.1 General Residential Zone - Building Envelope
- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 18th May and 1st June 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 (3) objections were received.

2. Site Detail

- 2.1 The site is located at the southern end of the cul de sac of Ascot Ave. Surrounding uses are single dwellings to the west and north, with three multiple dwelling units on the south eastern boundary.



Figure 1: Site Plan (Geo Cortex, 2022)

The lot is 874m² with an access handle off Ascot Ave that drops down to the house site. The property contains a substantial single dwelling that steps down the slope to a rear garden substantially lower than the living space of the dwelling. The site is tiered to try to provide some level area, however these tiers have been poorly maintained and the garden is not practically able to be enjoyed.



Figure 2: CoH Pictometry (discontinued) (2018)

The site has a fall of approximately 30%, falling some 12 metres over 40 metres. The above photo is out of date, with a mature row of Pittosporums now planted along the rear (south east) and side (north east) boundaries. This was a condition of the original planning permit PLN-04-00112-01, "in the interest of visual amenity of neighbouring properties, the streetscape and locality".



Figure 3: View from upper tier in the south eastern section of the site, back to the south western corner (Officer photo, 2022)

The Pittosporums are now some 6 metres high in places along the rear boundary and almost completely screen the multiple dwellings to the rear. There are two x 2 metre wide drainage easements that run along the south east and north east boundaries. The Pittosporums have been planted within these easements.

3. Proposal

- 3.1 Planning approval is sought for a New deck at 22 ASCOT AVENUE SANDY BAY TAS 7005.

3.2 More specifically the proposal includes:

- construction of an elevated timber deck, 3 metres from the rear (south eastern) boundary,
- the deck will be 16.45 metres long and 7.6m wide and wrap around the rear of the dwelling,
- the deck will follow the same level as the existing ground level concrete terrace on the south western boundary and extend over the east facing slope towards the north eastern boundary, finishing approximately 8.5m from that north eastern boundary,
- the deck will be 4.9m above existing ground level at that north eastern point,
- a 1 metre high glass balustrade will extend along the north eastern and south eastern sides,
- a timber unroofed pergola will extend 4.9 metres from the rear wall of the dwelling to the edge of the deck,
- because the dwelling is aligned on an angle from the rear boundary, only one corner of the pergola will actually touch the rear of the deck,
- the rest of the pergola will run parallel to the dwelling rear wall, to connect to the retaining wall of the existing concrete terrace on the south western boundary of the site,
- the south eastern side of the deck will be a masonry wall, whilst the north east will have timber cladding,
- detail was required regarding the footings and piers in proximity to of the sewer within the south east boundary easement.

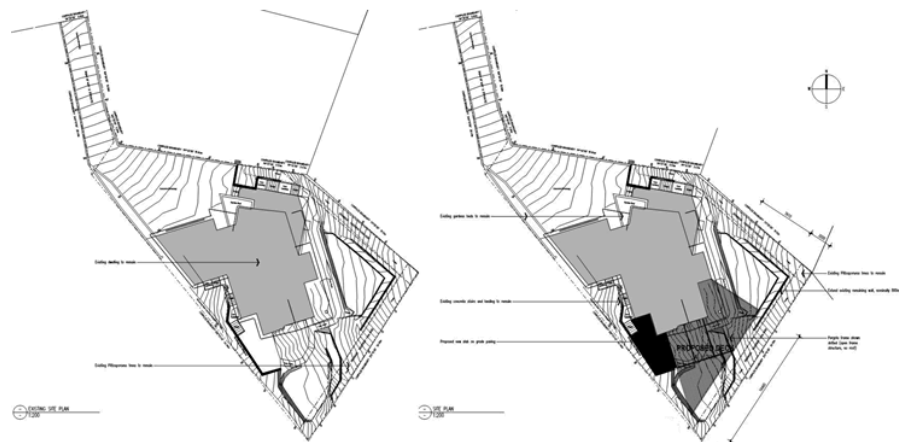


Figure 4: Existing and Proposed site plans (B Turner, 2022)



Figure 5: Deck floor plan (B Turner, 2022)

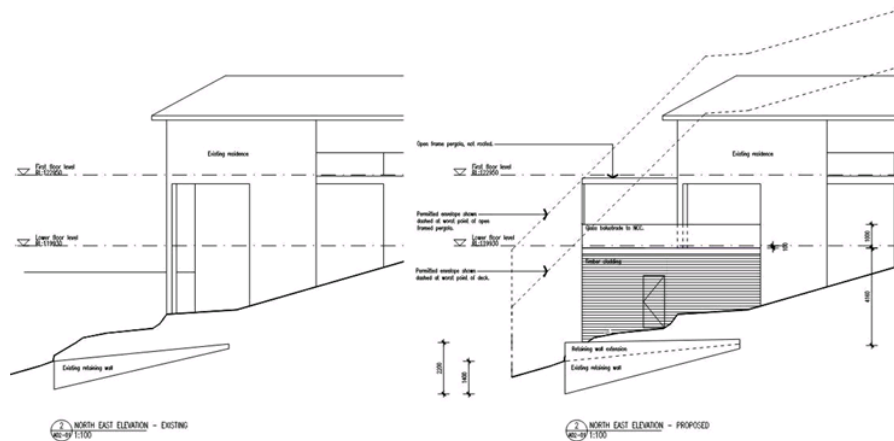
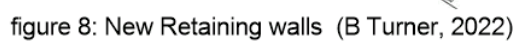


Figure 6: Existing and Proposed North East Elevation (B Turner, 2022)



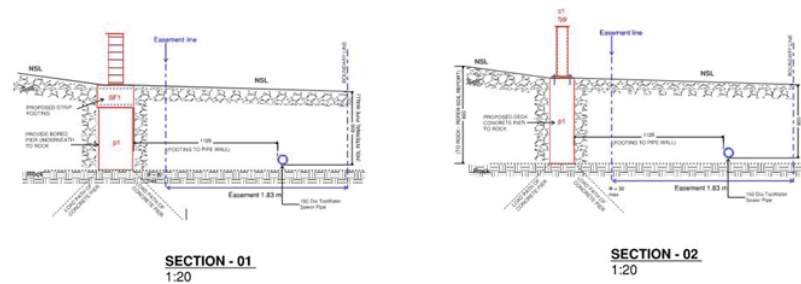


Figure 9: Zones of influence in relation to proposed piers in proximity to the sewer pipe within the easement (B Turner, 2022)

4. Background

- 4.1 Previous planning applications for the site are listed below;

PLN-04-00112-01 - New House
 PLN-05-01385-01 - Boundary Adjustment
 PLN-18-756 - New Deck - approved, but did not proceed.

- 4.2 The application for a new deck in 2018 proposed a similar deck to the current design, but it extended closer to the south eastern boundary and therefore required privacy screening. That deck did not extend beyond the line of the north eastern elevation of the main dwelling. That deck was also 500mm lower than the current proposal, stepping down from the existing concrete terrace, whilst the current proposal continues the concrete level.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between 18th May and 1st June 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.

Not enough rear setback from neighbours.
The proposal is located outside the building envelope, overshadowing the private open space of other neighbours and their car port and entry, etc.
There will be a reduction in sunlight to the neighbours
There will be a visual impact caused by the bulk of the structure, leading to a loss of amenity.
There is not enough natural green space, with the building on nearly the whole lot, creating too much site coverage.
There is not enough space for the planting of gardens and landscaping.
There is not enough separation between dwellings, leading to an impact on loss of sunlight and overshadowing to the neighbours.
There is not enough privacy for the neighbours and it is non compliant with the Performance Criteria for 10.4.6 - privacy for all dwellings.

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 - Single Dwelling. The proposed use is Residential - Single Dwelling. The existing use is a No Permit Required use in the zone. The proposed use is a No Permit Required use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 10 General Residential Zone
- 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

6.6 Each performance criterion is assessed below.

6.7 General Residential zone - Building Envelope Part D 10.4.2 P3

6.7.1 The acceptable solution at clause 10.4.2 A3 requires development to fit within a three dimensional building envelope.

6.7.2 The proposal includes the pergola which extends beyond the 45 degree pitch close to the rear boundary.

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 Because the proposal extends beyond the building envelope, it is

necessary to undertake an assessment of adjacent properties is required to determine the degree of impact. Adjacent neighbours are 20, 25 and 27 Ascot Ave, 324, 326 and 328 Churchill Ave.

The properties on Ascot Ave are located to the north, north west and west of the subject land. The first two properties, (20 and 25 Ascot Ave), being located to the north are screened from the proposed deck by the existing house on the subject site. As well, being located to the north they are not affected by any loss of sunlight to living space, private open space or any solar array, being obscured by the dwelling they are not affected by any visual intrusion by the proposal. 27 Ascot Ave, being located to the west, will view the proposed deck. However that neighbour is located on a higher contour and will look over the deck. All views are eastward towards the river, the deck being substantially lower than the existing dwelling on the subject site. It is considered that the visual intrusion will be negligible. As well, being located below the neighbouring dwelling the deck will not cause any loss of sunlight to living space, private open space or solar installations on that neighbours. The application is considered of no impact to the adjoining properties on Ascot Ave.

324 and 326 Churchill Ave are located to the east of the subject site. 324 Churchill Ave contains a dwelling, whilst the other lot is currently vacant and used as driveway and parking for the house on 324 Churchill Ave. The house is located to the north east of the proposed deck, whilst the vacant land is directly east of the proposed deck. Both neighbouring lots are some 6 metres lower than the existing ground level of proposed deck. However because the house is again located to the north of the deck, it will not be affected by loss of sunlight and the vacant land will not be impacted because the sun will have dropped below the hill by the time the deck casts a shadow on that lot. This would be well after 3pm on 21st June. The Planning Scheme restricts assessment to between the hours of 9am and 3pm on 21st June and so any overshadowing is not assessable in this instance. Living space for the dwelling on 324 Churchill Ave is located to the east, with an expansive deck also on the eastern side. This is the opposite side to the subject property and so the proposed deck will not have any visual impact on this neighbour and is considered acceptable.

328 Churchill Ave is a group of three units, built in the early 1980s. The units are located to the south and south west of the subject site. They are each two storey with east facing living space, with one north facing window. Private open space is located behind the units to the west. The two southern units are not considered to be affected, because they are

screened by the first northern most unit. Their private open space is blocked by theirs and the bulk of Unit 1 in the morning and by the bulk of the main house on the subject site after midday. The impact on these units is minimal.

The main dwelling affected by this proposal is Unit 1, the northern most unit. It is located 2 metres from the mutual boundary and on a lower contour to the dwelling on the subject site. The figure below provides an indication of the proximity to the development site. However, since that photograph, a substantial hedge has been planted along the mutual boundary, which now completely screens the site from this neighbour. The living spaces is located in the north east and eastern portion of this unit. There is a north facing window in the living space and noted in the interior photo, however the main views are eastward.



Figure 7: View from forecourt of Unit 1/328 Churchill Ave towards building site and interior upper floor living space (www.realestate.com.au, 2010)

Representations were received regarding the overshadowing of the car space and entry, a reduction in sunlight to neighbours and visual impact caused by the bulk of the structure, reducing amenity. The Planning Scheme restricts concern of overshadowing to impact on living space. Concerns over shading of a car space and entry are not valid concerns and are not supported. As a response to the representations, the applicant provided shadow diagrams which show that the living space in the north east corner is not shaded by the proposed deck and pergola (these are provided at Attachment C). The rear of the house is shaded, however according to the building plans for the units, these rooms are utility and bedrooms. The proposed deck will not prevent at least three (3) hours of sunlight to the living space of neighbouring unit 1/328 Churchill Ave and therefore that representation ground is not supported. In fact shading of the living space does not occur until late afternoon. The rear garden is shaded, however this is already the case from the bulk of the existing dwelling on the subject site. There is no increased detriment to the private open space for this unit caused by the proposal over and above that which already exists.

Should the vegetation screening along the mutual boundary be removed, the north facing window of 1/328 Churchill Ave would overlook the deck, with views to the underside or walls of the deck. However, the main views and orientation of this unit are towards the water to the east and not directly towards the subject property. The views to the deck would be oblique and therefore the impact of the bulk and scale of that neighbour are evident, but not significant. It is considered that provided the screening hedge is retained the visual impact is acceptable. A condition will be imposed to ensure this. The representation ground regarding visual impact is supported and a condition will be imposed to ensure that the deck is screened to direct views away from the subject site.

6.7.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for a New deck at 22 ASCOT AVENUE SANDY BAY TAS 7005.

- 7.2 The application was advertised and received three (3) representations. The representations raised concerns including insufficient rear setback, the proposal being outside the building envelope will overshadow neighbouring open space and carport, etc, there will be a reduction in sunlight to neighbours, the visual impact will reduce neighbours' amenity, there isn't enough green space on site, there is not enough separation between dwellings leading to a loss of sunlight and privacy.

Concerns relating to the building envelope, overshadowing and visual impact have been addressed above. The concerns relating to loss of privacy cannot be supported, because the planning scheme considers that a 3 metre setback from boundaries is sufficient to address privacy between neighbours. The deck is 3 metres away from the south eastern boundary. Whilst it is less than three metres from the south western boundary, this deck is less than one metre above existing ground level and therefore again, the privacy considerations do not apply. The representation grounds relating to privacy are not supported.

The concern over lack of green space is also not relevant, because the planning scheme does not now require a percentage of the site to be free from impervious surfaces. Under clause 10.4.3 A1, up to 50% of the site can be covered by roofed structures. The provision requiring a proportion of the site to be free from impervious surfaces was removed in the Statewide amendments to the Interim Planning Schemes in February 2021 in order for these schemes to align with the Tasmanian Planning Scheme wording.

- 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 and Stormwater Engineers. 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 a New deck at 22 ASCOT AVENUE SANDY BAY TAS 7005 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 New deck at 22 ASCOT AVENUE 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-22-49 22 ASCOT AVENUE 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 2022/00141-HCC dated 17/05/2022 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

Vegetation screening must be retained along the south eastern boundary. If any vegetation is lost, replacement vegetation of a similar species and size must be re-planted.

Reason for condition

To minimise visual impacts of the bulk and scale of the proposed deck and pergola on neighbouring properties.

ENG sw3

The proposed development must be designed to ensure the protection and access to the Council's stormwater main.

A detailed design must be submitted and approved as a Condition Endorsement prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first). The detailed design must:

1. Demonstrate how the design will ensure the protection and provide access to the Council's stormwater main. (see advice section of permit)

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

Reason for condition

To ensure the protection of the Council's hydraulic infrastructure.

ENG sw6

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

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

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

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

Advice:

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

obtain a plumbing permit for the works.

Reason for condition

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

SW 1

Prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first), a pre-construction structural condition assessment and visual record (eg video and photos) of the Hobart City Council's stormwater infrastructure within/adjacent to the proposed development must be submitted to the City of Hobart as a Condition Endorsement.

The condition assessment must include at least:

- 1. a site plan clearly showing the location of the investigation, with access points and all segments and nodes shown and labelled, with assets found to have a different alignment from that shown on the City of Hobart's plans to be marked on the ground and on the plan;**
- 2. a digital recording of a CCTV inspection and written condition assessment report in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia, in a 'Wincan' compatible format; and**
- 3. photos of any existing drainage structures connected to or modified as part of the development.**

The preconstruction condition assessment will be relied upon to establish the extent of any damage caused to Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails to provide the City of Hobart with an adequate pre-construction condition assessment then any damage to the City of Hobart's infrastructure identified in the postconstruction condition assessment will be the responsibility of the owner/developer.

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.

SW 2

Prior to occupancy or the commencement of the approved use (whichever occurs first), a post-construction structural condition assessment and visual record (eg video and photos) of the Hobart City Council's stormwater infrastructure within/adjacent to the proposed development, along with photos of any existing drainage structures connected to or modified as part of the development, must be submitted to the City of Hobart.

The condition assessment must include at least:

1. a site plan clearly showing the location of the investigation, with access points and all segments and nodes shown and labelled, with assets found to have a different alignment from that shown on the City of Hobart's plans shall be marked on the ground and on the plan;
2. a digital recording of a CCTV inspection and written condition assessment report in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia, in a 'Wincan' compatible format; and
3. photos of any existing drainage structures connected to or modified as part of the development.

The postconstruction condition assessment will be relied upon to establish the extent of any damage caused to the Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails to provide the City of Hobart with an adequate post-construction condition assessment then any damage to the Hobart City Council's infrastructure identified in the postconstruction CCTV will be deemed to be the responsibility of the owner/developer.

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.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*. Click

[here](#) for more information.

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

PLUMBING PERMIT

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

BUILDING OVER AN EASEMENT

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

STORMWATER

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

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

The design of structures (including footings) must provide protection for the Council's infrastructure. For information regarding appropriate designs please contact the Council's City Life Division. You may need the General Manager's consent under section 13 of the *Urban Drainage Act 2013* and consent under section 73 or 74 of the *Building Act 2016*.

NOISE REGULATIONS

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

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.



(Victoria Maxwell)

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 12 June 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Shadow Diagrams



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-49	Council notice date	3/02/2022
TasWater details			
TasWater Reference No.	TWDA 2022/00141-HCC	Date of response	17/05/2022
TasWater Contact	Robert Stapleton	Phone No.	0417279866
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	22 ASCOT AVE, SANDY BAY	Property ID (PID)	2810410
Description of development	New Deck		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Benn Turner / Gandy and Roberts	"Sub Floor Plan" / Proj No: 2201 / 22.0087 – Dwg: A02-00	2	01/04/2022
Benn Turner / Gandy and Roberts	"Floor Plan" / Proj No: 2201 / 22.0087 – Dwg: A02-00	2	01/04/2022
Gandy and Roberts	"Foundation Load Path" / Proj No: 22.0087	-	01/04/2022
Conditions			
SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL			
Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
ASSET PROTECTION			
<ol style="list-style-type: none"> The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater. 			
56W CONSENT			
<ol style="list-style-type: none"> 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 <i>Water and Sewerage Industry Act 2008</i> 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			
<ol style="list-style-type: none"> The applicant or landowner as the case may be, must pay a development assessment fee of \$219.04, 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>

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 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 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.

TasWater Contact Details

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

Planning: #249950

Property

22 ASCOT AVENUE SANDY BAY TAS 7005

**People****Applicant ***

Angelica Pearce
22 Ascot Avenue
Sandy Bay 7005 TAS
0488 026 663
apearce@collinssba.com.au

Owner *

Angelica Pearce
22 Ascot Avenue
Sandy Bay 7005 TAS
0488 026 663
apearce@collinssba.com.au

Entered By

BENN TURNER
12 HICKMAN STREET
LENAH VALLEY TAS 7008
0417360458
turnerbenn@hotmail.com

Use

Single dwelling

Details

Have you obtained pre application advice?

☒ No

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

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

☒ No

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

☒ No

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

Details

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

residential

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

New deck

Estimated cost of development *

90000.00

Existing floor area (m2)

Proposed floor area (m2)

0.00

Site area (m2)

874

Carparking on Site

Total parking spaces

2

Existing parking spaces

2

N/A

☒ Other (no selection
chosen)

Other Details

Does the application include signage? *

☒ No

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

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☒ No

Documents

Required Documents

Title (Folio text and Plan and Title Complete.pdf
Schedule of Easements) *

Plans (proposed, existing) * 22 Acscot 20220130.pdf

BENN TURNER ARCHITECT

Victoria Maxwell
Hobart City Council
16 Elizabeth Street
Hobart
TAS 7000

22 Ascot Avenue, Sandy Bay – Deck - PLN-22-49

Dear Victoria,

I am writing to you on behalf of my clients in response to your request for additional information (RFI) regarding the proposed new deck and pergola frame (no roof) at 22 Ascot Avenue, Sandy Bay.

PLN Fi1

1. Please refer revised elevation drawing numbers A04-01 and A04-02.
2. Please refer revised elevation drawing numbers A04-01 and A04-02.
3. The deck is not cantilevered, please refer revised elevation drawing numbers A04-01 and A04-02.

PLN Fi2

1. Please refer revised elevation drawing numbers A04-01 and A04-02.
2. Please refer drawing A00-10 for portion of deck within 1.5m of boundary and A04-01 for the height.

PLN Fi6

1. The existing pittosporum tree hedge on the north-east and south-east boundary are significantly higher than the proposed deck level. The proposed glass balustrade will allow sun light to pass through and pergola frame is an open structure with no roof, therefore it is my opinion that the proposed deck will not increase over shadowing to neighbouring properties.
2. Please refer to note 1 above.
3. Please refer to note 1 above.

INFsw1

The existing storm water line has not been surveyed. However, Gandy and Roberts initial footing plan and section details (2 pages attached) clearly indicate that all structural loads are transferred to rock outside the easement line.

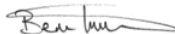
TW1

Please refer attached Gandy and Roberts initial footing plan and section details (2 pages attached) clearly indicating that all structural loads are transferred to rock outside the easement line.

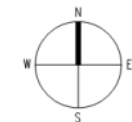
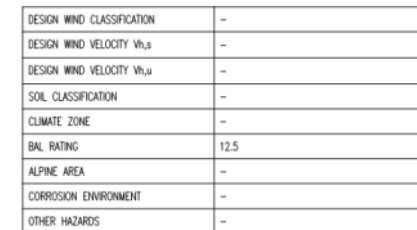
I trust the above and attached satisfies our request for additional information.

Please feel free to give me a call to discuss further if you have any questions or concerns.

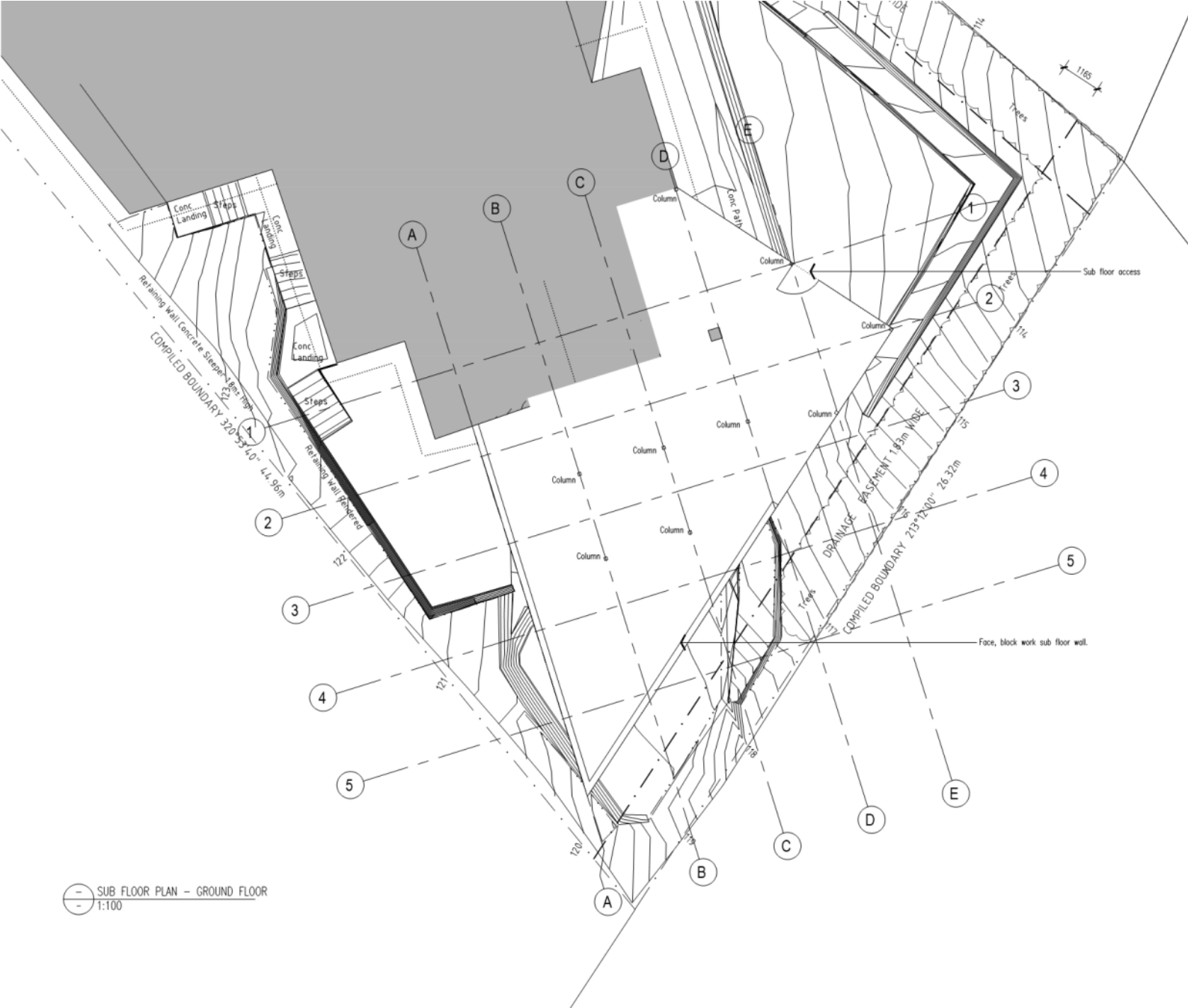
Kind regards



Benn Turner
0417 360 458



Benn Turner CC 6161 0



Proprietor
Andrew and Angelica Pearce

Project Title
22 Ascot Avenue, Sandy Bay

Drawing Title
Sub Floor Plan

Scale
1: 100 at A3

Drawing Number
A02-00

Revision no. 7

Project number
2201

Benn Turner CC 6161 0



FLOOR PLAN - GROUND FLOOR
1:100



Proprietor
Andrew and Angelica Pearce

Project Title
22 Ascot Avenue, Sandy Bay

Drawing Title
Floor Plan

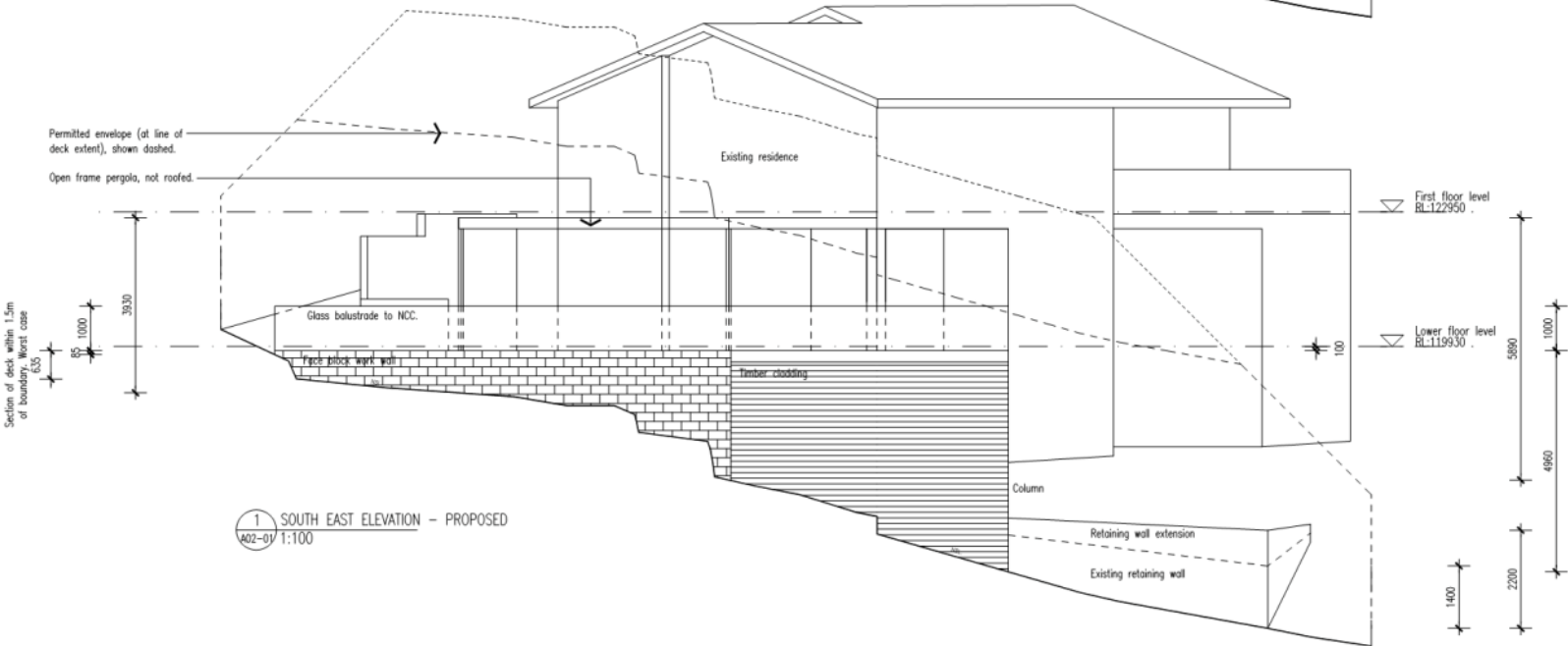
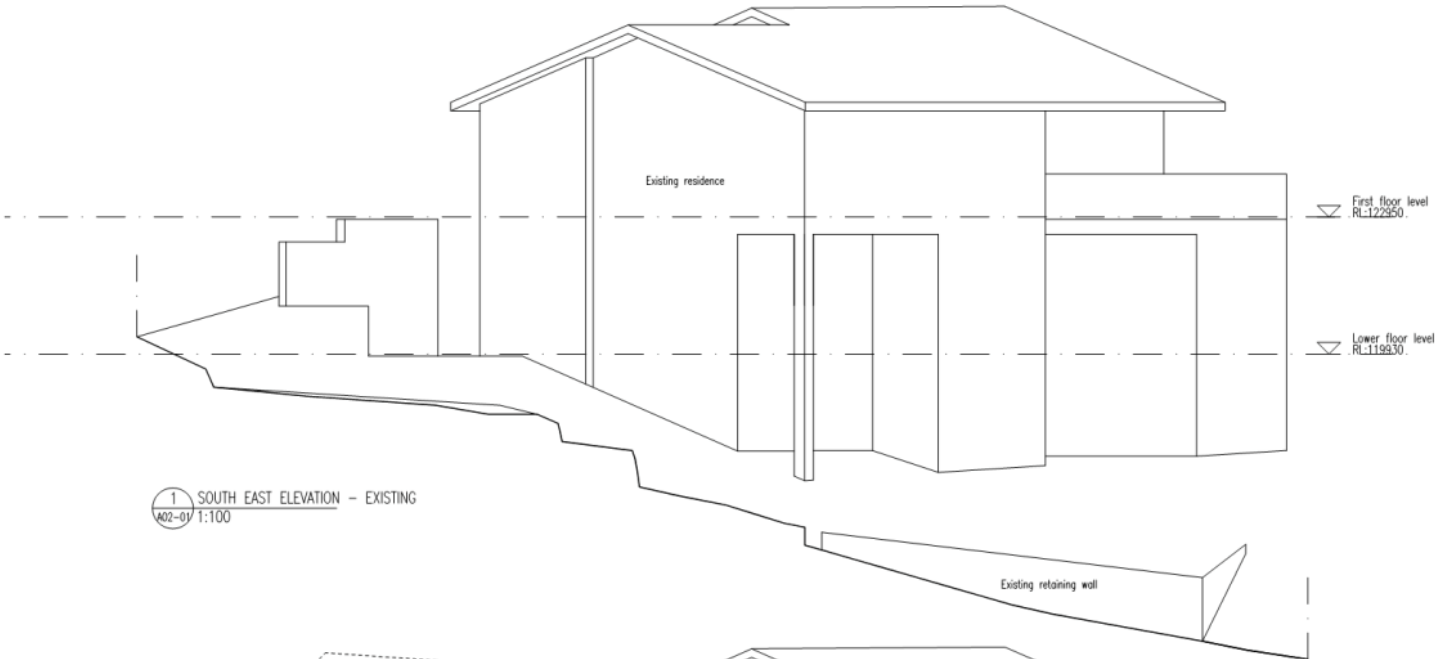
Scale
1: 100 at A3

Drawing Number
A02-01

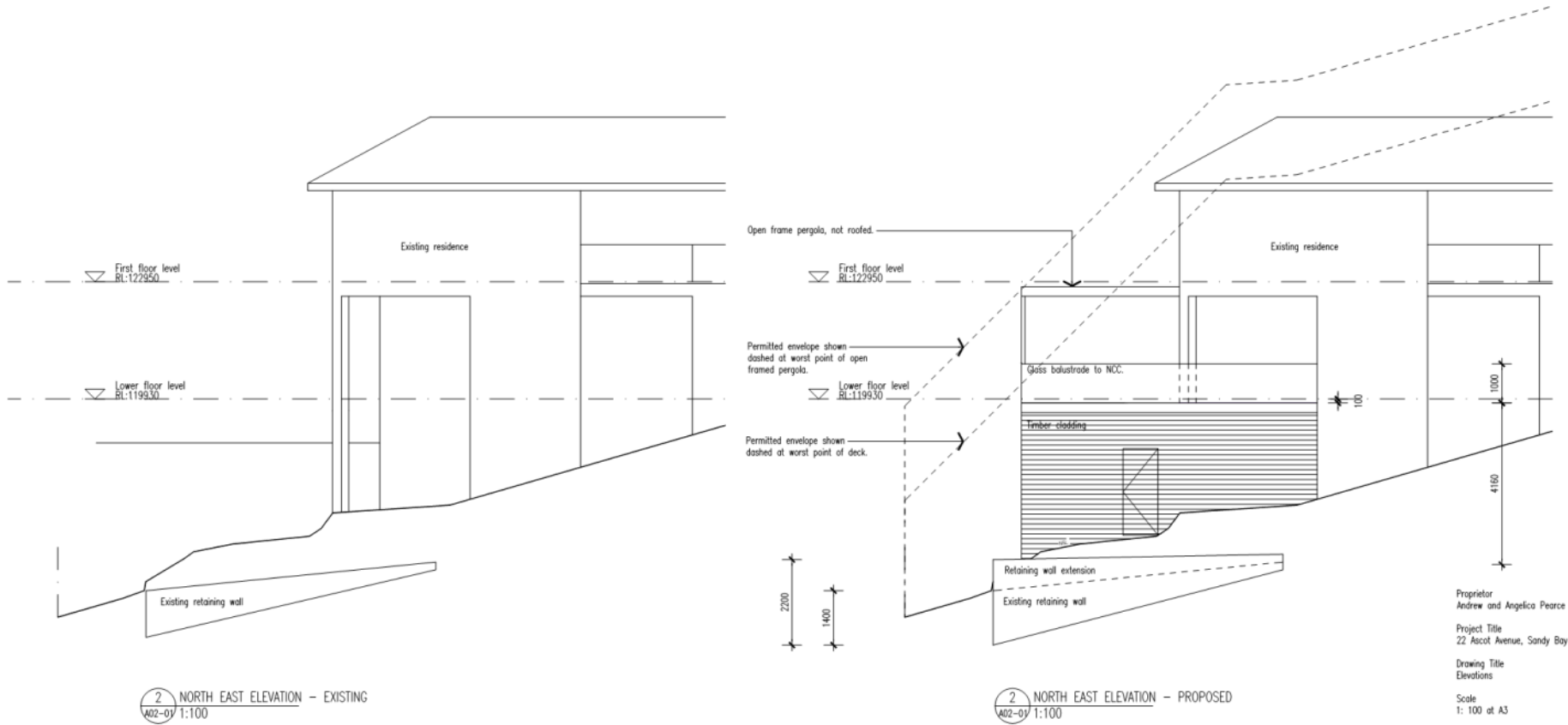
Revision no. 7

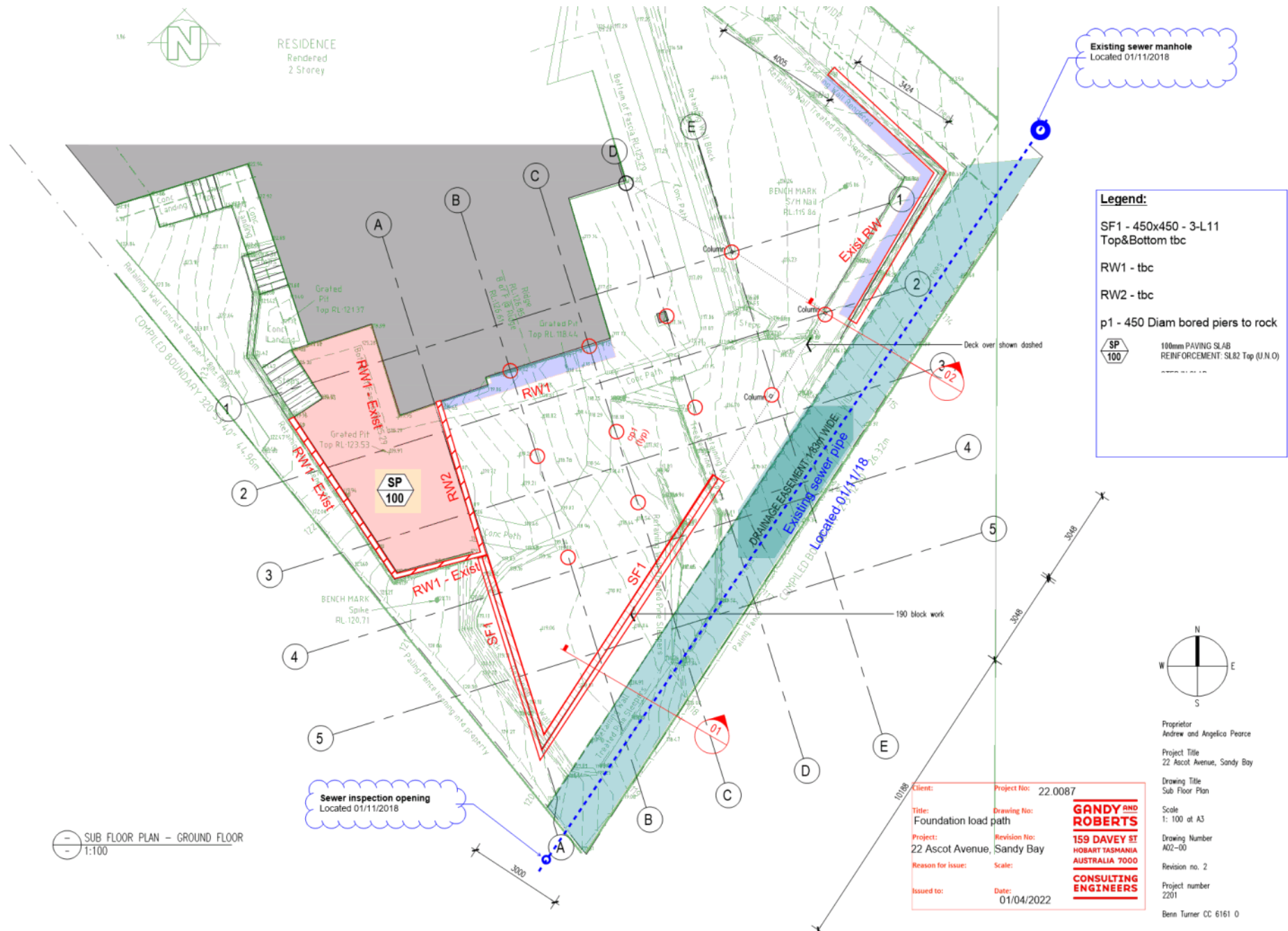
Project number
2201

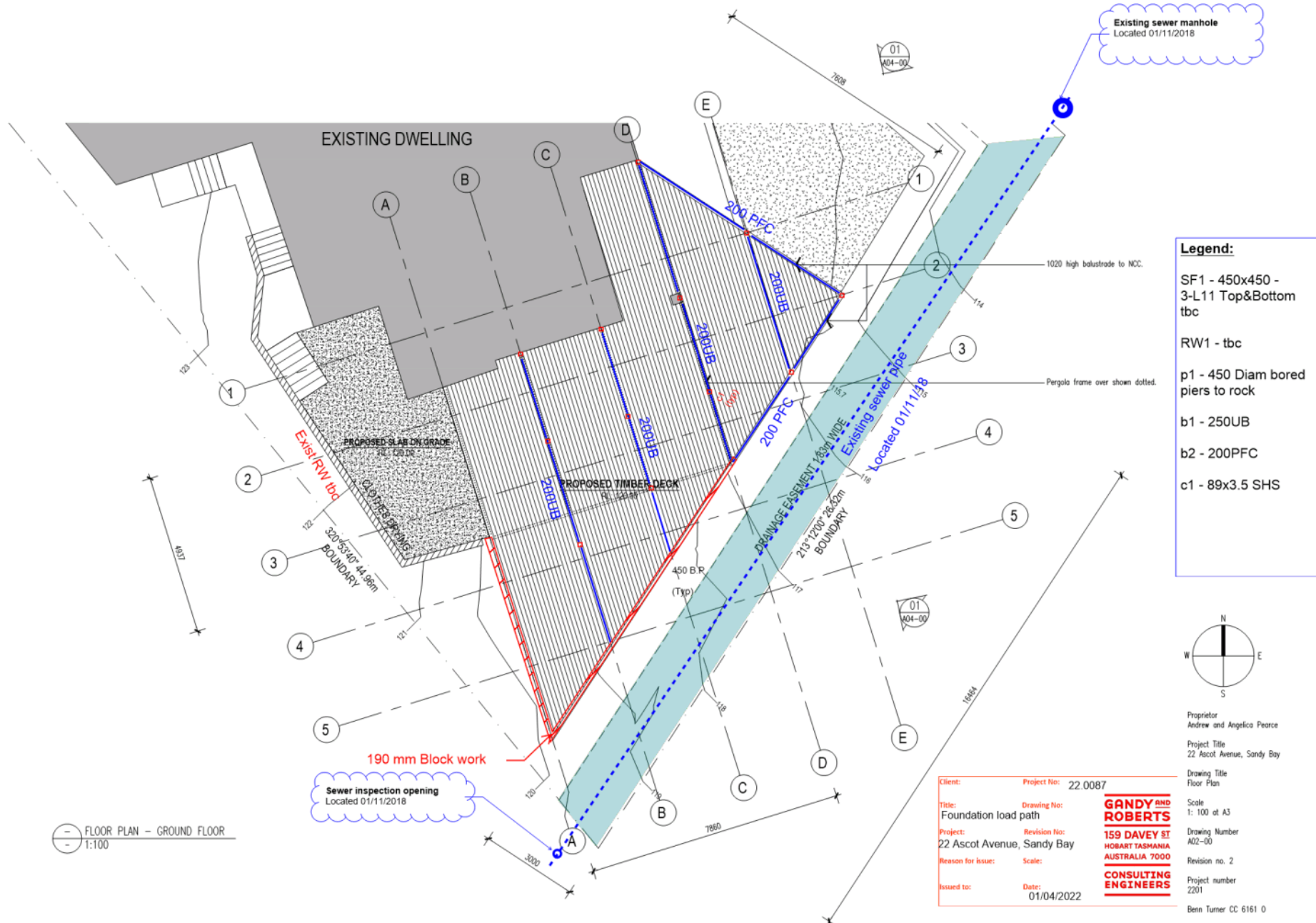
Benn Turner CC 6161 0

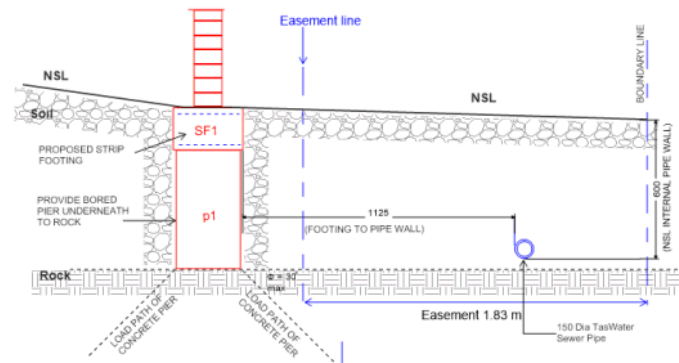


Proprietor
Andrew and Angelica Pearce
Project Title
22 Ascot Avenue, Sandy Bay
Drawing Title
Elevations
Scale
1: 100 at A3
Drawing Number
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Revision no. 7
Project number
2201
Benn Turner CC 6161 0

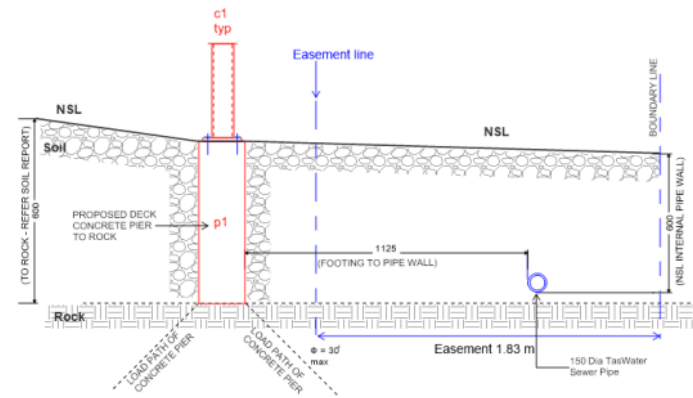








SECTION - 01
1:20



SECTION - 02
1:20

Legend:

SF1 - 450x450 - 3-L11
Top&Bottom tbc

RW1 - tbc

p1 - 450 Diam bored piers to rock

b1 - 250UB

b2 - 200PFC

c1 - 89x3.5 SHS

Client:	Project No:	22.0087
Title:	Drawing No:	GANDY AND ROBERTS
Foundation load path		
Project:	Revision No:	159 DAVEY ST
22 Ascot Avenue, Sandy Bay		HOBART TASMANIA
Reason for issue:	Scale:	AUSTRALIA 7000
Issued to:	Date:	CONSULTING ENGINEERS
	01/04/2022	

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
152327	1
EDITION	DATE OF ISSUE
5	11-Dec-2021

SEARCH DATE : 02-Feb-2022

SEARCH TIME : 09.32 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Sealed Plan 152327

Derivation : Part of 52A-3R-0Ps. Granted to George Flexmore
Prior CTs 63688/41 and 63688/42SCHEDULE 1M448323 TRANSFER to ANGELICA PEARCE Registered 03-Mar-2014
at 12.01 PMSCHEDULE 2Reservations and conditions in the Crown Grant if any
SP152327 EASEMENTS in Schedule of Easements
SP152327 COVENANTS in Schedule of Easements
SP152327 FENCING PROVISION in Schedule of Easements
E284883 MORTGAGE to Commonwealth Bank of Australia
Registered 11-Dec-2021 at 12.01 PMUNREGISTERED DEALINGS AND NOTATIONSNOTICE: This folio is affected as to amended easements
pursuant to Request to Amend No. D107066 made under
Section 103 of the Local Government (Building and
Miscellaneous Provisions) Act 1993. Search Sealed
Plan No. 63688 & 152357 Lodged by MURDOCH CLARKE on
20-Dec-2013 BP: D107066



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER Loise Ursula Rumley Alan Edward Gifford and Susan Mary Dickson FOLIO REFERENCE C.T. 63688/42 C.T. 63688/41 GRANTEE Part of 52A 3R OPs granted to George Flexmore		PLAN OF SURVEY BY SURVEYOR GARRY BRUCE COOMBE LOCATION CITY OF HOBART SCALE 1:250 LENGTHS IN METRES		REGISTERED NUMBER SP152327 APPROVED - 18 SEP 2007 EFFECTIVE FROM <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL -12 CODE No. 114 (5224-13)	LAST UPI No. GPH61 GPY81	LAST PLAN No. SP 3118	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

LOT 2 IS COMPILED FROM C.T. 63688/41 AND THIS SURVEY

(SP 3118)
 (P 63688)
 (SP 3943)
 (P 55155)
 (SP 3943)
 (P 55155)
 (SP 122418)
 (P 133373)
 (SP140366)

D107066 REQUEST TO AMEND SP152327
 RIGHTS OF WAY 'A' & 'B' DELETED BY ME
 PURSUANT TO SECTION 103 LOCAL
 GOVERNMENT (BUILDINGS & MISCELLANEOUS
 PROVISIONS) ACT 1993
Alice Kawa
 RECORDER OF TITLES
 11/2/2014
 DATE

COUNCIL DELEGATE
 MANAGER SURVEYING SERVICES
 13.8.2007
 DATE



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	Registered Number SP 152327
--	---

PAGE 1 OF 2 PAGE/S
3EASEMENTS 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.

No Covenants or Profits a Prendre are hereby created to benefit or burden any Lot shown on the Plan.

Easements: CONTINUED ON PAGE 3

~~That part of Lot 1 formerly comprised in Lot 42 on SP 63688 is Together with a Right of Carriageway over the Right of Way 'B' (Private) on the plan.~~

~~Lot 1 on the Plan is Subject to a Right of Carriageway (appurtenant to Lot 43 on Scaled Plan 3116) over the Right of Way 'A' (Private) on the plan.~~

Rights of way A & B hereon deleted by me pursuant to Request to Amend No. D107066 made under Section 103 of the Local Government (Building & Miscellaneous Provisions) Act 1993

Fencing Provision:

11/2/2014 *Alan Kura*
Recorder of Titles

In respect of both Lots on the Plan the Vendors Louise Ursula Rumley and Alan Edwin Gifford and Susan Mary Dickson shall not be required to fence.

Signed by ALAN EDWIN GIFFORD

Signed by SUSAN MARY DICKSON

Signed by LOUISE URSULA RUMLEY

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Alan Edwin Gifford, Susan Mary Dickson and Louise Ursula Rumley FOLIO REF: 63688/41 and 63688/42 SOLICITOR & REFERENCE: Max McMullen (W.608)	PLAN SEALED BY: Hobart City Council DATE: 13.8.2007 5600566 REF NO.
--	--

Alan Kura
MANAGER, SURVEYING SERVICES
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 $\frac{2}{3}$ PAGES	Registered Number SP 152327
SUBDIVIDER: Alan Edwin Gifford, Susan Mary Dickson and Louise Ursula Rumley FOLIO REFERENCE: 63688/41 and 63688/42	

Signed by LOUISE URSULA RUMLEY)
in the presence of:)

Witness Signature:

Witness Full Name:

Address:

Occupation:

Registered Proprietor of the land comprised in Folio of the Register Volume 63688 Folio 42

Signed by ALAN EDWIN GIFFORD)
and SUSAN MARY DICKSON in the)
presence of:)

Witness Signature:

Witness Full Name:

Address:

Occupation:

Registered Proprietors of the land comprised in Folio of the Register Volume 63688 Folio 41

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.



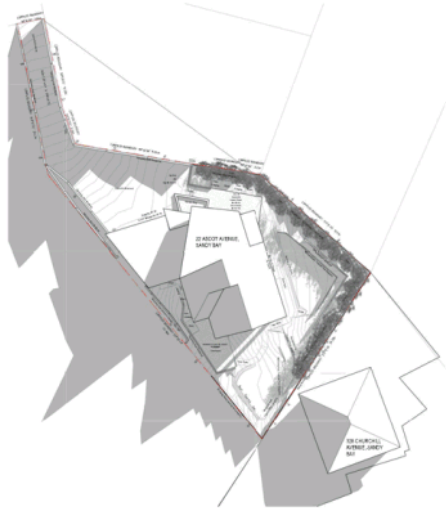
SCHEDULE OF EASEMENTS

RECORDED OF TITLES

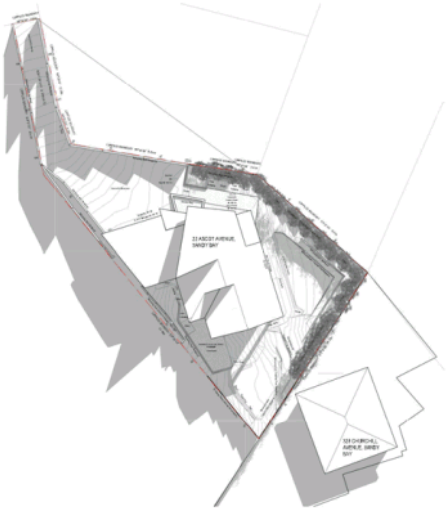
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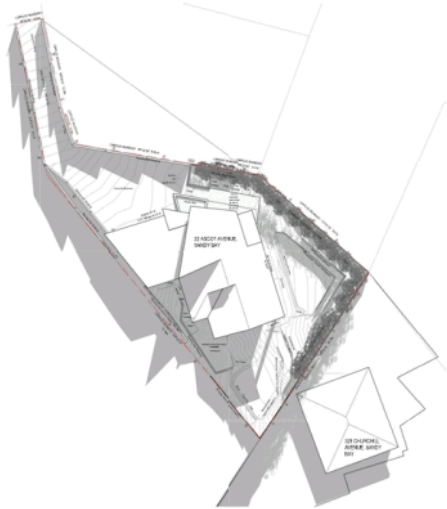
<p align="center">ANNEXURE TO SCHEDULE OF EASEMENTS</p>	<p align="right">Registered Number</p>
<p align="center">PAGE 3 OF 3 PAGES</p>	<p align="right">SP152327</p>
<p>SUBDIVIDER: - A E GIFFORD, S M DICKSON & L U RUMLEY</p> <p>FOLIO REFERENCE: - 63688/41 & 42</p>	
<p>EASEMENTS CONTINUED</p>	
<p>Lot 1 on the Plan is subject to a right of drainage (appurtenant to Lot 41 on Sealed Plan 63688) over the Drainage Easement 1.83 wide marked AD on the plan.</p> <p>Lot 1 on the Plan is subject to a right of drainage (appurtenant to Lot 43 on Sealed Plan 63688) over the Drainage Easement 1.83 wide marked ED on the plan.</p>	
<p>COVENANTS</p>	
<p>Those portions of Lots 1 & 2 on the Plan formerly comprised in Lot 42 on SP63688 are burdened by the restrictive covenants created by and more fully set forth in C527931.</p>	
<p>NOTE: - Every annexed sheet 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.</p>	



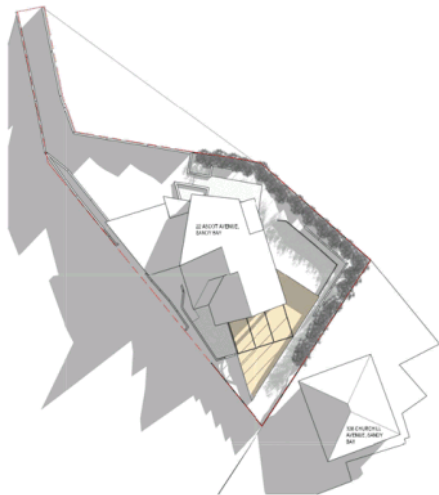
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1 : 300



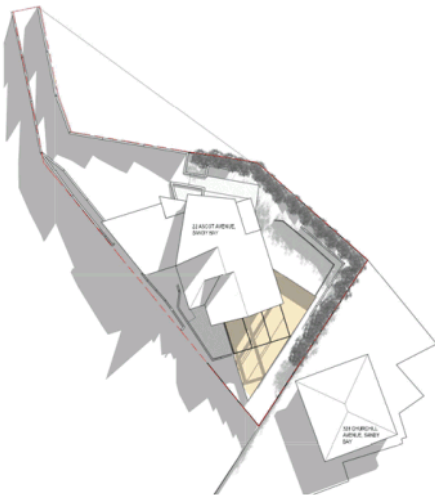
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1 : 300



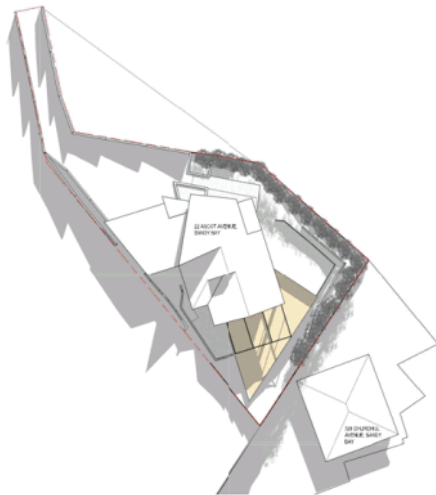
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4 PROPOSED. 9AM JUNE 21
1 : 300



5 PROPOSED. 10AM JUNE 21
1 : 300



6 PROPOSED. 11AM JUNE 21
1 : 300



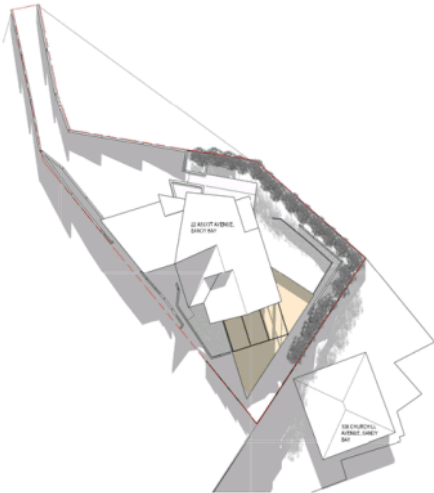
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2 EXISTING. 1PM JUNE 21
1 : 300



3 EXISTING. 2PM JUNE 21
1 : 300



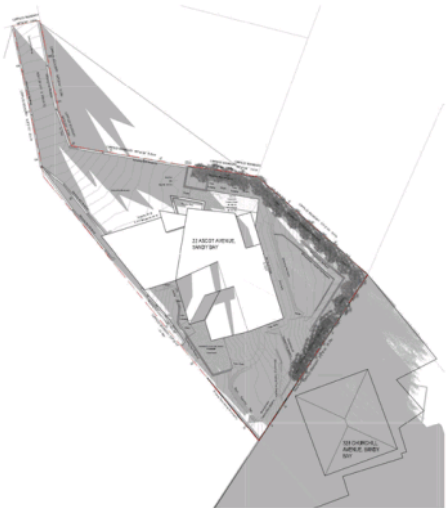
4 PROPOSED. 12PM JUNE 21
1 : 300



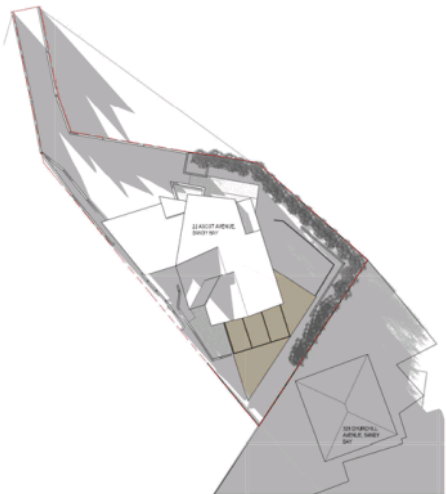
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6 PROPOSED. 2PM JUNE 21
1 : 300



1 EXISTING. 3PM JUNE 21
1 : 300



2 PROPOSED. 3PM JUNE 21
1 : 300

**7.1.3 21 BURNSIDE AVENUE, NEW TOWN - CHANGE OF USE TO
VISITOR ACCOMMODATION
PLN-22-249 - FILE REF: F22/56705; PLN-22-249**

Address: 21 Burnside Avenue, New Town
Proposal: Change of Use to Visitor Accommodation
Expiry Date: 27 June 2022
Extension of Time: Not applicable
Author: Cameron Sherriff

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for change of use to visitor accommodation, at 21 Burnside Avenue, New Town 7008 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-22-249 - 21 BURNSIDE AVENUE NEW TOWN TAS 7008 - Advertised Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 18

Prior to the commencement of the approved use, a management plan for the operation of the visitor accommodation must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Director City Life. The management plan must include measures to limit, manage and mitigate unreasonable impacts upon the amenity of long term residents. These measures must include, but are not limited to, the following requirements:

1. To limit, manage, and mitigate noise generated as a result of the visitor accommodation.
2. To limit, manage, and mitigate behaviour issues caused as a result of the visitor accommodation.

3. To maintain the security of the building where the visitor accommodation would be located, including managing and/or limiting access to shared areas and facilities
4. To specify the maximum permitted occupancy of the visitor accommodation.
5. To specify that guests must utilise the site for the parking of vehicles, that the maximum number of vehicles to be parked on the site (2), and detail where the parking spaces are located and how the spaces are to be accessed. Additionally, at the booking stage, guests should be discouraged from bringing more than two vehicles and the parking of any additional vehicles in nearby streets should also be discouraged.
6. To provide a name and contact phone number of a person who will respond to any complaints regarding behaviour of guests. If the property is sold the Visitor Accommodation Management Plan (VAMP) must be updated with new contact details.

Once approved, the management plan must be implemented prior to the commencement of the approved use and must be maintained for as long as the visitor accommodation is in operation. The VAMP must be provided to adjacent property owners and occupiers within 14 days of being approved. If the property is sold, the updated VAMP (in accordance with 5. above) must be provided to adjacent property owners and occupiers within 10 business days of settlement.

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 visitor accommodation does not cause an unreasonable loss of residential amenity.

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.

VISITOR ACCOMMODATION

More information on visitor accommodation, including when building approval is required, can be found [here](#).




In all cases, check with your insurance company that you have adequate cover.

If you are in a bushfire prone area there may be a need to create/review the Bushfire Management Hazard Plan for your property.

If you have a spa or a pool at your property then you are required to test for microbiological quality and chemical parameters on a monthly basis, under the *Public Health Act 1997*. If you have any questions about this then please call our Environmental Health team on 6238 2711.

If you are providing food for consumption on the property, you may require a food business registration in accordance with the *Food Act 2003*. Click [here](#) for more information, or call our Environmental Health team on 6238 2711.

Visitor accommodation is also considered to be a commercial use and also not eligible to residential parking permits. Under the current policy for the issuing of residential parking permits, the proposed change of use to visitor accommodation would not entitle the property to a residential parking permit, or a transferable “bed and breakfast” parking permit.

- | | |
|---------------|---|
| Attachment A: | PLN-22-249 - 21 BURNSIDE AVENUE NEW
TOWN TAS 7008 - Planning Committee or
Delegated Report ↓  |
| Attachment B: | PLN-22-249 - 21 BURNSIDE AVENUE NEW
TOWN TAS 7008 - CPC Agenda Documents ↓  |
| Attachment C: | PLN-22-249 - 21 BURNSIDE AVENUE NEW
TOWN TAS 7008 - Draft Visitor Accommodation
Management Plan ↓  |

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 27 June 2022
Expiry Date: 27 June 2022
Application No: PLN-22-249
Address: 21 BURNSIDE AVENUE , NEW TOWN
Applicant: Gurong Cui
21 Burnside Avenue
Proposal: Change of Use to Visitor Accommodation
Representations: Three (3)
Performance criteria: Planning Directive 6; Parking and Access Code

1. Executive Summary

- 1.1 Planning approval is sought for Change of Use to Visitor Accommodation, at 21 Burnside Avenue, New Town.
- 1.2 More specifically the proposal includes:
 - Change of use from permanent, four bedroom, 225m² single residential dwelling to short term visitor accommodation.
 - Two existing car parking spaces within the driveway on the site are allocated to the use.
 - No signage is proposed.
 - No physical works are proposed.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Planning Directive No. 6 - Exemption and Standards for Visitor Accommodation in Planning Schemes
 - 1.3.2 Parking and Access Code - Number of Parking Spaces
- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 27 May and 07 June 2022.
- 1.5 The proposal is recommended for approval subject to conditions.

- 1.6 The final decision is delegated to the Council, because the planning application is of a category that has been called in by an Elected Member.

2. Site Detail



Image 1: Aerial view of the subject property and surrounds (Source: Council Geocortex, 2022).

- 2.1 21 Burnside Avenue, New Town is a 611m² residential property occupied by a four bedroom, two storey single dwelling in its front half (Images 1 and 2). The site is set within an established residential area characterised by detached, single dwellings.



Image 2: The front of the site as viewed from Burnside Avenue (Source: Google Street View).

2.2 The site was not entered as part of this assessment.

3. Proposal

3.1 Planning approval is sought for Change of Use to Visitor Accommodation, at 21 Burnside Avenue, New Town..

3.2 More specifically the proposal is for:

- Use of the entire existing, four bedroom, 225m² single dwelling for short term visitor accommodation.
- Two existing car parking spaces within the driveway on the site are allocated to the use.
- No signage is proposed.
- No physical works are proposed.

4. Background

4.1 An application for Partial Demolition, Alterations and Extension to the dwelling was deemed to be No Permit Required Exempt by Council in October 2017. This work was issued a Completion Certificate in February 2021.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between 27 May and 07 June 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.

Over the last 5 years rents in Hobart LGA have increased by 27% from \$470.00 per week to \$600.00 per week.

Core logic reports the median rents in Hobart are more expensive than Adelaide, Brisbane Perth, and Melbourne, whilst Tasmanians have the lowest median income of any State or Territory in Australia.

Greater Hobart is Australia's least affordable capital city relative to income according to the *Rental Affordability Index* (RAI). The RAI found that tenants in Greater Hobart spend around 34 per cent of their income on rent - placing the median tenant in rental stress.

According to the *Department of Communities Tasmania* the vacancy rate in Hobart in February 2021 was 0.6 percent and is currently 0.3 per cent.

Skyrocketing rents and lack of affordable rental properties is likely to have played a role in Hobartians being forced to move further away from their workplaces, extended families and friends and essential services located in the Hobart City Council Municipality. The Australian Bureau of Statistics recently reported that the Hobart City Council municipality lost 971 residents in 2020-21 whilst Clarence gained 533 residents, Brighton gained 486 residents and the Huon Valley gained 281 residents.

There are currently 481 investment properties being used as visitor accommodation within the Hobart City Council municipality, including a 9 per cent increase between 1 July 2021 - 31 December 2021. All 481 properties are investment properties because properties that are "used by the owner or occupier as their main place of residence, and only let while the owner or occupier is on vacation or temporarily absent" are not included in the data.

In December 2020 the Australian Housing and Urban Research

Institute released a report entitled 'Marginal housing during COVID-19' which analysed the impact of COVID-19 on the private rental market. The report found that the return of an estimated 113 Airbnb properties to the private rental market in the Hobart City Council municipality during COVID-19 had resulted in a nine per cent reduction in rents and concluded "it is clear that relatively small changes in the availability of dwellings can have very significant impacts on rents".

In 2018 the Tasmanian Planning Commission acknowledged that "the conversion of housing stock to short term visitor accommodation is impacting the availability and affordability" of long-term rentals.

The findings from Hobart are not an outlier with the short stay accommodation market around the world increasing rents and reducing rental supply. In the words of Emeritus Professor Peter Phibbs: *There's been a lot of academic research on short term rentals, literally hundreds of studies and those studies have concluded there's a relationship between increases in short term activity and increases in housing rents.*

In summary, short stay accommodation has had a negative impact on the Hobart rental market by reducing supply and increasing prices.

We strongly recommend that the application for the proposed 'change of use to visitor accommodation' of premises at 21 Burnside Avenue, New Town is refused. In our opinion, the application does not comply with clause 3.1(e) of *Planning Directive No. 6 of the Hobart Interim Planning Scheme 2015* (Tas) because the proposal is not compatible with the character and use of the area and it would cause an unreasonable loss of residential amenity.

The property is located in New Town which already has 31 while investment properties being used as visitor accommodation. Many of these properties would, only a few years ago, have housed young professionals, families and students who would have contributed to the vibrancy of their local communities, sending their children to the local primary school, participating in local sporting teams and supporting local businesses.

New Town should remain a suburb which prioritises long-term residents. The proliferation of short-term accommodation diminishes the "retaining of the primary residential function of the area" as set out

in Performance Criteria (d) of clause 3.1(e) of the *Planning Directive No. 6 of the Hobart Interim Planning Scheme 2015* (Tas). Further growth in short-term accommodation within the Hobart City Council municipality will also result in reduced supply and increasing prices.

For all these reasons, we recommend that the application is refused.

Burnside Avenue is a quite residential street. Changing the use of the property to visitor accommodation would have negative impacts to existing amenities as well as taking yet another home out of the available housing stock further exacerbating housing stress in our community.

I wish to object to the proposed partial change of use to visitor accommodation at 21 Burnside Avenue. I do this on the basis that Tasmania, and Hobart more specifically, is undergoing an acute housing crisis particularly for renters. Any loss of rental amenity needs to be avoided and I am of the belief that the council has a duty of care to the people who live here to take active steps to prevent the loss of current residential homes to the short stay market. The time for turning homes into hotels has long past, and the consequences of past decision making are clear: approving the change of use for 21 Burnside Avenue contributes to housing stress and homelessness.

At the root of the problem is that housing is seen to be a form of financial investment, and the council needs to take action to halt the continued financialization of essential needs like shelter. You can do so by rejecting the proposed change of use at 21 Burnside Avenue.

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 Visitor

Accommodation. 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 Planning Directive No. 6 - Standards for Visitor Accommodation in Planning Schemes

6.4.3 E6.0 Parking and Access Code

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

6.5.1 Planning Directive 6:

Visitor Accommodation – 3.1(e) P1

6.5.2 Parking and Access Code:

Number of Parking Spaces - E6.6.1 P1

6.6 Each performance criterion is assessed below.

6.7 Visitor Accommodation – 3.1(e) P1

6.7.1 The acceptable solution A1(b) at clause 3.1(e) requires visitor accommodation to have a gross floor area of not more than 200m² per lot.

6.7.2 The proposal includes use of the existing dwelling for visitor accommodation which has a gross floor area of 225m².

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 P1 at clause 3.1(e) provides as follows:

Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:

(a) the privacy of adjoining properties;

- (b) any likely increase in noise to adjoining properties;*
- (c) the scale of the use and its compatibility with the surrounding character and uses within the area;*
- (d) retaining the primary residential function of an area;*
- (e) the impact on the safety and efficiency of the local road network; and*
- (f) any impact on the owners and users rights of way.*

- 6.7.5 In terms of the impact on amenity of adjoining properties that this property may have if converted to visitor accommodation, it is noted that as a four bedroom dwelling, the property does have the potential to accommodate larger numbers of people in the order of at least six to eight people based on an assumed occupancy of two people per bedroom. It is also noted that there is a reasonably large deck and outdoor area attached to the rear of the subject dwelling, as well as a relatively open and landscaped backyard providing a high degree of amenity and these outdoor spaces are likely to be well used, particularly during warmer months. Despite this however, the building stands alone from its neighbours and is not physically connected to any other dwellings. Separation distances between neighbouring dwellings are typical of what is an older, established residential area. It is considered that if well managed, as would be expected to be the case, there is no reason that a dwelling such as this should have any greater impact on neighbours if in residential use or as a visitor accommodation use.

In light of the above, it is considered that with an appropriate condition requiring the implementation of a visitor management plan, the proposal will not unreasonably impact on the amenity of adjoining properties. Refer to Attachment C for a draft visitor management plan.

In terms of the impact of this proposal on the character and residential functioning of the area, Council records indicate that in the surrounding streets of Park Street, Bishop Street, Gowrie Street, and Oldham Avenue, as well as in Bishop Street, there have been four permits (two for partial changes) and two exemptions granted for changes of use to visitor accommodation. This represents a low percentage of the number of residential properties in the immediate area. It is not considered that allowing this dwelling to be utilised for visitor accommodation would compromise the primarily residential character or functioning of the area.

The proposal provides more car parking than the scheme requires for this use, but provides the same amount of car parking as required for a residential dwelling of this size. The proposal is not considered to unreasonably impact on the safety and efficiency of the local road

network, and no rights of way will be impinged upon. It is also noted that car parking is a matter to be dealt with/provided for in the visitor management plan.

6.7.6 The proposal complies with the performance criterion.

6.8 Number of Parking Spaces - E6.6.1 P1

6.8.1 The acceptable solution A1 at clause E6.6.1 requires the number of on-site car parking spaces to be provided at a rate no less and no more than that specified for the use in Table E6.1 of the Parking and Access Code. For a single Visitor Accommodation unit, there is a requirement for one on-site car parking space.

6.8.2 The proposal includes the provision of two existing car parking spaces for the proposed visitor accommodation use.

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 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.

6.8.5 The proposal provides two car parking spaces, which is one more than required, and is discretionary on that basis. The surplus of car parking is considered to be appropriate given the scale of the visitor accommodation proposed. It is noted that two car parking spaces meets the planning scheme car parking requirement for a four bedroom dwelling.

6.8.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Change of Use to Visitor Accommodation, at 21 Burnside Avenue, New Town.

7.2 The application was advertised and received three (3) representations. The representations raised concerns including that:

- Visitor accommodation use is not consistent with the character of the street or area.
- Dwellings should not be converted to visitor accommodation, but should be used for long term residential use instead.
- The visitor accommodation use will have a negative impact on existing amenities in Burnside Avenue.

In response it is noted that:

- While sympathetic to the issue of housing availability and affordability, this is not a matter that is dealt with by the planning scheme, and the Council has no ability to refuse an application for visitor accommodation on this basis.
- This proposal is for a single visitor accommodation use in Burnside Avenue, where Council records indicate there are very few previous approvals for visitor accommodation in the immediate area. As such, it is not considered that this proposal will compromise the residential character of the immediate area. More broadly, the suggestion in one representation that the character of New Town as a residential suburb is already being undermined by the existing 31 visitor accommodation uses is hard to support given there are approximately 2,900 dwellings in this suburb ([according to 2016 ABS data](#)). A use that occupies in the order of 1% of the available dwelling stock cannot be said to be undermining the residential character of the suburb. (It should be noted that this is a separate issue to housing availability, where the return of 31 dwellings to the rental market would clearly make a difference to the current vacancy rate, albeit that this is not an issue that is dealt with by the planning scheme.)
- Concerns regarding amenity impacts are considered able to be adequately addressed through the imposition of a condition requiring a visitor accommodation management plan to be implemented for the use of the site. A draft management plan is provided at Attachment C. This plan requires information to be set out providing:
 - That a manager will be appointed, including detailing name and phone number, and that they are contactable 24hrs.
 - What the maximum number of guests to be on site at any one time.
 - What the maximum number of vehicles that can be accommodated on site at any one time, and that guests are requested to use on-site parking.
 - That the property is to be used in a way that is respectful of the surrounding long term residents. This includes keeping noise to a minimum and not having parties.
 - A waste management protocol.
 - That the management plan will be circulated to all neighbouring properties at a minimum.

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 was not required to be assessed by other Council officers.

7.5 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Change of Use to Visitor Accommodation, at 21 Burnside Avenue, New Town satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Change of Use to Visitor Accommodation, at 21 Burnside Avenue, New Town 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-22-249 - 21 BURNSIDE AVENUE NEW TOWN TAS 7008 - Advertised Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 18

Prior to the commencement of the approved use, a management plan for the operation of the visitor accommodation must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Director City Life. The management plan must include measures to limit, manage and mitigate unreasonable impacts upon the amenity of long term residents. These measures must include, but are not limited to, the following requirements:

1. To limit, manage, and mitigate noise generated as a result of the visitor accommodation.
2. To limit, manage, and mitigate behaviour issues caused as a result of the visitor accommodation.
3. To maintain the security of the building where the visitor accommodation would be located, including managing and/or limiting access to shared areas and facilities.
4. To specify the maximum permitted occupancy of the visitor accommodation.
5. To specify that guests must utilise the site for the parking of vehicles, that the maximum number of vehicles to be parked on the site (2), and detail where the parking spaces are located and how the spaces are to be accessed. Additionally, at the booking stage, guests should be discouraged from bringing more than two vehicles and the parking of any additional vehicles in nearby streets should also be discouraged.
6. To provide a name and contact phone number of a person who will

respond to any complaints regarding behaviour of guests. If the property is sold the Visitor Accommodation Management Plan (VAMP) must be updated with new contact details.

Once approved, the management plan must be implemented prior to the commencement of the approved use and must be maintained for as long as the visitor accommodation is in operation. The VAMP must be provided to adjacent property owners and occupiers within 14 days of being approved. If the property is sold, the updated VAMP (in accordance with 5. above) must be provided to adjacent property owners and occupiers within 10 business days of settlement.

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 visitor accommodation does not cause an unreasonable loss of residential amenity.

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.

VISITOR ACCOMMODATION

More information on visitor accommodation, including when building approval is required, can be found [here](#).

In all cases, check with your insurance company that you have adequate cover.

If you are in a bushfire prone area there may be a need to create/review the Bushfire Management Hazard Plan for your property.

If you have a spa or a pool at your property then you are required to test for microbiological quality and chemical parameters on a monthly basis, under the *Public Health Act 1997*. If you have any questions about this then please call our Environmental Health team on 6238 2711.

If you are providing food for consumption on the property, you may require a food business registration in accordance with the *Food Act 2003*. Click [here](#) for more information, or call our Environmental Health team on 6238 2711.

Visitor accommodation is also considered to be a commercial use and also not eligible to residential parking permits. Under the current policy for the issuing of residential parking permits, the proposed change of use to visitor accommodation would not entitle the property to a residential parking permit, or a transferable "bed and breakfast" parking permit.



(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.



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 8 June 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Draft Visitor Accommodation Management Plan

Planning #255510

Property

21 BURNSIDE AVENUE NEW TOWN TAS 7008

**People****Applicant ***

Gurong Cui
21 Burnside Avenue
NEW TOWN TAS 7008
0418 107 848
petercui26@gmail.com

Owner *

Gurong Cui
21 Burnside Avenue
NEW TOWN TAS 7008
0418 107 848
petercui26@gmail.com

Entered By

GURONG CUI
0418107848
petercui26@gmail.com

Use

Visitor accomodation

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. *

☒ Yes

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) *

Change of use to visitor accommodation (AirBNB)

Estimated cost of development *

0.00

Existing floor area (m2)

225.00

Proposed floor area (m2)

Site area (m2)

Carparking on Site

Total parking spaces

2

Existing parking spaces

2

N/A

☒ Other (no selection chosen)

Other Details

Does the application include signage? *

☒ No

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

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☒ No

Documents

Required Documents

Title (Folio text and Plan and FolioText-60981-103.pdf
Schedule of Easements) *Title (Folio text and Plan and FolioPlan-60981-103.pdf
Schedule of Easements) *

Plans (proposed, existing) * floorplan.jpg

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 60981	FOLIO 103
EDITION 8	DATE OF ISSUE 24-Sep-2018

SEARCH DATE : 26-Apr-2022

SEARCH TIME : 09.36 PM

DESCRIPTION OF LAND

City of HOBART

Lot 103 on Plan 60981 (formerly being P742)

Derivation : Part of 109A-3R-0Ps. Gtd to J. Bell

Prior CT 3141/49

SCHEDULE 1

C720768 TRANSFER to GURONG CUI and JUNYING XU Registered
10-Jul-2006 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BENEFITING EASEMENT: the full and free right of drainage for the owner or occupier for the time being of the said land within described in or over any other portion of the land comprised in Certificate of Title Volume 215 Folio 198 excepting Lots 75,77,79 and 81 for the benefit of any existing or future buildings with power at any time upon giving previous reasonable notice to enter upon the said land comprised in the said Certificate of Title to make lay repair and maintain any pipes or drains the person or persons entering to make good all damage to the surface occasioned thereby

BURDENING EASEMENT: the full and free right for Co-operative Estates Limited and its successors in title and owners and occupiers for the time being of any other portion of the land comprised in the said Certificate of Title of using all sewers and drains now or hereafter to be made in or over any portion of the said land comprised in the said Certificate of Title for the benefit of any existing or future buildings on any portion of the said land and which sewers and drains traverse the said land within described with power at any time upon giving previous reasonable notice to enter upon the said land within described to make lay repair cleanse and maintain any pipes or

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

drains the person or persons entering to make good
all damage to the surface occasioned thereby
E142195 MORTGAGE to Pepper Finance Corporation Limited
Registered 24-Sep-2018 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

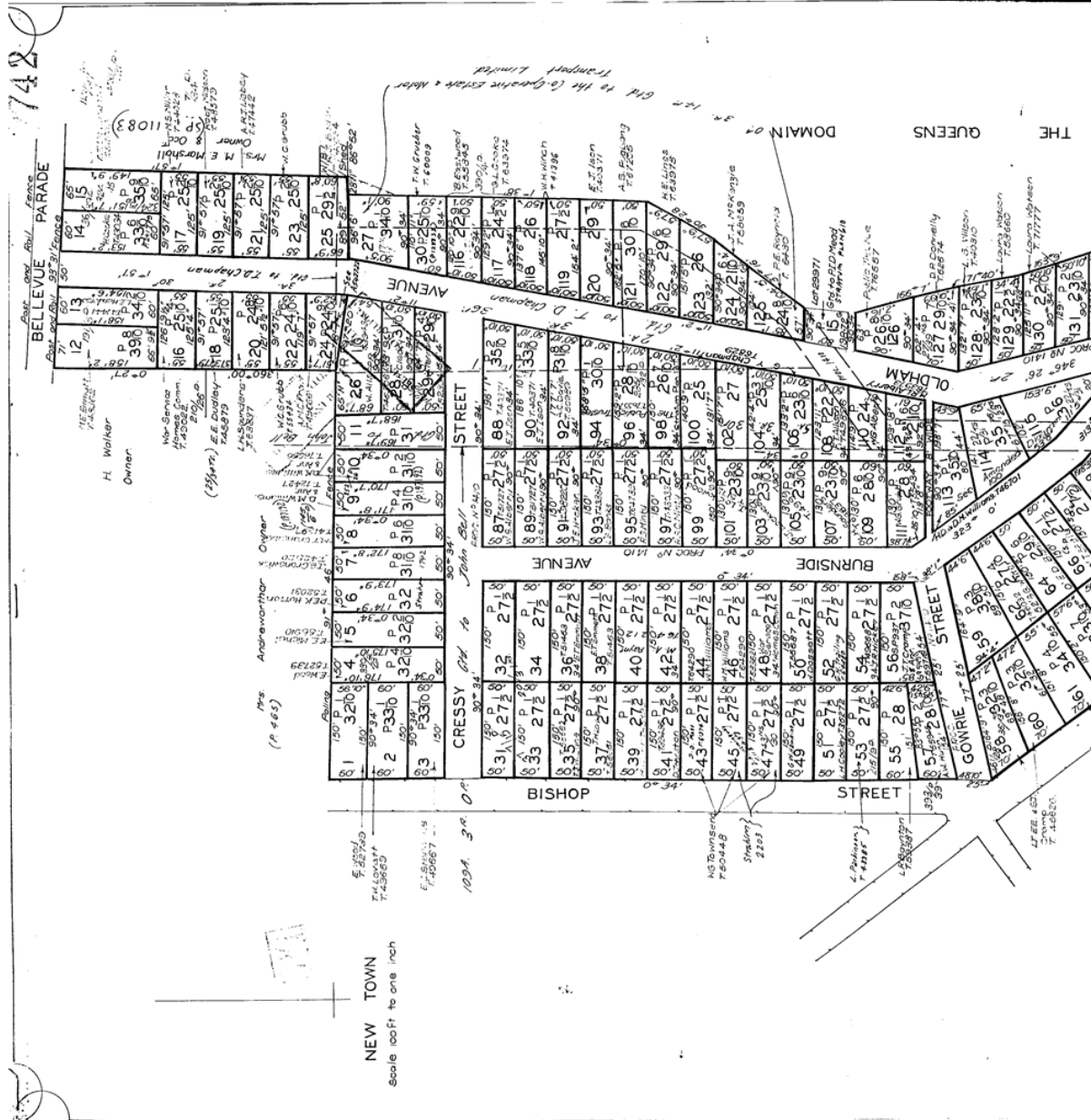
No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



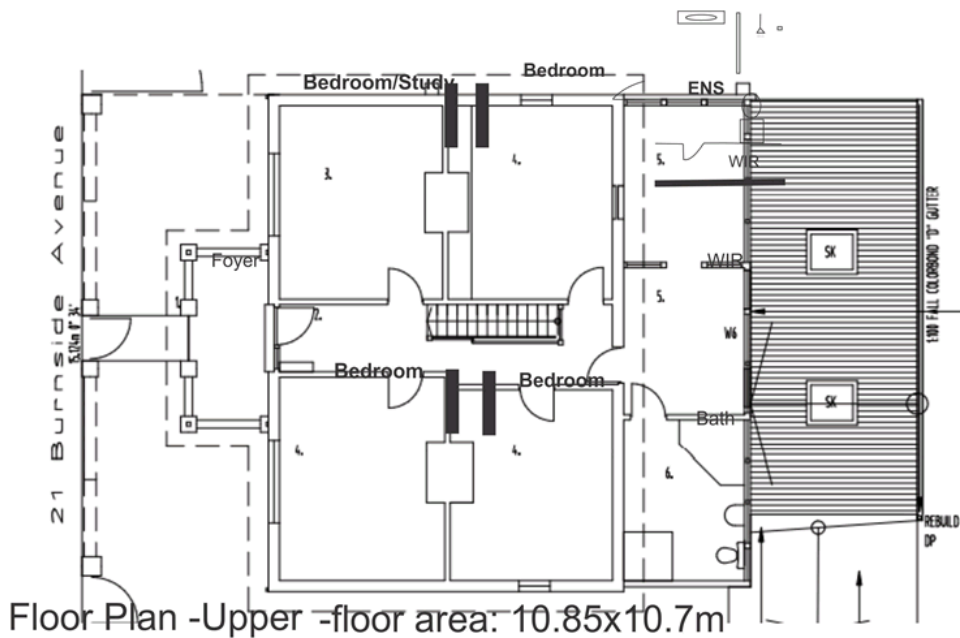


FOLIO PLAN

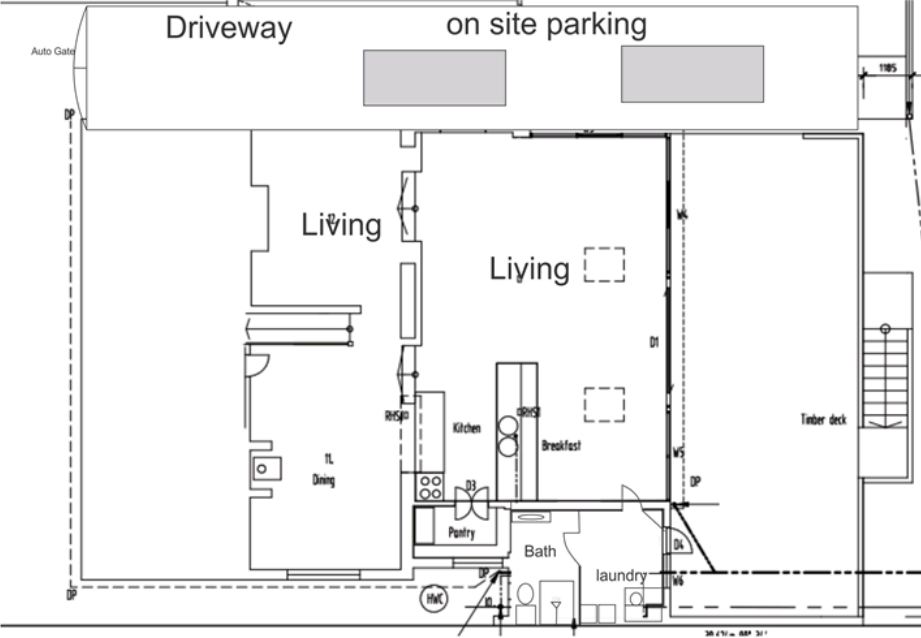
RECORDED OF TITLES

Issued Pursuant to the Land Titles Act 1980





Floor Plan -Upper -floor area: 10.85x10.7m



Floor plan: lower level -floor area: 10.85x10.2m

VISITOR MANAGEMENT PLAN

PROPERTY ADDRESS:

PLANNING PERMIT REF.:

CONDITION NO.:

CURRENT MANAGER'S NAME:

CURRENT MANAGER'S NO.:

This visitor management plan sets out the requirements which must be met while the visitor accommodation use operates at this property in order to limit, manage and mitigate unreasonable impacts upon the amenity of surrounding properties.

It is a mandatory requirement that this visitor management plan is complied with and if it is breached then this will constitute a breach of the planning permit, which may give rise to enforcement action by the Hobart City Council.

The operators of the visitor accommodation at the property must comply with the following requirements:

1. Appoint a Manager who will actively manage the property.

The Manager who is specified above is the initial Manager. If the Manager and/or their phone number changes, the new name and/or phone number must be provided within 24 hours to:

- (a) the City Planning Division of the City of Hobart by emailing planning@hobartcity.com.au; and
- (b) each neighbouring property, including those properties which are next to the property, over the road and behind the property.

The Manager must take steps to ensure that all bookings and use of the property comply with this visitor management plan.

2. The maximum number of guests allowed to use the property is [x]

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

- (a) The maximum number of guests who are permitted to use the property is [x].
- (b) If you are planning to have more than [x] visitors at the property during your stay, please discuss your plans with us right now.

The guest numbers of all bookings must be monitored by the Manager of the visitor accommodation.

- 3. The maximum number of vehicles to be associated with guests is [x] standard vehicles that are all capable of being driven onto the site.**

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

- (a) The maximum number of vehicles which may be associated with any booking is [x] standard vehicles that are all capable of being driven onto the site.
- (b) Guests are requested to use on-site parking.

- 4. The property must be used in a way which is respectful of the residential setting of the property.**

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

- (a) We expect all guests treat our house with respect.
- (b) Guests are advised to be respectful of the residential setting of the visitor accommodation at all times, and to keep noise to a minimum, especially when using any outdoor areas of the property including the property's decks and balconies.
- (c) The property is not to be used for parties or functions.
- (d) The Manager of the visitor accommodation will monitor the behaviour of all guests. If any neighbours make any complaint to the Manager of the visitor accommodation, the Manager of the visitor accommodation will immediately visit the site to address that complaint.
- (e) If the Manager's directions are not complied with then the booking may be terminated immediately and/or your security deposit may be retained.

A security deposit of [x] must be obtained for each booking and must only be returned to guests if there are no complaints from neighbours to the Manager regarding noise or inappropriate behaviour.

- 5. An appropriate waste management protocol must be implemented.**

The Manager must ensure that bins, including recycling, are placed for Council collection each week, unless the property has not been used

3

during that week, and return the bins to the property within 24 hours of Council collection.

6. Circulation of this visitor management plan

This visitor management plan must be provided to each neighbouring property, including those properties which are next to the property, over the road and behind the property prior to the commencement of the visitor accommodation use.

Approved by the Hobart City Council

**7.1.4 3 BIMBADEEN COURT, WEST HOBART AND ADJACENT ROAD
RESERVE - GARAGE AND STUDIO
PLN-21-743 - FILE REF: F22/57262**

Address: 3 Bimbadeen Court, West Hobart and Adjacent Road Reserve

Proposal: Garage and Studio

Expiry Date: 20 July 2022

Extension of Time: Not applicable

Author: Victoria Maxwell

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 garage and studio at 3 Bimbadeen Court West Hobart TAS 7000 and adjacent road reserve for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-21-743 3 BIMBADEEN COURT WEST HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

The height (to the parapet) of the proposed studio must be no greater than 5.75 metres (RL189.950)

Advice:

Amended plans submitted on 31st May 2022 SK05- dated 31/05/2022 are considered to meet this condition.

Reason for condition

To comply with clause 10.4.2 P3 of the *Hobart Interim Planning Scheme 2015*.

ENG sw1

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

Advice:

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

SW 7

Prior to occupancy or the commencement of the use (whichever occurs first), any new stormwater connection must be constructed and existing redundant connection(s) be abandoned and sealed at the owner's expense.

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), detailed engineering drawings must be submitted and approved. The detailed engineering drawings must include:

1. the location of the proposed connections and all existing connections;
2. the size and design of the connection such that it is appropriate to safely service the development;
3. clearances from any nearby obstacles (eg services, crossovers, trees, poles, walls)
4. long-sections of the proposed connection clearly showing cover, size, grade, material and delineation of public and private infrastructure;

5. connections which are free-flowing gravity driven.
6. be in general accordance with Council's departures from the LGAT Tasmanian Standard Drawings, available from [here](#)

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

Advice:

Upgraded or new connections can be approved separate from the CEP process, via the Application for New Connection form available from [here](#). The approved stormwater connection documents must be included in your plumbing permit application document set and listed in accompanying forms.

A single connection for the property is required under the Urban Drainage Act 2013.

ENG 3a

The access driveway and parking area must be constructed in accordance with the following documentation which forms part of this permit: PLN-21-743 - 3 BIMBADEEN COURT WEST HOBART TAS 7000 - Driveway Plans - Additional Information - AIS-22-713 (received by the Council on the 27th of April 2022).

Any departure from that documentation and any works which are not detailed in the documentation must be either:

- (a) approved by the Director City Life, via a condition endorsement application; or
- (b) designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.

The works required by this condition must be completed 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 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 Bimbadeen Court highway reservation must be designed and constructed in accordance with:

- Urban Roads Driveways and TSD R14-v3 Type KC vehicular crossing;

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. Show the cross and long section of the driveway crossover within the highway reservation and onto the property;
2. Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;
3. Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template);
4. If the design deviates from the requirements of the TSD, then demonstrate that a B85 vehicle or a B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2), can access the driveway from the road pavement into the property without scraping the vehicle's underside;
5. Show that vehicular and pedestrian sight lines are met as per AS/NZS 2890.1 2004.
6. 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 Program Leader Road Services 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 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.

PLN 18

The mature trees on the mutual boundary with 5 Bimbadeen Court adjacent to the proposed rear retaining wall must be protected throughout excavation and post construction.

A report must be submitted for approval as a Condition Endorsement prior to the commencement of work. The report must;

1. be prepared by a suitable qualified person; and
2. show all tree protection zones and relevant measures specified under Section 3 Determining the Protection Zones of the Selected Trees, Section 4 Tree Protection Measures and Section 5 Monitoring and Certification of AS 4970-2009 Protection of trees on development sites, around (tree details), or
3. should the trees have to be removed, replacement specimens of a similar height must be included in the required landscape plan and maintained to ensure the ongoing screening of the proposed retaining wall and privacy screen from the deck of 5 Bimbadeen Court.

All work required by this condition must be undertaken in accordance with the approved report or landscape plan.

Advice:

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

Reason for condition

To ensure the visual impact of the development complies with clause 10.4.2 P3.

PLN 20

The site must be landscaped to ensure the visual impact of the retaining walls is softened and minimised within six (6) months of completion.

A landscaping plan must be submitted and approved as a Condition Endorsement, prior to the commencement of work. The landscape plan must:

1. show species of trees and shrubs proposed, and locations, and other finishes, and structures, in front of and upon the proposed retaining walls.

All work required by this condition must be undertaken in accordance with the approved landscaping plan. The landscaping must be maintained, and if any vegetation is lost, it must be replaced.

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 compliance with 10.4.2 P1 (iv) of the *Hobart Interim Planning Scheme 2015*.

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.

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

Any works within one metre of any third-party pipe may require consent under section 73 of the *Building Act 2016*.

WORK WITHIN THE HIGHWAY RESERVATION

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

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.

EXISTING EASEMENT

The proposal involves construction of a studio / garage against the easement burdening the property shown as Drainage Easement 2.00 Wide on SP 110771. This easement is both a drainage easement and services easement in favour of the property at 51 Summerhill Road.

The private drainage and service rights of the property at 51 Summerhill Road to this easement must not be reduced, restricted or impeded in any way by the proposed development.




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

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-21-743 - 3 BIMBADEEN COURT WEST
HOBART TAS 7000 - Planning Committee or
Delegated Report ↓ 
- Attachment B: PLN-21-743 - 3 BIMBADEEN COURT WEST
HOBART TAS 7000 - CPC Agenda Documents ↓

- Attachment C: PLN-21-743 - 3 BIMBADEEN COURT WEST
HOBART TAS 7000 - Amended Plans Showing
Reduced Height of Garage and Studio ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	27 June 2022
Expiry Date:	20 July 2022
Application No:	PLN-21-743
Address:	3 BIMBADEEN COURT , WEST HOBART ADJACENT ROAD RESERVE
Applicant:	JOANNA CONNOLLY (C/O Crump Architects) 16 Oberon Court
Proposal:	Garage and Studio
Representations:	Three (3) representations.
Performance criteria:	General Residential Zone Development Standards, Parking and Access Code

1. Executive Summary

- 1.1 Planning approval is sought for a Garage and Studio at 3 BIMBADEEN COURT WEST HOBART TAS 7000 and ADJACENT ROAD RESERVE.
- 1.2 More specifically the proposal includes:
 - construction of a two storey structure on the front boundary,
 - the structure will have a single vehicle garage on the ground floor and the upper floor will consist of a studio,
 - the studio will include a bathroom, kitchenette and living space,
 - the front facade will comprise colour bond lower level materials, including roller door and floor to ceiling glazing on the upper floor,
 - the structure will have a flat roof,
 - significant excavation is proposed within the road reserve and for the foot print of the building, also to provide steps along the northern elevation,
 - two retaining walls parallel to the frontage are proposed to provide useable flat space, the applicant advised that these will be filled, not excavated,
 - because of the proposed height above existing ground level for the middle tier, privacy screening is provided on the northern boundary.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

- 1.3.1 General Residential Zone - Front Setback, Garage Setback, Building Envelope.
 - 1.3.2 Parking and Access Code - Number of Parking Spaces
- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 11th and 25th May 2022.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council, because the application was called in by an Elected Member.

2. Site Detail

- 2.1 The site is located on the western side of Bimbadeen Court. Surrounding uses are generally large dwellings on steep sloping lots to the north, east and south. To the west is vacant land and Council reserve beyond.



Figure 1: Site plan (Geo Cortex, 2022)

- 2.2 The site contains a large single dwelling at the top of the lot. It has two access points; the existing crossover on Bimbadeen Court and a rear shared Right of Way over 1 Bimbadeen Court. The site slopes down to the east. It falls some 8m over 28.6m (approximately 1:3.5). The area around the existing house is a flatter portion of the site, with a slope of approximately 1:6, whilst the front section of the lot has an average slope of 1:2. The area directly behind the existing parking space and proposed for development is much steeper with a slope of 4 metres fall over 6 metres (approximately 1:1.5).

There is a 2 metre wide drainage easement along the southern boundary and close to the proposed building site.



Figure 2: View of site from Bimbadeen Court including approximate location of drainage easement on southern boundary (Google Streetview, 2022)

- 2.3 There is a walkway that snakes up the site from the existing parking spot, and the main front slope in front of the dwelling is landscaped with natives and blue metal ground cover. The slope appears difficult to maintain and is mainly landscaped in front of the dwelling. There is a deck to the south east of the main dwelling, but this is the only area of easily accessible outdoor space on site currently.

The parking space off Bimbadeen Court is gravel and informally arranged. The drainage easement runs through the southern portion of the parking space.



Figure 3: View of site from north (Google Streetview, 2021)

3. Proposal

3.1 Planning approval is sought for a Garage and Studio at 3 BIMBADEEN COURT WEST HOBART TAS 7000 and ADJACENT ROAD RESERVE.

3.2 More specifically the proposal includes:

- construction of a two storey structure on the front boundary,
- the structure will have a single vehicle garage on the ground floor and the upper floor will consist of a studio,
- the studio will include a bathroom, kitchenette and living space,
- the front facade will comprise colour bond lower level materials, including roller door and floor to ceiling glazing on the upper floor,
- the structure will have a flat roof,
- significant excavation is proposed within the road reserve and for the foot print of the building, also to provide steps along the northern elevation,
- two retaining walls parallel to the frontage are proposed to provide useable flat space, the applicant advised that these will be filled, not excavated,
- because of the proposed height above existing ground level for the middle tier, privacy screening is provided on the northern boundary.

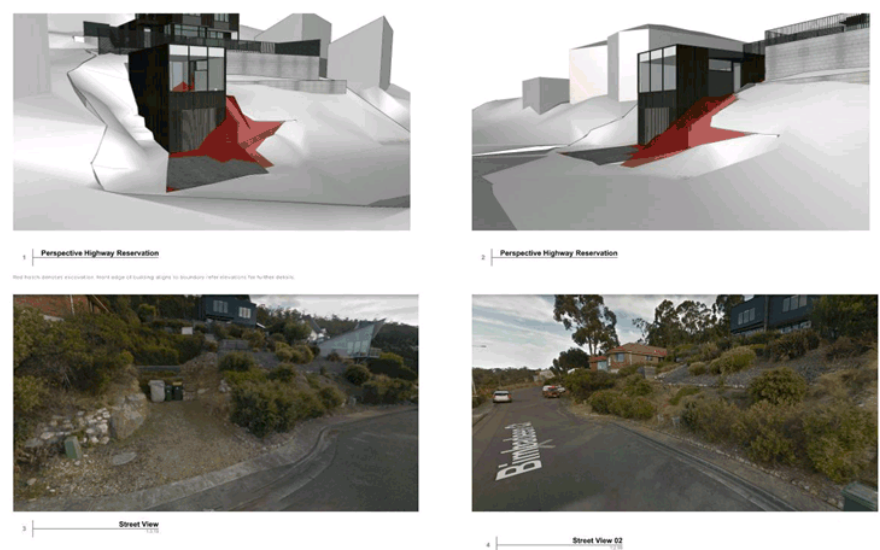


Figure 4: Concept designs (Crump Architecture, 2022)

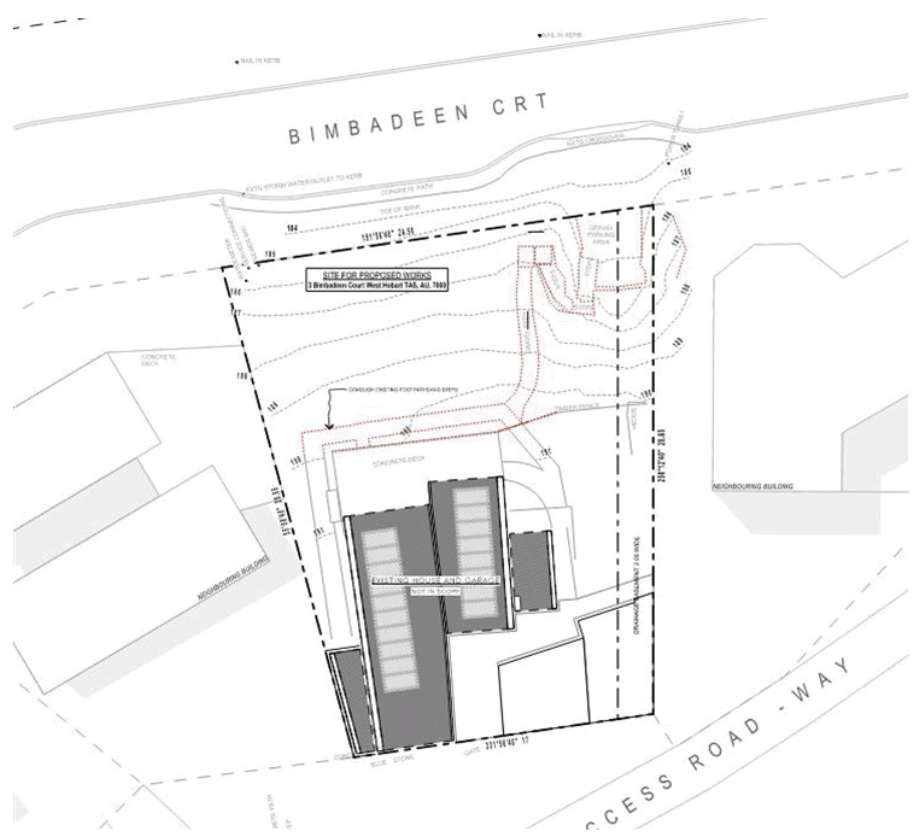


Figure 5: Demolition plan (Crump Architecture, 2022)

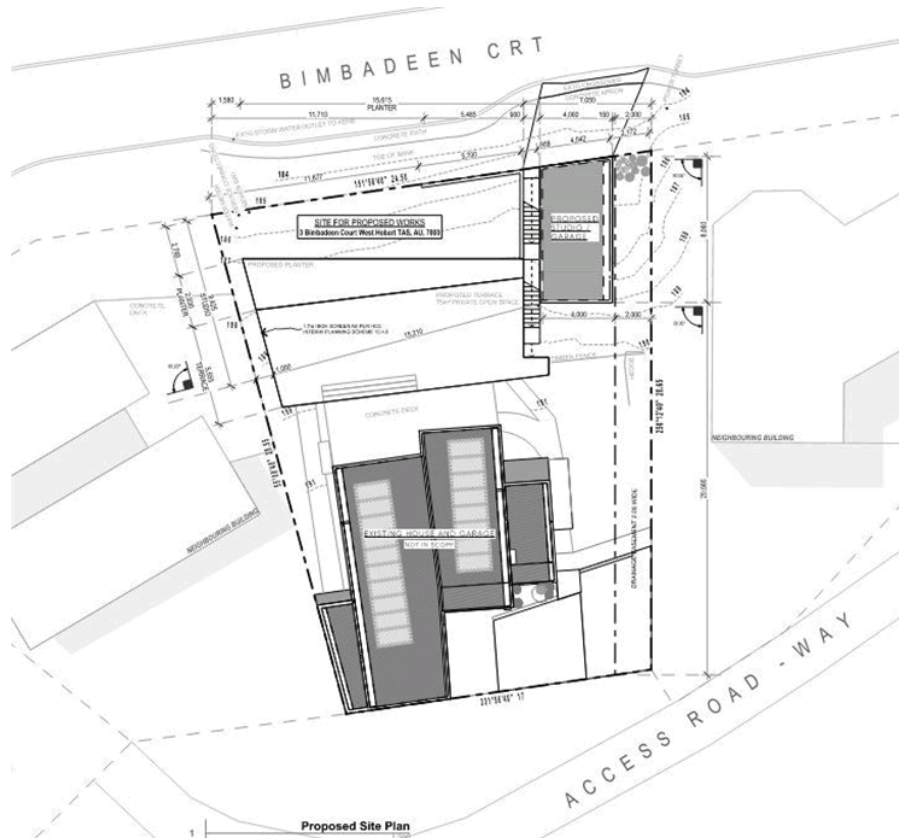


Figure 6: Applicant proposal plan (Crump Architecture, 2022)

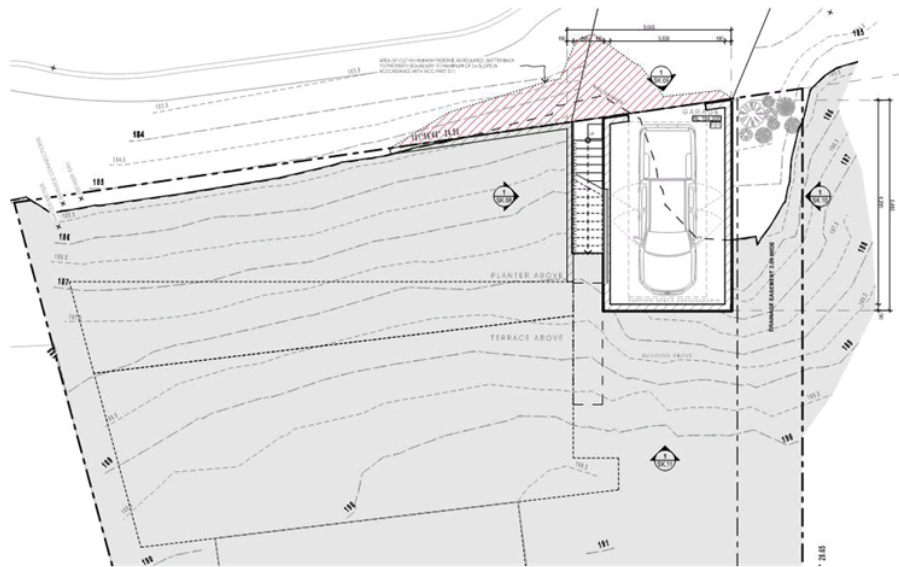


Figure 7: Ground floor garage and excavation of site and road reserve (Crump Architecture, 2022)

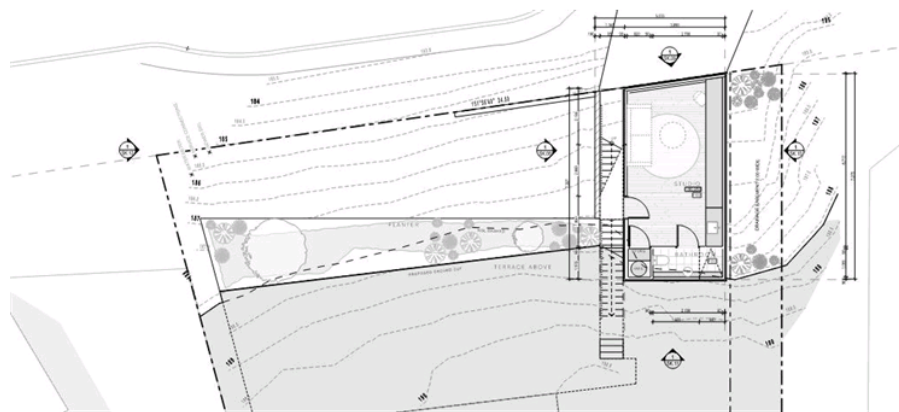
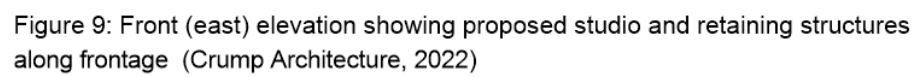
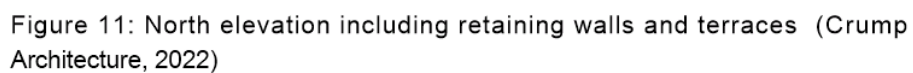
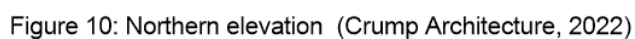


Figure 8: Upper floor (studio) (Crump Architecture, 2022)





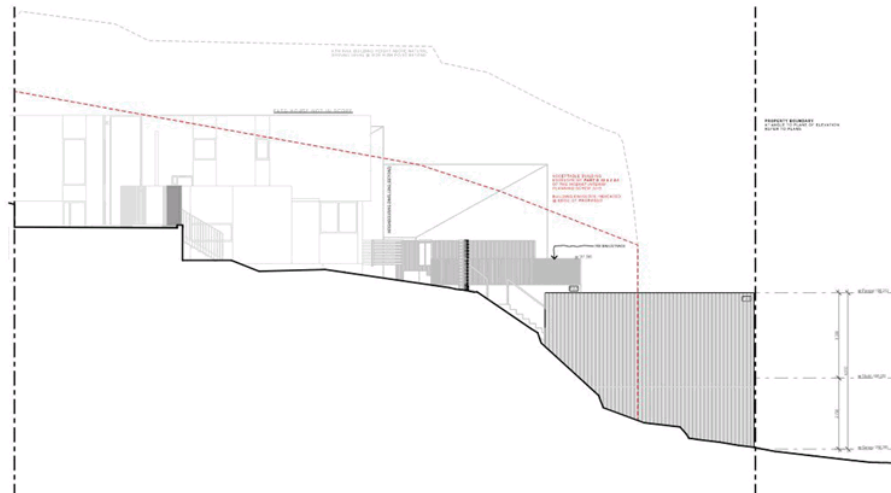


Figure 12: Southern (side) elevation showing retaining structures also (Crump Architecture, 2022)

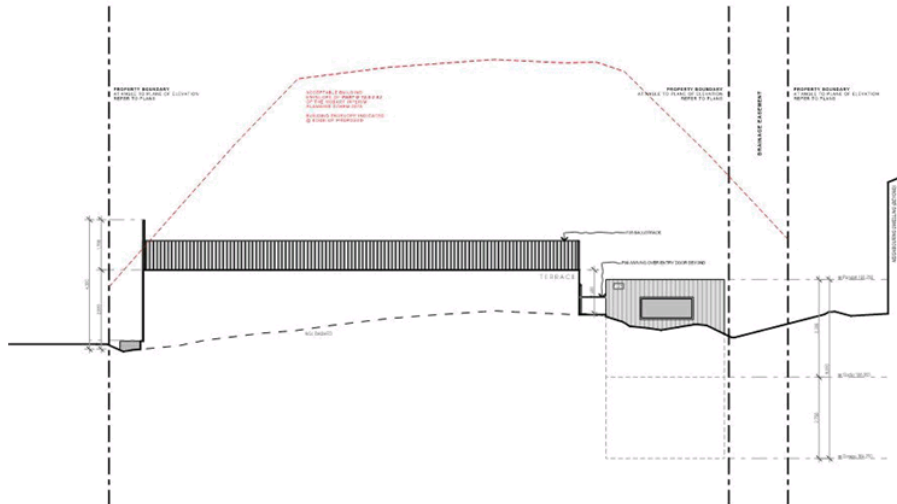


Figure 13: Rear (west) elevation, showing retaining structure and ground level at rear of studio (Crump Architecture, 2022)

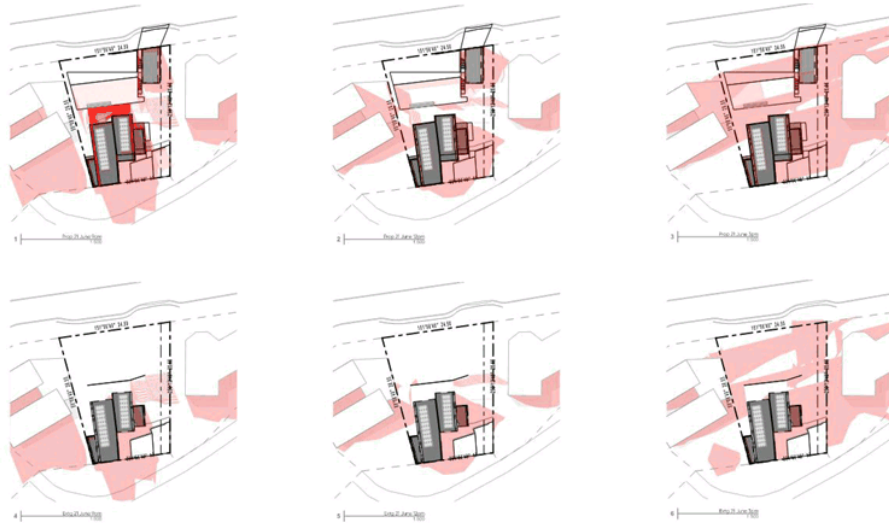


Figure 14: Shadow diagrams 21st June (Crump Architecture, 2022)

4. Background

4.1 Relevant applications to the proposal are as follows;

GMC-21-79 - road works associated with this proposal

PLN-17-1064 - PARTIAL DEMOLITION, ALTERATIONS AND EXTENSION - No Permit Required

PLN-10-01017-01 - House Extension

PLN-220005 - 1 House

4.2 The works within the road reserve involve excavation of a section of rock that extends into the road reserve and realignment of the driveway and apron to connect the proposed garage to the existing crossover.

5. Concerns raised by representors

5.1 Three (3) representations objecting the proposal were received within the statutory advertising period between 11th and 25th May 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.

As a resident of Bimbadeen Court, the proposal raises a number of concerns.
The proposal does not meet the objectives of the Hobart Interim Planning Scheme in regard to 10.4.2 setback and building envelopes for all dwellings.
The proposal does not meet the 4.5m Acceptable Solution front setback, or the Performance Criteria because it is not compatible with the existing streetscape.
The 6.0m high wall with zero setback from the primary street frontage will have a significantly detrimental visual impact due to its incompatible scale and bulk on the streetscape, which consists single dwellings setback appropriately from their primary frontages.
There is no sufficient topographical constraint that would preclude siting of the proposed living area, which would comply with the acceptable solution
The 6.0m+ high wall with zero setback greatly exceeds the building envelope and therefore will have a significantly detrimental visual impact due to its incompatible scale and bulk on the streetscape.
We have serious concerns with the rock excavation that will need to occur to allow for this development. The disturbance that will occur as a result of the excavation will be extreme and are concerned of the impact that it will have on our property.
The area is affected by sediment transfer during severe weather and flooding events. Changing the landforms will compound this issue.
The studio is likely to be used as visitor accommodation. It is completely separate to the existing dwelling and has a separate bathroom. We are completely opposed to this change to the residential area.
Not only is it intrusive, but it will result in a loss of amenity and will impact parking. The street is narrow and will not accommodate vehicle parking opposite the proposed garage, resulting in less (off) street parking in an area that already suffers from a lack of such.
Recently Council booked residents for parking on the kerbs, which residents do, to allow more room for cars to pass. Creating a situation where parking is reduce and will disadvantage residents and exacerbate congestion, potentially impacting service vehicles to the area.

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 - Single Dwelling. The proposed use is Residential - Single Dwelling. The existing use is a No Permit Required use in the zone. The proposed use is a No Permit Required use in the zone.

6.4 The proposal has been assessed against:

6.4.1 D 10.0 General Residential Zone

6.4.2 E 6.0 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:

Front Setback - 10.4.2 P1

Building Envelope - 10.4.2 P3

6.5.2 Parking and Access Code:

Number of Parking Spaces - E6.6.1 P1

6.6 Each performance criterion is assessed below.

6.7 General Residential zone - Front Setback - Part D 10.4.2 P1

6.7.1 The acceptable solution at clause 10.4.2 A1 requires development to be setback 4.5m from the front boundary.

6.7.2 The proposal includes development with a zero setback from the front

boundary.

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 P1 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.*

6.7.5 There is no Table 10.4.2, so subclause (b) is not applicable.

6.7.6 In terms of subclause (a), the question is whether the garage and studio on the front boundary is compatible with the streetscape, having regard to any topographical constraints.

It is noted that there is strong concern in the representations about having a 6m studio and garage on the front boundary, and that this is not compatible with the existing streetscape, and that there is no topographical constraint necessitating having the studio in the proposed location.

The planning scheme defines setback as the distance from any lot boundary to a building on the lot.

The planning scheme defines streetscape as:

means 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.

The Tribunal has held that compatible means: consistent or congruous with that which comparison is required to be made, and not necessarily

the same, but at least similar to, or in harmony or broad correspondence with.

Reference to 'having regard to topographical constraints', is taken to mean that a steeply sloping site away from a site's frontage (either up or down) justifies a reduced setback.

Finally, the objective of this standard, so far as relevant, states that siting and scale of dwellings provides reasonably consistent separation between dwellings and their frontage within a street.

As demonstrated by the Figure below, there is no predominate setback in Bimbadeen Court. There are already a number of dwellings and other structures within the permitted 4.5m setback, the most notable being numbers 1, 12 and 14. However, it is the case that there is no other effectively two storey structure so close to a site's frontage as that proposed. The Bimbadeen Court streetscape is also notable for the setback of front boundaries from the road proper (i.e. the back of the footpath), and that the areas between sites' front boundary and the back of the footpath have been landscaped, so they appear to be part of the residential properties, rather than part of the road reserve. This is particularly the case for the uphill side of the street, like the subject site, which has in the order of 4m between its front boundary and the back of the footpath.



Figure 15: Approximate 4.5m setback in yellow from front boundary (Geo Cortex, 2022). Note the extent of landscaping between the site's frontage and the road proper, which is similar to that of the permitted front setback. The red footprint denotes approximately the studio sited in a location compliant with the permitted setback.

- 6.7.7 It is considered self evident that site has topographical constraints, given that it slopes steeply up and away from its frontage. The consequence of this, is that to meet the permitted setback of 4.5m, significant excavation would be required. Refer Figure below. It seems to be generally accepted that it is reasonable for this topographical constraint to justify locating the garage on the front boundary, because a garage requires a flat entry from the street to ensure compliant vehicle access.

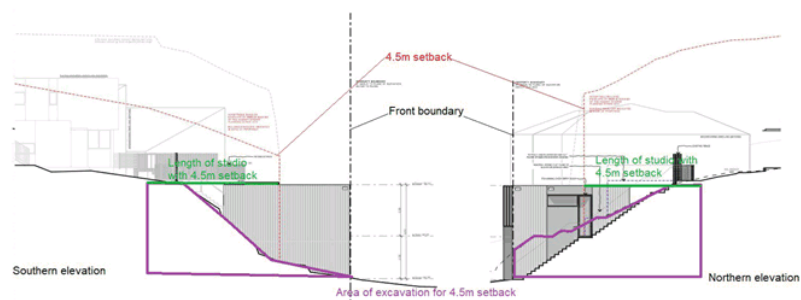


Figure 16: Extent of excavation required for compliance with permitted front setback.

- 6.7.8 The location of the studio on top of the garage and right on the front boundary, appears to be the main point of conjecture in the representations. Certainly, the studio does not have the same compliant vehicular access imperative to be located on the front boundary as the garage, but the steeply sloping site still makes it practically difficult to locate the studio elsewhere on the site. It is noted that locating the studio in the rear southern corner of the site is problematic because of the lack of space with the easement running along the southern boundary. Re-siting the studio to comply with the permitted setback would either require extensive excavation to cut it into the slope of the site, or if it was not to be cut into the site, it may have an even greater impact on the streetscape given the height of the building coupled with the height of the site at that point above street level. Similarly, locating the studio elsewhere along the frontage would produce a streetscape outcome which otherwise does not exist within Bimbadeen Court, and so is not necessarily considered to provide a better or preferred result. On balance, it is considered that the steeply sloping site does provide justification for siting the studio on the front boundary.

Although the slope of the site does provide justification for locating the garage and studio on the front boundary, it is still considered necessary to assess the proposed setback's compatibility with the streetscape. As set out above, and in Figure 15, there is no predominate setback, and so the proposed 0m setback is not considered to be inconsistent with the eclectic setback that exists. However, the compatibility of the setback is in the context of the streetscape, and as defined, streetscape includes the quality, scale, bulk and design of buildings and structures fronting the road reserve. As such, consideration of the two storey nature of the proposal is considered warranted. In other words, is a two storey structure with a 0m setback compatible with the streetscape? While the two storey nature of the garage and studio with a 0m setback is not necessarily the same as anything else in the street, there are a number of factors ensuring it will remain compatible with the streetscape. The first is that there are other larger and more substantial structures already within the permitted front setback, like the two dwellings adjoining the subject site, albeit that they are not built to the front boundary. The second, is the generous setback of the front boundary from the back of the footpath. At approximately 4m, this is almost the same as the permitted 4.5m setback requirement in the planning scheme, and will help give the impression that the garage and studio is in fact well setback from the road. Thirdly, the existing structures within the 4.5m setback are of varying quality, scale, bulk, and design. Although it is effectively two storeys, the proposal is considered to be in broad correspondence with this existing variety. Finally, the architectural quality of the proposal and its finish, as well as the fact that the design of the proposal as a single width garage reduces its bulk, will help the proposal not appear incongruous in the streetscape.

In light of the above, it is considered in this instance that the proposed setback of the garage and studio is compatible with the streetscape, having regard to the topographical constraints of the site.

- 6.7.9 The representations are not supported in this instance and the proposal is considered to acceptably comply with the performance criterion.

6.8 Front Setback for a Garage - Part D 10.4.2 P2

- 6.8.1 The acceptable solution at clause garages to have a setback of 5.5m, the same as the building line or 1m if land within 10m of the frontage has a gradient steeper than 1:5.
- 6.8.2 The proposal includes a zero setback from the front boundary.

- 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 10.4.2 P2 provides as follows:
- 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.*
- 6.8.5 As indicated in the figures above, the garage is compatible with the setbacks of existing garages and carports in the street. The garage for 1 Bimbadeen Court already has a zero setback and a height of approximately 4 metres. The topographical constraints of the site provide further justification for the garage having a 0m setback.
- 6.8.6 The proposal complies with the performance criterion.
- 6.9 General Residential zone - Building Envelope Part D 10.4.2 P3
- 6.9.1 The acceptable solution at clause 10.4.2 A3 requires development to fit within a three dimensional building envelope that is set back 4.5m from the front boundary and rises 3 metres vertically up the side boundary before pitching in at 45 degrees to a height of 8.5 metres.
- 6.9.2 The proposal includes a 6 metre high building on the front boundary extending outside the building envelope. As well, the privacy screening for the upper retaining wall extends beyond the building envelope 45 degree pitch on the northern boundary.
- 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 10.4.2 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.

- 6.9.5 The studio siting extends outside the building envelope because of the significant site constraints. With the 2 metre side setback (because of the drainage easement), it easily fits within the 45 degree pitch and within the 8.5 metre maximum front height. However, because the building envelope starts at the 4.5m front setback, the proposal does not comply with this provisions.

An assessment of the impact of the studio on the amenity of adjacent properties is provided below. Affected neighbours are 1, 5, 2, 4, 6 and 8 Bimbadeen Court. The impact on each property will be individually discussed.

1 Bimbadeen Court, is located on the southern side of the subject site. It is elevated above the street. Its living space is located on the southern (opposite) side of the dwelling, opening on to a large deck over the double garage. The rooms adjacent to the proposed studio are a bedroom and bathrooms. The height of the studio roof will be approximately level with the lower sill of the affected bedroom window. It will not overshadow a habitable room on this property. The area of garden affected is retained landscaping and does not appear to be practical useable outdoor space. The visual impacts of the studio will be minimal to this property because the living space is located at the opposite end of the building and is orientated towards water views to the South and East, notwithstanding the fact that the living space floor level will be only slightly below the roof level of the proposed studio. The drainage easement provides a 2 metre setback from the mutual boundary, in addition to the existing setback for the neighbours. The separation between the proposed dwelling and 1 Bimbadeen Court is not dissimilar to other dwellings built close to their side boundaries. With the significantly higher

roof profile of 1 Bimbadeen Court, the proposed studio will not cause a reduction in sunlight to any roof solar installations. The anticipated impact on 1 Bimbadeen Court is considered minimal because of the latter's elevated position and therefore acceptable.

The proposed retaining walls to terrace the site will extend above the proposed studio and provide some shading of the northern face of 1 Bimbadeen Court. However the floor plan for that neighbour shows bedrooms and bathrooms along that section of the dwelling. Therefore whilst the retaining structures and screens will cause a degree of shading on the rear bedroom, the Planning Scheme does not consider this impact. The mutual boundary is screened with shrubs and landscaping, preventing a significant visual impact from this bedroom. No other window or area of open space will view these structures. Most properties have some retaining device, indicating that the structures should be acceptable when viewed from this neighbour. The retaining structures are considered acceptable impact to this neighbour.

5 Bimbadeen Court, will have oblique views to the proposed studio. The main deck is also orientated to the south and south east for water views. The proposed studio will be visible to the side of this view, in front of 1 Bimbadeen Court. However, because 1 Bimbadeen Court is significantly higher than the proposed studio, the visual impact is considered acceptable and a side view; not directly within the main views. Being located to the south, there is no concern for overshadowing, or loss of sunlight to solar installations for 5 Bimbadeen Court. Also, being more than 20 metres from this property's deck, the bulk and scale of the proposal is considered acceptable. The separation between the proposed studio and 5 Bimbadeen Court, is unusual in the significant distance between structures. However, this is not considered problematic. The proposed studio is considered to have a minimal impact on 5 Bimbadeen Court and is therefore acceptable.

The proposed retaining walls will most affect 5 Bimbadeen Court, due to the size and proximity of the structures on the northern boundary. The main outdoor space for 5 Bimbadeen Court is a large deck on the south east side of the house. There is a approximately 2 metre high retaining wall close to the mutual boundary. This extends from the rear pod building to approximately 6.5 metres from the front boundary. The proposed higher retaining wall on the subject site will be 5.5 metres from the front boundary and 1 metre from the mutual boundary. Whilst it will not significantly obscure views to the south and south east, it will be noticeable in the view window. As well the 1.7 metre high privacy screen

will add significant bulk to this structure when viewed from the deck on 5 Bimbadeen Court, which is that dwelling's main area for private open space. The proposed retaining and privacy structures will be visible above the concrete wall along the south western section of the deck of 5 Bimbadeen Court. The one saving grace is that there are substantial trees along the mutual boundary. These will screen and soften the visual impact on the deck area and should be retained or replaced with mature similar specimens should they have to be removed for the construction of the retaining wall. A condition will be imposed to ensure this. The applicants have also indicated that they intend to landscape the retaining walls, to reduce the appearance of the bulk and scale of the retaining walls with vegetation in front of and draping over these structures. A condition will be imposed to require the landscaping of such. With the inclusion of such controls, the visual impact upon the open space for 5 Bimbadeen Court is considered acceptable.

The next affected neighbour is 2 Bimbadeen Court on the the south eastern side of the subject site. That dwelling is located much lower than the proposed retaining walls and studio and has views to the north and east. The living spaces is located on the opposite side of the dwelling to the proposal. Given the lower living space and orientation away from the subject site, the likely visual impact is considered minimal. The proposal will not overshadow living space, solar arrays, or private open space of 2 Bimbadeen Court. The separation between the proposal and 2 Bimbadeen Court is similar to that of 1 and 2 Bimbadeen Court. Whilst the structures will be most visible from the frontage of 2 Bimbadeen Court, which is driveway and landscaped garden beds - not an area considered likely to be frequently occupied, there does appear to be some use of the rear verandah of 2 Bimbadeen Court. Views to the proposed studio will be backdropped against the main house and hill behind and the impact if this is considered to be a small element in the landscape and therefore acceptable.

The visual impact of the proposed retaining walls will be more noticeable to these residents facing the site. Discussions with the applicant indicate that the retaining walls will be landscaped to soften and minimise their appearance. As mentioned above, a condition will be imposed requiring landscaping detail to ensure that the visual impact of the retaining walls will provided and implemented prior to building completion. With the inclusion of this condition, the impact is considered acceptable in this case.

4 Bimbadeen Court is located directly opposite the proposed studio.

However, again it is located on a much lower relative level than the proposed studio and will view the studio within the backdrop of the surrounding slope to the sides and rear. Whilst on a higher RL, there will be no loss of sunlight to any living space, solar array or private open space on 4 Bimbadeen Court, as the sun will have set behind the hill by the time it reaches due west of that neighbour. The separation between the proposal and 4 Bimbadeen Court is similar to that of 1 and 4 Bimbadeen Court.

6 Bimbadeen Court again is located on a much lower relative Level to the proposal and has its living space and private open space on the opposite (eastern) side of the dwelling. Therefore the visual impacts from the proposal will have little to no impact on this neighbour. To assist this, there is an elevated parking bay, with landscaping along its retaining wall that almost completely screens that neighbour from views to the subject site. There will be no overshadowing of any living space, solar arrays or private open space for 6 Bimbadeen Court from the proposal.

The final property likely to be impacted by this proposal is 8 Bimbadeen Court. This is located obliquely to the the subject site on the north eastern site and across the road. Again the dwelling is located slightly below the road and the proposed development on the subject site. The dwelling is designed on stilts with the living space on the north and eastern sides. The two rooms fronting the road are bedrooms, with only one small window actually facing the site on the south west bedroom. The other bedroom on the north west is screened by the entry and laundry protrusions towards the frontage. Given the backdrop of the surrounding hill and existing development, the studio is highly unlikely to cause any visual intrusion to this dwelling, and notwithstanding this the affected room s would be a bedroom, which the planning scheme does not consider. The retaining structures might be visible, but again this is not relevant for the floor layout of this neighbour. Being located to the south west, the proposed development will not cause any overshadowing to the living space, solar arrays or private open space, which is located on the eastern (opposite) side of 8 Bimbadeen. The impact is considered minimal and acceptable to this neighbour.

All representations noted concerns over the visual impact of the 6 metre high studio structure on the front boundary. There appears to be some confusion in these representations exactly where the boundary is located. As mentioned previously, the topographic constraints of this subdivision have forced existing development forward into the front setback already.

It should be noted that the footpath and verge in front of the proposed studio site is much greater than in front of other properties. This might be because of the rock outcrop that extends into the road reserve, or as a design feature to provide pull-ins for car parking along the western side of the roadway in front of 1 Bimbadeen Court and the subject site. In any event, the distance from the front boundary to the footpath is in the order of 4 metres in front of the proposed studio, whilst it is just over 2m in front of 1 Bimbadeen Court and that of the properties on the eastern side of the road. This increased setback assists to give a perception of greater setback, more comfortably settling the proposal into the streetscape. Council's Road and Development Engineers have confirmed that they do not intend to adjust the alignment of the footpath that just out in front of the proposed studio, because this gives better sight distance for vehicles reversing over the footpath. Hence the distance from the perceived frontage (the footpath) to the building line of the proposed studio will be almost the same as the normally required 4.5 metre setback. Because of this and the fact that surrounding development is located on a higher Relative Level to the proposal, the studio is considered to acceptably sit within its surroundings and the 6 metre height will not cause unreasonable visual impact.

The applicants were requested to respond to the representations, and were able to lower the ceiling of the studio from 2.7 to 2.4. This provides a 300mm reduction in height to 5.75 metres. This is considered a satisfactory compromise and is recommended to be supported. The permit will be accordingly conditioned. The grounds of representation relating to visual impact are not supported.

6.9.6 The proposal complies with the performance criterion.

6.10 Parking and Access Code- Number of Parking Spaces - E 6.6.1 P1

6.10.1 The acceptable solution at clause 6.6.1 requires parking numbers to be no more than and no less than Table 6.1 - a single dwelling requires two (2) parking spaces on site.

6.10.2 The proposal includes four (4) parking spaces.

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 6.6.1 P1 provides as follows:

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

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

- 6.10.5 The application was referred to Council's Development Engineer, who advised the following;

Clause(s) 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. Application from PLN-17-1064 identifies a total of 4 car parking spaces are approved at 3 Bimbadeen Court. The proposal consists of relocating one of these spaces. There are no deficiencies caused by this relocation, nor any loss of amenity as the provisions are existing. Based on the assessment and given the submitted

documentation, the parking provision may be accepted under Performance Criteria P1:E6.6.1 of the Planning Scheme. This is particularly due to the site proposing a surplus in parking.

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

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1.1 and E6.6.1.2

Acceptable solution - A1: -NON 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)

Performance Criteria: The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users.

Application from PLN-17-1064 identifies a total of 4 car parking spaces are approved at 3 Bimbadeen Court. The proposal consists of relocating one of these spaces. There are no deficiencies caused by this relocation, nor any loss of amenity.

Based on the above assessment and given the submitted documentation, the parking provision may be accepted under Performance Criteria P1:E6.6.1 of the Planning Scheme. This is particularly due to the site proposing a surplus in parking.

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice. The proposal uses an existing crossover and access maintaining the original off-street parking space. The proposal also improves vehicular and pedestrian sight lines for the access.

6.10.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Garage and Studio at 3 BIMBADEEN COURT WEST HOBART TAS 7000 and ADJACENT ROAD RESERVE.

7.2 The application was advertised and received three (3) representations. The representations raised concerns including non compliance with the front setback and building envelope provisions, unreasonable visual impact of the 6m high front wall, not considering the site has topographical constraints, concern over rock excavation creating impact on neighbours and sediment transfer offsite, the potential for the studio to be used for visitor accommodation and impact on parking in the area.

7.3 The issues of front setback, building envelope and visual impact have been discussed above. The applicant provided amended plans that reduced the building height by 300mm, leading to a height of 5.75 metres, from 6.05 metres. The amended plans are considered an acceptable attempt to reduce the visual bulk of the building. The plans are at Attachment C to this report. A condition is recommended to ensure compliance with the amended plans.

7.4 The issue of excavation and stormwater flow was referred to Council's Stormwater Officer, who advised the following;

An excavation and driveway entrance already exist, so the groundwater is already being intercepted and draining to the road – the excavation is just being moved back further. The current parking area is gravel and undrained, and may well currently be a sediment source onto the road in heavy rain. Because of this existing semi-impervious surface, the increase in runoff from the site is minimal, and below that practical to require detention.

The proposed works will capture the groundwater and surface runoff within the site, and direct it in a controlled fashion to a new kerb connection, aligned to direct flows along the kerb. This will improve the current situation. The remaining portion of driveway within the road reserve is shown as concrete and flatter grade. The sediment/ gravel load will therefore be largely removed and flow velocity reduced, again improving the current situation.

Conditions ENGsw1 and SW7 work together to ensure the stormwater from the site is managed appropriately.

- 7.5 Concerns over the use of the proposed studio for visitor accommodation are not supported by the State Government's introduction of Planning Directive No. 6 Exemption and Standards for Visitor Accommodation in Planning Schemes, which overrides Council's planning controls for such in a number of residential zones for planning schemes throughout Tasmania. The General Residential zone, which is the applicable zone for this site, is included in that list of residential zones. Therefore, use of the studio for visitor accommodation would be exempt from the need for planning approval under this Planning Directive as long as the operators of the visitor accommodation still live on site as their main residence. This representation ground is not supported.
- 7.6 Parking - lack of off-street parking, the street is narrow and will prevent parking across the road, reducing on street parking. the parking issue was referred to Council's Development Engineer, who provided the following response;
- Bimbadeen Court is a cul de sac, a minor road servicing only the residents/visitors of Bimbadeen Court (low AADT/demand). It is a requirement of the Tasmanian Road Rules Act 2009 Part 12 Division 8 - Parallel Parking 208. (7), a minimum of at least 3 metres along side the vehicle must be left clear for other vehicles to pass. The on-street parking location outlined in the representation (adjacent to the existing access of 3 Bimbadeen Court) is 5.5m in width from kerb to kerb. If a vehicle is parked in the location adjacent to the crossover, the vehicle is required to be hard against the kerb to allow a 3m clearway. Because of the narrow nature of the street, on-street parking bays have been incorporated as a part of the subdivision design to accommodate for demand.
- As stated in the representation, the area is narrow and does not accommodate for a car to be parked opposite the proposed garage. The access location and crossover are existing, and is the original access point for 3 Bimbadeen Court and its road frontage. The proposal does not change or affect the on-street parking conditions of Bimbadeen Court as the access is already existing. Residents parking in Bimbadeen Court should be mindful that it is a requirement of the Tasmanian Road Rules Act 2009 that a minimum of at least 3 metres width must be left clear for other vehicles to pass, which caters for service vehicles.
- 7.7 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.8 The proposal has been assessed by other Council officers, including the Council's Development, Stormwater and Roads Engineers. The officers have raised no objection to the proposal, subject to conditions.
- 7.9 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Garage and Studio at 3 BIMBADEEN COURT WEST HOBART TAS 7000 and ADJACENT ROAD RESERVE 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 Garage and Studio at 3 BIMBADEEN COURT WEST HOBART TAS 7000 and ADJACENT ROAD RESERVE for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-21-743 3 BIMBADEEN COURT WEST HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

The height (to the parapet) of the proposed studio must be no greater than 5.75 metres (RL189.950)

Advice: Amended plans submitted on 31st May 2022 SK05- dated 31/05/2022 are considered to meet this condition.

Reason for condition

To comply with clause 10.4.2 P3 of the Hobart Interim Planning Scheme 2015.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, 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.

SW 7

Prior to occupancy or the commencement of the use (whichever occurs first), any new stormwater connection must be constructed and existing redundant connection(s) be abandoned and sealed at the owner's expense.

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), detailed engineering drawings must be submitted and approved. The detailed engineering drawings must include:

- 1. the location of the proposed connections and all existing connections;**
- 2. the size and design of the connection such that it is appropriate to safely service the development;**
- 3. clearances from any nearby obstacles (eg services, crossovers, trees, poles, walls)**
- 4. long-sections of the proposed connection clearly showing cover, size, grade, material and delineation of public and private infrastructure;**
- 5. connections which are free-flowing gravity driven.**
- 6. be in general accordance with Council's departures from the LGAT Tasmanian Standard Drawings, available from [here](#)**

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

Advice: Upgraded or new connections can be approved separate from the CEP process, via the Application for New Connection form available from [here](#). The approved stormwater connection documents must be included in your plumbing permit application document set and listed in accompanying forms. A single connection for the property is required under the Urban Drainage Act 2013.

ENG 3a

The access driveway and parking area must be constructed in accordance with the following documentation which forms part of this permit: PLN-21-743 - 3 BIMBADEEN COURT WEST HOBART TAS 7000 - Driveway Plans - Additional

Information - AIS-22-713 (received by the Council on the 27th of April 2022).

Any departure from that documentation and any works which are not detailed in the documentation must be either:

- (a) approved by the Director City Life, via a condition endorsement application; or**
- (b) designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.**

The works required by this condition must be completed 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 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 Bimbadeen Court highway reservation must be designed and constructed in accordance with:

- **Urban Roads Driveways and TSD R14-v3 Type KC vehicular crossing;**

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. **Show the cross and long section of the driveway crossover within the highway reservation and onto the property;**
2. **Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;**
3. **Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template);**
4. **If the design deviates from the requirements of the TSD, then demonstrate that a B85 vehicle or a B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2), can access the driveway from the road pavement into the property without scraping the vehicle's underside;**
5. **Show that vehicular and pedestrian sight lines are met as per AS/NZS 2890.1 2004.**
6. **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 Program Leader Road Services 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 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.

PLN 18

The mature trees on the mutual boundary with 5 Bimbadeen Court adjacent to the proposed rear retaining wall must be protected throughout excavation and post construction.

A report must be submitted for approval as a Condition Endorsement prior to the commencement of work. The report must;

1. **be prepared by a suitable qualified person; and**
2. **show all tree protection zones and relevant measures specified under Section 3 Determining the Protection Zones of the Selected Trees, Section 4 Tree Protection Measures and Section 5 Monitoring and Certification of AS 4970-2009 Protection of trees on development sites, around (tree details), or**
3. **should the trees have to be removed, replacement specimens of a similar height must be included in the required landscape plan and maintained to ensure the ongoing screening of the proposed retaining wall and privacy screen from the deck of 5 Bimbadeen Court.**

All work required by this condition must be undertaken in accordance with the approved report or landscape plan.

Advice:

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

Reason for condition

To ensure the visual impact of the development complies with clause 10.4.2 P3.

PLN 20

The site must be landscaped to ensure the visual impact of the retaining walls is softened and minimised within six (6) months of completion.

A landscaping plan must be submitted and approved as a Condition Endorsement, prior to the commencement of work. The landscape plan must:

1. **show species of trees and shrubs proposed, and locations, and other finishes, and structures, in front of and upon the proposed retaining walls.**

All work required by this condition must be undertaken in accordance with the approved landscaping plan. The landscaping must be maintained, and if any vegetation is lost, it must be replaced.

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 compliance with 10.4.2 P1 (iv) of the Hobart Interim Planning Scheme 2015.

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.

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

Any works within one metre of any third-party pipe may require consent under section 73 of the *Building Act 2016*.

WORK WITHIN THE HIGHWAY RESERVATION

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

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.

EXISTING EASEMENT

The proposal involves construction of a studio / garage against the easement burdening the property shown as Drainage Easement 2.00 Wide on SP 110771. This easement is both a drainage easement and services easement in favour of the property at 51 Summerhill Road.

The private drainage and service rights of the property at 51 Summerhill Road to this easement must not be reduced, restricted or impeded in any way by the proposed development.

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

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.



(Victoria Maxwell)

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 9 June 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Amended Plans Showing Reduced Height of Garage and Studio

Planning: #244682

Property

3 BIMBADEEN COURT WEST HOBART TAS 7000

People

Applicant

*

C/O Crump Architects
JOANNA CONNOLLY
16 Oberon Court
DYNMYRNE TAS 7005
0403 327 767
tom@crumparchitects.com.au

Owner

*

JOANNA CONNOLLY
3 Bimbadeen Court
WEST HOBART TAS 7000
0401 291 767
joeywalsh13@gmail.com

Owner

*

MICHAEL CONNOLLY
3 Bimbadeen Court
WEST HOBART TAS 7000
0401 291 767
mickey.connolly@gmail.com

Entered By

NATHAN JOHN CRUMP
0419 862 639
nathan@crumparchitects.com.au

Use

Single dwelling

Details

Have you obtained pre application advice?

☒ No

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

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

☒ No

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

☒ No

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

Details

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

Single Dwelling

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

Garage and Studio

Estimated cost of development

250000.00

Existing floor area (m2)

217.00

Proposed floor area (m2)

49.00

Site area (m2)

588

Carparking on Site

N/A

Total parking spaces

1

Existing parking spaces

2

☐ 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)

*

3 Bimbadeen Crt - Certificate of Title.pdf

Plans (proposed, existing)

*

3 Bimbadeen Crt - Architectural - Documentation SK02.pdf

Agent Authorisation

3 Bimbadeen Crt - Agent Authorisation.pdf

crump.Crump Architects
www.crumparchitects.com.au

nathan@crumparchitects.com.au

Tuesday, 26 April 2022

Hobart City Council
16 Elizabeth St
Hobart, TAS, 7000
coh@hobartcity.com.au**Attention:**

Hobart City Council Planning Department

Subject:Cover Letter3 Bimbadeen Court – Town Planning Application – PLN-21-743
(*Studio Ancillary Dwelling and Garage*)

To Whom It May Concern,

Please accept the following statement and associated documentation pertaining to new works – *Studio (Ancillary Dwelling) and Garage* – at 3 Bimbadeen Court, West Hobart in response to Hobart City Council's RFI dated 01 Dec 21

PLN Fi1

The studio is intended to be used as an ancillary dwelling to the existing dwelling. As such it will utilise the existing amenities, car parking and private open space required under the planning scheme.

PLN Fi7

Refer – 3 Bimbadeen Crt – Architectural – Documentation SK04

PLN Fi10

Refer to drawings SK.04 SK.09 SK.13 for further detail on the extent of excavation within the road reserve.

Parking and Access (PA2.2, PA5.1, PA6) and Stormwater (SW1)

Refer – 3 Bimbadeen Crt – Civil – Documentation

INFsw1

We have received advice that this service easement contains no services either public or private. This is also reflected on public asset mapping databases (TheLISTmap and DialBeforeYouDig)

Surv 1

Please refer to 3 Bimbadeen Crt - Engineer Advice

We received advice from both TasWater and Hobart City Council that there is no issue excavating in the service easement during construction.

We hope the above satisfies Hobart City Council's requirements, if however, there are any concerns regarding any aspect of this application, please don't hesitate to contact us for further discussion.

Kind Regards



Nathan Crump

crump. 0419862639

Crump Architects

Nathan Crump / Director / Architect / TAS CC6170C

Website / www.crumparchitects.com.au

LEGEND + NOTES	
GENERAL NOTES	
TITLE / FOLD:	100/71/76
PROPERTY ID:	858857
CLIMATE ZONE:	7
SOIL CLASS:	1B(C)
WIND CLASS:	1B(C)
SALINITY:	1B(C)
CORROSION ENVIRONMENT:	1B(C)
KNOWN SITE HAZARDS:	1B(C)
ZONING OVERLAY	
OD GENERAL RESIDENTIAL	
PLANNING PERMIT NO & AUTHORITY:	
PL1801 RD PLAN-20-143 - ROBERT CITY COUNCIL	
TASWATER REFERENCE NO:	
PL1801 RD	
SCHEDULE OF AREAS	
EXTD. SITE AREA:	588.24m ²
HOUSE / GARAGE (EXTD)	
HOUSE / GARAGE:	207m ²
STUDIO / GARAGE (PROJ)	
STUDIO:	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE:	23.4%
PROPOSED INCL. EXTD % SITE COVERAGE:	28.4%

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@crumparchitects
crumparchitects.com.au

PROJECT
3 Bimbadeen Court

DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU, 7000
CLIENT: Michael + Joey Connolly
STATUS: Development Application (DA)
PROJECT NO: 2115
CURRENT ISSUE: SK04 - 26/04/2022

PROJECT INDEX

SK01	Cover Page	SK04
SK02	Location Plan	SK04
SK03	Existing Site Plan	SK04
SK04	Prop Site Plan	SK04
SK05	Garage Plan	SK04
SK06	Studio Plan	SK04
SK07	Ground Plan	SK04
SK08	Elevations	SK04
SK09	Elevations	SK04
SK10	Elevations	SK04
SK11	Elevations	SK04
SK12	Elevations	SK04
SK13	Perspective	SK04
SK14	Shadow Diagrams	SK04
SK15	Shadow Diagrams	SK04



SITE FOR PROPOSED WORKS
3 Bimbadeen Court West Hobart TAS, AU 7000



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crumparchitects.com.au

1 Location Plan
1:10000

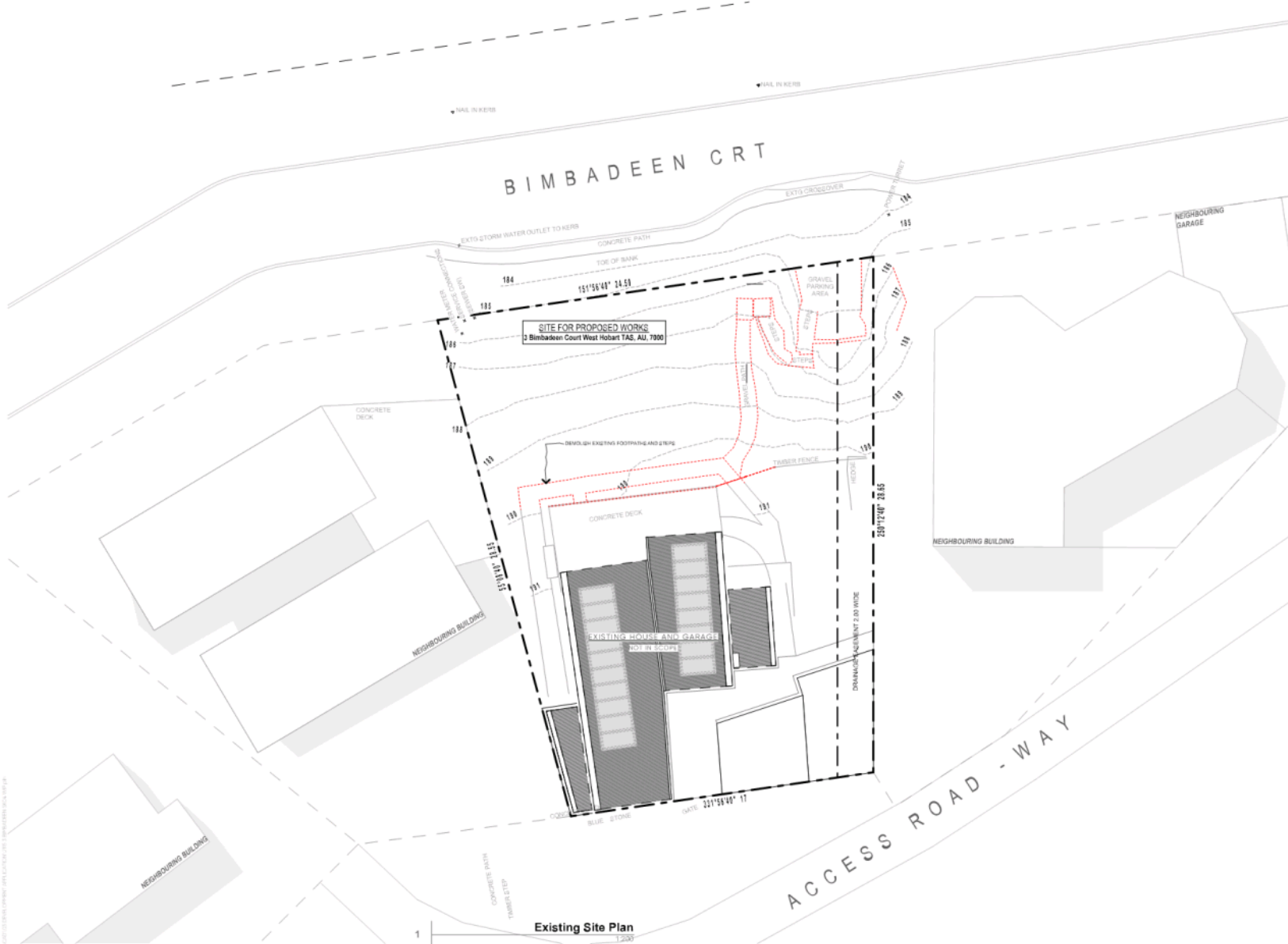
Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and within dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are intended by the date of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision ID	Revision Name	Revision Date
001	Approval	14/06/2021
002	Approval	15/06/2021
003	Approval	24/06/2021

PROJECT TITLE
3 Bimbadeen Court
DESCRIPTION
Alterations + Additions
ADDRESS
3 Bimbadeen Court West Hobart TAS, AU 7000
CLIENT
Michael + Joely Connolly
STATUS
Development Application (DA)

PROJECT NO
2115
DRAWING NO
SK.02
REVISION
SK04

DRAWING TITLE
Location Plan
DATE: 25/04/21
PAGE SCALE: Sheet 2 of 2



LEGEND + NOTES	
GENERAL NOTES	
TITLE / ROAD:	10/07/16
PROPERTY ID:	505857
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C
ZONING OVERLAY	
OD GENERAL RESIDENTIAL	
PLANNING PERMIT NO. & AUTHORITY:	
PL1801 RD PLAN-20-143 - ROBERT CITY COUNCIL	
TASWATER REFERENCE NO.:	
PERMIT NO.	
SCHEDULE OF AREAS	
EXTD. SITE AREA:	588.24m ²
HOUSE / GARAGE (EXTD.)	201m ²
STUDIO / GARAGE (PROJ.)	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE:	25.4%
PROPOSED (INCL. EXTD.) % SITE COVERAGE:	28.4%
LEGEND	
	EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
	EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
	DENOTES PROPOSED NEW PLANTING
	PROPOSED NEW ELEMENT
	JOB DATUM / SET OUT POINT
	REQUIRED LEVEL
	EXISTING LEVEL
	THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL) OF XX ENGINE COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY XX

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Revision	Revision Date	Revision Description
2002	15/03/21	Initial Design
2003	20/06/21	Design Development
2004	20/06/21	Final Design

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions

ADDRESS:
3 Bimbadeen Court West Hobart TAS, AU, 7000

CLIENT:
Michael + Joely Connolly

STATUS:
Development Application (DA)

PROJECT NO:
2115

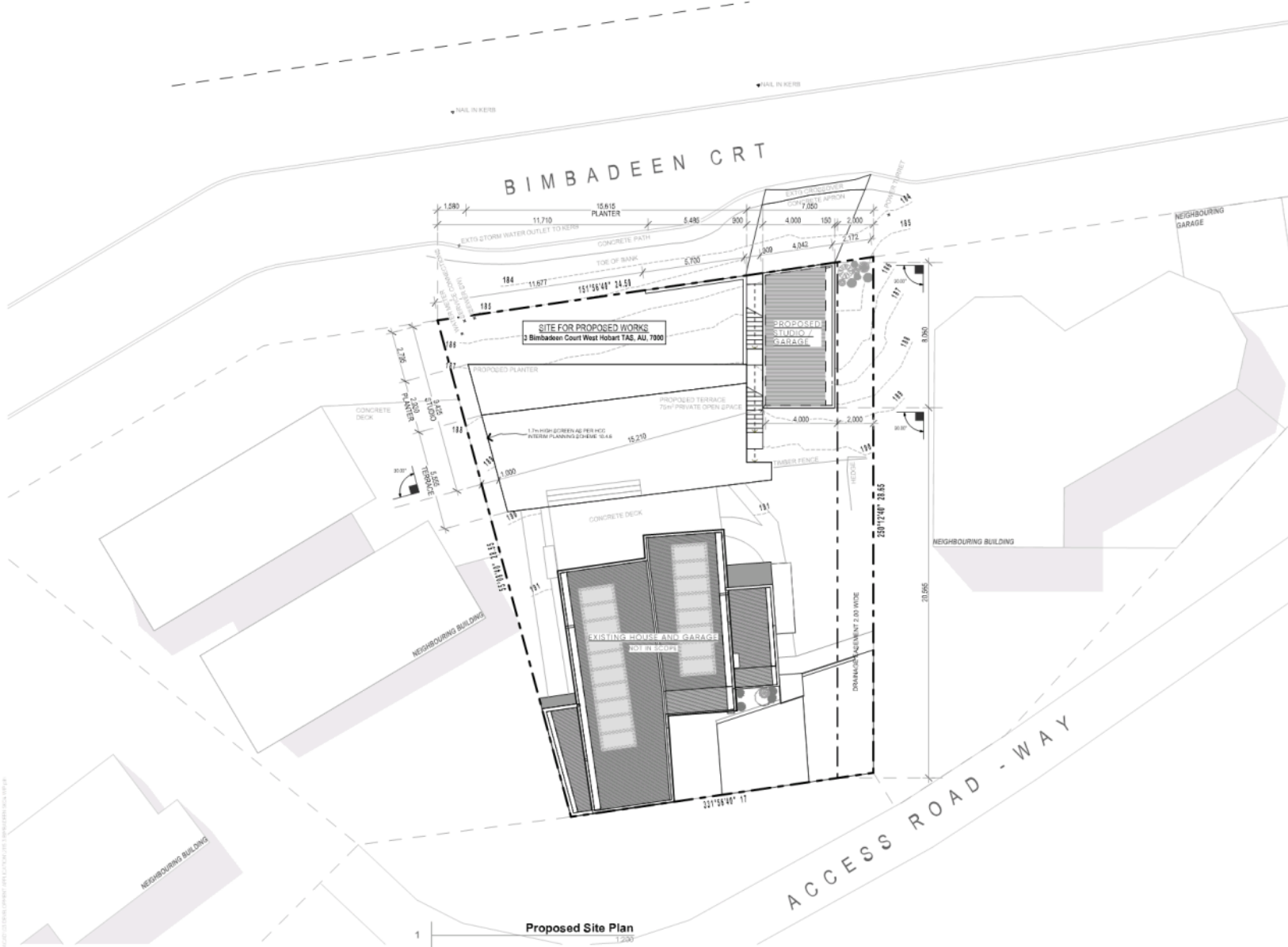
DRAWING NO:
SK.03

REVISION:
SK.04

DRAWING TITLE:
Existing Site Plan

DATE: 26/04/22

PAGE SCALE: 50mm = 1m FULL SIZE



LEGEND + NOTES	
GENERAL NOTES	
TITLE / ROAD:	100/71/76
PROPERTY ID:	559657
CLIMATE ZONE:	7
SOIL CLASS:	18C2
WIND CLASS:	18C2
SALINITY:	18C2
CORROSION ENVIRONMENT:	18C2
KNOWN SITE HAZARDS:	18C2
ZONING OVERLAY	
OD - GENERAL RESIDENTIAL	
PLANNING PERMIT NO. & AUTHORITY:	
PERMIT NO. PLAN-20-743 - ROBERT CITY COUNCIL	
TASWATER REFERENCE NO.:	
PERMIT NO.	
SCHEDULE OF AREAS	
EXTG. SITE AREA:	588.24m ²
HOUSE / GARAGE (EXTG.)	201m ²
STUDIO / GARAGE (PROJ.)	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE:	23.4%
PROPOSED (INCL. EXTG.) % SITE COVERAGE:	28.4%
LEGEND	
	EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
	EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
	DENOTES PROPOSED NEW PLANTING
	PROPOSED NEW ELEMENT
	JOB DATUM / SETOUT POINT
	REQUIRED LEVEL
	EXISTING LEVEL
THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL, BUILT OR BEING CONSIDERED IN COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY IK	

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Revision ID	Revision Description
001	Initial Design
002	Final Design
003	Final Design
004	Final Design

Revision ID	Revision Description
001	Initial Design
002	Final Design
003	Final Design
004	Final Design

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
ADDRESS:
CLIENT:
STATUS:

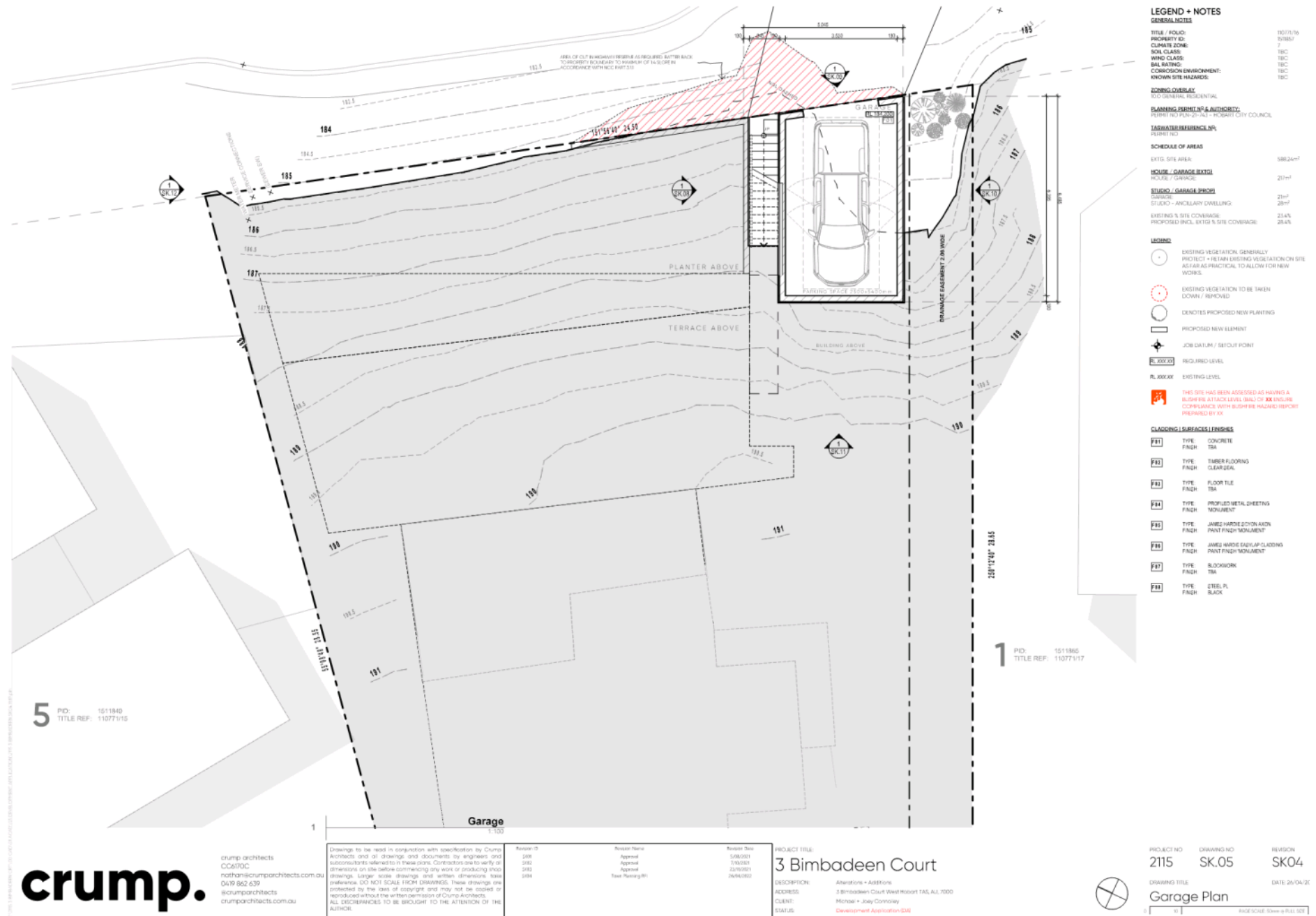
Alterations + Additions
3 Bimbadeen Court West Hobart TAS, AU 7000
Michael + Joey Connolly
Development Application (DA)

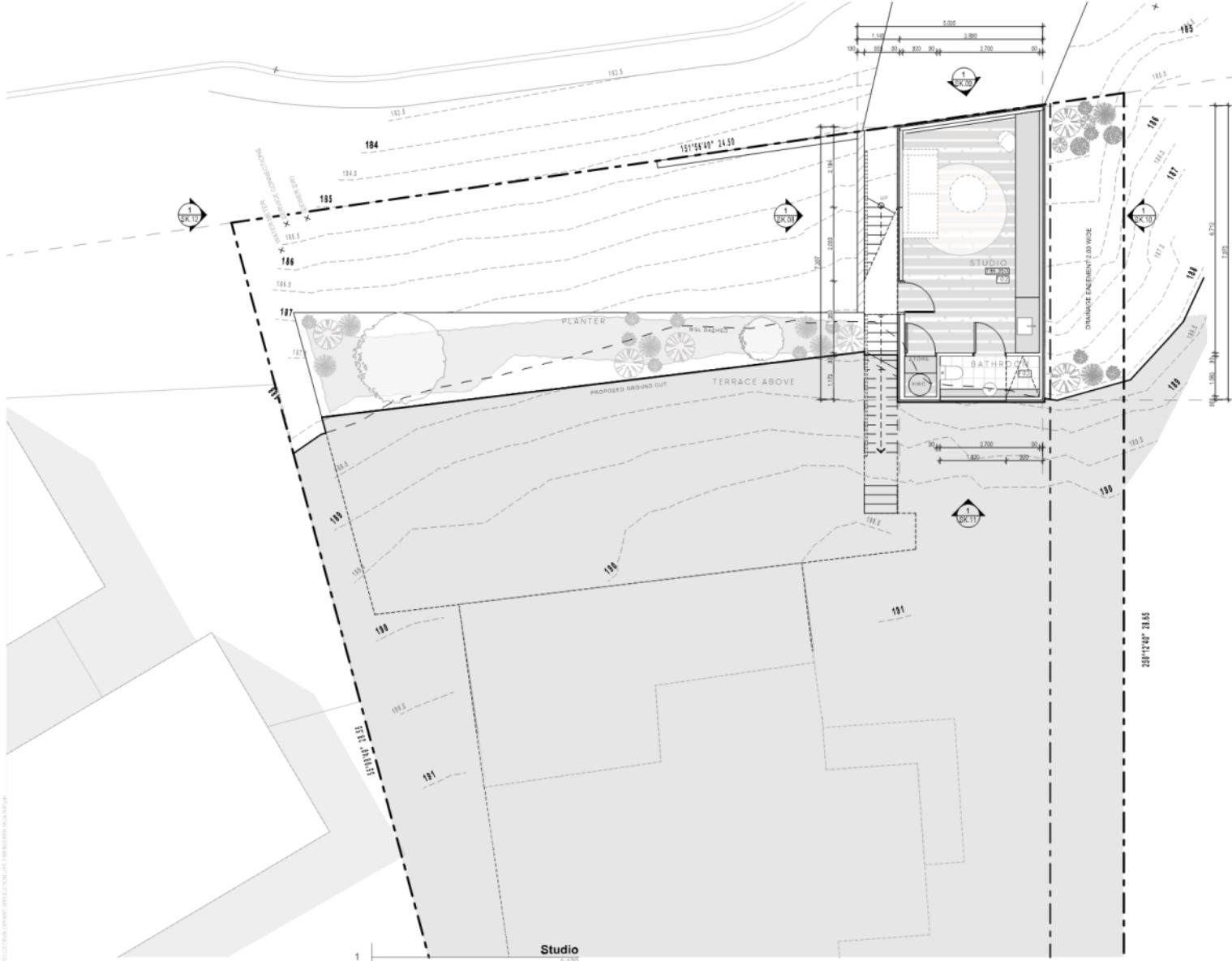
PROJECT NO: 2115
DRAWING NO: SK.04
REVISION: SK.04

DRAWING TITLE:
Prop Site Plan
DATE: 26/04/22



PAGE SCALE: 1:500 (A FULL SET)





LEGEND + NOTES

GENERAL NOTES

TITLE / ROAD: 100/71/76
PROPERTY ID: 505867
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
SALINITY: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C

PLANNING OVERLAY
OD - DIVERSITY RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY
PL180101-20-103 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.
PERMIT NO.

SCHEDULE OF AREAS

EXTD. SITE AREA: 586.24m²

HOUSE / GARAGE (EXTD.)
HOUSE / GARAGE: 207m²

STUDIO / GARAGE (EXTD.)
STUDIO: 21m²
STUDIO - ANCILLARY DWELLING: 28m²

EXISTING % SITE COVERAGE: 23.4%
PROPOSED (INCL. EXTD.) % SITE COVERAGE: 28.4%

LEGEND

EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.

EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED

DENOTES PROPOSED NEW PLANTING

PROPOSED NEW ELEMENT

JOB DATUM / SETOUT POINT

REQUIRED LEVEL

EXISTING LEVEL

THIS SITE HAS BEEN ASSIGNED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL) OF 18C, ENSURING COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY 18C

CLADDING / SURFACES / FINISHES

PF1 TYPE: FINISH: CONCRETE TBA

PF2 TYPE: FINISH: TIMBER FLOORING CLEAR SEAL

PF3 TYPE: FINISH: FLOOR TILE TBA

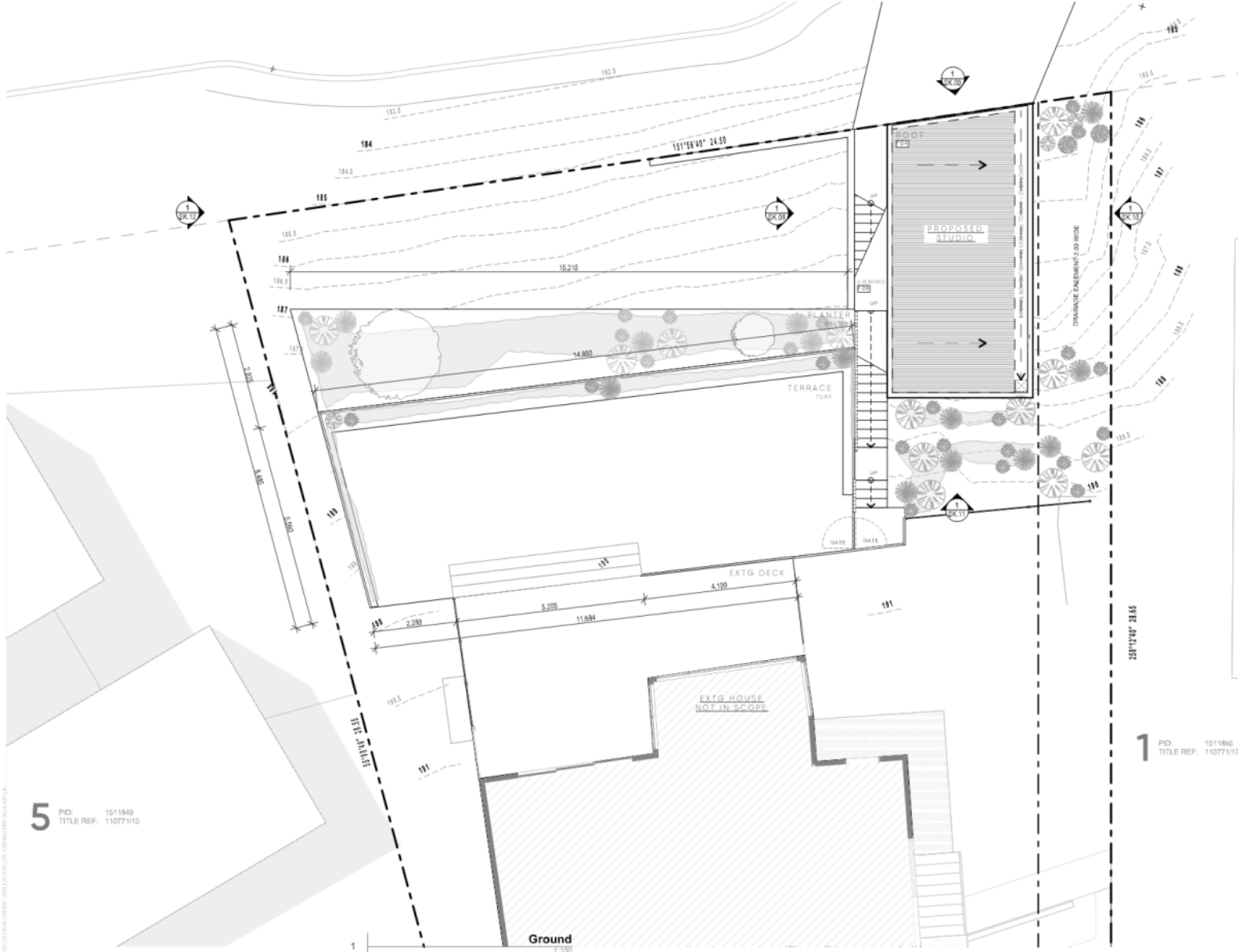
PF4 TYPE: FINISH: PROFILED METAL SHEETING MONUMENT

PF5 TYPE: FINISH: JAMES HARDIE 200X40X10 PAINT FINISH MONUMENT

PF6 TYPE: FINISH: JAMES HARDIE 200X40X10 PAINT FINISH MONUMENT

PF7 TYPE: FINISH: BLOCKWORK TBA

PF8 TYPE: FINISH: STEEL PL. BLACK



LEGEND + NOTES

GENERAL NOTES

TITLE / ROAD: 10/17/16
PROPERTY ID: 558657
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
SALINITY: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C

OWNING OVERLAY
OD-GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY
PLPERMIT PLAN-20-143 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.
PERMIT NO.

SCHEDULE OF AREAS

EXTG. SITE AREA:	586.24m ²
HOUSE / GARAGE (EXTG)	207m ²
STUDIO / GARAGE (PROJ)	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE:	25.4%
PROPOSED (INCL. EXIST) % SITE COVERAGE:	28.4%

LEGEND

- EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
- EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
- PROPOSED NEW PLANTING
- PROPOSED NEW ELEMENT
- JOB DATUM / SETOUT POINT
- REQUIRED LEVEL
- EXISTING LEVEL

CLADDING / SURFACES / FINISHES

PF1	TYPE	CONCRETE
PF1	FINISH	TBA
PF2	TYPE	TIMBER FLOORING
PF2	FINISH	CLEAR SEAL
PF3	TYPE	FLOOR TILE
PF3	FINISH	TBA
PF4	TYPE	PROFILED METAL SHEETING
PF4	FINISH	MONUMENT
PF5	TYPE	JAMES HARDIE EPOCHALON
PF5	FINISH	PART FINISH MONUMENT
PF6	TYPE	JAMES HARDIE EASYLAP CLADDING
PF6	FINISH	PART FINISH MONUMENT
PF7	TYPE	BLOCKWORK
PF7	FINISH	TBA
PF8	TYPE	STEEL PL.
PF8	FINISH	BLACK

5
PID: 1511849
TITLE REF: 110771/15

1
PID: 1511846
TITLE REF: 110771/17

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Revision ID	Revision Name	Revision Date
001	Approved	5/8/2021
002	Approved	7/8/2021
003	Approved	23/9/2021
004	Approved	24/9/2022

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions
3 Bimbadeen Court West Hobart TAS, AU 7500

CLIENT:
Michael + Joely Connolly

STATUS:
Development Application GDA

PROJECT NO: 2115
DRAWING NO: SK.07
REVISION: SK04

DRAWING TITLE: Ground Plan
DATE: 26/04/22

PAGE SCALE: 30mm = 1m FULL SIZE

LEGEND + NOTES

GENERAL NOTES

TITLE / R/O/D:	10/07/16
PROPERTY ID:	555557
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C

ZONING OVERLAY

OO GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY:

PERMIT NO. PLAN-20-143 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.:

PERMIT NO.

SCHEDULE OF AREAS

EXTD. SITE AREA:	588.24m ²
HOUSE / GARAGE (EXTD.)	20m ²
STUDIO / GARAGE (PROF.)	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE:	25.4%
PROPOSED (INCL. EXTD.) % SITE COVERAGE:	28.4%

LEGEND

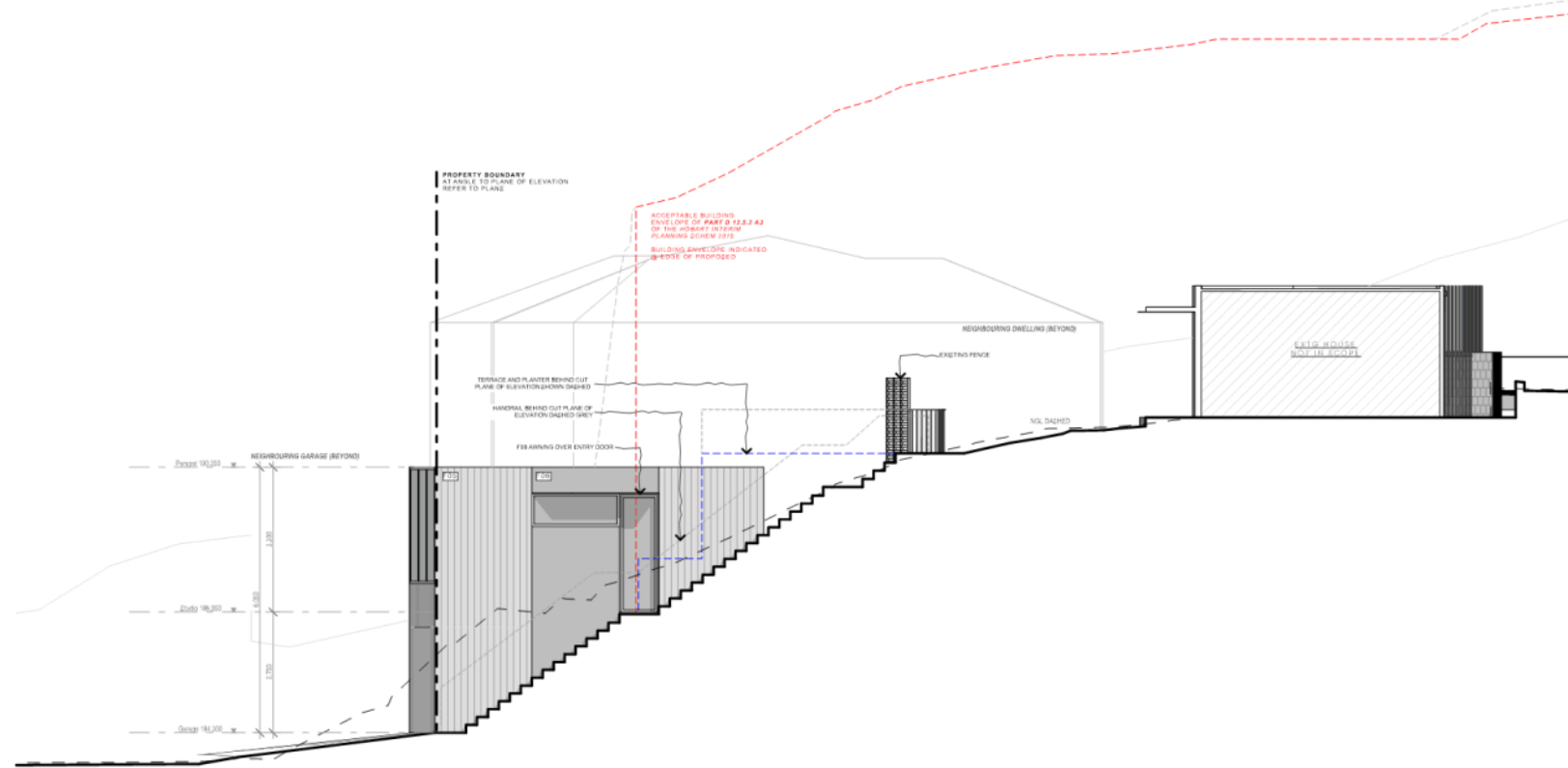
- EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
- EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
- DENOTES PROPOSED NEW PLANTING
- PROPOSED NEW ELEMENT
- JOB DATUM / SETOUT POINT
- REQUIRED LEVEL
- EXISTING LEVEL

THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL RISK OF 3X EXCEEDING COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY XX

CLADDING / SURFACES / FINISHES

PF1	TYPE	CONCRETE
PF1	FINISH	TBA
PF2	TYPE	TIMBER FLOORING
PF2	FINISH	CLEAR SEAL
PF3	TYPE	FLOOR TILE
PF3	FINISH	TBA
PF4	TYPE	PROFILED METAL SHEETING
PF4	FINISH	MONUMENT
PF5	TYPE	JAMES HARDIE EPOCHALON
PF5	FINISH	PANT FINISH MONUMENT
PF6	TYPE	JAMES HARDIE EPOCHALON
PF6	FINISH	PANT FINISH MONUMENT
PF7	TYPE	BLOCKWORK
PF7	FINISH	TBA
PF8	TYPE	STEEL PL.
PF8	FINISH	BLACK

PROJECT NO.	DRAWING NO.	REVISION
2115	SK.08	SK.04
DRAWING TITLE		DATE: 26/04/22
Elevations		
PAGE SCALE: 30mm = 1m FULL SIZE		



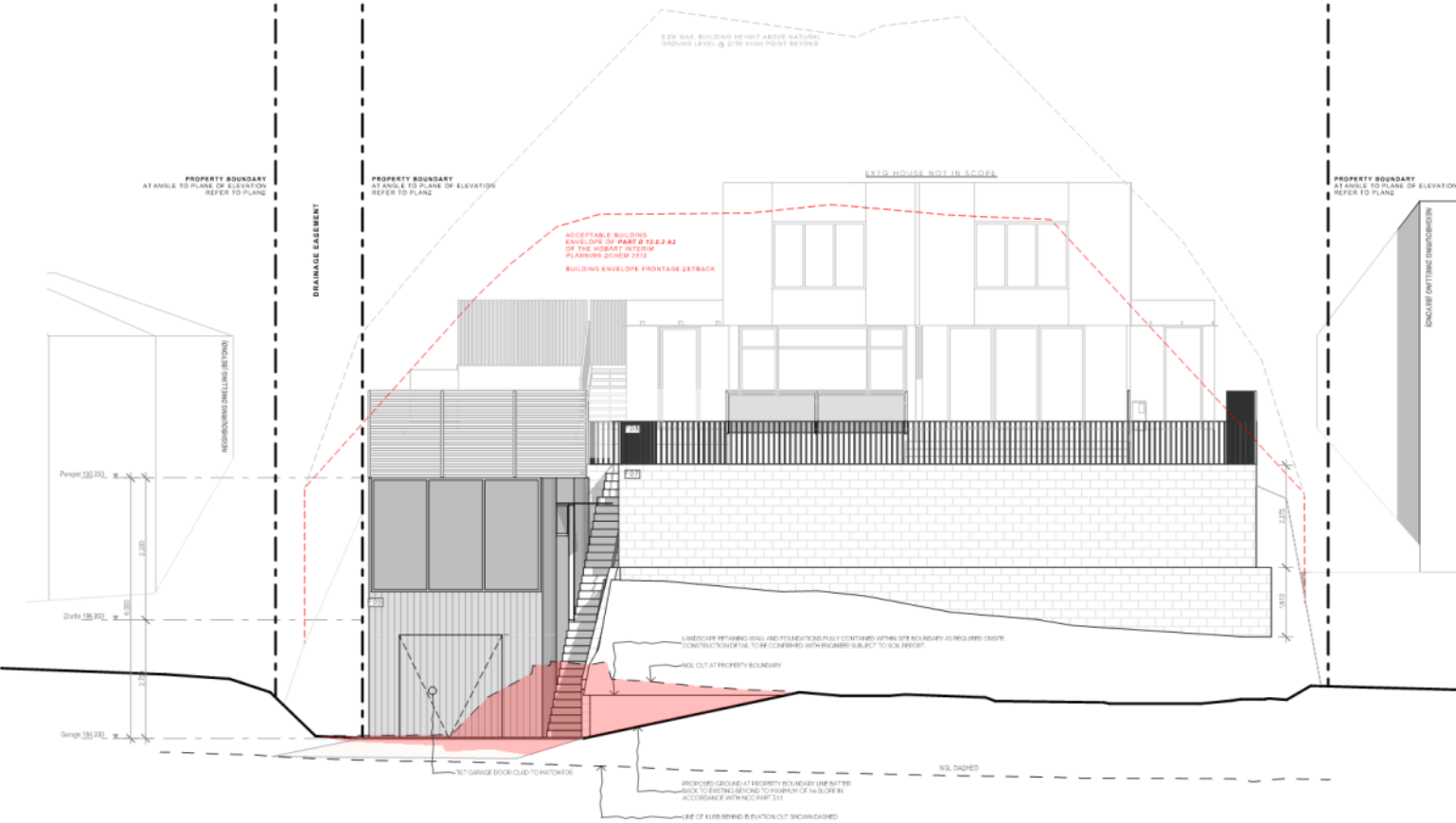
1 North Elevation
1:100

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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on the before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.	Revision ID	Revision Date	Revision Description
2002	2002	2002	Initial
2003	2003	2003	Approved
2004	2004	2004	Approved

PROJECT TITLE:
3 Bimbadeen Court
DESCRIPTION:
ADDRESS:
CLIENT:
STATUS:

Alterations + Additions
3 Bimbadeen Court West Hobart TAS, AU 7500
Michael + Joey Connolly
Development Application 044



LEGEND + NOTES

GENERAL NOTES

TITLE / ROLE: 10/07/16
PROPERTY ID: 505857
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
SALINITY: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C

ZONING OVERLAY
OO GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY
PL1801101-20-103 - HOBBART CITY COUNCIL

TASWATER REFERENCE NO.
PERMIT 102

SCHEDULE OF AREAS

EXTG. SITE AREA: 588.24m²

HOUSE / GARAGE (EXTG.)
HOUSE / GARAGE: 201m²

STUDIO / GARAGE (PROJ)
STUDIO: 21m²
STUDIO - ANCILLARY DWELLING: 28m²

EXISTING % SITE COVERAGE: 23.4%
PROPOSED (INCL. EXTG.) % SITE COVERAGE: 28.4%

LEGEND

EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS

EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED

DENOTES PROPOSED NEW PLANTING

PROPOSED NEW ELEMENT

JOB DATUM / SETOUT POINT

REQUIRED LEVEL

EXISTING LEVEL

THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL RISK OF 4X ENGINE COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY 0X

CLADDING / SURFACES / FINISHES

PF1 TYPE: CONCRETE
FINISH: TBA

PF2 TYPE: TIMBER FLOORING
FINISH: CLEAR SEAL

PF3 TYPE: FLOOR TILE
FINISH: TBA

PF4 TYPE: PROFILED METAL SHEETING
FINISH: MONUMENT

PF5 TYPE: JAMES HARDIE ECHOVATION
FINISH: PAINT FINISH MONUMENT

PF6 TYPE: JAMES HARDIE ECHOVATION
FINISH: PAINT FINISH MONUMENT

PF7 TYPE: BLOCKWORK
FINISH: TBA

PF8 TYPE: STEEL PL.
FINISH: BLACK

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East Elevation
1:100

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on the before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision No.	Revision Date	Revision Description
001	2020	Initial
002	2020	Approved
003	2020	Approved
004	2020	Approved

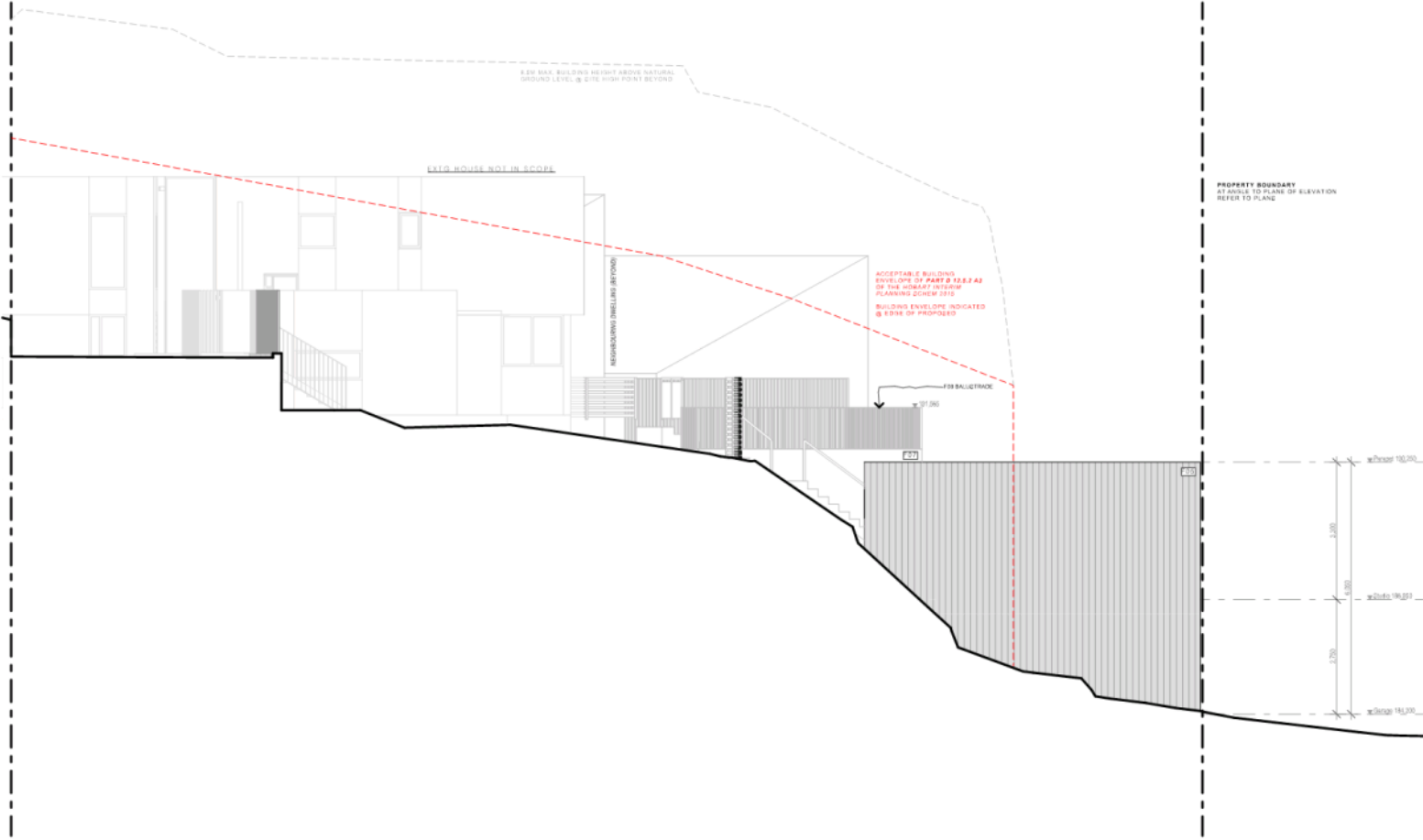
PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT: Michael + Joely Connolly
STATUS: Development Application (DA)

PROJECT NO: 2115
DRAWING NO: SK.09
REVISION: SK.04

DRAWING TITLE: Elevations
DATE: 26/04/22

PAGE SCALE: 30mm = 1m FULL SET



LEGEND + NOTES

GENERAL NOTES

TITLE / ROAD: 10/17/16
PROPERTY ID: 505657
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
SALINITY: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C

ZONING OVERLAY

OD GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY

PL1801101-20-101 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.

PERMIT NO.

SCHEDULE OF AREAS

EXTG. SITE AREA: 588.24m²

HOUSE / GARAGE (EXISTING)

HOUSE / GARAGE: 207m²

STUDIO / GARAGE (PROPOSED)

STUDIO: 21m²

STUDIO - ANCILLARY DWELLING: 28m²

EXISTING % SITE COVERAGE: 25.4%

PROPOSED (INCL. EXISTG) % SITE COVERAGE: 28.4%

LEGEND

EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS

EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED

DENOTES PROPOSED NEW PLANTING

PROPOSED NEW ELEMENT

JOB DATUM / SETOUT POINT

REQUIRED LEVEL

EXISTING LEVEL

THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL RISK OF 10% ANNUAL COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY 00

CLADDING / SURFACES / FINISHES

TYPE FINISH CONCRETE TBA

TYPE FINISH TIMBER FLOORING CLEAR SEAL

TYPE FINISH FLOOR TILE TBA

TYPE FINISH PROFILED METAL SHEETING MONUMENT

TYPE FINISH JAMES HARDIE ECTONALON PAINT FINISH MONUMENT

TYPE FINISH JAMES HARDIE ECTONALON PAINT FINISH MONUMENT

TYPE FINISH BLOCKWORK TBA

TYPE FINISH STEEL PL. BLACK

1 South Elevation
1:100

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision ID	Revision Date	Revision Description
001	20/06/2022	Initial Design
002	20/06/2022	Design Development
003	20/06/2022	Final Design

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT: Michael + Joely Connolly
STATUS: Development Application (DA)

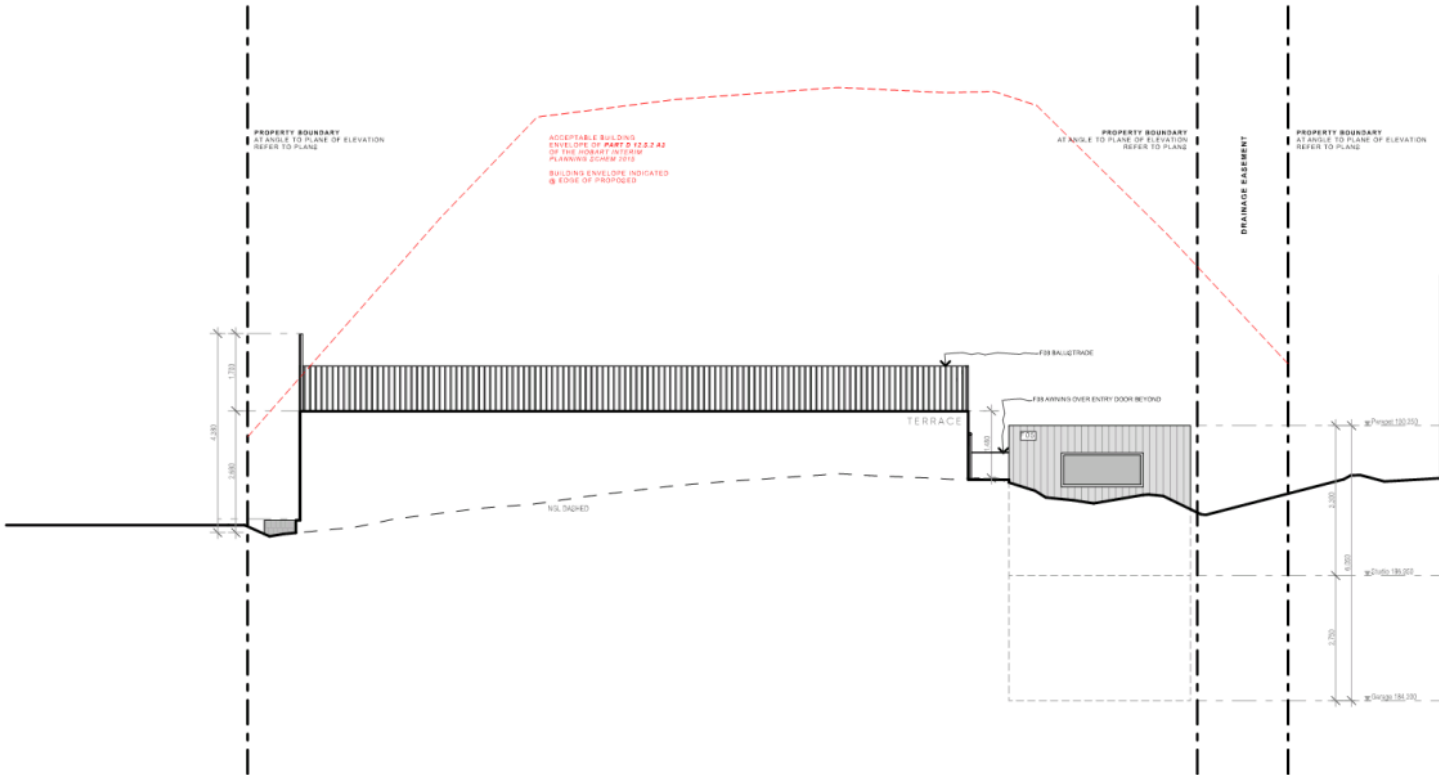
PROJECT NO: 2115
DRAWING NO: SK.10
REVISION: SK.04

DRAWING TITLE: Elevations
DATE: 26/04/22

PAGE SCALE: 30mm = 1m FULL SET

crump.

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CC6700C
north@crumparchitects.com.au
0479 862 639
@crumparchitects
crumparchitects.com.au



LEGEND + NOTES

GENERAL NOTES

TITLE / R/O/D:	10/07/16
PROPERTY ID:	559657
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C

ZONING OVERLAY

OD GENERAL RESIDENTIAL

PLANNING PERMIT NO & AUTHORITY

PERMIT NO PLAN-20-142 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.

PERMIT NO

SCHEDULE OF AREAS

EXTD. SITE AREA:	598.24m ²
HOUSE / GARAGE (EXTD.)	20m ²
STUDIO / GARAGE (EXTD.)	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE	23.4%
PROPOSED (INCL. EXTD) % SITE COVERAGE	28.4%

LEGEND

- EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
- EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
- DENOTES PROPOSED NEW PLANTING
- PROPOSED NEW ELEMENT
- JOB DATUM / SETOUT POINT
- REQUIRED LEVEL
- EXISTING LEVEL

THIS SITE HAS BEEN ASSIGNED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL) OF 10% BASED ON COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY KX

CLADDING / SURFACES / FINISHES

FF1	TYPE	CONCRETE
FF1	FINISH	TBA
FF2	TYPE	TIMBER FLOORING
FF2	FINISH	CLEAR SEAL
FF3	TYPE	FLOOR TILE
FF3	FINISH	TBA
FF4	TYPE	PROFILED METAL SHEETING
FF4	FINISH	MONUMENT
FF5	TYPE	JAMES HARDIE EPOCHALON
FF5	FINISH	PANT FINISH MONUMENT
FF6	TYPE	JAMES HARDIE EPOCHALON
FF6	FINISH	PANT FINISH MONUMENT
FF7	TYPE	BLOCKWORK
FF7	FINISH	TBA
FF8	TYPE	STEEL PL.
FF8	FINISH	BLACK

West Elevation
1:100

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.	Revision No	Revision Date	Revision Description
	2002	15/03/01	Initial Design
	2003	22/05/01	Approved
	2004	26/06/02	Town Planning (R)

PROJECT TITLE
3 Bimbadeen Court

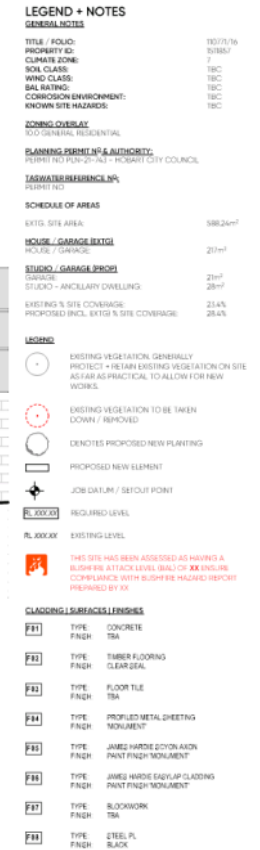
DESCRIPTION:	Alterations + Additions
ADDRESS:	3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT:	Michael + Joely Connolly
STATUS:	Development Application (DA)

PROJECT NO	DRAWING NO	REVISION
2115	SK.11	SK04

DRAWING TITLE	DATE 26/04/22
Elevations	



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CC670C
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@crumparchitects
crumparchitects.com.au



THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL) OF **XX** ENSURE COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY **XX**

CLADDING SURFACES / FINISHES		
F01	TYPE: FINISH	CONCRETE TSA
F02	TYPE: FINISH	TIMBER FLOORING CLEAR OIL
F03	TYPE: FINISH	FLOOR TILE TSA
F04	TYPE: FINISH	PROFILED METAL SHEETING MONUMENT
F05	TYPE: FINISH	JAMES HARDIE EDITION A/CN PAINT FINISH MONUMENT
F06	TYPE: FINISH	JAMES HARDIE EASY-AP CLADDING FINISH MONUMENT
F07	TYPE: FINISH	BLOCKWORK TSA
F08	TYPE: FINISH	STEEL PL. BLACK

PROJECT NO.	DRAWING NO.	REVISION
2115	SK.12	SK04
DRAWING TITLE		DATE: 26/04/20
Elevations		

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CC670C
nathan@crumparchitects.com.au
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@crumparchitects
crumparchitects.com.au

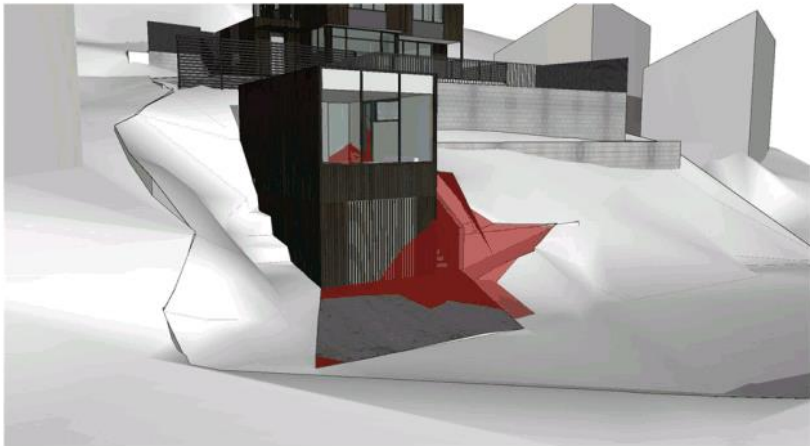
1 | **North Elevation Terrace**

Drawings to be read in conjunction with specification by Clump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Clump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.

Revision ID	Revision Name	Revision Date
5834	East Planning BfI	26/04/2021

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:	Alterations + Additions
ADDRESS:	3 Elmbridge Court West Hobart TAS, AU, 7000
CLIENT:	Michael + Joey Connolly
STATUS:	Development Application (DA)



1 | Perspective Highway Reservation

Red hatch denotes excavation. Front edge of building aligns to boundary refer elevations for further details.



2 | Perspective Highway Reservation



3 | Street View



4 | Street View 02

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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractor is to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the date of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision No.	Revision Name
01	Agreed
02	Final Planning (1)

Revision No.	Revision Name
01	Agreed
02	Final Planning (1)

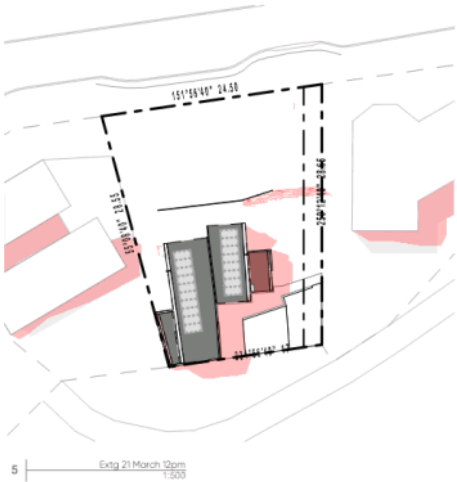
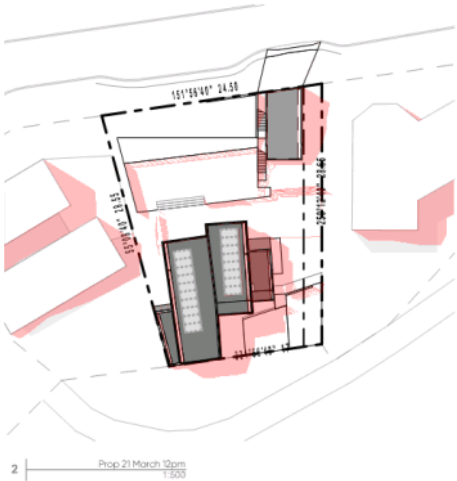
PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT: Michael + Joely Connolly
STATUS: Development Application (DA)

PROJECT NO.	DRAWING NO.	REVISION
2115	SK.13	SK04

DRAWING TITLE:
Perspective

DATE: 26/04/22
PAGE SCALE: 1:100



CRUMP ARCHITECTS PTY LTD (ACN 105 456 123) 10/10/2021 10:10:10 AM 10/10/2021 10:10:10 AM

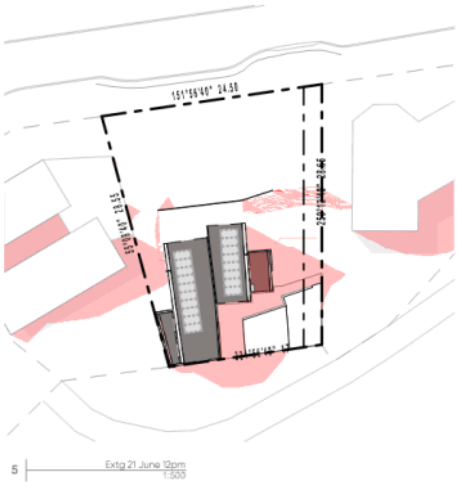
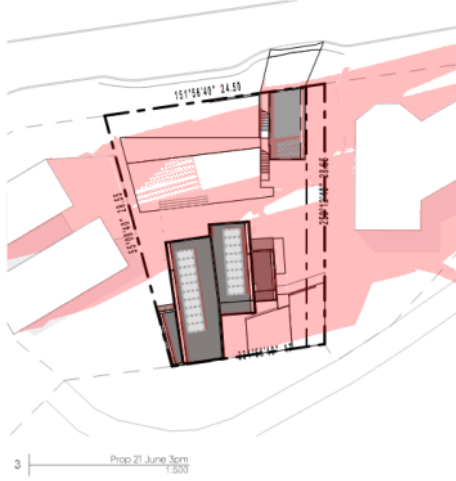
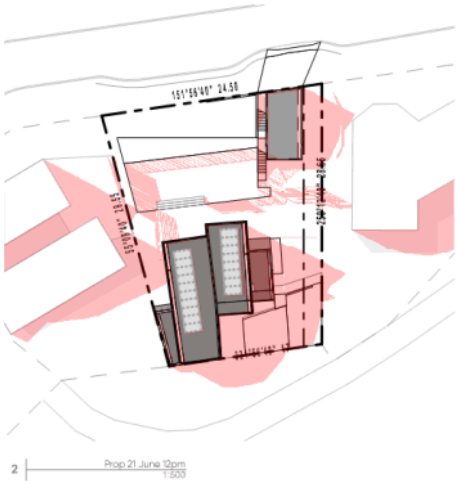
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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on the before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.	Revision ID	Revision Name	Revision Date
	2084	Issue Planning 01	24/04/2022

PROJECT TITLE	3 Bimbadeen Court
DESCRIPTION	Alterations + Additions
ADDRESS	3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT	Michael + Joely Connolly
STATUS	Development Application 004

PROJECT NO	DRAWING NO	REVISION
2115	SK.14	SK04
DRAWING TITLE	DATE: 26/04/22	
Shadow Diagrams		
0 10	PAGE SCALE: 30mm = 1m FULL SET	



CRUMP ARCHITECTS PTY LTD (ACN 105 455 555) CRUMP ARCHITECTS PTY LTD (ACN 105 455 555) CRUMP ARCHITECTS PTY LTD (ACN 105 455 555)

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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on the site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision ID	Revision Description	Revision Date
2084	Issue Planning 01	24/04/2022

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT: Michael + Joely Connolly
STATUS: Development Application 004

PROJECT NO: 2115
DRAWING NO: SK.15
REVISION: SK04

DRAWING TITLE: Shadow Diagrams
DATE: 26/04/22
PAGE SCALE: 30mm = 1m FULL SET

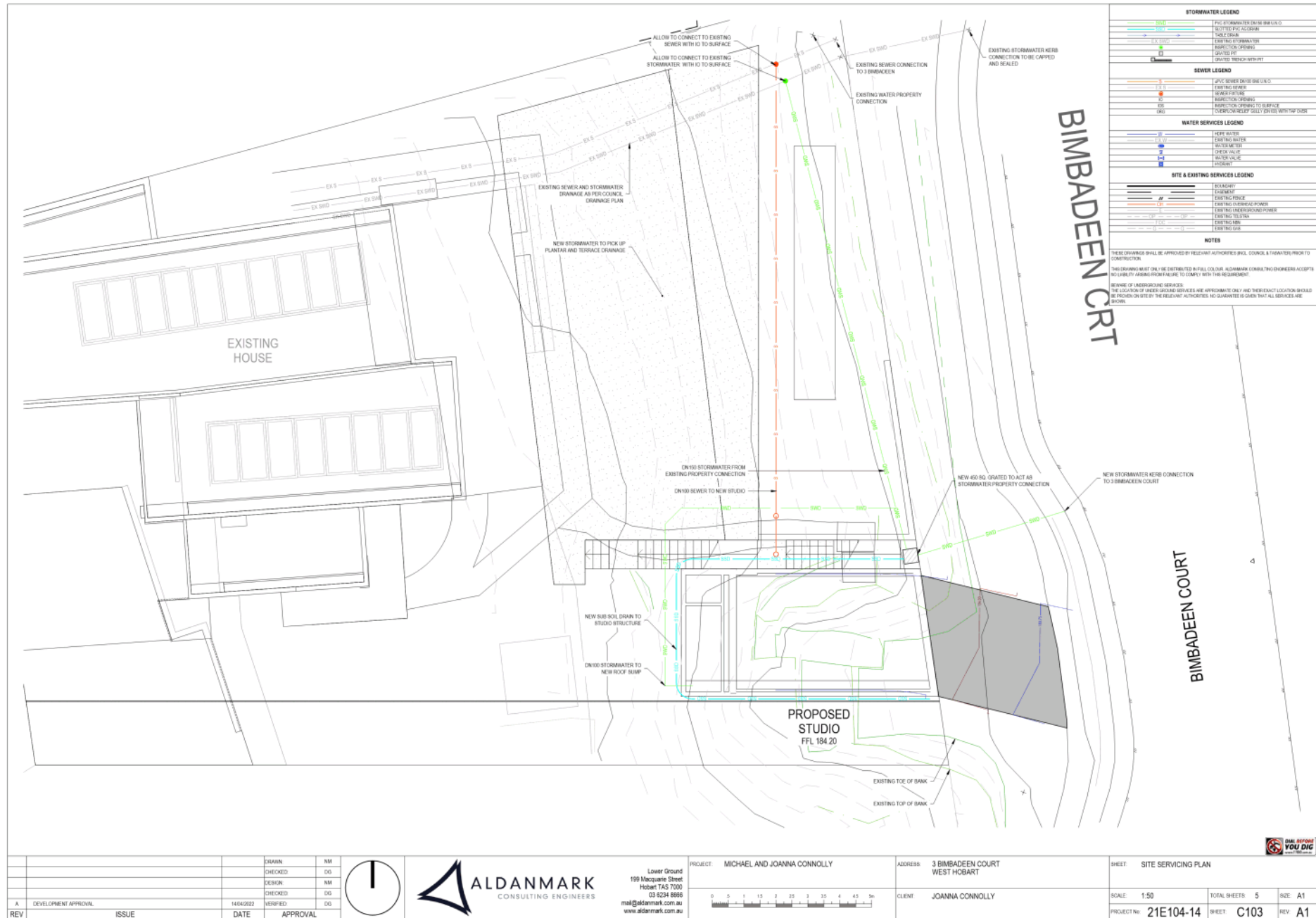


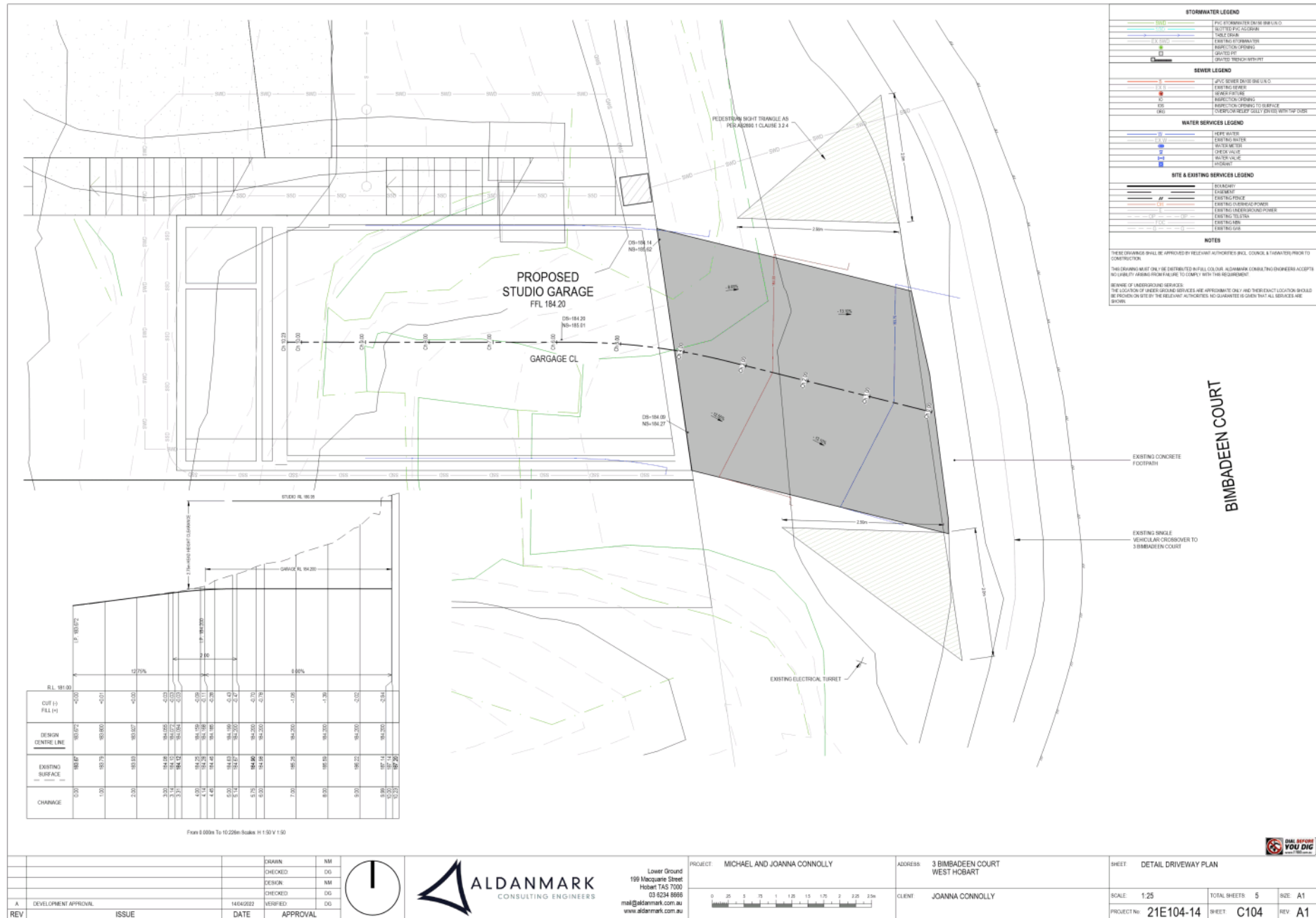
CIVIL DRAWINGS
MICHAEL AND JOANNA CONNOLLY
3 BIMBADEEN COURT
WEST HOBART

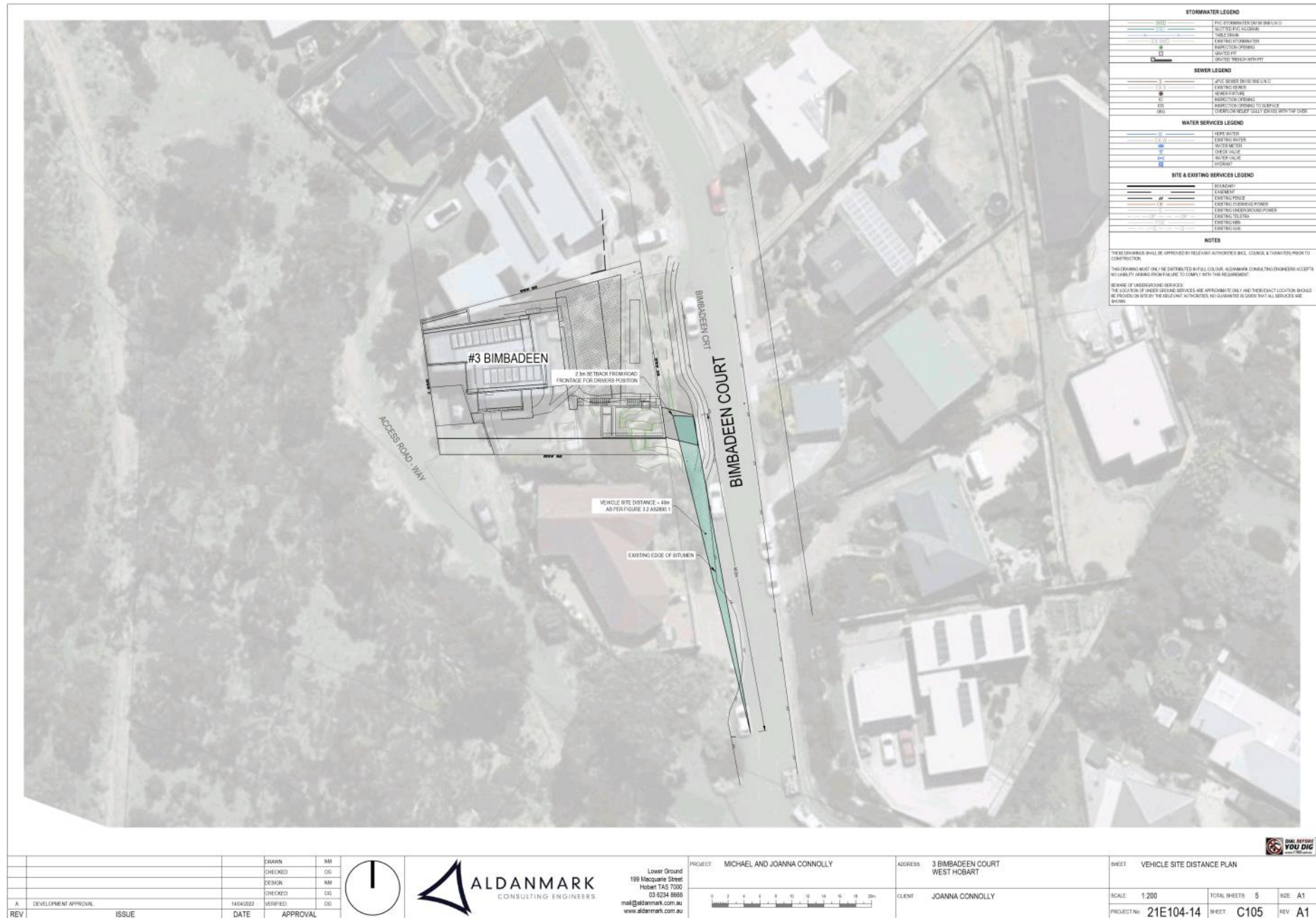
C001	COVER	A1	14/04/2022
C102	SITE PLAN	A1	14/04/2022
C103	SITE SERVICING PLAN	A1	14/04/2022
C104	DETAIL DRIVEWAY PLAN	A1	14/04/2022
C105	VEHICLE SITE DISTANCE PLAN	A1	14/04/2022

				DRAWN: NM	 <div>ALDANMARK CONSULTING ENGINEERS</div>	Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 8666 mal@aldanmark.com.au www.aldanmark.com.au	PROJECT: MICHAEL AND JOANNA CONNOLLY	ADDRESS: 3 BIMBADEEN COURT WEST HOBART	SHEET COVER		
			CHECKED: DG								
				DESIGN: NM				CLIENT: JOANNA CONNOLLY	SCALE: AS INDICATED	TOTAL SHEETS: 5	SIZE: A1
				CHECKED: DG							
A	DEVELOPMENT APPROVAL		14/04/2012	VERIFIED: DG							
REV	ISSUE	DATE	APPROVAL						PROJECT NO: 21E104-14	SHEET: C001	REV: A1









7/4/2022



Lower Ground - 199 Macquarie Street, Hobart TAS 7000
GPO Box 1248, Hobart TAS 7001

03 6234 8666

mail@aldanmark.com.au
www.aldanmark.com.au

ENGINEER'S ADVICE

220407 INST 21E104-14 Council Response to Excavation Adjacent to Easement

To: Crump Architects

Crump Architects

nathan@crumparchitects.com.auInspection ☐

Cc: Joanna Connolly

joeywalsh13@gmail.comInstruction ☐Memo ☒RFI Response ☐Shop Drawing Approval ☐

Project: Michael and Joanna Connolly: 3 Bimbadeen Court, WEST HOBART

Subject: Council Response to Excavation Adjacent to Easement (Inspected: 7/4/2022)

Relevant documents:

1. Architectural/building design drawings by Crump Architects
2. Planning Letter S54 from HCC 1 Dec 2021
3. Site Survey by John Bamford

In response to HCC planning letter s54 consideration to the easement is required as per Surv 1:

Surv 1 The proposal involves construction of a studio / garage hard against the easement burdening the property shown as Drainage Easement 2.00 Wide on SP 110771.
This easement is both a drainage easement and services easement in favour of the property at 51 Summerhill Road.

It appears that excavation within the Drainage Easement 2.00 Wide will be required as part of the construction of the studio / garage. Excavation within the easement could impact on the future use of the owners of 51 Summerhill Road for drainage and services to their property. Please advise what consideration has been given to this aspect of the proposed development for the studio / garage.

Daniel Gardner and Nathan Morey of Aldanmark have reviewed the proposed architectural design and the accompanying survey.

It is Aldanmark's understanding that the current easement contains no existing services and this assessment is based on this understanding. Should any services be located within this easement then these services should be accurately located and Aldanmark should be notified for review.

The proposed works requires excavation in rock. From site inspection it appears that the rock is stable and it is considered likely that near vertical excavation can take place. A site and soil investigation should be completed to confirm this opinion.

Notes:

1. Inspections/instructions conducted by Aldanmark are for structural purposes and are not approvals to proceed and do not override the Building Act 2016 requirement for mandatory notification to the Building Surveyor by the Builder or Superintendent for inspection of works in progress and cannot be used as the sole method of assessment to grant approval to proceed.
2. Inspections/instructions by Aldanmark do not include components of the current National Construction Code that are outside the areas of structural engineering.
3. In cases where building approval is required but has not yet been obtained, this advice must not be used as the basis for performing any works until such approvals are in place.
4. Any advice that results in an alteration to certified documentation must be approved by the Superintendent and Building Surveyor prior to carrying out those works. Such advice assumes a nil cost variation and is based on that expectation. The contractor must obtain approval from the Superintendent prior to commencing any of these works.

7/4/2022

220407 INST 21E104-14 Council Response to Excavation
Adjacent to Easement

Aldanmark consider that the following is relevant to the proposal:

The development is located 150mm off the easement which shall provide room for an ag drain to be outside the easement. Excavations shall likely be able to extend maximum 600mm horizontally into the easement (and potentially as little as 300mm), with a minimum of 1400mm of the easement therefore unaltered by the excavations. On completion of the building works this excavation shall be backfilled with crushed rock aggregate. Once backfilled, Aldanmark are satisfied that future services can be installed in this easement for 51 Summerhill without compromise.

To enable safe rock excavation at a near vertical angle Aldanmark anticipate as part of the BA civil design to make a condition of the approval to be for an appropriately qualified person (such as an engineering geologist or the author of the site investigation) to inspect cuttings for stability during excavation with a hold point for a vertical cut of 1500mm max before first inspection, and future hold points as directed by the engineering geologist (or other appropriately qualified person).

Where the easement meets the front boundary the existing surface levels are unaltered with the proposed works.

I trust that this advice satisfies Surv 1. Please don't hesitate to contact me to discuss further

Regards,



Daniel Gardner BEng (Hons) MIEAust
Structural Engineer



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

30 November 2021

JOANNA CONNOLLY (C/O Crump Architects)
16 Oberon Court
DYNMYRNE TAS 7005

mailto:tom@crumparchitects.com.au

Dear Sir/Madam

**3 BIMBADEEN COURT, WEST HOBART - WORKS IN ROAD RESERVE NOTICE OF
LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-21-79**

Site Address:

3 Bimbadeen Court, West Hobart

Description of Proposal:

Garage and Studio

Applicant Name:

Joanna Connolly
C/- Crump Architects

PLN (if applicable):

PLN-21-743

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.

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

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:

Plans by Crump Architects SK.01 - SK.12



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;

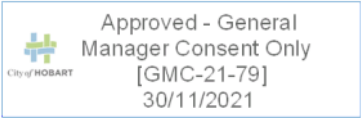
pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993*,
EXCEPT where an application is recommended for refusal.

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)





LEGEND + NOTES	
GENERAL NOTES	
TITLE / ROAD:	100/71/76
PROPERTY ID:	555857
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C
ZONING OVERLAY	
OD GENERAL RESIDENTIAL	
PLANNING PERMIT NO & AUTHORITY:	
PERMIT NO - COUNCIL	
[AS] WATER REFERENCE NO:	
PERMIT NO	
SCHEDULE OF AREAS	
EXTD. SITE AREA:	588.24m ²
HOUSE / GARAGE [EXTD.]	
HOUSE / GARAGE	20m ²
STUDIO / GARAGE [PROPT.]	
GARAGE	21m ²
STUDIO	28m ²
EXISTING % SITE COVERAGE	23.4%
PROPOSED INCL. EXTD % SITE COVERAGE	28.4%

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0419 862 639
@crumparchitects
crumparchitects.com.au

PROJECT

3 Bimbadeen Court

DESCRIPTION: Alterations + Additions

ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU, 7000

CUSTOMER: Michael + Joey Connolly

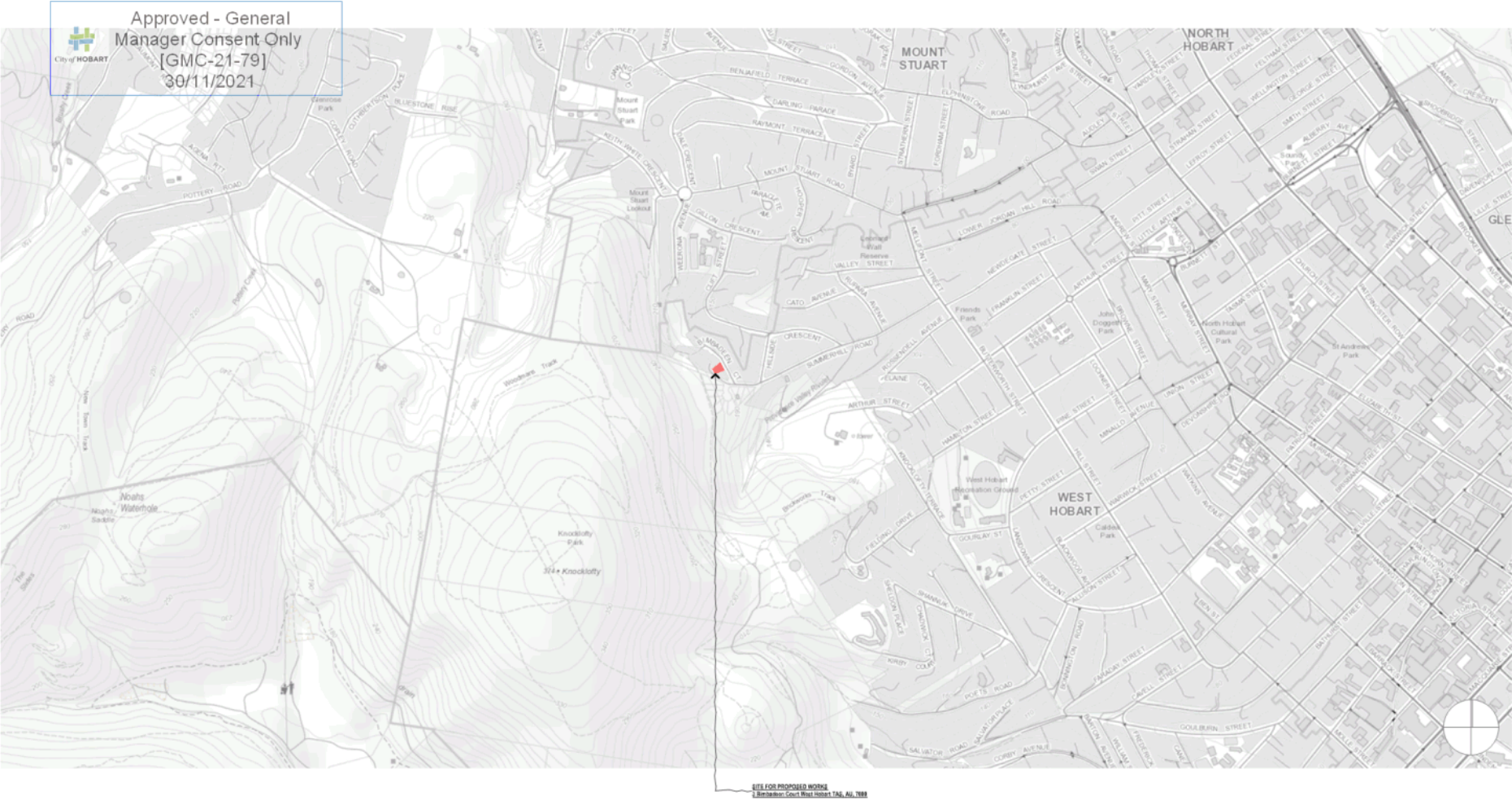
STATUS: Development Application (DA)

PROJECT NO: 2115

CURRENT ISSUE: SK03 - 23/11/2021

PROJECT INDEX

SK01	Cover Page	SK03
SK02	Location Plan	SK03
SK03	Existing Site Plan	SK03
SK04	Prop Site Plan	SK03
SK05	Garage Plan	SK03
SK06	Studio Plan	SK03
SK07	Ground Plan	SK03
SK08	Elevations	SK03
SK09	Elevations	SK03
SK10	Elevations	SK03
SK11	Elevations	SK03
SK12	Perspective	SK03



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@crumparchitects
crumparchitects.com.au

1 Location Plan
1:10000

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on the site before commencing any work or producing final drawings. Larger scale drawings and within dimensions, take preferences. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision ID	Revision Name	Revision Date
200	Approval	5/8/2021
202	Approval	7/8/2021
203	Approval	23/9/2021

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions

ADDRESS:
3 Bimbadeen Court West Hobart TAS, AU 7008

CLIENT:
Michael + Joely Connolly

STATUS:
Development Application GDA

PROJECT NO
2115

DRAWING NO
SK.02

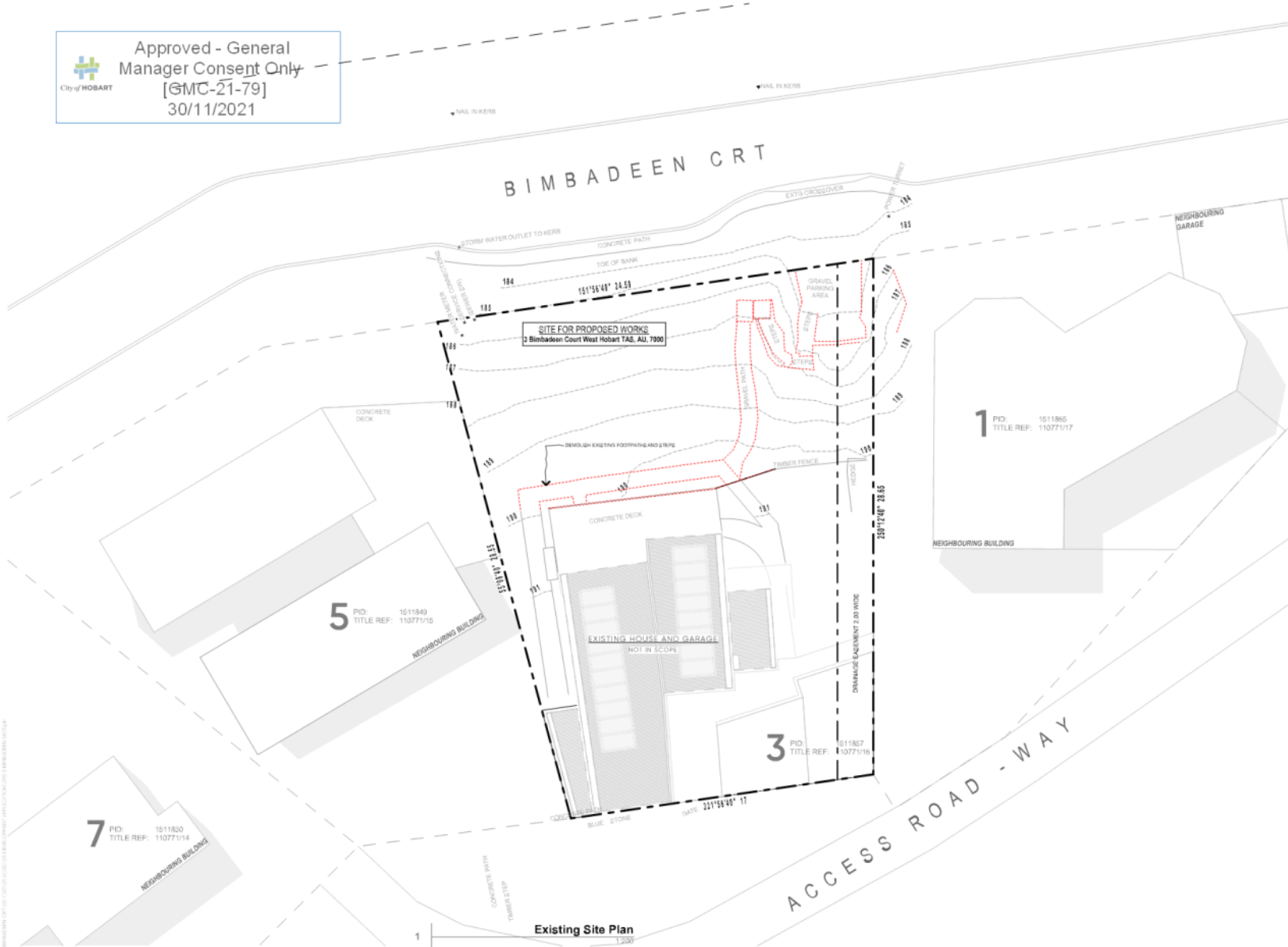
REVISION
SK03

DRAWING TITLE
Location Plan

DATE 24/9/2021

PAGE SCALE: Sheet 3 of 3

Approved - General
Manager Consent Only
[GMC-21-79]
30/11/2021



LEGEND + NOTES	
GENERAL NOTES	
TITLE / ROAD:	10/07/16
PROPERTY ID:	505857
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C
ZONING OVERLAY	
OD GENERAL RESIDENTIAL	
PLANNING PERMIT NO. & AUTHORITY:	
PERMIT NO. - COUNCIL	
TASWATER REFERENCE NO.:	
PERMIT NO.	
SCHEDULE OF AREAS	
EXTG. SITE AREA:	588.24m ²
HOUSE / GARAGE (EXTG.)	20m ²
STUDIO / GARAGE (PROJ.)	21m ²
STUDIO:	28m ²
EXISTING % SITE COVERAGE:	23.4%
PROPOSED (INCL. EXTG.) % SITE COVERAGE:	28.4%
LEGEND:	
	EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
	EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
	DENOTES PROPOSED NEW PLANTING
	PROPOSED NEW ELEMENT
	JOB DATUM / SET OUT POINT
	REQUIRED LEVEL
	EXISTING LEVEL
	THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL, BUILT OR BEING IN COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY IK

crump.

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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision	Revision No.	Revision Date	Revision Description
1	2020	2020	Initial Design
2	2021	2021	Final Design

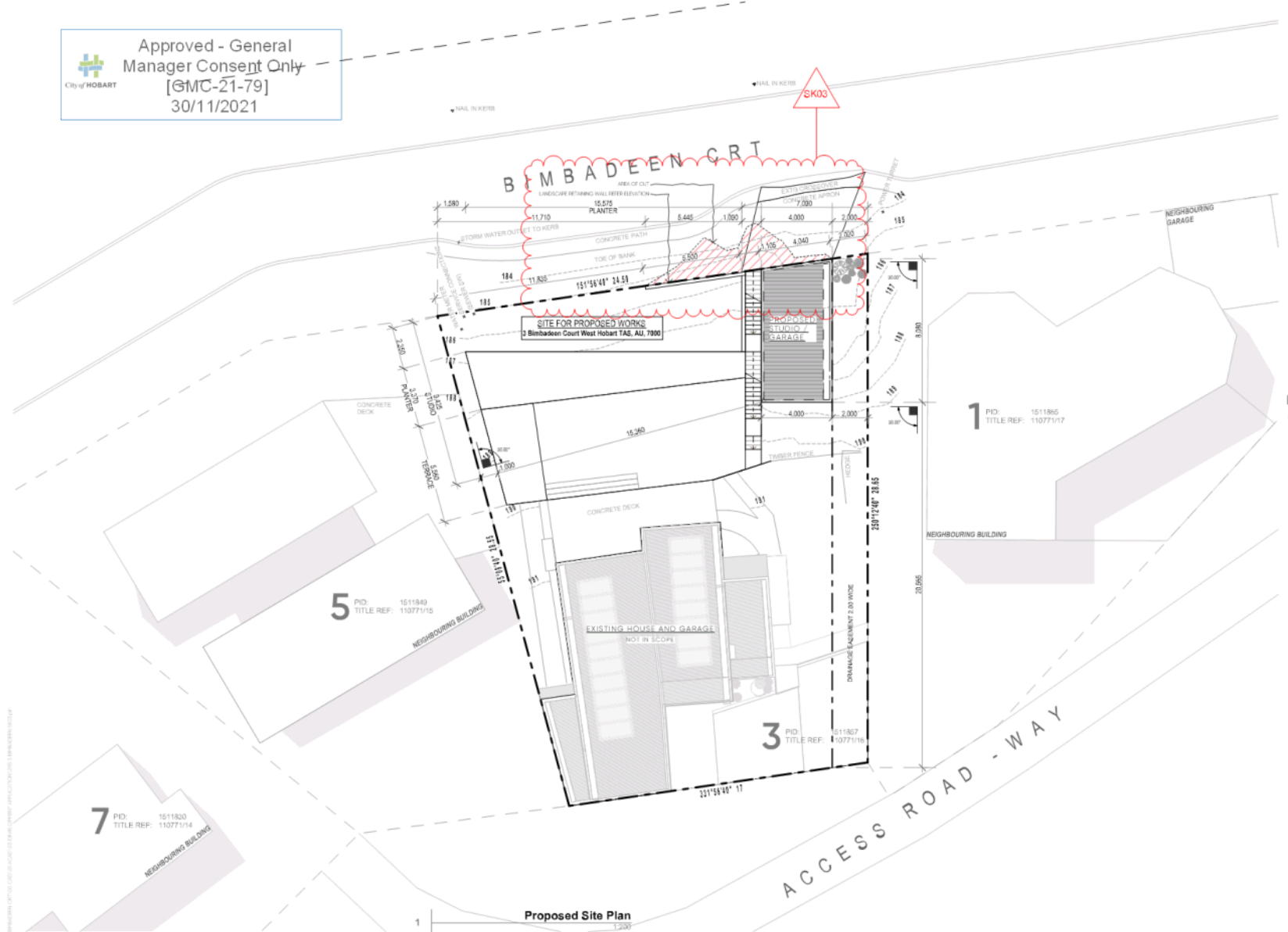
PROJECT TITLE:
3 Bimbadeen Court
DESCRIPTION:
ADDRESS:
CLIENT:
STATUS:

Alterations + Additions
3 Bimbadeen Court West Hobart TAS, AU, 7000
Michael + Joy Connelly
Development Application D44

PROJECT NO.	DRAWING NO.	REVISION
2115	SK.03	SK03
DRAWING TITLE		DATE: 24/11/2021
Existing Site Plan		
0 1 2		PAGE SCALE: 30mm = 1m FULL SIZE

Approved - General
Manager Consent Only
[GMC-21-79]
30/11/2021

LEGEND + NOTES	
GENERAL NOTES	
TITLE / ROAD:	10/07/16
PROPERTY ID:	555857
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C
ZONING OVERLAY	
OD GENERAL RESIDENTIAL	
PLANNING PERMIT NO. & AUTHORITY:	
PERMIT NO. - COUNCIL	
TASWATER REFERENCE NO.:	
PERMIT NO.	
SCHEDULE OF AREAS	
EXTG. SITE AREA:	588.24m ²
HOUSE / GARAGE (EXTG.)	201m ²
STUDIO / GARAGE (PROJ.)	21m ²
STUDIO:	28m ²
EXISTING % SITE COVERAGE:	23.4%
PROPOSED (INCL. EXTG.) % SITE COVERAGE:	28.4%
LEGEND:	
	EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
	EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
	DENOTES PROPOSED NEW PLANTING
	PROPOSED NEW ELEMENT
	JOB DATUM / SET OUT POINT
	REQUIRED LEVEL
	EXISTING LEVEL
	THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL, BUILT OR AS BEING COMPLIANT WITH BUSHFIRE HAZARD REPORT PREPARED BY IK

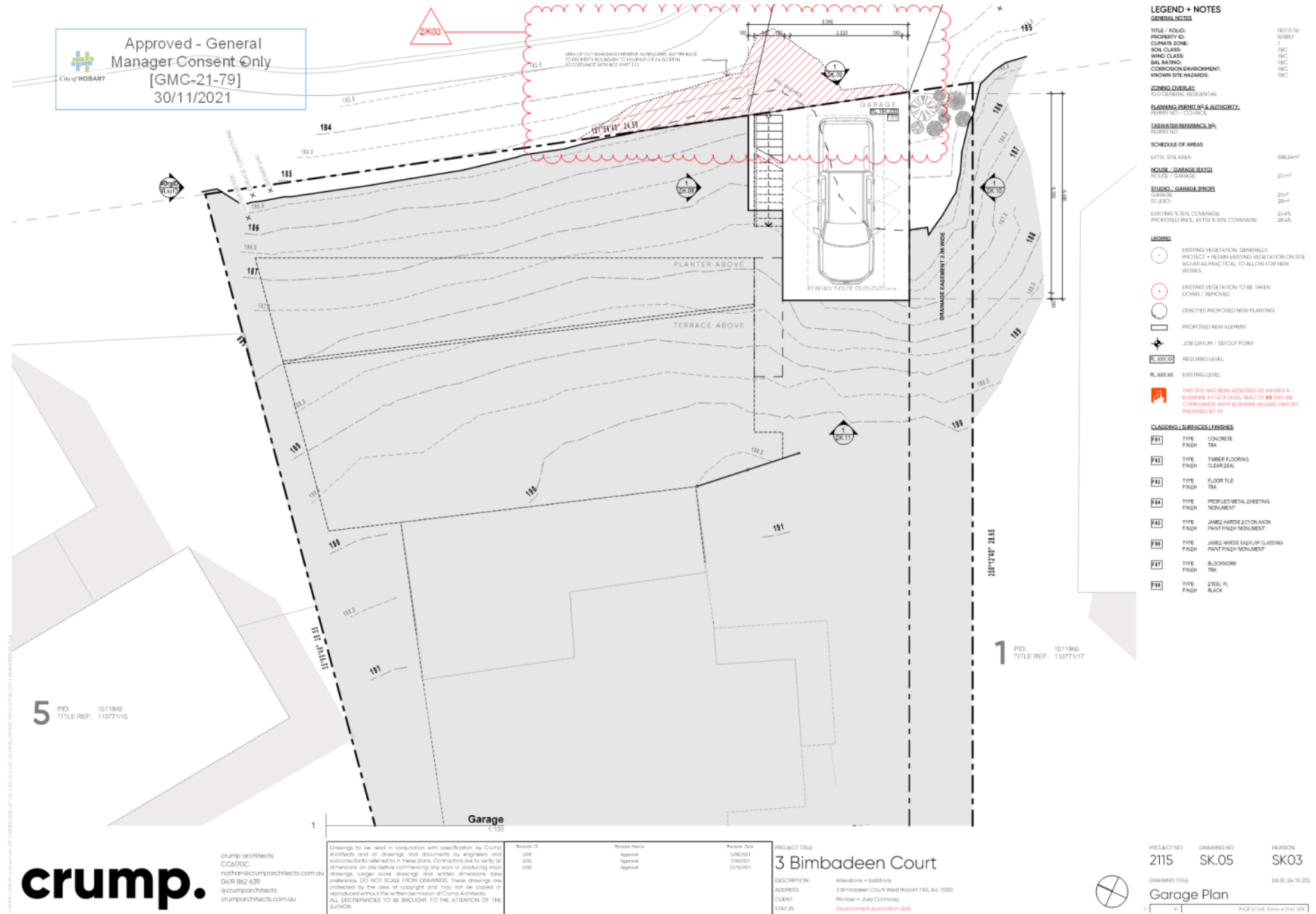


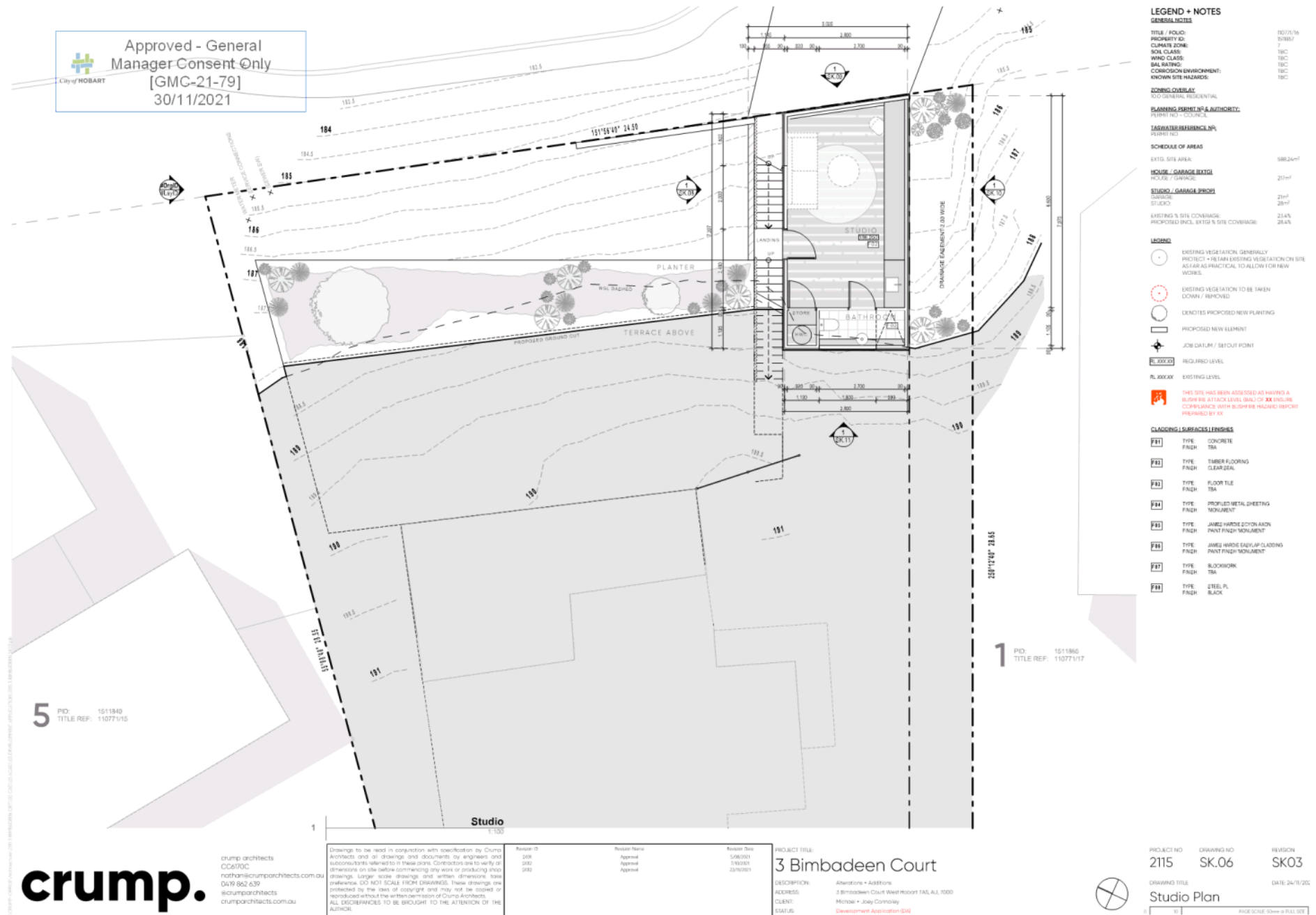
crump.
crump architects
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0478 862 639
@crumparchitects
crumparchitects.com.au

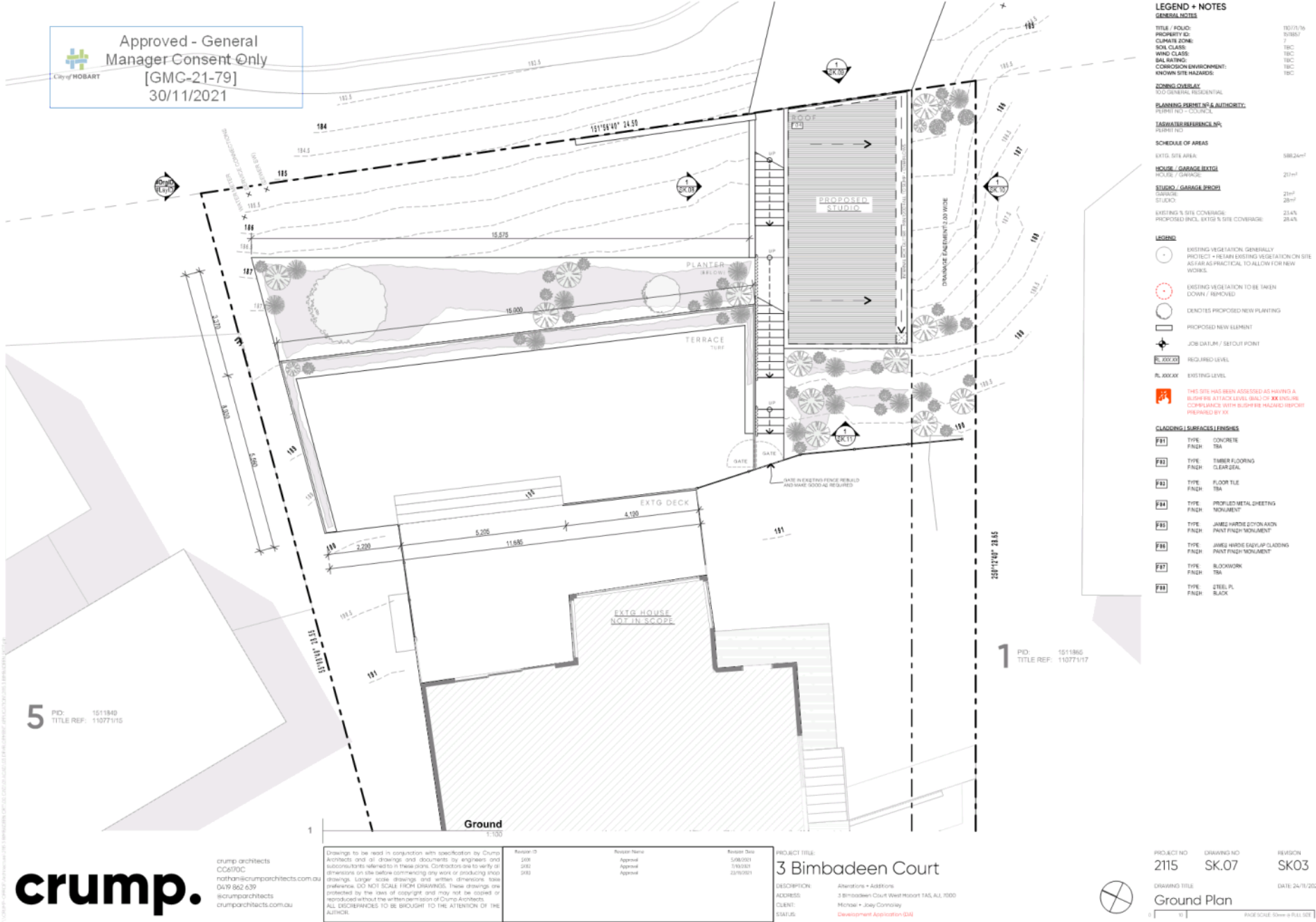
Revision	Revision No.	Revision Date	Revision Description
1	208	5/8/2021	Initial Design
2	209	7/8/2021	Revised Design
3	210	23/9/2021	Final Design

PROJECT TITLE:
3 Bimbadeen Court
DESCRIPTION:
ADDRESS:
CLIENT:
STATUS:

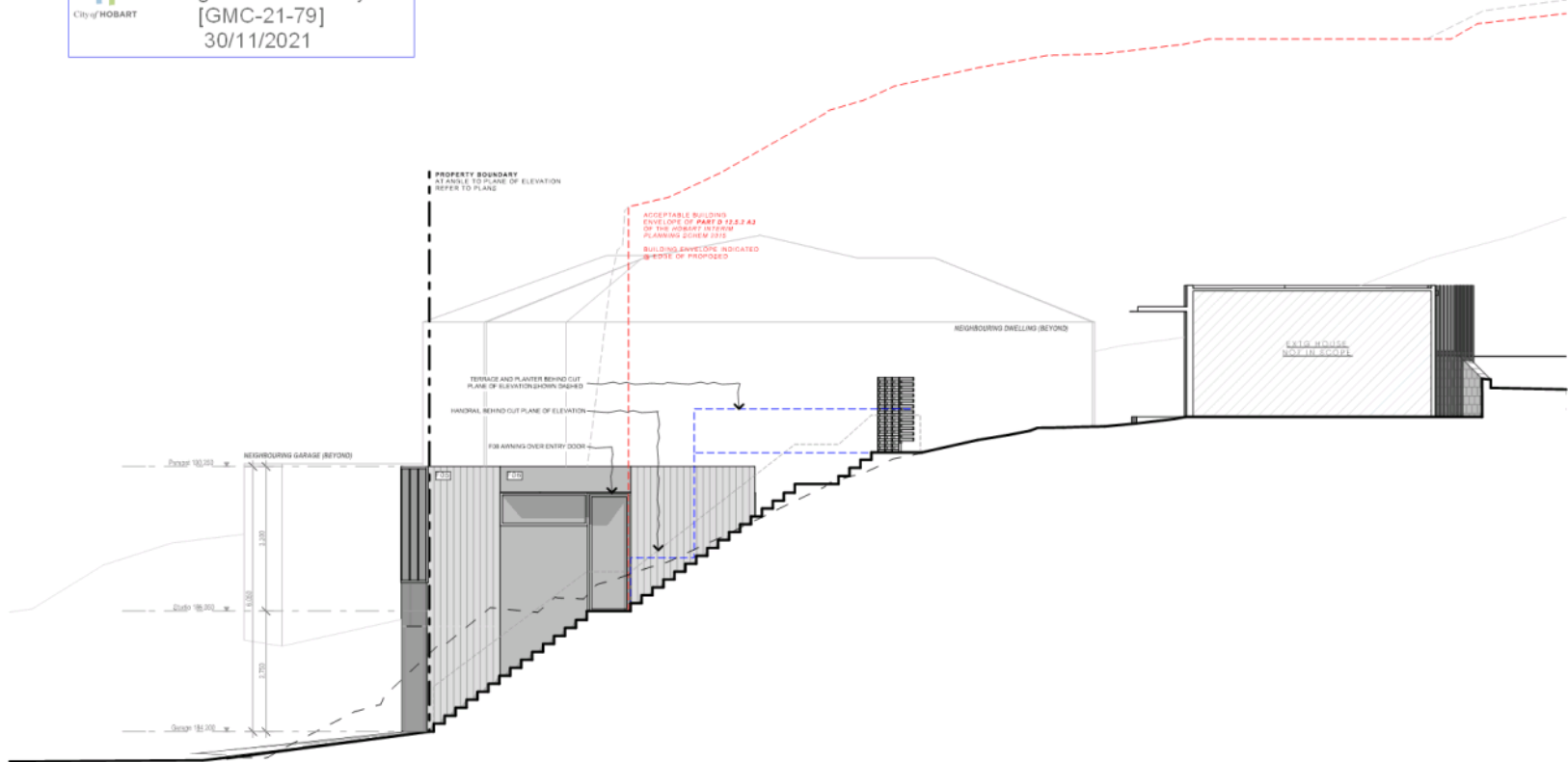
PROJECT NO:
DRAWING NO:
REVISION:
DATE: 24/9/2021
Prop Site Plan
PAGE SCALE: 1:1000







Approved - General
Manager Consent Only
[GMC-21-79]
30/11/2021



LEGEND + NOTES

GENERAL NOTES

TITLE / ROLE: 10/07/16
PROPERTY ID: 559857
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
SALINITY: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C

ZONING OVERLAY

OD GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY:

PERMIT NO. - COUNCIL

TASWATER REFERENCE NO.:

PERMIT NO.

SCHEDULE OF AREAS

EXTG. SITE AREA: 588.24m²

HOUSE / GARAGE (EXTG.)

HOUSE / GARAGE: 20m²

STUDIO / GARAGE (PROP.)

STUDIO: 21m²

EXISTING % SITE COVERAGE: 23.4%

PROPOSED (INCL. EXTG.) % SITE COVERAGE: 28.4%

LEGEND

- EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
- EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
- DENOTES PROPOSED NEW PLANTING
- PROPOSED NEW ELEMENT
- JOB DATUM / SETOUT POINT
- REQUIRED LEVEL
- EXISTING LEVEL

THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL RISK FOR ASSESSING COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY IK

CLADDING / SURFACES / FINISHES

- TYPE FINISH CONCRETE TBA
- TYPE FINISH TIMBER FLOORING CLEAR SEAL
- TYPE FINISH FLOOR TILE TBA
- TYPE FINISH PROFILED METAL SHEETING ROOFING
- TYPE FINISH JAMES HARDIE EPOCHALON PAINT FINISH ROOFING
- TYPE FINISH JAMES HARDIE EPOCHALON PAINT FINISH ROOFING
- TYPE FINISH BLOCKWORK TBA
- TYPE FINISH STEEL PL. BLACK

North Elevation
1:100

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Revision ID	Revision Date	Revision Name
2082	20/03/21	Approved
2083	22/05/2021	Approved

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions

ADDRESS:
3 Bimbadeen Court West Hobart TAS, AU 7500

CLIENT:
Michael + Joely Connolly

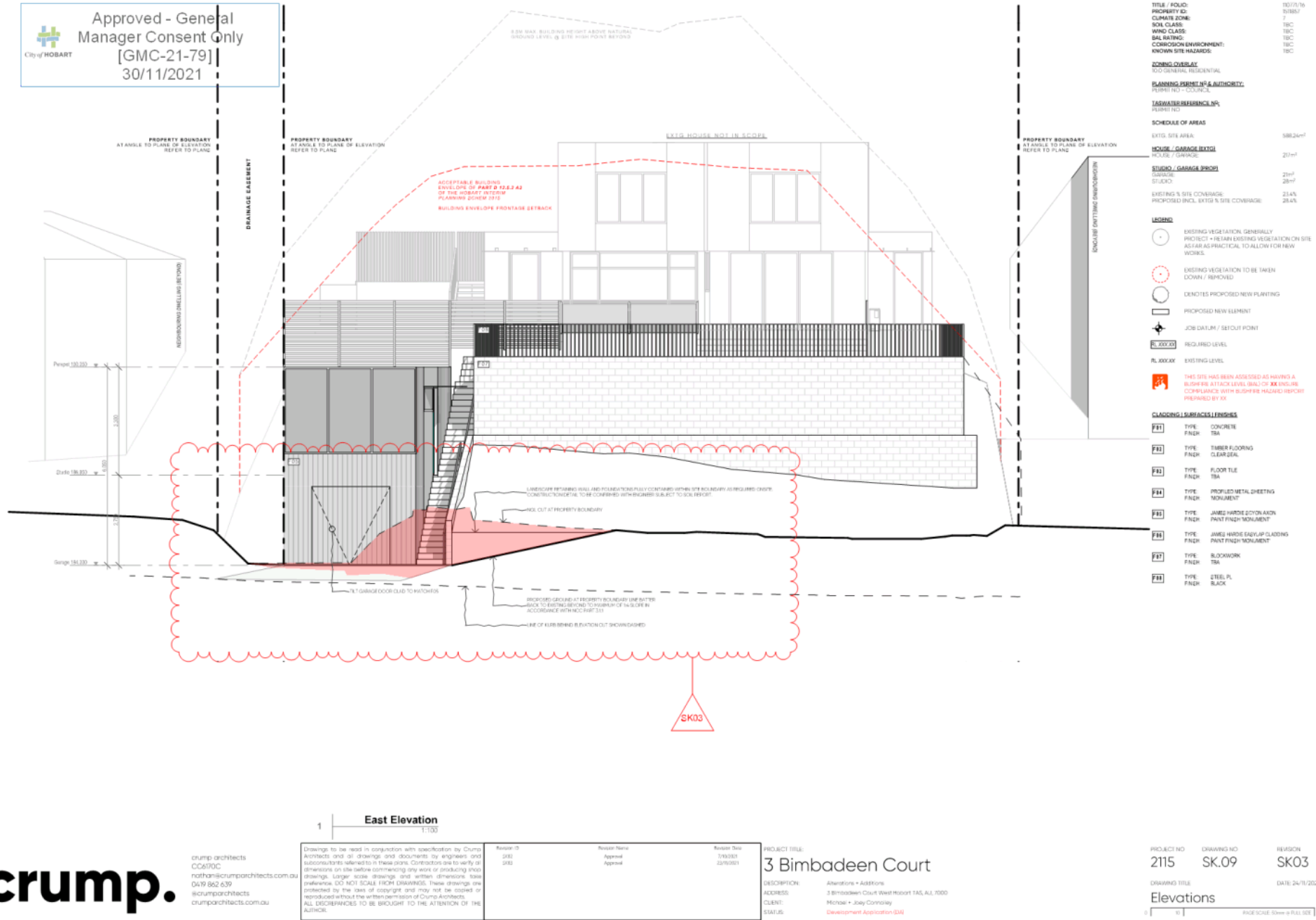
STATUS:
Development Application (DA)

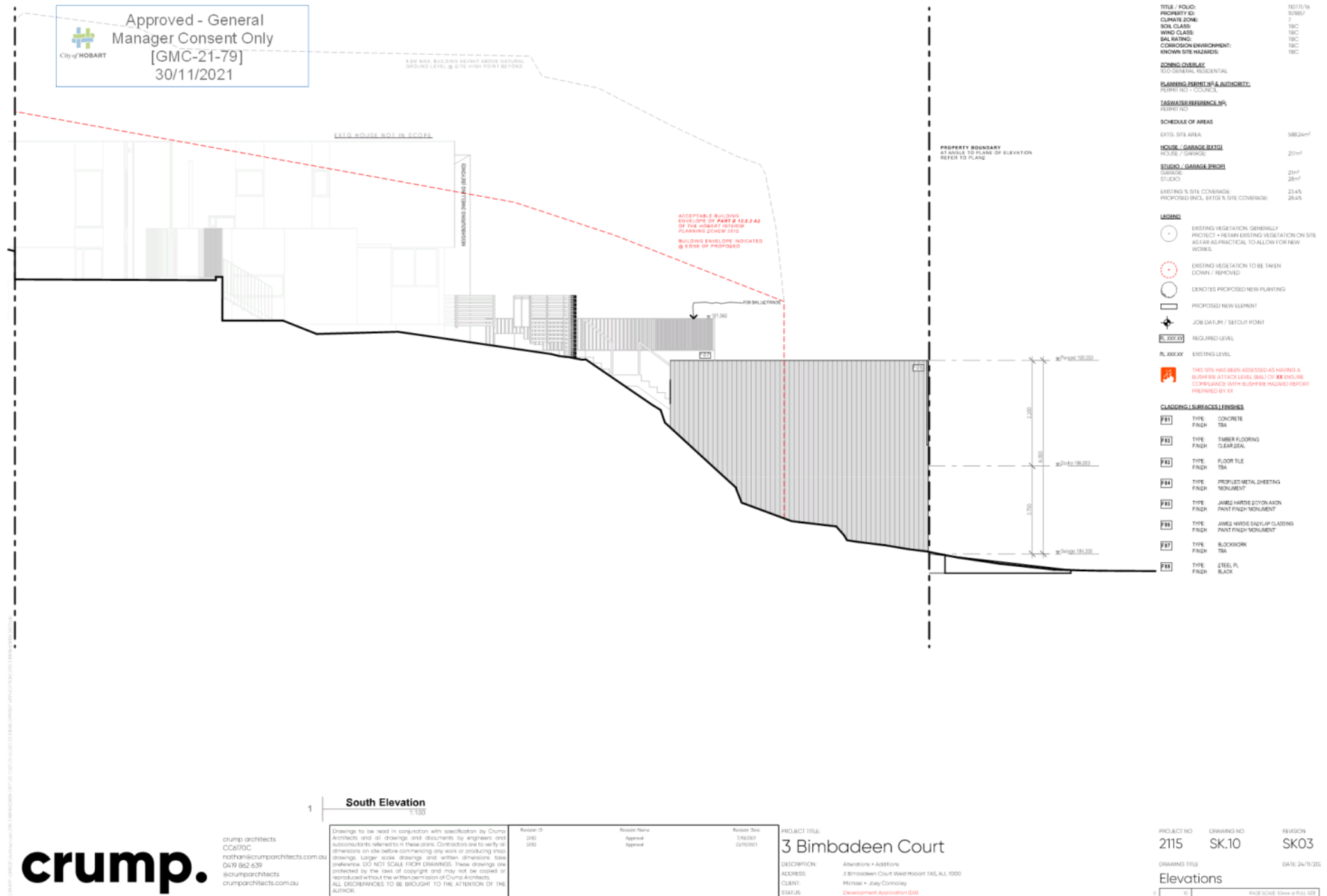
PROJECT NO: 2115
DRAWING NO: SK.08
REVISION: SK.03

DRAWING TITLE:
Elevations

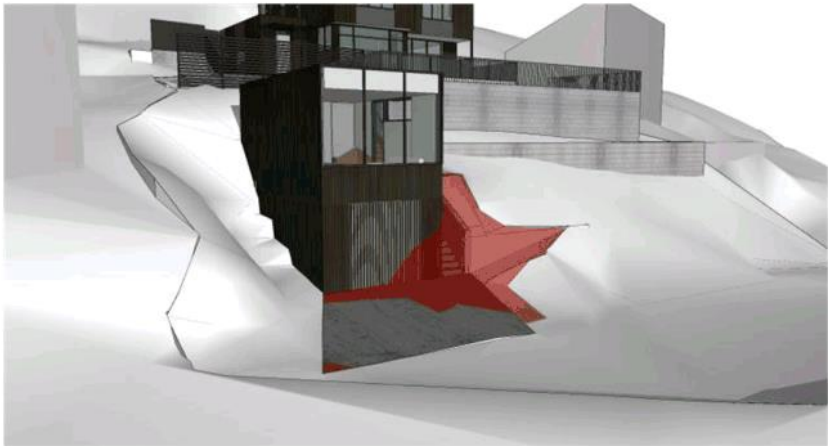
DATE: 24/11/2021

PAGE SCALE: 30mm @ FULL SIZE





PROJECT NO	DRAWING NO	REVISION
2115	SK.11	SK03
DRAWING TITLE		DATE: 24/11/2020
Elevations		



1 Perspective Highway Reservation

Red hatch denotes excavation. Front edge of building aligns to boundary refer elevations for further details.



2 Perspective Highway Reservation

Approved - General
Manager Consent Only
[GMC-21-79]
30/11/2021



3 Street View



4 Street View 02

crump.

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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision No.	Revision Date	Revision Description
01	20/06/2022	Approved

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions

ADDRESS:
3 Bimbadeen Court West Hobart TAS, AU 7500

CLIENT:
Michael + Joely Connolly

STATUS:
Development Application (DA)

PROJECT NO:
2115

DRAWING NO:
SK.12

REVISION:
SK03

DRAWING TITLE:
Perspective

DATE: 24/11/2021

PAGE SCALE: 1:100

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 110771	FOLIO 16
EDITION 10	DATE OF ISSUE 12-Nov-2019

SEARCH DATE : 02-Nov-2021

SEARCH TIME : 10.03 AM

DESCRIPTION OF LAND

City of HOBART

Lot 16 on Sealed Plan 110771

Derivation : Part of 75A-2R & 317A-2R Granted to S.Ross & Anor.

Prior CT 2337/3

SCHEDULE 1

M399474 TRANSFER to MICHAEL JAMES CONNOLLY and JOANNA
ELIZABETH CONNOLLY Registered 08-Jan-2013 at 12.01
PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP 110771 EASEMENTS in Schedule of Easements

SP 110771 FENCING PROVISION in Schedule of Easements

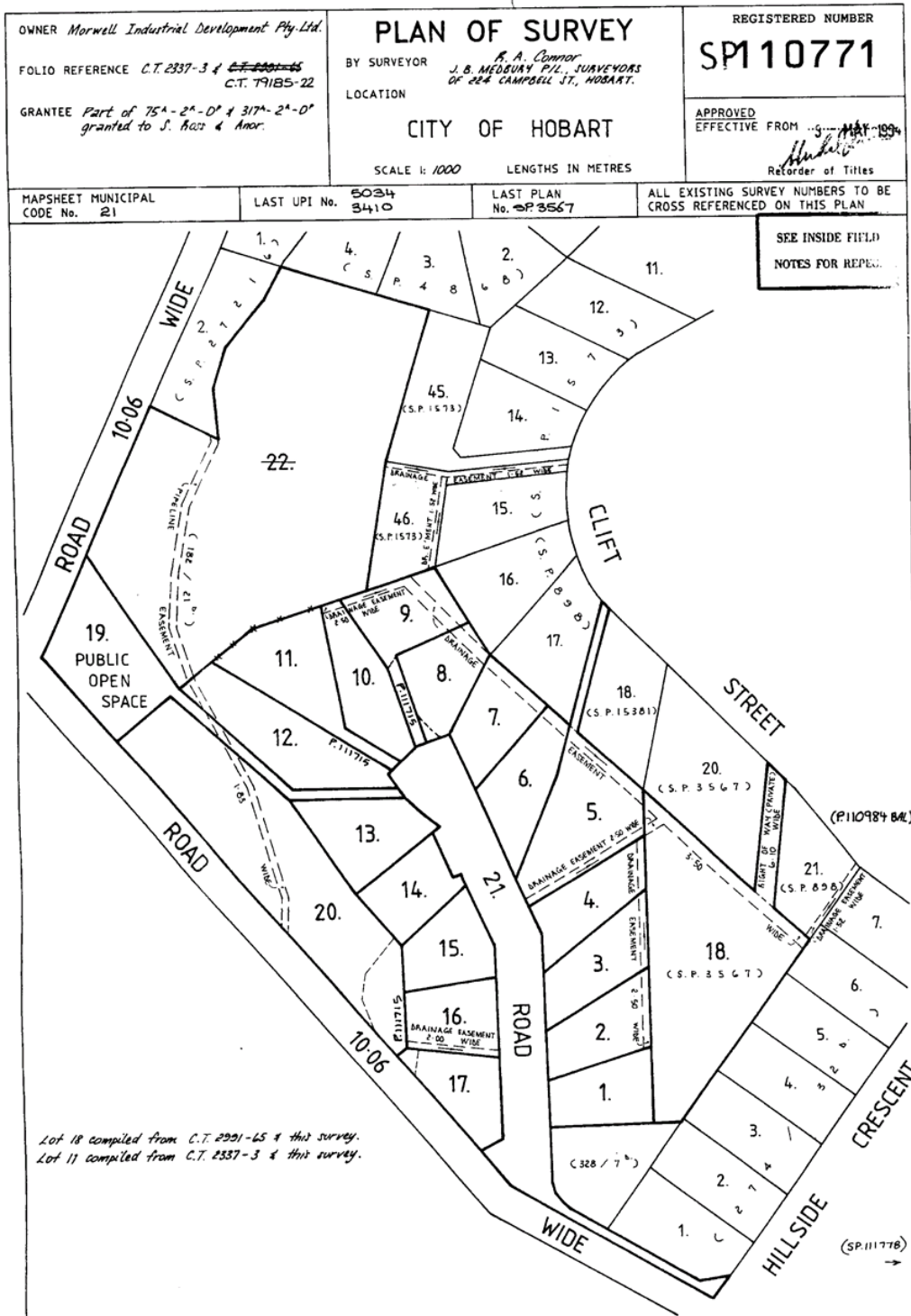
C204519 BENEFITING EASEMENT: a right of carriageway over the
Right of Way "A" on S.P.110771 Registered
22-Feb-2001 at 12.01 PM

C439153 BURDENING EASEMENT: Service Right (appurtenant to Lot
20 on Sealed plan 110771) over the Drainage Easement
2.00 wide on Sealed Plan 110771 Registered
25-Aug-2003 at noon

E201336 MORTGAGE to ING Bank (Australia) Limited Registered
12-Nov-2019 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

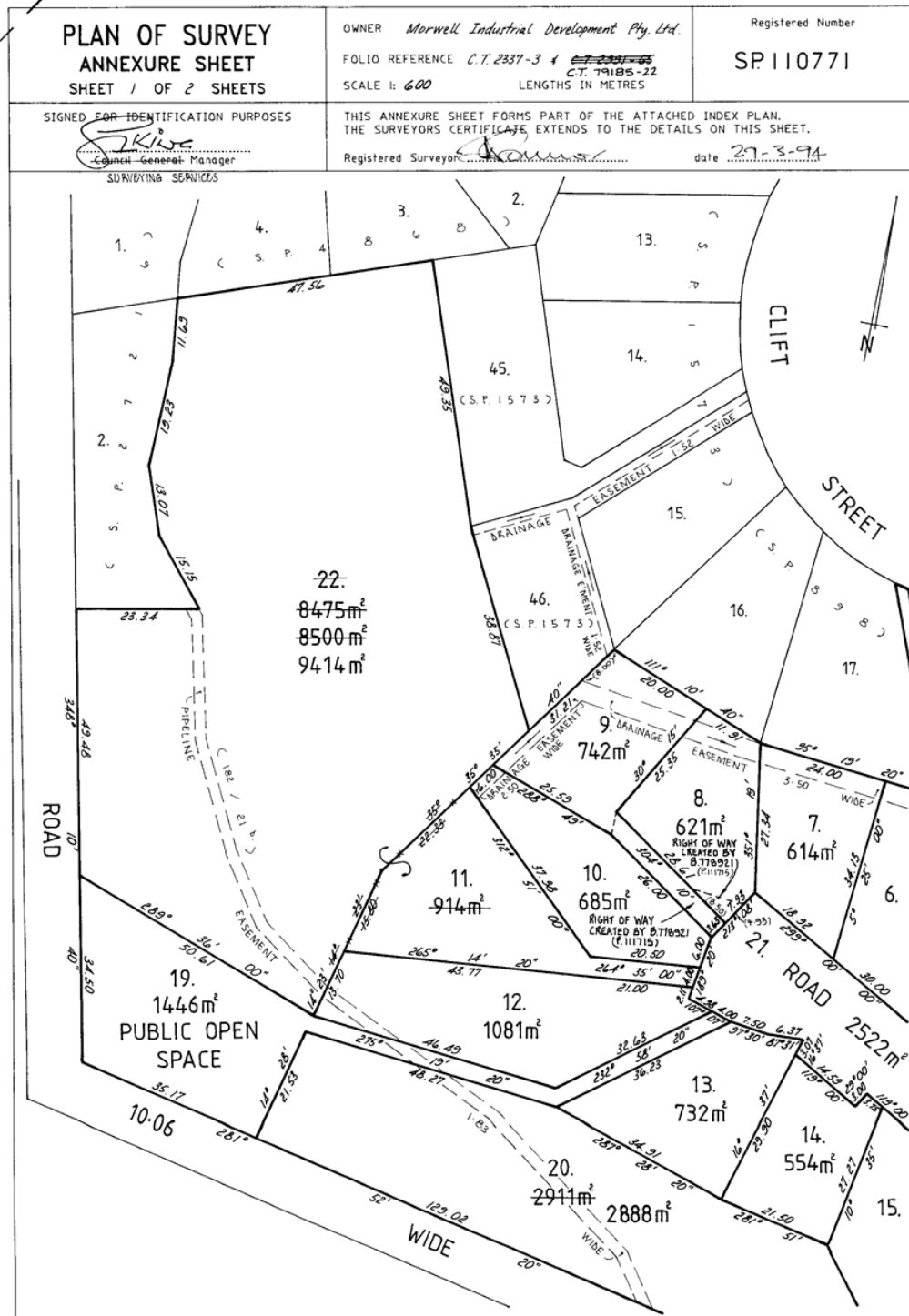




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

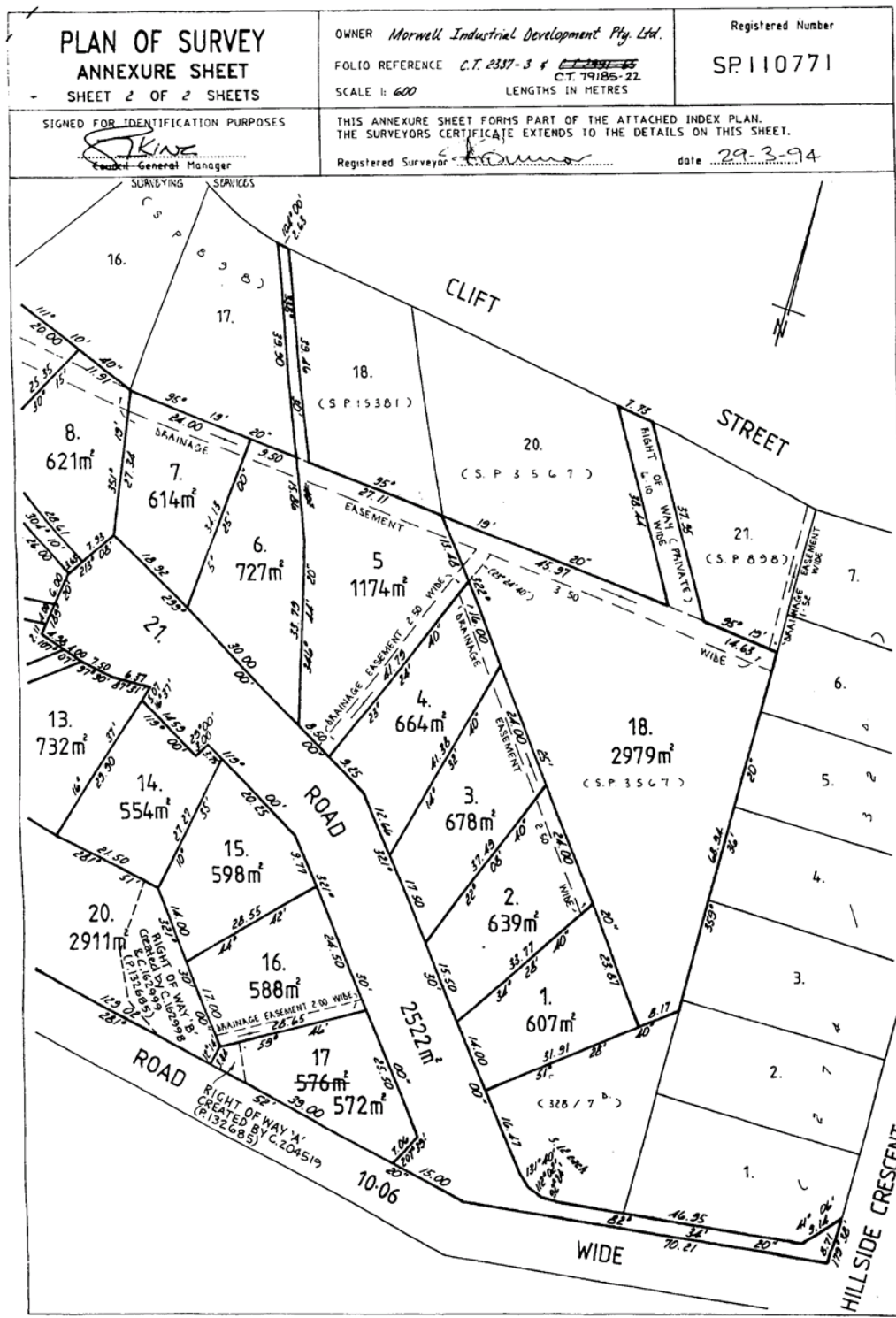




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SP110771



SCHEDULE OF EASEMENTS

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.

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

RIGHT OF WAY

Lot 18 is SUBJECT TO a right of carriageway (appurtenant to lot 20 on Sealed Plan No 898) over the Right of Way shown hereon.

PIPELINE EASEMENT

Lots 12, 19, 20 & 22 are SUBJECT TO the right for The Hobart City Council to lay maintain and use a water pipe 1.83 in diameter in through over and along all that strip of land marked "Pipeline Easement 1.83 wide" hereon.

FENCING PROVISION

The Vendor MORWELL INDUSTRIAL DEVELOPMENT PTY LTD shall not be required to fence.

THE COMMON SEAL of)
MORWELL INDUSTRIAL DEVELOPMENT)
PTY LTD (A.C.N. 004576970))
the registered proprietor of the)
land comprised in Certificates)
of Title Volume 2337 Folio 3 and)
Volume 2991 Folio 65 was hereunto)
affixed in the presence of:)



SIGNED BY
TRUST BANK by its
attorney
and
under power No. 67/4782
(and the said
and
factor that they have received No
aid power) in the presence of
Witness

PRINCIPAL OFFICER

TRUST BANK OFFICER

Covenants added pursuant to Section 139
of the Land Titles Act 1980.

Alice Kawa - 6 APR 2009
RECORDER OF TITLES

COVENANTS
That part of Lot 18 on the plan formerly comprised in Lot 22 on Sealed Plan 79185 is burdened
by the restrictive covenants more fully set forth in Sealed Plan 79185.

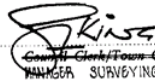
**SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SR 110771

This is the schedule of easements attached to the plan of MORWELL INDUSTRIAL
(Insert Subdivider's Full Name)
DEVELOPMENT PTY LTD affecting land in
CT 2337 / 3 & CT 2991 / 65
(Insert Title Reference)
Sealed by HOBART CITY COUNCIL on 31 MARCH 1974
Solicitor's Reference OS 4 3334

County Clerk/Town Clerk
MARSH SURVEYING SERVICES

LEGEND + NOTES	
GENERAL NOTES	
TITLE / FOLD:	10/07/16
PROPERTY ID:	555857
CLIMATE ZONE:	7
SOIL CLASS:	1B(C)
WIND CLASS:	1B(C)
SALINITY:	1B(C)
CORROSION ENVIRONMENT:	1B(C)
KNOWN SITE HAZARDS:	1B(C)
ZONING OVERLAY	
OD GENERAL RESIDENTIAL	
PLANNING PERMIT NO & AUTHORITY:	
PL1601 RD PLAN-20-163 - ROBERT CITY COUNCIL	
TASWATER REFERENCE NO:	
PL1601 RD	
SCHEDULE OF AREAS	
EXTD. SITE AREA:	588.24m ²
HOUSE / GARAGE (EXTD)	
HOUSE / GARAGE:	207m ²
STUDIO / GARAGE (PROF)	
STUDIO:	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE:	23.4%
PROPOSED INCL. EXTD % SITE COVERAGE:	28.4%

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nathan@crumparchitects.com.au
0419 862 639
@crumparchitects
crumparchitects.com.au

PROJECT

3 Bimbadeen Court

DESCRIPTION: Alterations + Additions

ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU, 7000

CIENT: Michael + Joey Connolly

STATUS: Development Application (DA)

PROJECT NO: 2115

CURRENT ISSUE: SK05 - 31/05/2022

PROJECT INDEX

SK01	Cover Page	SK05
SK02	Location Plan	SK05
SK03	Existing Site Plan	SK05
SK04	Prop Site Plan	SK05
SK05	Garage Plan	SK05
SK06	Studio Plan	SK05
SK07	Ground Plan	SK05
SK08	Elevations	SK05
SK09	Elevations	SK05
SK10	Elevations	SK05
SK11	Elevations	SK05
SK12	Elevations	SK05
SK13	Perspective	SK05
SK14	Shadow Diagrams	SK05
SK15	Shadow Diagrams	SK05
SK16	Setback Diagram	SK05



SITE FOR PROPOSED WORK
3 Bimbadeen Court West Hobart TAS, AU, 7008



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CO670C
nothancrumparchitects.com.au
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@crumparchitects
crumparchitects.com.au

1 Location Plan
1:10000

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Revision ID	Revision Name	Revision Date
001	Approval	14/06/2021
002	Approval	23/06/2021
003	Final Planning Ref	23/06/2021

PROJECT TITLE	3 Bimbadeen Court
DESCRIPTION	Alterations + Additions
ADDRESS	3 Bimbadeen Court West Hobart TAS, AU, 7008
CLIENT	Michael + Joely Connolly
STATUS	Development Application 044

PROJECT NO	2115	DRAWING NO	SK.02	REVISION	SK05
DRAWING TITLE	Location Plan				DATE: 31/05/20
					PAGE SCALE: Sheet 2 of 2



LEGEND + NOTES	
GENERAL NOTES	
TITLE / ROAD:	10/17/16
PROPERTY ID:	559857
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C
ZONING OVERLAY	
OD GENERAL RESIDENTIAL	
PLANNING PERMIT NO. & AUTHORITY:	
PL1801101-20-101 - ROBERT CITY COUNCIL	
TASWATER REFERENCE NO.:	
PERMIT NO.	
SCHEDULE OF AREAS	
EXTD. SITE AREA:	598.24m ²
HOUSE / GARAGE (EXTD.)	
HOUSE / GARAGE:	21m ²
STUDIO / GARAGE (EXTD.)	
STUDIO - ANCILLARY DWELLING:	21m ²
EXISTING % SITE COVERAGE:	23.4%
PROPOSED INCL. EXTD % SITE COVERAGE:	28.4%
LEGEND	
	EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
	EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
	DENOTES PROPOSED NEW PLANTING
	PROPOSED NEW ELEMENT
	JOB DATUM / SET OUT POINT
	REQUIRED LEVEL
	EXISTING LEVEL
	THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL) OF XX ENGINE COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY XX

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066700
north@crumparchitects.com.au
0479 862 639
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crumparchitects.com.au

Revision	By	Date	Description
01	NA	20/06/2022	Initial Design
02	NA	20/06/2022	Final Design

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on the site before commencing any work or producing final drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions

ADDRESS:
3 Bimbadeen Court West Hobart TAS, AU 7000

CLIENT:
Michael + Joely Connolly

STATUS:
Development Application (DA)

PROJECT NO:
2115

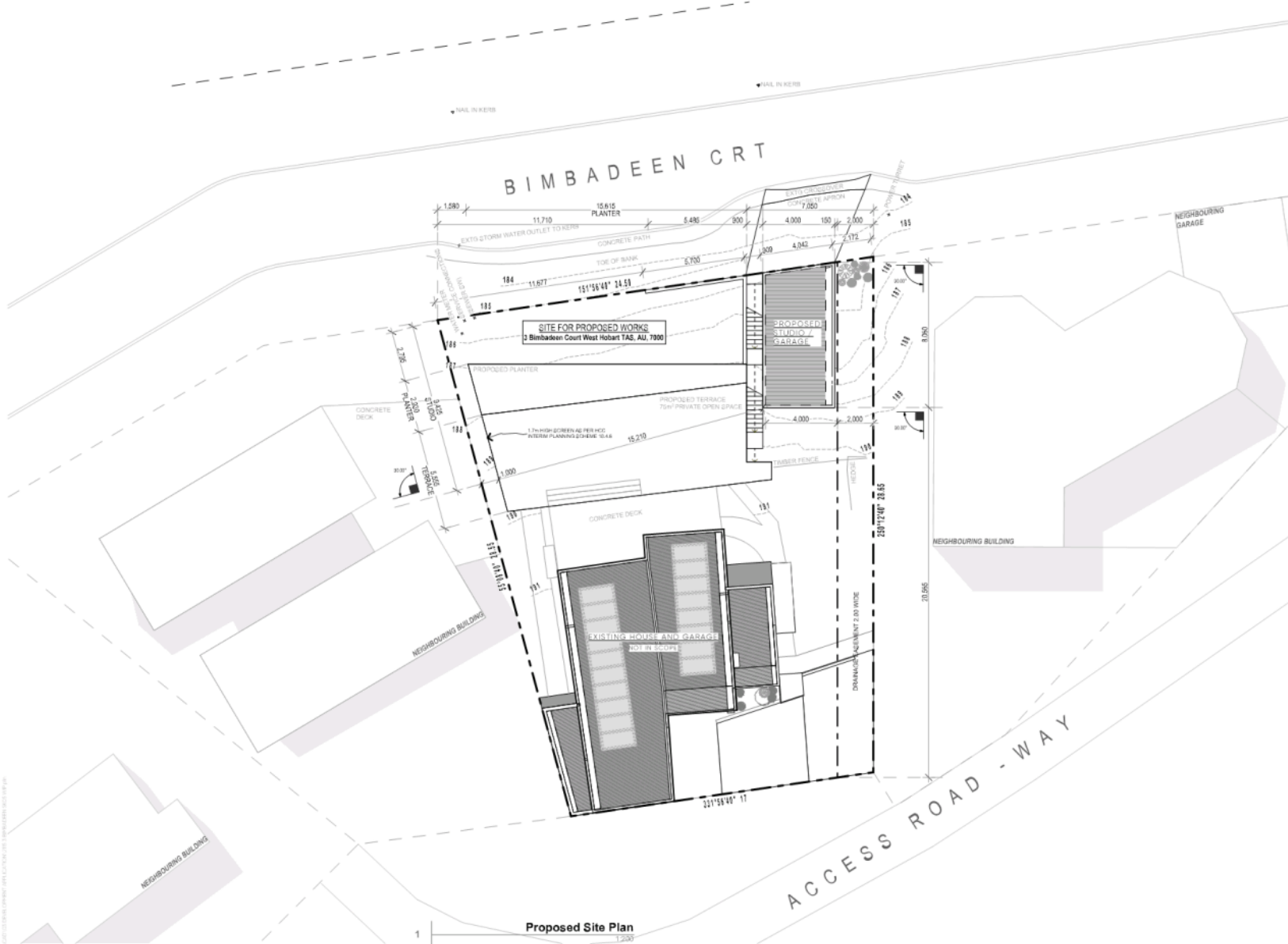
DRAWING NO:
SK.03

REVISION:
SK05

DRAWING TITLE:
Existing Site Plan

DATE:
20/06/20

PAGE SCALE:
Sheet 3 of 3



LEGEND + NOTES

GENERAL NOTES

TITLE / ROAD: 100/71/76
PROPERTY ID: 559857
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
BAL WATNG: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C

ZONING OVERLAY
OD - GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY:
PLPERMIT PLAN-20-143 - HOBART CITY COUNCIL

TASWATER REFERENCE NO.:
PERMIT NO.

SCHEDULE OF AREAS

EXTG. SITE AREA: 598.24m²

HOUSE / GARAGE (EXTG.)
HOUSE / GARAGE: 201m²

STUDIO / GARAGE (PROJ.)
STUDIO: 21m²
STUDIO - ANCILLARY DWELLING: 28m²

EXISTING % SITE COVERAGE: 23.4%
PROPOSED (INCL. EXTG.) % SITE COVERAGE: 28.4%

LEGEND

EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.

EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED

DENOTES PROPOSED NEW PLANTING

PROPOSED NEW ELEMENT

JOB DATUM / SETOUT POINT

REQUIRED LEVEL

EXISTING LEVEL

THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL, BUILT OR BEING CONSIDERED IN COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY IK

crump.

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Revision ID	Revision Description	Revision Date
001	Initial Design	15/06/2021
002	Revised Design	15/06/2021
003	Revised Design	15/06/2021
004	Revised Design	15/06/2021
005	Revised Design	15/06/2021

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions

ADDRESS:
3 Bimbadeen Court West Hobart TAS, AU 7000

CLIENT:
Michael + Joely Connolly

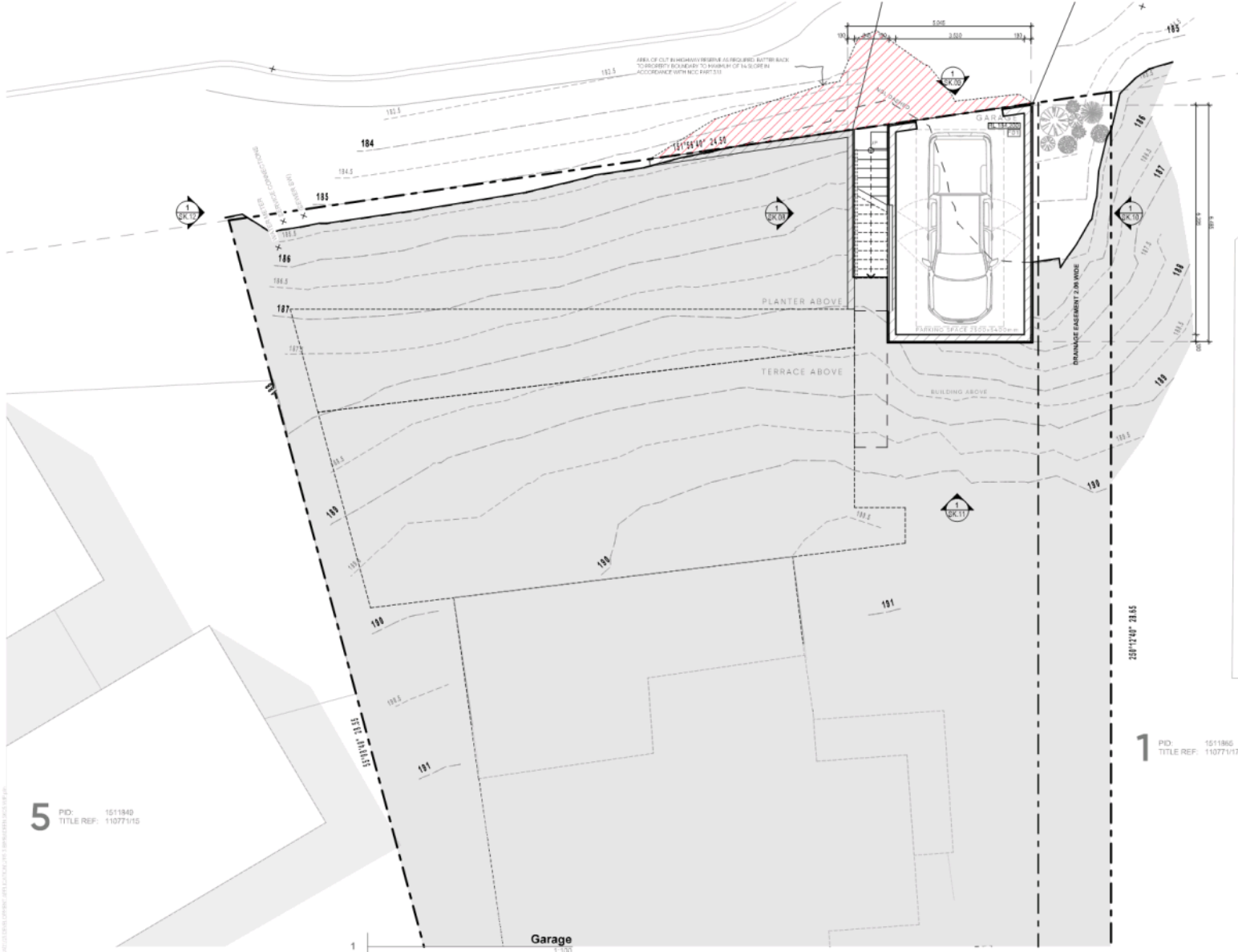
STATUS:
Development Application (DA)

PROJECT NO: 2115
DRAWING NO: SK.04
REVISION: SK05

DRAWING TITLE:
Prop Site Plan

DATE: 20/06/20

PAGE SCALE: 1:1000



- LEGEND + NOTES**
- GENERAL NOTES**
- TITLE / ROAD: 10/7/16
PROPERTY ID: 555557
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
SALINITY: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C
- ZONING OVERLAY**
OD - GENERAL RESIDENTIAL
- PLANNING PERMIT NO. & AUTHORITY**
PLANNING PERMIT NO. 20-143 - ROBERT CITY COUNCIL
- TASWATER REFERENCE NO.**
PERMIT NO.
- SCHEDULE OF AREAS**
- EXTD. SITE AREA: 586.24m²
- HOUSE / GARAGE (EXTD.)**
HOUSE / GARAGE: 207m²
- STUDIO / GARAGE (EXTD.)**
STUDIO: 21m²
STUDIO - ANCILLARY DWELLING: 28m²
- EXISTING % SITE COVERAGE: 23.4%
PROPOSED (INCL. EXTD.) % SITE COVERAGE: 28.4%
- LEGEND**
- EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
 - EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
 - DEMOTES PROPOSED NEW PLANTING
 - PROPOSED NEW ELEMENT
 - JOB DATUM / SETOUT POINT
 - REQUIRED LEVEL
 - EXISTING LEVEL
- THIS SITE HAS BEEN ASSIGNED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL) OF 18C IN ACCORDANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY KX**
- CLADDING / SURFACES / FINISHES**
- | FIN | TYPE | FINISH | CONCRETE |
|------|------|--------|------------------------------|
| FB1 | TYPE | FINISH | TBA |
| FB2 | TYPE | FINISH | TIMBER FLOORING |
| FB3 | TYPE | FINISH | CLEAR SEAL |
| FB4 | TYPE | FINISH | FLOOR TILE |
| FB5 | TYPE | FINISH | TBA |
| FB6 | TYPE | FINISH | PROFILED METAL SHEETING |
| FB7 | TYPE | FINISH | MONUMENT |
| FB8 | TYPE | FINISH | JAMES HARDIE EPOCHALON |
| FB9 | TYPE | FINISH | PART FINISH MONUMENT |
| FB10 | TYPE | FINISH | JAMES HARDIE DAYLAP CLADDING |
| FB11 | TYPE | FINISH | PAINT FINISH MONUMENT |
| FB12 | TYPE | FINISH | BLACKWORK |
| FB13 | TYPE | FINISH | TBA |
| FB14 | TYPE | FINISH | STEEL PL. |
| FB15 | TYPE | FINISH | BLACK |

5
PID: 1511849
TITLE REF: 110771/15

1
PID: 1511846
TITLE REF: 110771/17

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@crumparchitects
crumparchitects.com.au

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing final drawings. Larger scale drawings and within dimensions, take preferences. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision No.	Revision Date	Revision Description
001	20/06/2022	Initial Design
002	20/06/2022	Initial Design
003	20/06/2022	Initial Design
004	20/06/2022	Initial Design
005	20/06/2022	Initial Design

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions
3 Bimbadeen Court West Hobart TAS, AU 7500

CLIENT:
Monsie + Joy Connelly

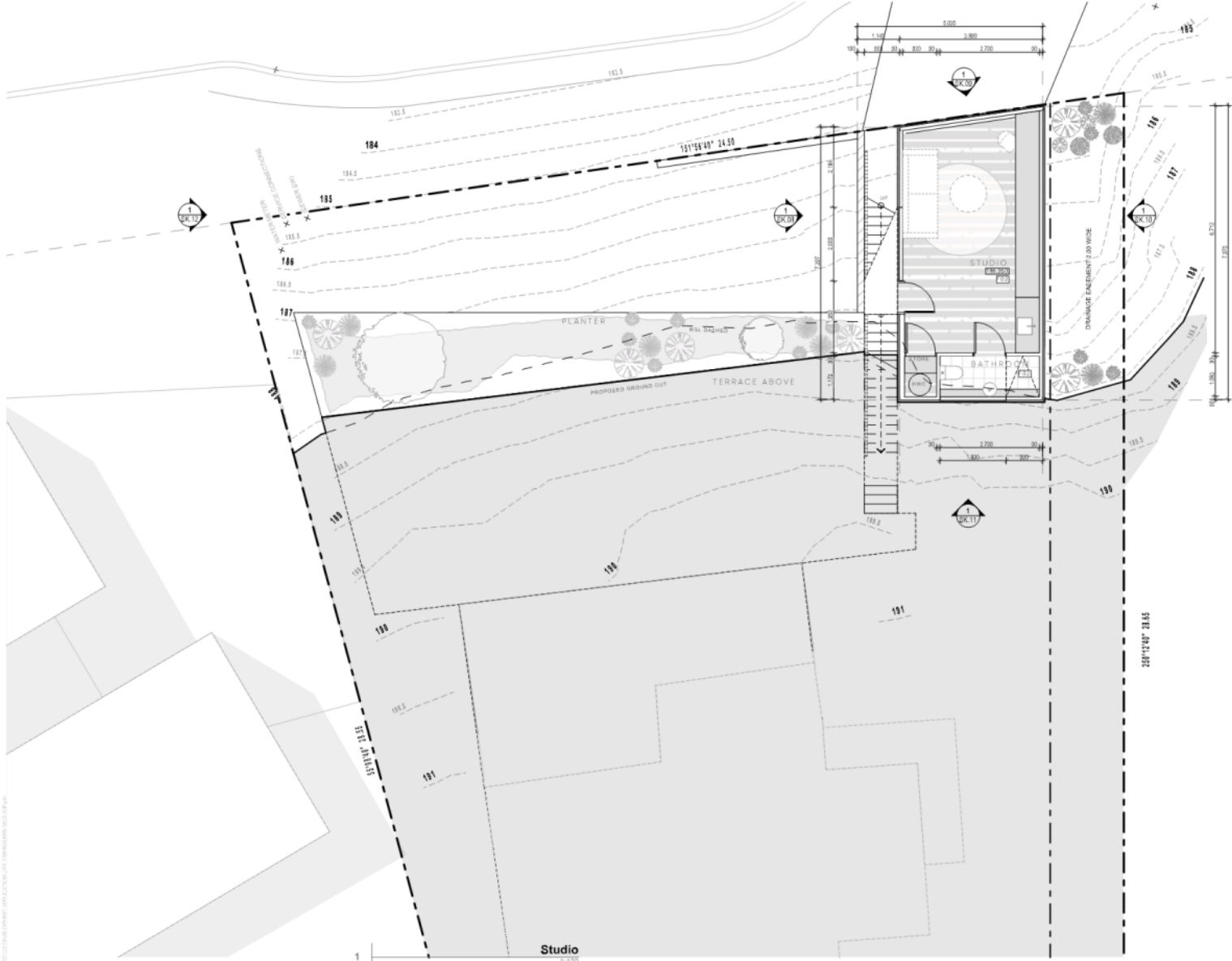
STATUS:
Development Application GDA

PROJECT NO: 2115
DRAWING NO: SK.05
REVISION: SK.05

DRAWING TITLE: Garage Plan

DATE: 20/06/20

PAGE SCALE: 30mm = 1m FULL SIZE



LEGEND + NOTES

GENERAL NOTES

TITLE / ROAD: 100/71/76
 PROPERTY ID: 505857
 CLIMATE ZONE: 7
 SOIL CLASS: 18C
 WIND CLASS: 18C
 SALINITY: 18C
 CORROSION ENVIRONMENT: 18C
 KNOWN SITE HAZARDS: 18C

OWNING OVERLAY
 OOD - GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY
 PL1801101-20-103 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.
 PERMIT NO.

SCHEDULE OF AREAS

EXTD. SITE AREA: 588.24m²

HOUSE / GARAGE (EXTD.)
 HOUSE / GARAGE: 207m²

STUDIO / GARAGE (PROJ.)
 STUDIO: 21m²
 STUDIO - ANCILLARY DWELLING: 28m²

EXISTING % SITE COVERAGE: 23.4%
 PROPOSED (INCL. EXTD.) % SITE COVERAGE: 28.4%

LEGEND

EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.

EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED

DEMOTES PROPOSED NEW PLANTING

PROPOSED NEW ELEMENT

JOB DATUM / SETOUT POINT

REQUIRED LEVEL

EXISTING LEVEL

THIS SITE HAS BEEN ASSIGNED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL) OF 18C, ENSURING COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY 18C

CLADDING / SURFACES / FINISHES

PF1 TYPE: FINISH CONCRETE TBA

PF2 TYPE: FINISH TIMBER FLOORING CLEAR SEAL

PF3 TYPE: FINISH FLOOR TILE TBA

PF4 TYPE: FINISH PROFILED METAL SHEETING MONUMENT

PF5 TYPE: FINISH JAMES HARDIE EPOCHALON PAINT FINISH MONUMENT

PF6 TYPE: FINISH JAMES HARDIE EPOCHALON PAINT FINISH MONUMENT

PF7 TYPE: FINISH BLOCKWORK TBA

PF8 TYPE: FINISH STEEL PL. BLACK

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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and within dimensions, take preferences. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision ID	Revision Name	Revision Date
001	Approved	14/01/2021
002	Approved	23/01/2021
003	Approved	26/01/2021
004	Approved	29/01/2021
005	Approved	29/01/2021

Revision ID	Revision Name	Revision Date
001	Approved	14/01/2021
002	Approved	23/01/2021
003	Approved	26/01/2021
004	Approved	29/01/2021
005	Approved	29/01/2021

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Alterations + Additions

ADDRESS:
3 Bimbadeen Court West Hobart TAS, AU 7500

CLIENT:
Michael + Joely Connolly

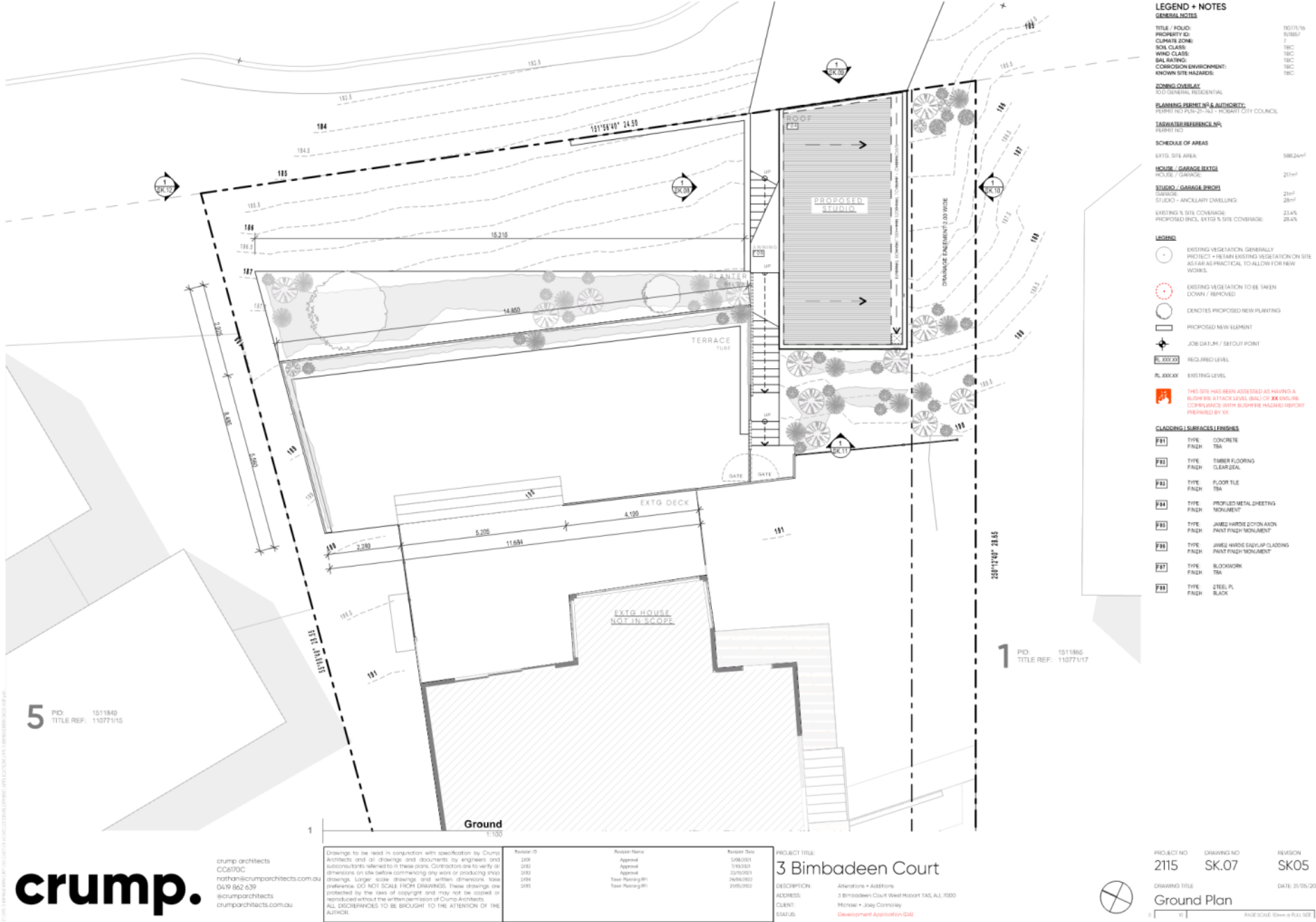
STATUS:
Development Application GDA

PROJECT NO: 2115
DRAWING NO: SK.06
REVISION: SK.05

DRAWING TITLE:
Studio Plan

DATE: 20/06/20

PAGE SCALE: 1:100



LEGEND + NOTES

GENERAL NOTES

TITLE / R/O/D:	10/07/16
PROPERTY ID:	559857
CLIMATE ZONE:	7
SOIL CLASS:	18C
WIND CLASS:	18C
SALINITY:	18C
CORROSION ENVIRONMENT:	18C
KNOWN SITE HAZARDS:	18C

ZONING OVERLAY

OO GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY:

PERMIT NO. PLAN-20-143 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.:

PERMIT NO.

SCHEDULE OF AREAS

EXTD. SITE AREA:	598.24m ²
HOUSE / GARAGE (EXTD.)	20m ²
STUDIO / GARAGE (PROP.)	21m ²
STUDIO - ANCILLARY DWELLING:	28m ²
EXISTING % SITE COVERAGE:	23.4%
PROPOSED (INCL. EXTD.) % SITE COVERAGE:	28.4%

LEGEND

- EXISTING VEGETATION, GENERALLY PROTECT + RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS.
- EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED
- DENOTES PROPOSED NEW PLANTING
- PROPOSED NEW ELEMENT
- JOB DATUM / SETOUT POINT
- REQUIRED LEVEL
- EXISTING LEVEL

THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL RISK FOR AN EXISTING COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY IK

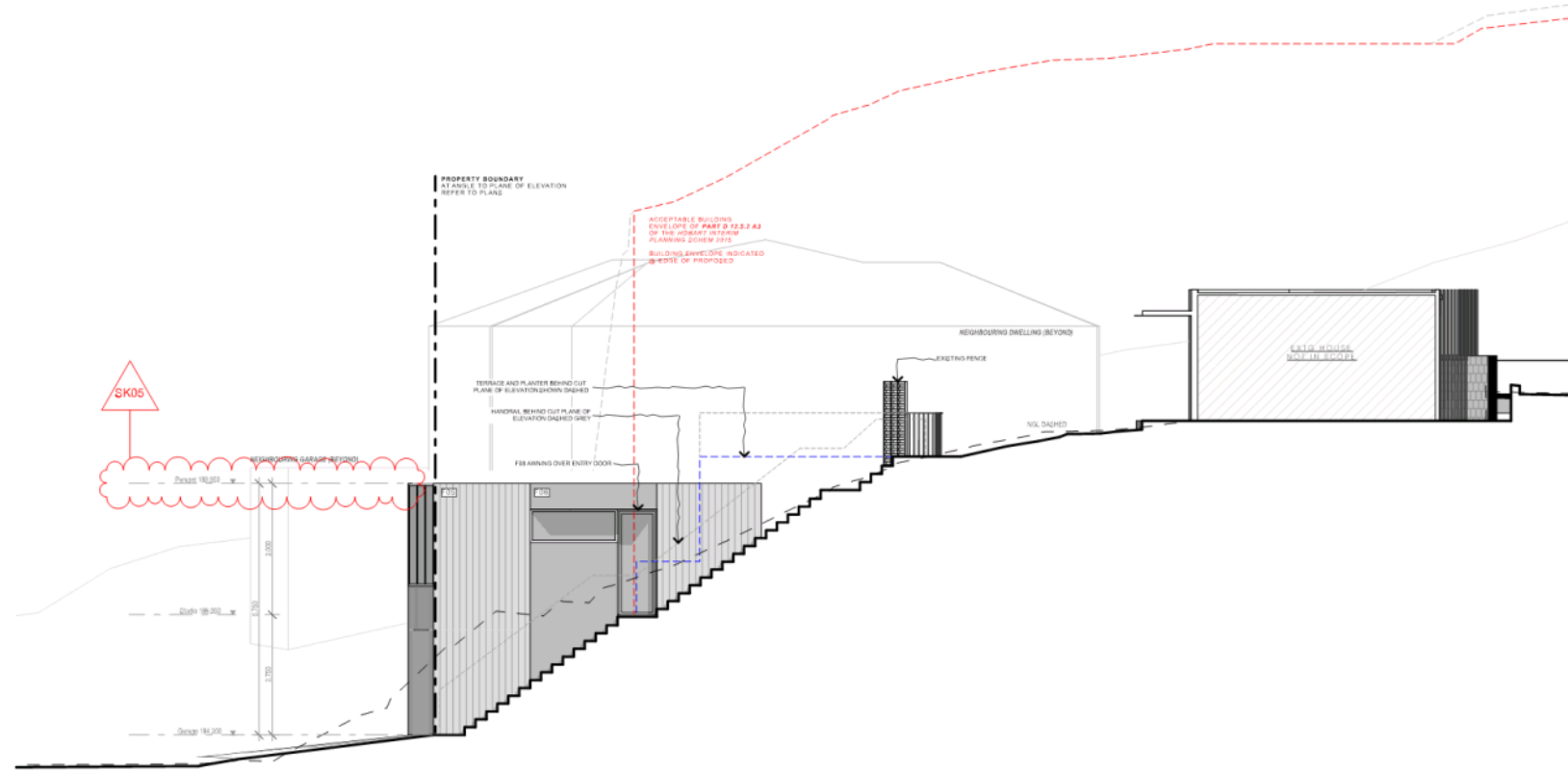
CLADDING / SURFACES / FINISHES

PF1	TYPE	CONCRETE
PF1	FINISH	TBA
PF2	TYPE	TIMBER FLOORING
PF2	FINISH	CLEAR SEAL
PF3	TYPE	FLOOR TILE
PF3	FINISH	TBA
PF4	TYPE	PROFILED METAL SHEETING
PF4	FINISH	MONUMENT
PF5	TYPE	JAMES HARDIE EPOCHALON
PF5	FINISH	PANT FINISH MONUMENT
PF6	TYPE	JAMES HARDIE EPOCHALON
PF6	FINISH	PANT FINISH MONUMENT
PF7	TYPE	BLOCKWORK
PF7	FINISH	TBA
PF8	TYPE	STEEL PL.
PF8	FINISH	BLACK

PROJECT NO	DRAWING NO	REVISION
2115	SK.08	SK.05

DRAWING TITLE	DATE: 30/06/20
Elevations	

PAGE SCALE: 30mm = 1m FULL SIZE



1 North Elevation
1:100

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	001	20/06/2021	Initial Design
	002	20/06/2021	Approved
	003	20/06/2021	Approved
	004	20/06/2021	Approved
	005	20/06/2021	Approved

PROJECT TITLE	3 Bimbadeen Court
DESCRIPTION	Alterations + Additions
ADDRESS	3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT	Monica + Joey Connolly
STATUS	Development Application (DA)

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0479 862 639
@crumparchitects
crumparchitects.com.au

LEGEND + NOTES

GENERAL NOTES

TITLE / ROAD: 10/07/16
PROPERTY ID: 505857
CLIMATE ZONE: 7
SOIL CLASS: 1B/C
WIND CLASS: 1B/C
SALINITY: 1B/C
CORROSION ENVIRONMENT: 1B/C
KNOWN SITE HAZARDS: 1B/C

ZONING OVERLAY

OD GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY

PL1801101-20-101 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.

PERMIT NO.

SCHEDULE OF AREAS

EXTD. SITE AREA: 588.24m²

HOUSE / GARAGE (EXTD.)

HOUSE / GARAGE: 201m²

STUDIO / GARAGE (PROP.)

STUDIO - ANCILLARY DWELLING: 21m²

EXISTING % SITE COVERAGE: 25.4%

PROPOSED (HCL) - EXTD % SITE COVERAGE: 28.4%

LEGEND

EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS

EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED

DENOTES PROPOSED NEW PLANTING

PROPOSED NEW ELEMENT

JOB DATUM / SETOUT POINT

REQUIRED LEVEL

EXISTING LEVEL

THIS SITE HAS BEEN ASSIGNED AS HAVING A BUSHFIRE ATTACK LEVEL RISK OF 10% IN COMPLIANCE WITH BUSHFIRE HAZARD REPORT PREPARED BY 0X

CLADDING / SURFACES / FINISHES

FB1 TYPE FINCH CONCRETE TBA

FB2 TYPE FINCH TIMBER FLOORING TBA

FB3 TYPE FINCH FLOOR TILE TBA

FB4 TYPE FINCH PROFILED METAL SHEETING MONUMENT

FB5 TYPE FINCH JAMES HARDIE ECHOX ACRYL PAINT FINISH MONUMENT

FB6 TYPE FINCH JAMES HARDIE ECHOX ACRYL PAINT FINISH MONUMENT

FB7 TYPE FINCH BLOCKWORK TBA

FB8 TYPE FINCH STEEL PL. BLACK

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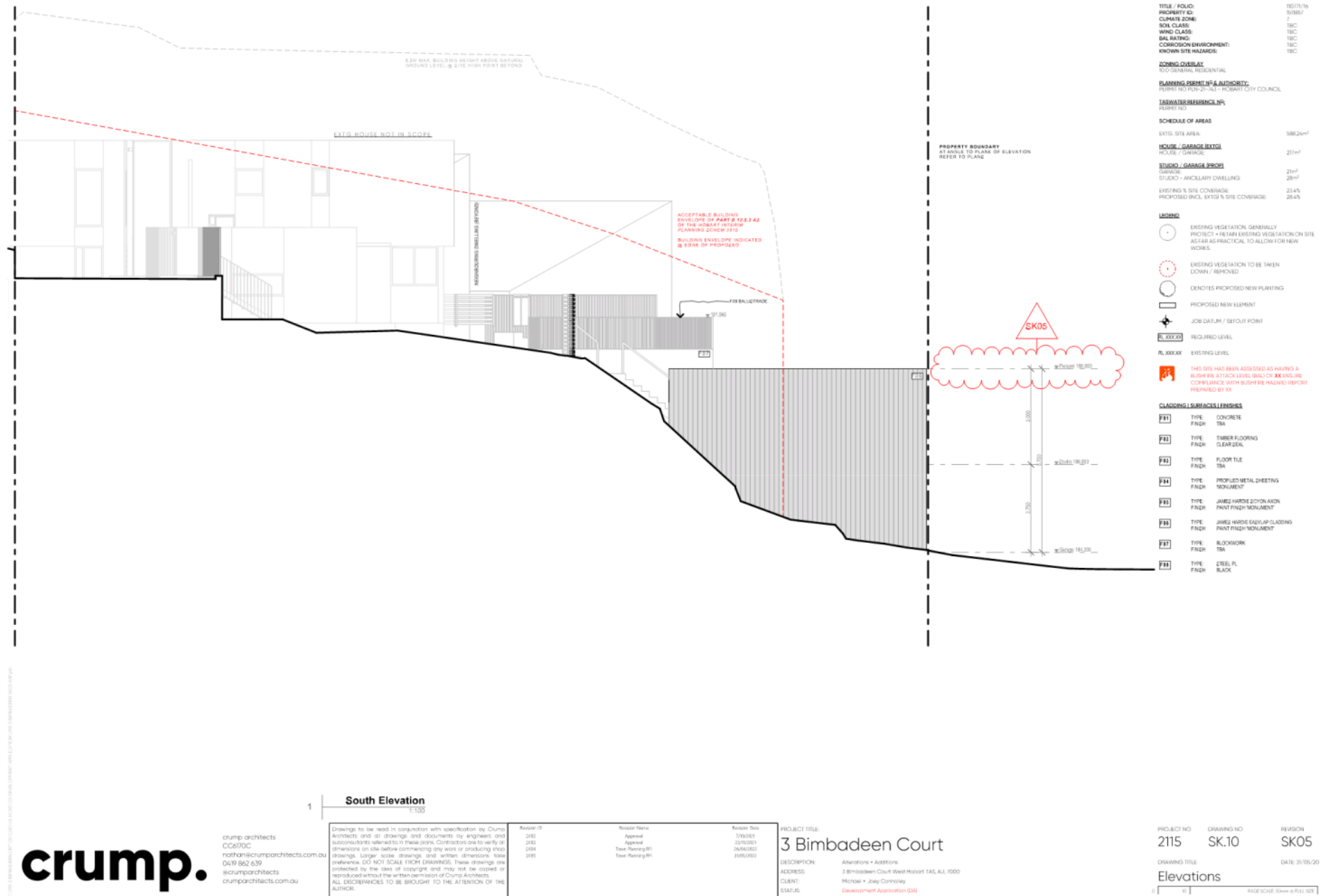
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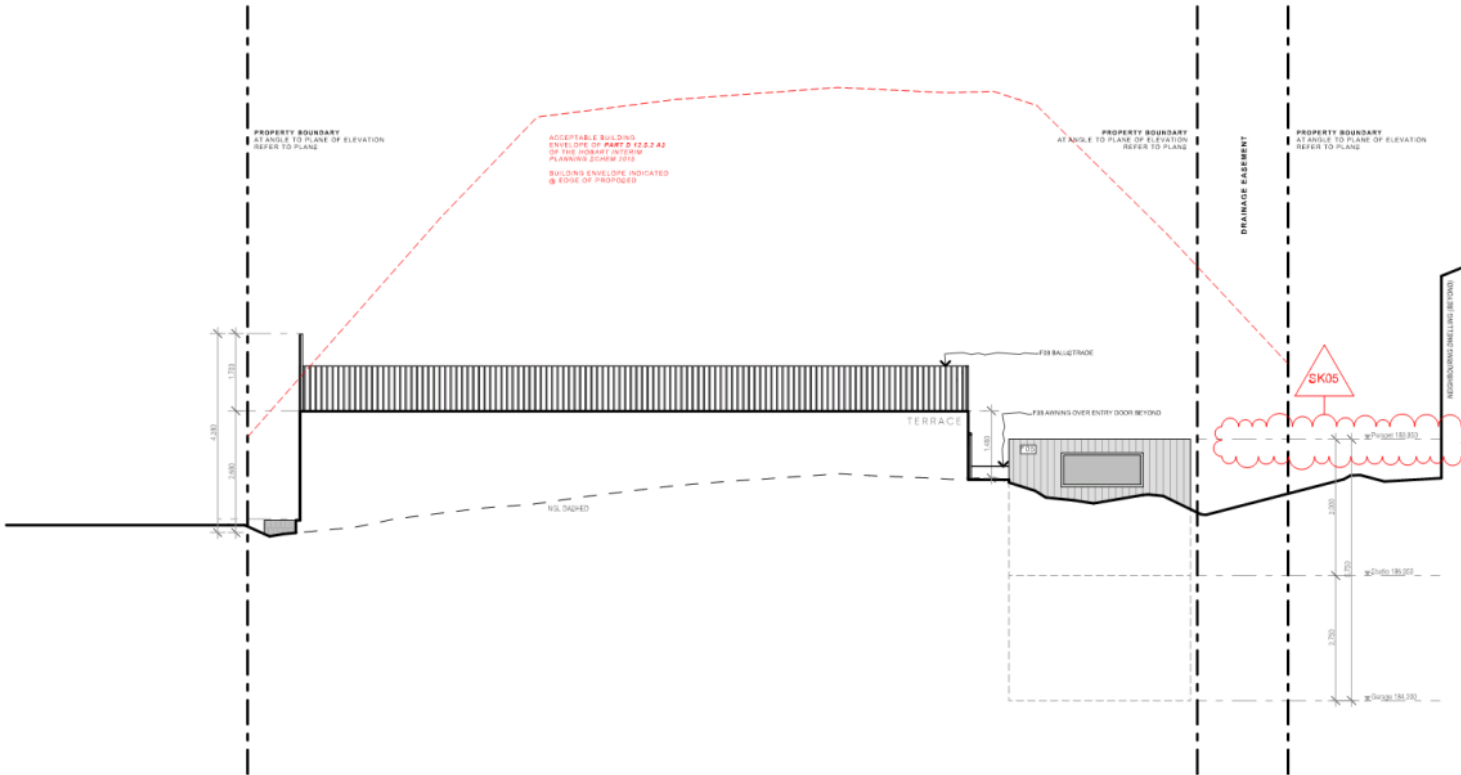
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FB237 TYPE FINCH STEEL PL. BLACK





LEGEND + NOTES

GENERAL NOTES

TITLE / R/O/D: 10/07/16
PROPERTY ID: 555657
CLIMATE ZONE: 7
SOIL CLASS: 18C
WIND CLASS: 18C
SALINITY: 18C
CORROSION ENVIRONMENT: 18C
KNOWN SITE HAZARDS: 18C

ZONING OVERLAY

OD GENERAL RESIDENTIAL

PLANNING PERMIT NO. & AUTHORITY

PL180110 PLAN-20-163 - ROBERT CITY COUNCIL

TASWATER REFERENCE NO.

PERMIT NO

SCHEDULE OF AREAS

EXTD. SITE AREA: 588.24m²

HOUSE / GARAGE (EXTD)

HOUSE / GARAGE: 20m²

STUDIO / GARAGE (PROP)

STUDIO - ANCILLARY DWELLING: 28m²

EXISTING % SITE COVERAGE: 25.4%

PROPOSED (INCL. EXTD) % SITE COVERAGE: 28.4%

LEGEND

EXISTING VEGETATION, GENERALLY PROTECT - RETAIN EXISTING VEGETATION ON SITE AS FAR AS PRACTICAL TO ALLOW FOR NEW WORKS

EXISTING VEGETATION TO BE TAKEN DOWN / REMOVED

DENOTES PROPOSED NEW PLANTING

PROPOSED NEW ELEMENT

JOB DATUM / SETOUT POINT

REQUIRED LEVEL

EXISTING LEVEL

THIS SITE HAS BEEN ASSESSED AS HAVING A BUSHFIRE ATTACK LEVEL (BAL-10) AS BEING COMPLIANT WITH BUSHFIRE HAZARD REPORT PREPARED BY KX

CLADDING / SURFACES / FINISHES

PF1	TYPE	CONCRETE
PF1	FINISH	TBA
PF2	TYPE	TIMBER FLOORING
PF2	FINISH	CLEAR SEAL
PF3	TYPE	FLOOR TILE
PF3	FINISH	TBA
PF4	TYPE	PROFILED METAL SHEETING
PF4	FINISH	MONUMENT
PF5	TYPE	JAMES HARDIE ECTONALON
PF5	FINISH	PANT FINISH MONUMENT
PF6	TYPE	JAMES HARDIE DAYLAP CLADDING
PF6	FINISH	PANT FINISH MONUMENT
PF7	TYPE	BLOCKWORK
PF7	FINISH	TBA
PF8	TYPE	STEEL PL.
PF8	FINISH	BLACK

PROJECT NO: 2115
DRAWING NO: SK.11
REVISION: SK05

DRAWING TITLE: Elevations
DATE: 20/06/20

PAGE SCALE: 30mm @ FULL SIZE

crump.

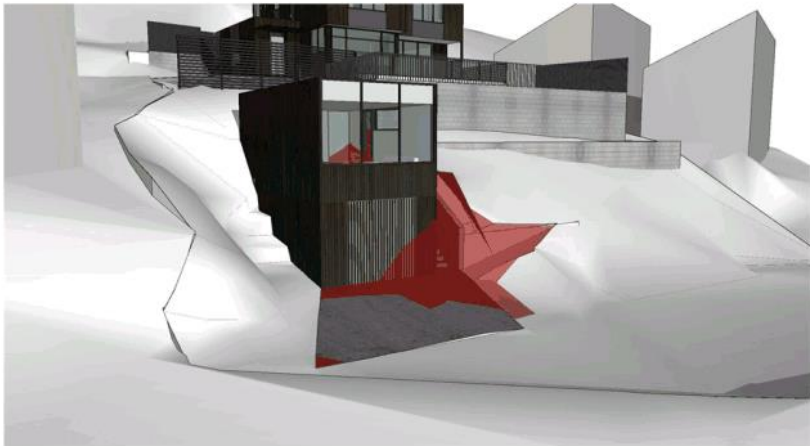
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Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the law of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision ID	Revision Date	Revision Description
001	15/03/21	Initial Design
002	22/05/21	Approved
003	24/06/21	Approved
004	24/06/21	Approved
005	24/06/21	Approved

PROJECT TITLE: 3 Bimbadeen Court
DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT: Michael + Joely Connolly
STATUS: Development Application (DA)

PROJECT NO	DRAWING NO	REVISION
2115	SK.12	SK05
DRAWING TITLE		DATE: 31/05/20
Elevations		



1 | Perspective Highway Reservation

Red hatch denotes excavation. Front edge of building aligns to boundary refer elevations for further details.



2 | Perspective Highway Reservation



3 | Street View
1:3.15



4 | Street View 02
1:2.28

crump.

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0419 862 639
@crumparchitects
crumparchitects.com.au

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subcontractors referred to in these plans. Contractor is to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the date of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

Revision No.	Revision Name
001	Approved
002	Final Planning (P)
003	Final Planning (P)

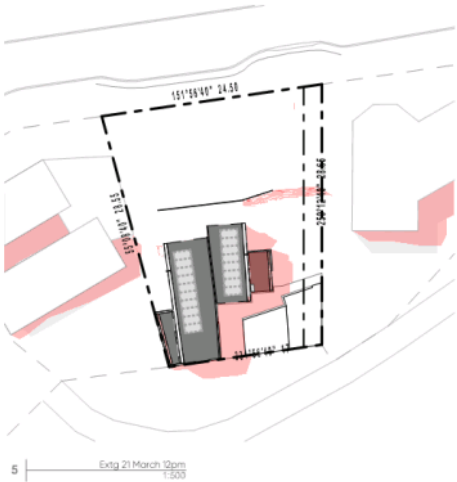
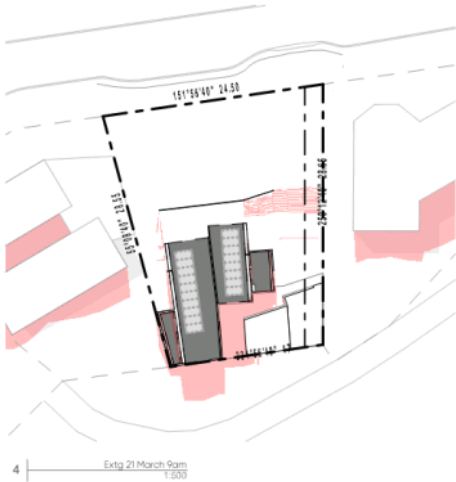
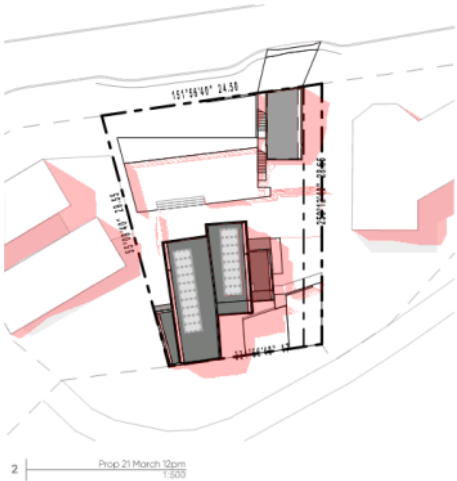
Revision No.	Revision Name
001	Approved
002	Final Planning (P)
003	Final Planning (P)

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION:
Address: 3 Bimbadeen Court West Hobart TAS, AU, 7500.
CLIENT:
Michael + Joely Connolly
STATUS:
Development Application (DA)

PROJECT NO.	DRAWING NO.	REVISION
2115	SK.13	SK05

DRAWING TITLE:
Perspective
DATE: 31/05/20
PAGE SCALE: 1:1000



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Revision ID	Revision Description	Revision Date
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2025	Issue Planning (B)	29/05/2022

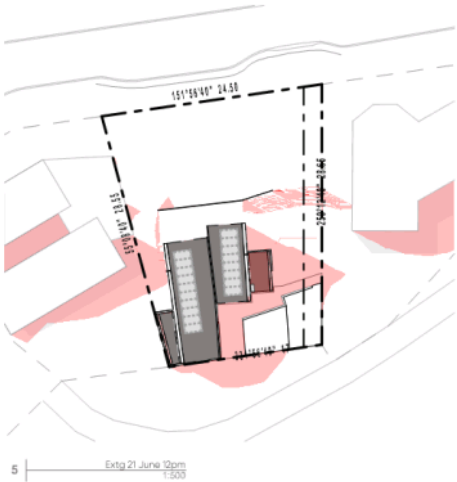
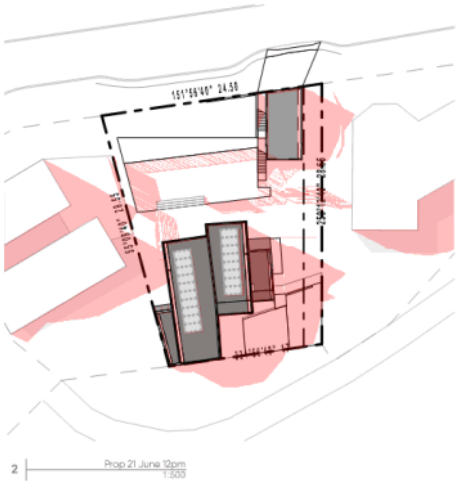
PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT: Michael + Joely Connolly
STATUS: Development Application (DA)

PROJECT NO: 2115
DRAWING NO: SK.14
REVISION: SK05

DRAWING TITLE: Shadow Diagrams
DATE: 30/05/20
PAGE SCALE: 30mm = 1m FULL SET





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Revision ID	Revision Description	Revision Date
2024	Issue Planning (R)	24/04/2022
2025	Issue Planning (R)	29/05/2022

PROJECT TITLE:
3 Bimbadeen Court

DESCRIPTION: Alterations + Additions
ADDRESS: 3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT: Michael + Joely Connolly
STATUS: Development Application (DA)

PROJECT NO: 2115
DRAWING NO: SK.15
REVISION: SK05

DRAWING TITLE: Shadow Diagrams
DATE: 30/05/20
PAGE SCALE: 30mm = 1m FULL SET





Please note with regard to the Hobart Interim Planning Scheme 2015 10.4.2 the following properties along Bimbadeen Court that have built with in the 4.5m frontage set back or hard on the front boundary.

1 Setback Diagram
1:1000

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Revision No.	Revision Date	Revision Description
01	20/06/2022	Issue Planning

PROJECT TITLE
3 Bimbadeen Court
DESCRIPTION
Alterations + Additions
ADDRESS
3 Bimbadeen Court West Hobart TAS, AU 7500
CLIENT
Michael + Joely Connolly
STATUS
Development Application (DA)

PROJECT NO. 2115
DRAWING NO. SK.16
REVISION SK05
DRAWING TITLE
Setback Diagram
DATE: 20/06/2022
PAGE SCALE: Sheet 2 of 2

8. REPORTS

8.1 Submission on the 30-Year Greater Hobart Plan File Ref: F22/53943

Report of the Manager City Futures and the Director City Futures of 15 June 2022 and attachments.

Delegation: Council

REPORT TITLE: SUBMISSION ON THE 30-YEAR GREATER HOBART PLAN**REPORT PROVIDED BY:** Manager City Futures
Director City Futures**1. Report Purpose and Community Benefit**

1.1. The purpose of this report is to consider providing a submission to the Greater Hobart Committee on the 30-Year Greater Hobart Plan.

1.1.1. The report benefits the community by considering whole-of city strategic planning for residential development, infrastructure provisions and economic development of the Greater Hobart area over the next 30 years.

2. Report Summary

2.1. On 9 May the Greater Hobart Plan was released for public consultation.

2.2. This is the first time that transport, housing and precinct planning have been brought together in a spatially integrated manner in a whole of-city approach to help coordinate development over the long-term.

2.3. The Draft Plan provides a detailed strategic approach to residential development, infrastructure and economic development over the next 30 years which also provides an overarching framework for considering Council strategies and plans and particular precinct structure plans.

3. Recommendation

That:

1. The Council provide feedback to the Greater Hobart Committee on the 30-Year Greater Hobart Plan stating that:

- (i) the Draft Plan provides an important and valuable contribution to planning for the sustainable growth of Greater Hobart while protecting those values important to our community and visitors***
- (ii) the development of a Plan providing for better integration of land use and infrastructure planning is supported***
- (iii) the revised residential targets of 70:30 infill to greenfield supported by a land release program are supported***
- (iv) revised densification areas are supported including a review of the densification area in Sandy Bay where targets may not be achievable due to heritage constraints***

- (v) *this framework providing for a diversity of housing types and encouraging more medium-density housing is essential*
- (vi) *the Greater Hobart Plan Implementation Plan must ensure that all measures for providing for affordable, social and community housing including encouraging more “build-to-rent” need to be fully explored*
- (vii) *it is important that the Implementation Plan fully investigate any impediments to delivering the medium-density housing form of development*
- (viii) *the Plan and Implementation Plan must facilitate improved mechanisms to fund infrastructure*
- (ix) *the Plan could be strengthen around alternative transport such as more emphasis on ferries and the City Deal Public Transport targets for trips*
- (x) *the Community Infrastructure section of the Plan could be expanded*
- (xi) *developing a resilient community should be included in the policy directions.*

4. Background

- 4.1. The Greater Hobart Committee, consisting of the Ministers responsible for Economic Development, Infrastructure and Transport, Housing, and Community Development; the Lord Mayor and the Mayors of Clarence, Glenorchy and Kingborough, has developed a 30-year plan for Greater Hobart.
- 4.2. This is the first time that transport, housing and precinct planning have been brought together in a spatially integrated manner in a whole-of-city approach to help coordinate development over the long-term.
- 4.3. Work commenced at the direction of the Greater Hobart Committee in 2021 and has involved and extensive data gathering and analysis to support the Draft Plan.
- 4.4. The Draft Plan (Attachment A) was released for public consultation on 9 May 2022, supported by a more comprehensive Strategy for Growth and Change (Attachment B).

5. Proposal and Implementation

- 5.1. The Draft Plan provides a detailed strategic approach to residential development, infrastructure and economic development over the next 30 years.
- 5.2. It has been developed with input from officers of each of the four Councils and from relevant State Government Departments and State Infrastructure providers. It has been subject to key stakeholder engagement during its development.
- 5.3. Key focuses of the Plan are to:
 - 5.3.1. identify and address the challenges that Greater Hobart is experiencing and will experience as it continues to grow;
 - 5.3.2. plan for continued growth over the next 30 years;
 - 5.3.3. propose that additional housing will be primarily delivered through infill development;
 - 5.3.4. identify areas for infill and greenfield development;
 - 5.3.5. better align land use and infrastructure planning by taking a whole-of-city approach; and
 - 5.3.6. protect and promote that which is valuable, including natural and cultural values.
- 5.4. A separate Implementation Plan will be developed with an action list to deliver the Greater Hobart Plan focussing on the next 3-5 years, with an eye on short, medium and long term priorities. A key implementation

mechanism will be amendments to the Southern Tasmanian Regional Land Use Strategy (STRLUS).

- 5.5. The City of Hobart is forecast to add over 20,000 residents by 2050, estimated to require over 10,000 additional dwellings, nearly 350 new dwellings being constructed every year.
- 5.6. The residential targets within the Draft Plan are consistent with City of Hobart's recent population projections and targets for the Central Hobart Precincts Structure Plan (CHPSP), albeit this is over a 20 year horizon, along with potential further development of key strategic sites such as Macquarie Point and underutilised land along the Northern Suburbs Transit Corridor and in fringe suburbs such as Lenah Valley.
- 5.7. In particular, the strategic objectives of the Draft Plan are welcomed and supported such as revised residential growth targets of 70:30 infill to greenfield throughout the Greater Hobart area (previously 50:50) and development of a framework that provides for a diversity of housing types is essential.
- 5.8. It is noted that housing targets within the STRLUS densification areas has not been achieved and that there is a need to review these to realise the goal of increasing densities along integrated transit corridors and in areas close to activity centres. For the Hobart LGA, the densification area in Sandy Bay may have limited potential for densification given that this area has significant heritage assets.
- 5.9. While medium density housing is supported and encouraged in the Draft Plan, at present it is apparent that there are some barriers to cost effectively providing this form of development. This is also apparent in the life of the STRLUS in that the data behind the Draft Plan has shown that development in the STRLUS densification areas has not been delivered at the expected rate. Anecdotally the current costs of construction and developers margins appears to be impacting the delivery of this form of development. It is important that the Implementation Plan fully investigates any impediments to delivering medium density housing forms of development and provides for the establishment of a coordinated land release program.
- 5.10. Since the preparation of the Draft Plan the demand for provision of affordable, social and community housing has significantly increased. The Implementation Plan must ensure that measures for providing for additional affordable, social and community housing are fully explored. As an example, the final Plan and Implementation Plan could provide more focus on options for "build-to-rent" solutions to solve the housing crisis. This has not been a feature of the Hobart housing market to date, however, is gaining traction in other states. How can this be more attractive and what could local and State Government do to encourage this?

- 5.11. While the emphasis on alternative forms of transport is supported, statements about transport could be strengthened in some areas such as:
 - 5.11.1. There is limited mention of cross river ferry services in the section on public transport (6.3) or specifically the City Deal Public Transport targets for trips.
 - 5.11.2. Further emphasis could be made about active transport connections – such as the proposed Greater Hobart Active Transport Network Plan – radiating outward being really important for making really good and clear connections to major parks, rivulets, sporting facilities and waterfront.
- 5.12. The section on Community Infrastructure could mention:
 - 5.12.1. how the Derwent estuary provides for water based recreation such as rowing, paddling, and boating - the focus is on land based recreation facilities;
 - 5.12.2. sporting fields and major/regional sporting infrastructure such as football, soccer, swimming, hockey, and rugby; and
 - 5.12.3. the importance of cultural facilities – art galleries, theatres and so on.
- 5.13. In the section on Business District Infrastructure more emphasis could be devoted to the Urban Forest and the value of street trees with evidence increasingly showing that this is important in many ways for our health, liveability, mitigating the urban heat island effect, mental health, and an improved city economy.
- 5.14. The final Plan and subsequent Implementation Plan must provide a pathway for new mechanisms to fund infrastructure and improved sharing of expertise and resources across local government to create greater efficiencies and reduce costs. For example, developer contributions for public open space must be subject to legislative review to increase options for contributions in subdivision development and include stratum developments to adequately provide for future population's recreational and well-being needs. This is standard practice in other Australian states.
- 5.15. Other forms of developer contributions aligned with the recommendations made in LGAT's Developer Contributions Discussion Paper, April 2022, will be critical to ensuring the implementation of the plan can be realised.
- 5.16. Developing a resilient community appears to be missing from the proposed policy directions. This is a key issue as there will be future natural disasters that impact how and where we live and how communities are forced to adapt and learn to become more resilient. For example, a three year Bushfire Resilience project funded by a

Federal Government has commenced covering the Greater Hobart Councils and including the University and the Tasmanian Fire Service. Its core objective is to make communities stronger and more resilient to bushfire disasters. Mention of this should be included in the Greater Hobart Plan.

6. Strategic Planning and Policy Considerations

- 6.1. The Greater Hobart Plan is a sub-regional plan guided by State Policy and the Southern Tasmania Regional Land Use Strategy (STRLUS).
- 6.2. The Draft Plan provides an overarching framework for considering Council built form strategies and plans and particular precinct structure plans such as the Central Hobart Precincts Structure Plan.
- 6.3. The Draft Plan also helps guide street and site planning.
- 6.4. Importantly, as well as being guided by higher level strategies, it can help inform changes to regional and State policy.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. None
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. None
- 7.3. Asset Related Implications
 - 7.3.1. The Greater Hobart Plan provides a framework for integrating land use and infrastructure planning. While there are no direct implications for the immediate future, detailed infrastructure implications will be determined from precinct plans.

8. Legal, Risk and Legislative Considerations

- 8.1. It is intended that the Greater Hobart Plan will be implemented through an amendment to the Southern Tasmanian Regional Land Use Strategy (STRLUS) which has statutory weight under the *Land Use Planning and Approvals Act 1993* (LUPA Act). To implement it would require an amendment to the STRLUS through a separate process which would have Council input because proposals for amendments to the STRLUS are guided by a Tasmanian Government information sheet – RLUS 1 and this states that amendments to the STRLUS must demonstrate that they:
 - 8.1.1. Further the Schedule 1 Objectives of the LUPA Act;

- 8.1.2. Are in accordance with State Policies made under section 11 of the *State Policies and Projects Act*;
- 8.1.3. Are consistent with the Tasmanian Planning Policies, once they are made; and
- 8.1.4. Meets the overarching strategic directions and related policies in the regional land use strategy.

8.2. Amendments to the STRLUS require review and approval by the Minister for Planning.

9. Environmental Considerations

- 9.1. Environmental considerations such as protection of natural and biodiversity values, and lifestyle and health outcomes are provided for in the Draft Plan.

10. Social and Customer Considerations

- 10.1. Social issues such as affordable housing and provision of community services are provided for in the Draft Plan.

11. Marketing and Media

- 11.1. As a signatory to the City Deal there are potential marketing and media opportunities to promote the collaborative development of the plan.

12. Community and Stakeholder Engagement

- 12.1. Broad community and stakeholder engagement is being undertaken by the Greater Hobart Committee hosted on the Hobart YourSay webpage.
- 12.2. Engagement with key stakeholders has been undertaken by the Department of State Growth during the development of the plan.

13. Delegation

- 13.1. Delegation rests with Council.

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.





Sandra Hogue
MANAGER CITY FUTURES



Katy Cooper
DIRECTOR CITY FUTURES

Date: 15 June 2022
File Reference: F22/53943

Attachment A: 30 - Year Strategy for Growth and Change ↓ 
Attachment B: Strategy for Growth and Change ↓ 

30-Year Greater Hobart Plan

for consultation

May 2022



Greater Hobart
Committee
Four Cities. One Hobart.



Tasmanian
Government



City of Clarence



GLENORCHY CITY
where plans happen



City of HOBART



Kingborough

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Greater Hobart Plan

II

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Acknowledgement of Aboriginal people and country

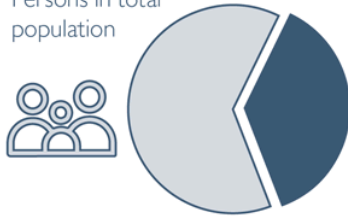
The Greater Hobart Committee acknowledges Tasmanian Aboriginal people as the traditional owners of the Land on which Greater Hobart is located. We pay our respect to Elders, past and present, and to all Aboriginal people who live and work in Greater Hobart today. We particularly pay respect to the muwinina people of the South East Nation, whose country stretched through the municipalities of Glenorchy, Hobart and Kingborough, and the mumirimina people of the Oyster Bay Nation, whose country included the municipality of Clarence.

From the heights of kunanyi / Mount Wellington to the depths of the River Derwent – known as timtumili minanya in palawa kani – the Country on which Greater Hobart – nipaluna – stands is deeply embedded within the history of thousands of generations of Tasmanian Aboriginal people, and bound up inseparably with their culture and identity. We recognise this deep history, and the continuing connection of Tasmanian Aboriginal people to Land, Waterway and Sky. Through this plan, we will work with Tasmanian Aboriginal people to protect cultural heritage, maintain cultural practice, and to respect and learn from traditional owner's deep knowledge and understanding of Country.

Greater Hobart snapshot

Our community

200 570
Persons in total
population



37%
Share of state
population



48 825 Household families with children

75 929 Aged 50 +. Median age is 40.

127 679 Working age is 15 – 64



Population
increase in 10 years



Our housing

30 000+
Demand

695 hectares
Vacant land supply

Development
\$539 million
Residential building approvals



Diversity

84% Single detached
7% Semi-detached

Affordability

\$500/wk Median rent
\$775 000 Median house price
0.9% Vacancy rate

Population and dwelling projections – 2050

Projected
population growth
60 000 OR 30%

Projected household growth
30 000



Our infrastructure

\$5 592 billion
Estimated infrastructure pipeline to 2030



Journey to work

8.6% Active transport
6.4% Bus



14.2km Average distance to work



62.6% Single occupancy car

Our economy

45% Greater Hobart's share of Tasmania's
gross value added

\$1 335 Median household income (per week)

16 065 Number of businesses



14.6% Employment by industry and occupation:
Health care and social assistance

5.2% Unemployment rate (12 month average)

106 100 Labour force – persons (12 month average)

Introduction

The Greater Hobart Plan has been prepared under the Greater Hobart Act 2019, at the request of the Greater Hobart Committee.

This Plan is the first time that transport, housing and precinct planning have been brought together in a spatially integrated manner. This will allow us to plan for business and employment growth, recreation and environmental management, protect farmland and plan for climate change. In the short term, the Plan will be used to inform an update to the Southern Tasmania Regional Land Use Strategy (STRLUS).

The Greater Hobart Plan is aligned with, and is designed to deliver on, the 2050 Vision for Greater Hobart (the Vision):

*We will live in the world's best small capital city, a city built
for people that is connected, friendly and safe.*

*Greater Hobart is a thriving and inspiring place to live,
where we all work together to make a positive contribution
to our extraordinary environment.*

The vision is underpinned by the following themes.

1. **Be greater for our people** – a great place to live; safe and welcoming; better active transport; and contribute to health and wellbeing
2. **Have greater interconnection, but distinct communities** – continue to 'feel like Hobart'; connected to unique natural environment; thriving, unique neighbourhoods; and people centred, activated places
3. **Have greater resilience** – build resilience and disaster preparedness; strong local business community; adapt towards a low carbon economy; and community spirit to 'future-proof' the city
4. **Be well planned** – 'right place, right time'; collaborative approach to planning; and coordinated provision of infrastructure and services
5. **Have greater connection** – easy to get around; greater transport choice; increase co-location of jobs and housing; and smart technology to enhance useability
6. **Plan for growth and change** – greater housing choice; increase residential density in inner areas; growth will be planned and sequenced; and protect unique natural areas and biodiversity

The Greater Hobart Plan is supported by a Strategy for Growth and Change and an Implementation Plan, to make sure we have a clear pathway to deliver on the outcomes set out within the Plan. These documents will continue to evolve as the city changes, and in response to new information. The Greater Hobart Plan will also establish processes for the Government, Greater Hobart councils, industry and the community to work together to ensure that our capital city grows and develops in a sustainable way.

Addressing challenges

Greater Hobart is experiencing change and the 2050 Vision for Greater Hobart (the Vision) has identified challenges to be faced over coming years.

These include an ageing population, managing our growth in a sequenced and strategic manner, having a small regional economy that provides fewer employment opportunities than other mainland capitals, limited diversity in housing options, transport and infrastructure constraints, and local responses to bushfire, climate change and the COVID-19 pandemic.

Other wider challenges like rapid technological advances, dynamic international trade corridors and demands, and the changing nature of migration are all having profound impacts globally.

These various challenges must be considered when preparing a long-term plan for Greater Hobart.

It will require collective and collaborative leadership to address these challenges, seize the opportunities, and strengthen Greater Hobart's resilience to change. The Greater Hobart Committee aspires to support Greater Hobart to become "the world's best small capital city".

The Greater Hobart Plan provides clear direction on how to best respond to current and emerging challenges.

This will require access to land and opportunities for quality development, to support traditional industries and expanding sectors of the economy. Greater diversity in housing is required to provide greater choice for individuals to suit different lifestyles and different stages of life, including supporting older people to age-in-place by having opportunities to downsize their home yet still remain within their own neighbourhood to maintain connections to friends and family. Housing also needs to be well-located so that people can have good access to local jobs, services and transport connections.

Greater Hobart's history of outward growth and development outside of the city, mixed with a growing and ageing population, is contributing to some growing pains, such as congestion on our roads. More people are living further away from where they work, shop and play. This outward spread increases the pressure for major road infrastructure improvements, which can add to cost-of-living pressures. A focus on providing our community with more housing options in, near and away from our city centres can help reduce these pressures.

Prioritising and facilitating targeted infill development in preference to greenfield expansion will see the emergence of more inner-city housing through medium density development. In delivering this, the Greater Hobart Committee is committed to maintaining local character and protecting heritage values. To implement this Greater Hobart Plan we will need design solutions to protect what people love about our capital city and its natural and built environment. Our challenge will be to encourage future development to cater for current and future growth, in ways that enhance our city's liveability and attractiveness.

Finding Solutions to Challenges

- Provide development opportunities
- Greater housing diversity
- More inner city living
- More efficient transit options
- Protect local character and heritage
- Adapt to increased risks from bushfire and climate change
- Enhance liveability and attractiveness

Planning for the future

The Greater Hobart Plan seeks to guide growth over the next 30 years, in order to effectively shape our city's future urban form. Our analysis is based on evidence including historical growth rates, expectations of future development and sound planning principles.

While projected growth may not eventuate within the timeframes considered, having a plan will ensure we are well prepared for future growth. It will also ensure that, regardless of the level of growth in the next 30 years, we will have a plan to make Hobart a safe, friendly, connected, inspiring and thriving place to live and work.

Greater Hobart Plan assumptions for 2050

- Assume strong population growth to aid planning
- 60 000 additional people
- 30 000 additional dwellings

We anticipate that Greater Hobart will continue to experience population growth. Based on growth over recent years we will assume an additional 60 000 people over the next 30 years. We are also assuming that each additional dwelling can accommodate an average of two people, which means that we expect to need around 30 000 new homes to be constructed during this period.

By setting these assumptions, strategic planners across the public and private sectors can prepare for growth and infrastructure upgrades in advance and target efficiencies and productivity gains as a result.

Analysis has helped us identify locations across Greater Hobart where new residential development can be located (see map on following page). We have been aware of some of these locations for some time given their size and significance, but in general we see potential for increased urban renewal initiatives across many of our suburbs.

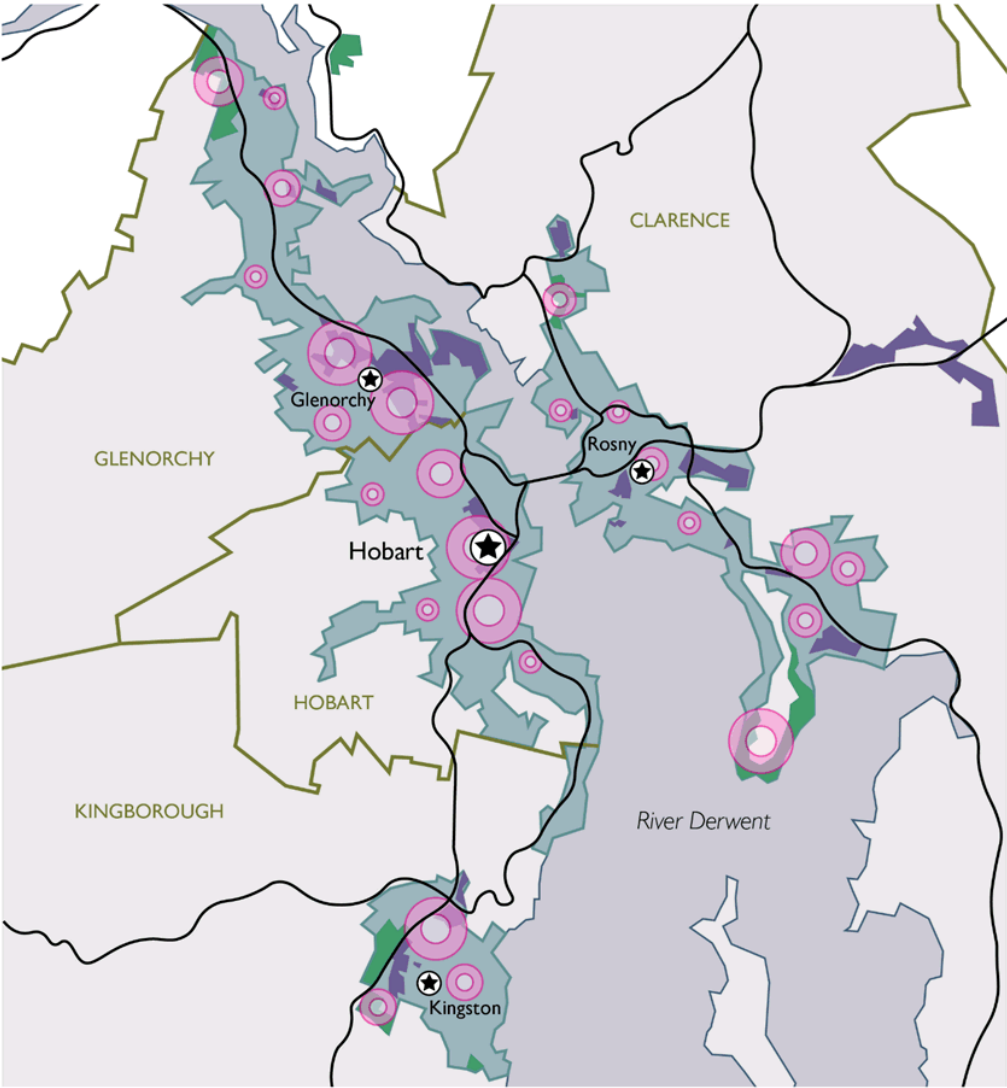
The purpose of urban renewal and the provision of additional housing is to ensure that residents have better access to transport options to aid movement around the city. This will require strategic long-term consideration and planning.

Importantly an Implementation Plan is being prepared to identify and progress measures to encourage the right type of development in the right places. Our analysis has also confirmed that the future planned growth of our city can be primarily accommodated within the current Urban Growth Boundary currently described in the STRLUS, and is best placed within densification areas along main transit corridors to better utilise our current infrastructure. In addition, we will develop a coordinated and strategic approach to growth that may result in changes to the Urban Growth Boundary to accommodate future urban development.

This Greater Hobart Plan provides a clear narrative about the future of our city, one that should foster integrated planning, encourage public and private investment, and build more coordinated and collaborative relationships. Employment and business growth will be important to provide opportunities for more residents to work near where they live.

When finalised, the Greater Hobart Plan and its Implementation Plan will be provided to the Minister for Planning to inform an update to the STRLUS. The Implementation Plan will also enable a coordinated approach across governments to seek to achieve the aims and objectives of the Greater Hobart Plan.

Map - Expected Growth Areas



LEGEND

	Local Government areas		Main roads		Minor growth 400 dwellings		Medium growth 1001-2000 dwellings
	Urban growth boundaries		Commercial and industrial precinct		Low growth 401-1000 dwellings		High growth 2001+ dwellings
	Greenfield development precincts						

A compact city

Greater Hobart is shaped by its geography, flanking the Derwent River. Our natural environment is one of the most attractive characteristics of our city and defines it in the eyes of most people. In shaping the city's urban form, this natural setting is both a constraint and opportunity for development.

Our analysis indicates that at this point in time there is sufficient land within the Urban Growth Boundary to accommodate an expected additional 30 000 dwellings over the next 30 years. However, this conclusion is based on the theoretical yield of available land. The Greater Hobart Plan proposes

that additional housing will be primarily delivered through urban consolidation and infill development rather than greenfield development at the urban fringe. The Greater Hobart Plan proposes a 70:30 infill/greenfield development split (21 000 infill and 9 000 greenfield dwellings) as an attainable target over the next 30 years as it is largely consistent with the development split achieved over the last decade. However, the Greater Hobart Plan will seek to encourage more infill development closer to transport corridors and within identified densification areas.

Infill development is proposed to be primarily low-impact medium density residential dwellings, while allowing for higher density dwellings in appropriate locations. This means encouraging more contemporary terrace and townhouse dwellings within, and surrounding, the main business districts and along corridors with high frequency public transport services.

There are advantages to infill residential development over greenfield development. Some of which are:

- **Reduced infrastructure and service provision costs** for infill development.
- **Shorter travel distances** to employment, shops, schools, health services.
- **Better access** to more frequent public transport services.
- Increased residential densities can **enhance economic viability** of existing business zones and generate more local employment.
- A compact urban footprint has a **reduced environmental impact** including lower greenhouse gas emissions.
- **More efficient use of underutilised land** – an opportunity to improve local amenity, while still protecting heritage and character.
- **Increased opportunities** for social interaction, relationship building, community connections, personal security and 'living locally'.

Although the Greater Hobart Plan will encourage more infill residential development, we also need new greenfield development to meet our expected housing demand and provide choice for our community. The proposed 9 000 new greenfield dwellings over the next 30 years will require a faster rate of delivery than in the past.

Greater Hobart Plan targets:

- 70% infill development
- 30% greenfield development

This is similar to the development split achieved over the last 10 years within Greater Hobart.

Where and how to grow

To deliver our focus on infill development we will require concerted effort and collaboration between governments and industry if future development is to be directed into identified areas with capacity to absorb expected growth.

Our analysis of land supply data has identified the following opportunities for future residential development over the next 30 years.

- Low density greenfield housing on existing residentially zoned land – 9 450 additional dwellings.
- Medium density infill housing
 - within existing inner suburban areas across Greater Hobart – 12 380 additional dwellings.
 - within existing business zoned land close to primary and principal business districts – 9 000 additional dwellings.
 - on rezoned land to enable residential use (e.g. Hobart Showgrounds) – 3 700 additional dwellings.
- Higher density infill housing in appropriate locations.

This analysis indicates that the total available land supply within the current Greater Hobart Urban Growth Boundary could potentially cater for over 34 000 additional dwellings, which is more than our anticipated demand of 30 000 dwellings by 2050. It will be important to ensure that existing land supply is used efficiently and to encourage infill development and employment and business growth close to the main activity centres and along main transit corridors. In addition, we will strategically identify areas appropriate for consideration as future growth. Changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis.

The main areas identified for infill and greenfield development including future growth areas within each council are:

- Clarence – primarily infill, with some greenfield, including in already identified future growth areas such as Droughty Point peninsula
- Glenorchy – primarily infill, especially in the catchment areas along the transit corridor, and greenfield at Granton and Austins Ferry
- Hobart – primarily infill within the CBD
- Kingborough – primarily infill in and around the Kingston CBD, greenfield at Huntingfield, and a mix of infill and greenfield in already identified future growth areas at Margate and Snug.

Future commercial and industrial development is likely to occur within the existing zoned areas, much of which has the capacity to accommodate more intensive activity. More mixed use developments will also be encouraged (mix of commercial and residential). Living closer to workplaces and shops will encourage healthy active transport and create a more vibrant and sustainable city.

30-year analysis conservatively suggests:

- Infill potential of over 21 000 additional dwellings
- Greenfield potential of over 9 000 additional dwellings

We will identify and prioritise potential future urban growth areas, which may result in changes to the Urban Growth Boundary.

Infrastructure to support growth

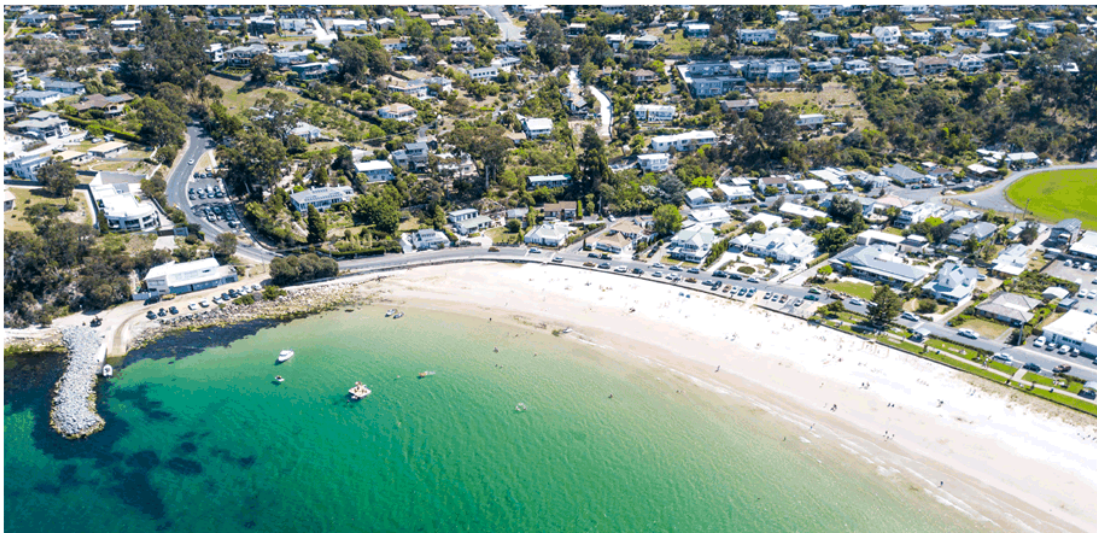
The high-level objective of the Greater Hobart Plan is to better align land use and infrastructure planning. To deliver this, land use and infrastructure strategies need to work together to support common objectives, and sequence development to support the right development in the right places. The coordinated delivery of infrastructure and associated services can help unlock both future housing supply and commercial opportunities across our city.

Strategic infrastructure planning with a whole-of-city perspective to consider expected spatial distribution of future population and dwelling growth

In the preparation of this Greater Hobart Plan, there has been close liaison with key infrastructure providers including State Roads, TasWater, TasNetworks and NBNco. Coordinated forward planning will be critical to ensure medium and long-term forecasting aligns with proposed future land use and development changes. A focus on prioritising infill development will support the more efficient use of existing infrastructure and provides more opportunities for our transport system (road, parking, public and active transport) to improve public safety and reduce traffic congestion.

Work to deliver on a Greater Hobart Transport Vision is underway through the Hobart City Deal, and the Tasmanian Government and Greater Hobart Councils continue to collaborate closely with the Australian Government to deliver on that Vision. It is noted that significant policy decisions will be required as our cities grow, to support an uplift in public and active transport services, balance parking demand with the amenity of local activity hubs, improve the efficient transport of freight and to embrace emerging technology. This includes the adoption and use of electric vehicles and e-scooters.

We will also need to carefully plan for growth to ensure we can continue to provide both public infrastructure and green open spaces to enhance liveability, appeal and encourage community connectedness. This also extends to long term planning across all areas of responsibility. For example, the provision of health and education services as populations increase in targeted areas, and the provision of waste collection services that reflect changing attitudes towards greater recycling of waste and a reduced environmental impact.



Greater Hobart Plan

Protect and promote what is valuable

Greater Hobart's existing character, natural assets, built heritage and relaxed lifestyle, are part of what people love about our city. These valuable attributes are some of Greater Hobart's most important competitive strengths. Future urban development within and around Greater Hobart should be managed to protect these aspects.

If Greater Hobart is to be "the world's best small capital city", we will need to protect what already makes it special as well as innovate to provide the services and amenity expected by our city's residents and visitors. The Greater Hobart Plan provides a pathway forward to create a city that balances the retention of Greater Hobart's natural and homegrown attributes with being a leader in collaborative governance, applying new technology, successfully adapting to a changing climate and generating new job opportunities with a more dynamic and entrepreneurial focus.

As a small city, Greater Hobart has opportunities to focus on the creation of healthy neighbourhoods to support residents of all ages and backgrounds. The ability to move easily within and through our city is also highly valued, so further growth needs to improve personal mobility and discourage isolation and other inequitable outcomes.

Greater Hobart has a striking natural setting dominated by the Derwent River, with many local foreshores and bushland reserves. The public open spaces within and surrounding the city are well-protected and are less likely to be impacted if future urban growth is primarily consolidated within existing built-up areas. Infrastructure improvements will be required within those areas (shared pathways, playgrounds, streetscapes, pocket parks, playing fields etc) to support increased future use and demand.

Precinct structure planning and the development of urban design guidelines will encourage the type of urban renewal we want to see in identified growth areas, with the aim of improving local amenity and promoting diverse and quality housing development.

The focus of the Greater Hobart Plan is to encourage more medium density dwellings throughout our city, especially within identified growth and targeted infill areas along the main transit corridors and close to the main activity hubs.

The Greater Hobart Plan will establish a land use planning framework with the capacity to be responsive and relevant, and unique to the needs of Greater Hobart. It will enable the creation of liveable and vibrant communities, suburbs and spaces where people want to live, work, shop and socialise. The economic benefits of population growth will be spread across the whole city. A 'living locally' ethos will be encouraged, where we can have employment options close to where we live, where we can send our children to school close to home, where we can easily visit a local park, where we can shop locally, and where other essential services are relatively close by.

Protect heritage and natural environment
Protect lifestyle and health outcomes
Promote compact city and urban design
Promote liveability and vibrant communities

Implementation

In the short term, the Greater Hobart Plan will inform an update to the Southern Tasmania Regional Land Use Strategy. The Greater Hobart Plan will be supported by an Implementation Plan that will set out agreed policy directions and actions, with responsibility for delivering these actions documented and tracked. Drafting of the Implementation Plan is already underway. Some committed actions may be easily incorporated within existing programs. However, it is highly likely that both the Government and the Greater Hobart Councils will need to consider new policy or investment decisions to support implementation of the Greater Hobart Plan.

Implementation will include the development of:

- Policy directions
- Actions for implementation
- Roles and responsibilities
- Sequencing and action priority

It is anticipated that the implementation measures will cover a range of solutions and initiatives, with varying levels of complexity and will need to be delivered across the short, medium and long term. This will allow all parties to consider the sequencing of delivery of related actions. While it is likely that certain actions may take some time to achieve, identifying and tracking these actions overtime will provide a valuable starting point for collaboration and discussion. The actions to be identified within the Implementation Plan are likely to include:

- continued collaboration between the Government and Greater Hobart Councils
- precinct structure planning of growth and densification areas to balance growth and amenity
- maintaining an Urban Growth Boundary that prioritises urban consolidation over urban sprawl, while developing an agreed approach to growth that may include changes to the Boundary based on evidence of need and technical planning analysis, as well as addressing any identified anomalies
- urban renewal through a focus on medium density residential development and higher density dwellings where appropriate within the existing urban footprint
- a coordinated transport plan that encourages increased public transport use and active transport
- where appropriate, provision of public infrastructure to facilitate desired future residential and/or commercial development
- continued delivery of affordable and social housing close to local jobs and services
- consideration of incentives to encourage development in identified growth and targeted infill areas
- clear public messaging of future development expectations throughout Greater Hobart and additional public engagement and partnership arrangements.

The successful implementation of this Greater Hobart Plan will result in:

- improved liveability and accessibility for our people
- protection of our city's natural features, character and heritage
- more social and affordable housing closer to city centres and along transit corridors
- much greater housing choice – both in terms of type and location
- more people able to live closer to where they work, shop and access services
- increased uptake of public transport and more active transport opportunities
- reducing travel distances/times and fuel costs
- more opportunities for social interaction in improved public spaces
- increased activation and economic viability of central and local business districts
- more mixed-use opportunities to encourage business investment
- a city that is highly valued for its amenity, attractions and lifestyle
- alignment with council precinct structure planning and the development of the Tasmanian Housing Strategy.

The Implementation Plan to be developed to accompany the Greater Hobart Plan will outline the processes required to achieve the measures and indicators above.

A coordinated planning framework will be required and will allow public and private investments to be sequenced and approved. This will provide the basis for long-term cooperation across government, industry and the community.

A well implemented Greater Hobart Plan will provide certainty and confidence for the Government, Greater Hobart Councils and business so that financial investment and jobs growth can be directed towards the most beneficial growth of our city. Greater community certainty should also create greater confidence in the long-term outcomes and less concern about potential adverse impacts.

The implementation of the Greater Hobart Plan will be designed to manage, adapt to and harness change for the social, economic and environmental benefit of the Greater Hobart community, now and into the future.

Review and reporting

This inaugural Greater Hobart Plan provides an overall framework for spatially managing the growth that is likely to occur within Greater Hobart. It begins a city-wide planning process that will evolve over time and require updated information, revision of past assumptions, and further analysis to continually build on our evidence base.

External factors including social, technological, economic and environmental trends will all have implications for Greater Hobart's future development and will need to be monitored including access to services and facilities. There is much to be learnt from similar jurisdictions elsewhere and how they have responded to these issues. Implementing the Greater Hobart Plan will also be an iterative process that will require flexibility and a collective willingness to adapt.

The Greater Hobart Plan will be monitored against the listed actions and relevant key performance indicators (KPIs) which will be published. This will enable adjustments to be made while also providing public transparency.

In addition to this, a review of the Greater Hobart Plan and its supporting documents will occur in four years, allowing it to evolve with emerging trends captured and explained.

Effective community engagement is a critical part of this ongoing review and reporting process. Public engagement and a good appreciation of community needs and desires will be encouraged to feed into the Greater Hobart Plan development. A well-informed community is essential for effective implementation of the Greater Hobart Plan via appropriate forums and other public communication opportunities.

- Greater Hobart Plan will be reviewed in four years
- Key performance indicators (KPIs) will be developed
- Annual performance reporting



Greater Hobart Plan

Proposed policy directions

The Greater Hobart Plan will provide a list of policy directions under sixteen different headings to help responsible parties to focus their energies. Under the Implementation Plan, actions will be allocated against the policy directions, and each action will have responsible parties identified to deliver and implement the Greater Hobart Plan. We intend to also provide an indication on the priority and sequencing of actions to help refine future work programs.

The currently proposed policy directions for the Greater Hobart Plan are listed below.

No.	PROPOSED POLICY DIRECTIONS
1 Alignment with Natural Setting	
1.1	The city's growth and development is balanced appropriately with existing significant or prioritised natural values.
1.2	Greater Hobart's natural setting will shape the future growth of the city.
1.3	The city's important natural values are identified and publicly recognised.
2 Meeting Future Housing Needs	
2.1	There is to be sufficient land available for housing development throughout the 30-year life of the Greater Hobart Plan.
2.2	Provide greater housing diversity within Greater Hobart, particularly within medium density typologies.
2.3	The planning system should encourage greater housing diversity.
2.4	Provide sufficient social and affordable housing close to the main activity centres and transit corridors.
2.5	Address any adverse impacts of gentrification within inner-city areas.
2.6	Housing designs should provide for an ageing population and be sufficiently flexible to cope with other demographic changes and community needs.
2.7	Create more opportunities for people to downsize and to live within their existing local area throughout their various life stages.
2.8	Where and when possible, suitably zoned land should be developed as intended to its optimum extent.
2.9	Encourage development on those key sites that are most suitable for larger developments.
2.10	Provide a mechanism to stimulate infill development in desired locations.
2.11	Take a coordinated and strategic approach to identifying areas for future urban growth. Changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis.
2.12	Establish a mechanism to appropriately address anomalies with regards to changes in the Urban Growth Boundary.
3 Urban Consolidation	
3.1	Monitor demographic change and its impact on city growth and housing demand.
3.2	Apply targets for infill and greenfield development that ensure there is sufficient housing to meet future demand and in locations where residents can conveniently access essential services and employment.
3.3	Urban renewal and medium density infill development should occur along transit corridors or close to or within the main activity hubs.

No.	PROPOSED POLICY DIRECTIONS
3.4	New housing development areas are to be supported by more local employment opportunities.
3.5	Improve the overall quality of medium density residential development to encourage greater public acceptance and interest.
3.6	Planning scheme provisions should facilitate increased residential densities within identified growth areas.
3.7	Greater Hobart will remain a compact city with less reliance on outward expansion.
3.8	The Greater Hobart Plan and associated urban planning processes are to remain current and able to evolve as further information becomes available and community needs change.
4 Liveable Walkable Communities	
4.1	Local neighbourhoods should be as liveable and walkable as possible.
4.2	Local communities are to have a choice between different forms of transport to access essential services.
4.3	High frequency transit corridors will provide prime opportunities for improved transport solutions and public mobility.
4.4	Ensure appropriate access and mobility infrastructure.
4.5	Developed sites should have active interfaces with the most heavily used public spaces and roads.
5 Respecting Local Character	
5.1	Increasing the residential density of local areas should not unduly impact on local neighbourhood character and heritage.
5.2	Local area and precinct structure planning processes are to give due regard to local community values and the protection and enhancement of local character.
5.3	Places and buildings that have heritage value will be respected.
5.4	Local Indigenous values should inform the spatial development of Greater Hobart.
5.5	Provide public information that explains how local character will be protected while also enabling more infill development.
6 Integration of Land Use and Infrastructure Planning	
6.1	Coordinate planning for future land uses and public infrastructure so that each is informed by the other.
6.2	Comprehensive integrated transport planning is required for Greater Hobart.
6.3	Develop a sound evidence-based understanding of how future city land use changes will both impact on and be impacted by traffic management decisions.
6.4	New urban growth is to occur in an orderly fashion and in sequence with infrastructure provision.
6.5	Deliver public infrastructure required to 'unlock' land which has been specifically targeted for development, such as within transit corridors and densification areas.
6.6	Minimise excessive infrastructure costs by planning for and setting aside land required for future infrastructure extensions.
7 Optimise the Most Efficient Use of Infrastructure and Services	
7.1	Existing public infrastructure is to be well maintained and upgraded to meet future needs.
7.2	Give preference to utilising existing infrastructure capacity when identifying potential development opportunities.
7.3	A whole-of-Greater Hobart approach is to be adopted when considering future infrastructure needs.
7.4	Built infrastructure should be capable of adapting to new or multiple uses and different community needs.

No.	PROPOSED POLICY DIRECTIONS
8 Optimise Public Accessibility	
8.1	Active transport is to be promoted as the most healthy and sustainable mode of local travel throughout Greater Hobart.
8.2	Increase public mobility options and reduce reliance on private motor vehicles.
8.3	Activity hubs are to be walkable to enable greater personal convenience and to benefit local businesses.
8.4	Transport routes and walking/cycling paths are to be upgraded and well maintained to ensure public safety and amenity and to provide all-abilities access.
8.5	Public transport infrastructure and services are to be improved to significantly increase patronage and be a "mode of choice" for more people.
8.6	Promote the availability and benefits of active and public transport.
8.7	Key transit corridors are to be used to develop high frequency public transport services.
8.8	Appropriate measures are to be taken at both local and regional levels to minimise the future impact of traffic congestion.
8.9	Sufficient public car parking is to be provided within the vicinity of activity hubs, but parking availability should consider the accessibility of active and public transport options.
9 Identify and Attribute True Infrastructure Costs	
9.1	New infrastructure costs should be appropriately and proportionally attributed across the beneficiaries of that infrastructure to assist in more efficient, cost-effective and equitable development.
9.2	Better manage consumer demand in order to reduce the need to install new public infrastructure.
10 Ensure Infrastructure and Services Meet Future Needs	
10.1	Community engagement is to be conducted when planning for future infrastructure upgrades.
10.2	Public infrastructure is to be designed to activate public spaces and address public safety/security needs.
10.3	Amend previous design assumptions for some forms of infrastructure to accommodate the impact of future climate change.
10.4	Infrastructure design is to consider the potential impact of future natural hazard events.
10.5	Improved internet and telecommunication services will be required to adequately service new businesses and public demand.
10.6	Apply best practice waste management processes that are both environmentally and economically sustainable.
10.7	Improve energy efficiency within the urban environment and transition towards a low carbon future.
11 Provide for Open Space and Recreation Needs	
11.1	There is to be a coordinated approach to the management of public open space and recreation and sporting facilities across Greater Hobart.
11.2	All local neighbourhoods should have adequate useable public open space and recreational facilities.
11.3	Public open space and recreational infrastructure should be in a condition that allows for increased future use.
12 Employment Growth	
12.1	Future employment opportunities are to meet the needs generated by demographic change.
12.2	Additional employment opportunities will be needed as the city's population increases.
12.3	Provide employment opportunities at key activity centres across Greater Hobart or along key transit corridors so more people can live closer to where they work.
12.4	Provide sufficient commercial and industrial zoned land to allow for future jobs growth.

No.	PROPOSED POLICY DIRECTIONS
13 Activate Central and Local Business Centres	
13.1	The future social and economic viability of the larger activity hubs across Greater Hobart are to be reinforced.
13.2	Local activity hubs will continue to best meet local community and convenience needs.
13.3	The viability and amenity of all activity centres are to be increased through enhanced active and public transport access.
13.4	The unique attributes or points of difference of each activity centre should be used for their economic benefit.
13.5	Develop the activity hubs more intensively in order to optimise their social and economic functions.
14 Collaboration	
14.1	Greater collaboration across State and local governments, community and industry will result in more efficient and consensual development outcomes.
14.2	To deliver a focus on infill and the activation of land supply will require the active support of all stakeholders.
14.3	Productive partnerships between government and industry will be facilitated to meet the most pressing needs of Greater Hobart.
14.4	State and local government collaboration will be enhanced to ensure public infrastructure and services are delivered in ways that best support the city's sustainable growth.
15 Competitive Advantages	
15.1	Priority will be given to attracting those industries that complement and support Greater Hobart's unique attributes.
15.2	The particular attributes of local areas and neighbourhoods within the city should attract further business growth.
15.3	The city's existing character, heritage and landscape have economic value, so they are to be protected and enhanced.
15.4	The visitor attractions and tourism potential of the whole Greater Hobart area should be optimised.
16 A Diverse and Resilient Economy	
16.1	Various land development options are to be provided so that there is a diversity of residential and industrial opportunities.
16.2	Mixed use developments are to be encouraged to increase both housing and commercial opportunities.
16.3	Commercial and industrial land throughout Greater Hobart should be used for its most productive purpose.
16.4	The residential densities of areas close to both major and local employment precincts are to increase.
16.5	Well-designed public places assist in providing increased community interaction and support during periods of prolonged social change and disruption.
16.6	Ongoing urban renewal and building re-use is to be encouraged in order to meet changing land use demands.
16.7	Future public infrastructure investments are to anticipate changing social and economic pressures and the need for 'future proofing'.



Greater Hobart
Committee
Four Cities. One Hobart.

30 Year Greater Hobart Plan

May 2022

STRATEGY FOR GROWTH AND CHANGE
for consultation



Greater Hobart
Committee

Four Cities. One Hobart.



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This publication was produced by the Department of State Growth.

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ACKNOWLEDGEMENT OF ABORIGINAL PEOPLE AND COUNTRY

The Greater Hobart Committee acknowledges Tasmanian Aboriginal people as the traditional owners of the Land on which Greater Hobart is located. We pay our respect to Elders, past and present, and to all Aboriginal people who live and work in Greater Hobart today. We particularly pay respect to the muwinina people of the South East Nation, whose country stretched through the municipalities of Glenorchy, Hobart and Kingborough, and the mumirimina people of the Oyster Bay Nation, whose country included the municipality of Clarence.

From the heights of kunanyi / Mount Wellington to the depths of the River Derwent – known as timtumili minanya in palawa kani – the Country on which Greater Hobart – nipaluna – is deeply embedded within the history of thousands of generations of Tasmanian Aboriginal people, and bound up inseparably with their culture and identity. We recognise this deep history, and the continuing connection of Tasmanian Aboriginal people to Land, Waterway and Sky. Through this plan, we will work with Tasmanian Aboriginal people to protect cultural heritage, maintain cultural practice, and to respect and learn from traditional owner's deep knowledge and understanding of Country.

EXECUTIVE SUMMARY

The purpose of the Strategy for Growth and Change is to outline how the future growth of Greater Hobart should be managed in a spatially integrated manner and to explain the policy background to its subsequent implementation as a key part of the Greater Hobart Plan.

The Greater Hobart Plan and this Strategy applies to the urban metropolitan areas of the four central Hobart councils of Clarence, Glenorchy, Hobart and Kingborough, represented by the areas within the primary metropolitan Urban Growth Boundary of each council and their immediate surrounds and describes how:

- appropriate residential development can best meet the city's future housing needs;
- physical infrastructure and related services can best support the future spatial development of Greater Hobart; and
- development can strengthen the city's future economy and competitiveness.

This Strategy has been prepared during a period of major global change and there are many emerging economic and social challenges facing Greater Hobart and Tasmania. The impact of the COVID-19 pandemic is only beginning to be understood, and both climate and technological changes have the potential to completely alter traditional land use planning and infrastructure paradigms. It is therefore critically important that strategic planning frameworks and processes are in place that have the capacity to be responsive and relevant, and to be uniquely suited to the needs of Greater Hobart to help shape future development.

Planning policies and infrastructure investments should anticipate future challenges and optimise the benefits that can be achieved from future social and economic opportunities.

The development of Greater Hobart has been shaped by its geography which has dictated the development constraints and opportunities, and this will continue to be an important consideration for its future urban form. It is important that, as the city grows it does so in a manner that protects, complements and highlights those natural features that distinguish Greater Hobart from other capital cities.

This Strategy contemplates **actions** that stress the importance of:

- integrating land use and infrastructure planning;
- ensuring that infrastructure and services are provided and used efficiently;
- optimising public accessibility;
- identifying and attributing the true costs of delivering physical infrastructure;
- ensuring that future needs can be met; and
- providing public open space and recreational needs.

The preferred residential development model for the urban metropolitan area of Greater Hobart is one of urban consolidation. Housing shapes the character of the city and when located in the right places, the social and economic benefits for residents can be maximised.

This will require a modest increase in housing densities within the inner parts of the city, with care taken to protect existing character, heritage and liveability of those areas. Greater Hobart will aim to remain a compact city and limit the adverse impacts of urban sprawl, while also encouraging greater housing choice through more diversity in design, type and affordability.

An analysis has been conducted to estimate the future demand for housing and whether there is capacity within Greater Hobart to meet this demand. Our analysis indicates that the future planned growth of our city over the next 30 years, can be primarily accommodated within the Urban Growth Boundary currently described in the STRLUS, and is best placed within densification areas along main transit corridors to better utilise our existing infrastructure. In addition, we will develop a coordinated and strategic approach to growth and to address any identified anomalies. Changes to the Urban Growth Boundary may result based on evidence of need.

To achieve the outcomes indicated by this analysis will require the implementation of a range of measures which will seek to encourage more infill development closer to transport corridors and within identified densification and growth areas. Infill development is proposed to be primarily low-impact medium density dwellings, while allowing for higher density dwellings in appropriate locations. Greenfield development will also be important, and the Greater Hobart Plan has set an achievable target of a 70:30 infill/greenfield development split over the next 30 years that is consistent with the development split achieved over the last decade.

Unconstrained development outside of the current urban footprint is not sustainable. The key will be to strategically identify appropriate areas for growth, to ensure residents can obtain the benefits of living closer to where they work, shop and play by reducing travel distances, traffic congestion, public infrastructure costs and personal living costs.

Growth is expected to occur broadly across the city, but the specific areas expected to experience greater residential growth over the next 30 years include the Northern Suburbs Transit Corridor which stretches between the Hobart and Glenorchy CBDs, the Central Hobart area, Droughty Point within Clarence, and in Kingborough a mix of infill and greenfield at Huntingfield, Margate and Snug. More details on growth projections are provided in Appendix 1 and Map 1.

Summary of Expected Urban Growth – additional population and dwellings by 2050

Council	Population	Dwellings
Glenorchy	16,500	8,200
Hobart	20,400	10,300
Clarence (Metro)	15,300	7,600
Kingborough (Metro)	7,800	3,900
Total Greater Hobart (Metro)	60,000	30,000

The Greater Hobart Plan will seek to:

- ensure growth complements the city's natural setting;
- implement a coordinated land release program that ensures sufficient land supply;
- promote and incentivise a more diverse and affordable housing mix;
- encourage urban renewal of underutilised land for residential development;

- support innovative design solutions to meet a diverse range of community needs;
- prioritise urban consolidation to create a more walkable and accessible compact city; and
- enable well designed medium-density developments within existing neighbourhoods and higher density dwellings in appropriate locations.

Physical infrastructure and related services are integral to the efficient and effective operation of the city and has been considered within the Greater Hobart Plan. This includes infrastructure for transport and movement, reticulated utilities, the use of public spaces, waste disposal and the built community facilities from which various public and social services are provided. The provision of such infrastructure and services needs to consider factors such as equitable distribution, public safety and convenience, cost effectiveness, management efficiencies and environmental safeguards.

The future development of Greater Hobart will influence, and be influenced by, the way that public infrastructure and services are delivered. Such infrastructure and services are not an end in themselves but are provided to support and protect Greater Hobart's desired development pattern, urban fabric, economy, liveability and environmental quality.

It is understood that any recommended actions under the Greater Hobart Plan will touch on a broad number of areas, but this is unavoidable given the influence that a Greater Hobart Plan can have on the growth and development of a city.

Recommended actions that relate to the provision of public infrastructure will seek to:

- unlock land suitable for development and help build emerging communities;
- better service those parts of the city that lack adequate social/recreational facilities;
- protect environmental values and accommodate future climate change impacts;
- enhance a variety of transport modes that provide choice and reduce isolation;
- improve traffic management and reduce traffic congestion;
- enable people to have greater mobility and participate in active and healthy activities;
- activate commercial centres and make them more walkable and safe; and
- reduce greenhouse gas emissions and facilitate increased renewable energy use.

Greater Hobart's future economic development requires tailored responses. Maintaining Greater Hobart's sense of local identity and character is an economic imperative, while also having an outward looking perspective on national and international opportunities. The challenge will be to develop a consensus on how this will be achieved.

The Strategy for Growth and Change considers how the spatial development of Greater Hobart will impact the city's economy. There is a direct relationship between the form of urban development and the potential economic benefits that can be achieved. An increase in the density of the city will increase efficiencies and generate greater social and economic interaction. Therefore, a compact city is more economically sustainable than a city with a more dispersed population.

While future economic activity will continue to be focused on the existing business, commercial and industrial centres, there remain many opportunities for further growth within and surrounding these centres.

Recommended actions relating to economic and employment opportunities will seek to:

- build on Greater Hobart's existing competitive advantages;
- reinforce the economic viability of both central and local activity centres;
- ensure a diversity of employment opportunities are spread right across the city;
- encourage urban renewal and redevelopment of underutilised parcels;
- provide for a much higher density of jobs within inner city employment precincts; and
- generate a mix of uses that encourage greater social and business interaction.

Conclusion

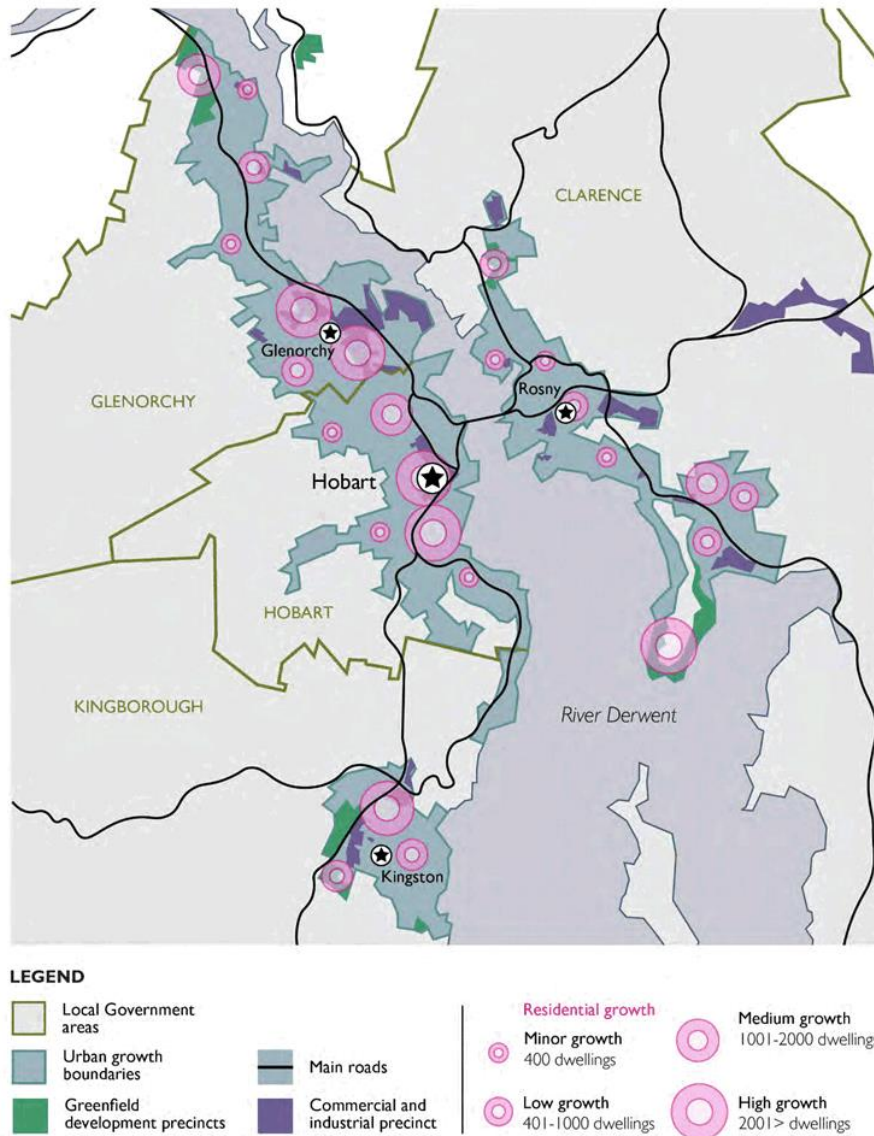
The implementation of this Strategy will be a long term prospect. Some recommended actions can be undertaken quite readily, but concerted and continued effort will be required over the medium to long term in order to assist the growth and reshape the city over the 30-year period of the Greater Hobart Plan.

Map 1 shows the urban metropolitan area to which the Greater Hobart Plan and this Strategy for Growth and Change relates and the key economic and growth centres identified within Greater Hobart.

An Implementation Plan is currently being drafted to outline how the Greater Hobart Plan will be achieved and a process will be established for its ongoing review and adjustment as time progresses.

The implementation of this Greater Hobart Plan will not be a straightforward exercise and it is recognised that there will be challenges to be overcome. Therefore, strong commitment from the Tasmanian Government and the Clarence, Glenorchy, Hobart and Kingborough councils will be essential.

The process of ongoing review of the Greater Hobart Plan will examine new information, current and future trends and performance against previous targets and projections on an on-going basis with a more in-depth review of implementation completed every four years.

**MAP 1 – KEY RESIDENTIAL GROWTH AREAS TO 2050**

I. Background

1.1 Introduction

This inaugural Greater Hobart Plan and Strategy for Growth and Change focuses primarily on the future residential development of Greater Hobart – as defined under the *Greater Hobart Act 2019* and consisting of the Hobart, Glenorchy, Clarence and Kingborough municipalities. However, it also takes into account the physical infrastructure already available and the areas where employment is located to better understand the linkages between where people live and work and the available transport options.

The Strategy for Growth and Change is consistent with the 2050 Vision for Greater Hobart as developed by the Greater Hobart Committee and provides the strategic basis for the Greater Hobart Plan and its accompanying Implementation Plan.

The primary purpose is to outline how the future residential and economic growth of Greater Hobart should be managed in a spatial sense and to help provide background to the subsequent proposed implementation of related programs to help achieve the desired outcomes of the Greater Hobart Plan over the next 30 years.

Map 1 shows the urban metropolitan area that is covered by the Greater Hobart Plan and this Strategy which is represented by the areas within the primary metropolitan Urban Growth Boundary of Clarence, Glenorchy, Hobart and Kingborough councils and their immediate surrounds. Due consideration is given to the broader region and neighbouring councils and the relationships that exist across the broader region. However, the main focus of the Greater Hobart Plan is on the future urban development of the city itself.

2050 Vision for Greater Hobart

We will live in the world's best small capital city; a city built for people that is connected, friendly and safe.

Greater Hobart is thriving and an inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment.

The 2050 Vision for Greater Hobart covers the following themes:

1. **Be greater for our people** - a great place to live; safe and welcoming; better active transport; and contribute to health and wellbeing
2. **Have greater interconnection, but distinct communities** - continue to 'feel like Hobart'; connected to unique natural environment; thriving, unique neighbourhoods; and people centred, activated places
3. **Have greater resilience** - build resilience and disaster preparedness; strong local business community; adapt towards a low carbon economy; and community spirit to 'future-proof' city
4. **Be well planned** - 'right place, right time'; collaborative approach to planning; and coordinated provision of infrastructure & services
5. **Have greater connection** - easy to get around; greater transport choice; increase co-location of jobs and housing; and smart technology to enhance useability
6. **Plan for growth and change** - greater housing choice; increase residential density in inner areas; growth will be planned and sequenced; and protect unique natural areas and biodiversity

Many aspects of this Vision agreed by the Greater Hobart Committee and the accompanying themes are further developed within this Strategy, and actions and recommendations have been developed to be consistent with and to support this Vision.

Over the next 30 years, the population of Greater Hobart will continue to grow, and it will be necessary to put in place measures that ensure there is sufficient housing for its current and future residents, that infrastructure and services are provided to support this growth and that sufficient opportunities for economic activity are provided.

Part A – Residential Development

In regard to residential development, future urban growth may take a number of forms, but the preferred growth model is one of urban consolidation. This will require medium-density housing to be actively encouraged within the inner parts of the city, with care taken to protect the existing character, heritage and liveability of our city. Greater Hobart should remain a compact city as it will be necessary to limit the adverse impacts of urban sprawl, while also encouraging greater housing choice, providing more diversity and supporting affordability.



Housing shapes the character of the city and, when located in the right places, social and economic benefits can be maximised, both for individual residents and the broader Greater Hobart community. If people can live in a home that they can afford and feel comfortable in, then they will feel safe and part of their community. Housing diversity is also critical, as there are many different personal circumstances, and everyone's housing needs will change throughout their lives. The coordinated, cost-efficient delivery of future housing programs is a primary objective of the Strategy for Growth and Change.

This Strategy projects the future demand for housing within Greater Hobart (primarily driven by population growth) and the capacity of the existing land supply to meet that demand. This required assumptions to be made and to balance the outputs against known land availability.

Housing provision is intended to focus on increasing diversity and affordability, and the expected spatial location of future residential development within Greater Hobart has been analysed. This has been undertaken to best meet the needs of future residents from amenity, convenience and cost perspectives. Having come to a position on a proposed urban form and where future housing development should occur, then we can look at how that urban form can be implemented and encouraged.

Part B – Physical Infrastructure and Services

Providing the necessary physical infrastructure and services to support future growth will significantly influence the spatial development of Greater Hobart. Physical infrastructure includes transport and utility assets as well as infrastructure related to public spaces, disposal of waste and other community facilities, from which various public and social services are provided. The provision of such infrastructure and services needs to consider or balance such factors as their equitable distribution, public safety and convenience, cost effectiveness, management efficiencies and environmental safeguards.

Such infrastructure and services are not an end in themselves but are provided to support Greater Hobart's desired residential development pattern, urban fabric and liveability. Infrastructure provision also points towards Greater Hobart's importance within the broader region and Tasmania as a whole.

This Strategy draws upon specific policies and directions that are already in place and being implemented across responsible agencies or service authorities at the council and state level.

Part C – Economic Development

There is a direct relationship between urban form and the efficiency and productivity of the city and the potential economic benefits that can be achieved. A higher population density would enable more efficient use of available infrastructure, which can in turn increase productivity and generate greater social and economic interaction.

The economic future of Greater Hobart is of critical importance in ensuring the continued prosperity of its residents and businesses. Greater Hobart is also important at a regional and State level.

The location of activity centres within Greater Hobart are a result of historical influences and decisions, and the long term evolution of the city. Nevertheless, there remain opportunities for further growth to occur within and surrounding current activity and employment centres and in new locations, and for other physical conditions to be improved that increase the viability of such opportunities.

Since 2020, the economic development of Greater Hobart has, like everywhere else, been hardest hit by the COVID-19 pandemic. The long-term impact of the pandemic is uncertain. It is prudent to expect and plan for other future economic impacts, and this will include the impacts of changing climate.

It will be necessary for the city to develop in a more resilient spatial form, bearing in mind such likely challenges, and the subsequent demands placed upon the city and its residents.

1.2 Key Principles

This Strategy has been prepared to be consistent with principles developed to align with the 2050 Vision for Greater Hobart.

The principles that have been developed cover:

- broad issues that relate to the direction and collaboration required to embed this Greater Hobart Plan into current policies and processes; and
- more specific issues that relate to:
 - residential development
 - physical infrastructure and services; and
 - economic development.

The following tables lists the principles and the alignment of each principle against Vision themes as approved by the Greater Hobart Committee.

Table 1: Principles of the Greater Hobart Plan

Principles	Description	Themes - 2050 Vision for Greater Hobart					
Common Principles		1	2	3	4	5	6
1. Whole of Greater Hobart Planning	Adopt a whole-of-city perspective and a sound evidence-based approach for forward planning, and encourage collaboration between all levels of government, industry and community.	✓	✓	✓	✓	✓	✓
2. A compact city	Acknowledge Greater Hobart's geographic constraints, the opportunities to benefit from increased living densities close to activity hubs and the need to limit urban sprawl.	✓		✓	✓	✓	✓
3. Live locally	Protect and enhance the amenity and character of local areas within the city, improve accessibility, walkability and liveability, develop 'green' neighbourhoods and encourage the proximity of residential areas to services and employment opportunities.	✓	✓	✓	✓	✓	✓
4. Environmental sustainability	Ensure that future development considers the unique natural setting within which Greater Hobart is located, the impact of climate change and the need to protect/enhance local and regional environmental outcomes.		✓		✓		✓
5. Community engagement	Consider community values in Greater Hobart, plus provide for ongoing community engagement in the planning processes, involve the local Aboriginal community and build greater community cohesion and resilience.	✓	✓		✓		
Residential Development Principles		1	2	3	4	5	6
6. Alignment with natural setting	Future development is to take into account of and complement the unique natural setting within which Greater Hobart is located and has historically developed.		✓		✓		✓
7. Meeting future housing needs	Cater for population growth and housing demands, to provide greater choice through housing diversity, affordability and social housing options in accessible locations to meet the changing lifestyle needs of Greater Hobart residents.				✓	✓	✓
8. Urban consolidation	Create more opportunities for medium density residential development, particularly in the vicinity of the main activity hubs and within such designated corridors as the Northern Suburbs Transit Corridor.	✓		✓	✓	✓	✓
9. Liveable walkable communities	Encourage the development of more liveable and walkable communities that provide easy access to local parks and open space, a variety of services and a mix of uses that can stimulate community interaction and cohesion.	✓	✓	✓	✓	✓	✓
10. Respecting local character	Respect relevant community values, by encouraging more sustainable, attractive housing and building design and by appreciating Greater Hobart's significant heritage and cultural attributes.	✓	✓				✓
Physical Infrastructure and Services Principles		1	2	3	4	5	6
11. Integration of land use and infrastructure planning	Greater Hobart's compact size and linear footprint alongside the Derwent River highlights the need for an integrated and collaborative approach amongst all planning, infrastructure and service providers.	✓	✓	✓	✓	✓	✓
12. Optimise the most efficient use of infrastructure and services	prioritise the utilisation of the existing capacity within infrastructure systems and community services across Greater Hobart and ensure that new or replacement infrastructure is sufficient to meet anticipated demands.			✓	✓	✓	✓
13. Optimise public accessibility	ensure that all Greater Hobart residents have access to a range of transport options and that development responds to and supports an efficient transport network where public and active transport and safe, all-abilities access is prioritised.	✓	✓			✓	✓
14. Identify and attribute true infrastructure costs	land use and infrastructure decisions are to be made knowing what the true costs and benefits will be to the Greater Hobart community and how such costs are to be attributed in a transparent and accountable manner.				✓		
15. Ensure infrastructure and services meet future needs	if Greater Hobart is to become the 'world's best small capital city' then it will need to have well designed and high-quality infrastructure and services that suitably 'future-proof' the city in the light of future climate, technological and demographic change.			✓	✓		
16. Provide for open space and recreation needs	ensure there is a network of high quality parks, reserves, sports fields, recreational areas and open space corridors that meet all community needs, are easily accessible (20 minutes' walk) and well vegetated (urban forests).	✓	✓				✓
Economic Development Principles		1	2	3	4	5	6
17. Employment growth	Provide for a range of new land use and development opportunities that are uniquely suited to Greater Hobart, which encourage business and employment growth.		✓	✓	✓	✓	
18. Activate central and local business hubs	Protect and enhance the role of the Hobart CBD as a harbor/port, employment and services centre, and arts, culture and tourism hub, with a supporting framework of thriving local business centres throughout the Greater Hobart area.	✓	✓	✓			
19. Collaboration	The relatively small size of the city and the existing networks within government, business and the community provide many opportunities to better coordinate activities and increase collaboration to achieve a common economic future.		✓		✓		✓
20. Competitive advantages	Protect and build upon Greater Hobart's existing attractions and culture, which benefits from its environmental and heritage settings, to promote development opportunities and productivity in ways that are place-based, high value and protect existing features and values.	✓	✓				✓
21. A diverse and resilient economy	We expect future challenges and opportunities for diversification and adaptation of Greater Hobart's economy. It is essential that future development within the city is economically and environmentally sustainable, innovative, and tailored to enhancing local needs.			✓			✓

1.3 Policy Context

1.3.1 Southern Tasmania Regional Land Use Strategy

The policy context for this Strategy is primarily based on the related directions within the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS).

The STRLUS is legally enforceable under the *Land Use Planning and Approvals Act 1993* and includes a residential development strategy developed and released in 2010. Its definition of Greater Hobart is wider and includes areas within the Brighton and Sorell municipalities, which are located outside the urban metropolitan area covered by this Strategy and the Greater Hobart Plan itself. STRLUS policies for the Southern region and for Greater Hobart remain relevant.

The STRLUS has been in place for more than 10 years and council planning schemes have been prepared in a manner that implements its residential development policies. This Strategy will build on these existing policies and the development of the Greater Hobart Plan will inform an update to the STRLUS.

The STRLUS policies most relevant for the development of the Greater Hobart Plan and this Strategy are listed in Appendix 2. These policies have been included to show how the Greater Hobart Plan builds on and is in large part consistent with the current STRLUS.

On the release of the STRLUS in 2010, the rate of urban expansion was identified as unsustainable and that increased infill development, higher living densities and urban consolidation should be the preferred growth model for Greater Hobart. The subsequent development and transition to the Tasmanian Planning Scheme has also introduced planning controls that encourage increased residential densities.

As part of any consideration into the future development of Greater Hobart, it is also necessary to keep in mind the city's relationship with the broader southern region and Tasmania as a whole. Hobart's role as capital city is critical and it is not the intention that Greater Hobart expands or grows at the expense of neighbouring areas or other parts of the State. Therefore, the Greater Hobart Plan acknowledges that Greater Hobart does not exist within its own 'bubble' and its planned growth must be integrated within the existing regional planning framework of the Tasmanian planning system.

1.3.2 Tasmanian Government

Outside of the STRLUS land use planning framework, the main Tasmanian Government direction for residential development is provided by the affordable housing and social housing policies of the Department of Communities Tasmania. The *Policy for Social Housing Providers* and the *Affordable Housing Strategy* and its regularly updated Action Plans are key government strategies.

These strategies incorporate numerous actions to provide for the supply of more affordable housing (e.g. the planned development at Huntingfield), and to support infill development and higher density living opportunities along transport corridors by encouraging greater urban consolidation. The explicit intent is for social housing to be in "*well located suburbs with good access to jobs, shops, transport, schools and other community services*".

The Infrastructure Pipeline maintained by Infrastructure Tasmania helps to inform decision making by governments, developers, utility providers and project proponents as they consider

future investment plans and priorities; and assists consulting and contracting firms with current and future resourcing decisions.

The Infrastructure Pipeline is compiled with the input of government businesses, state departments, private sector infrastructure providers and local government. Upcoming projects are listed under various categories including roads, energy, water (water, sewerage, irrigation and stormwater), airports, ports, rail, communications, housing, health, education, public safety and recreation.

The Tasmanian Government seeks to create a supportive environment for businesses to grow and to attract investment. This is primarily delivered through the Department of State Growth, together with the Office of the Coordinator General. The Coordinator-General engages more with prospective investors interested in Tasmania's regional economic strengths and has published *'The Southern Tasmania Advantage: a guide to investment opportunities and industrial precincts'* to help guide investors seeking to invest in the south of the State.

1.3.3 Local Government

Under the *Local Government Act 1993*, councils prepare a Strategic Plan, a Long-term Financial Plan, an Asset Management Policy and a Long-term Asset Management Plan.

Each council also produces operational asset management plans, strategies and policies considered necessary at the local level.

Infrastructure related policies generally focus on local community needs, fulfilling environmental responsibilities, planning for the future, ensuring public safety and providing sustainable ongoing asset management (maintenance/replacement).

Regarding residential development:

- **Clarence City Council** is preparing a number of relevant plans for specific areas, such as the Clarence Plains Master Plan, Tranmere/Rokeby Peninsula Structure Plan and the City Heart Project, plus it intends to prepare a City Future Strategy that will build on the results of the Greater Hobart Plan.
- **Glenorchy City Council** has issued a Statement of its Commitment on Housing (August 2020) that expresses its support for *"a diversity of safe, liveable, accessible and affordable options"*. The Council has also undertaken precinct planning through its Greater Glenorchy Plan to help guide future growth and development.
- **The City of Hobart** has previously developed a Housing and Homelessness Strategy and a Social Inclusion Strategy that dealt with issues such as housing stress and the need for new supplies of housing stock. The Council also commissioned a report that highlighted the opportunities and benefits of increased inner-city housing (Central Hobart Precinct Plan - Economic, Demographic and Employment Study – by HillPDA Consulting, Feb. 2020).
- **Kingborough Council** has endorsed its Kingborough Land Use Strategy (May 2019) and this document describes the main issues and directions for Council that are relevant to a residential development strategy within that municipality and specifically within and around the Kingston area, while also identifying areas for potential future growth around Margate and Snug.

The councils also deliver a range of economic development programs that include:

- a desire to further activate commercial precincts
- support existing businesses and attract new businesses
- promote their particular competitive advantages
- encourage a greater collaborative approach between industry and government
- improved accessibility to local jobs for local residents



Part A – RESIDENTIAL DEVELOPMENT

2. Residential Demand and Supply

2.1 Projected Population Growth

The Tasmanian Department of Treasury and Finance releases population projections at a local government level in line with the release of Australian Bureau of Statistics Census data every 5 years.

Of the three population projection series produced (High, Medium and Low growth series), it is usually recommended that the Medium Series projections be used for planning and policy purposes. The population projections for the Greater Hobart councils are shown below.

Table 2: Population growth projections

LGA	Population	Low Series		Medium Series		High Series	
	2020	2050	Increase	2050	Increase	2050	Increase
Hobart	55,250	58,922	+3,672 (+0.21%)	66,173	+10,923 (+0.60%)	77,173	+21,923 (+1.12%)
Glenorchy	47,963	53,793	+5,830 (+0.38%)	58,432	+10,469 (+0.66%)	65,607	+17,644 (+1.05%)
Clarence	58,729	63,895	+5,166 (+0.28%)	68,271	+9,542 (+0.50%)	75,335	+16,606 (+0.83%)
Kingborough	38,628	42,016	+3,388 (+0.28%)	45,550	+6,922 (+0.55%)	49,916	+11,288 (+0.86%)
TOTAL	200,570	218,625	+18,055 (+0.29%)	238,422	+37,852 (+0.58%)	268,030	+67,460 (+0.97%)

Source: Australian Bureau of Statistics, and Department of Treasury and Finance, Population Projections 2017.

Prior to the onset of the COVID-19 pandemic, the annual population growth rate was higher than the High Series long term growth rate, with an average of 1.31% per year over the five-year period to June 2020. As noted above, the Medium Series growth results in an increase in population of 37,852 persons and the High growth series predicts a population increase of 67,460 persons (based on 2020 population estimates).

At a State level, natural population increase (the number of births less the number of deaths) is decreasing as the largely static birth rate is overtaken by an increasing number of deaths. Projections indicate that a natural decline is expected around 2030 when the number of deaths will outnumber births in the State. Within Greater Hobart, Clarence and Kingborough are expected to also reach this stage around 2030, while Glenorchy and Hobart are expected to maintain positive natural increases until 2042. The population of Greater Hobart and Tasmania is ageing relatively rapidly (Hobart has the oldest median age of all Australian capital cities).

The projected population increase for Tasmania is almost entirely reliant on migration from either interstate or overseas. Such growth has been occurring across Greater Hobart in recent years, though overseas migration came to a halt in 2020 due to the imposition of COVID related border restrictions. It is likely to take at least three years before overseas migration will reach pre-pandemic levels, however interstate interest remains strong and housing sales and building activity have not slowed following the onset of the pandemic. Long term population

projections for Greater Hobart are highly uncertain and it appears that the relatively high growth rates experienced prior to 2020 are unlikely to be seen again for some time yet.

Nevertheless, it is expected that Greater Hobart and Tasmania will still be particularly popular for migrants due to a variety of factors that include a growing appreciation of its local benefits and attractions, the impact of climate change, the fall-out from the COVID-19 pandemic and the opportunities for remote work. However, many people who migrate to Tasmania are in the older age brackets (particularly migrants moving from other Australian mainland jurisdictions) and, if they are in the majority, then this will only accentuate issues and concerns about an ageing population.

A more sustainable strategy is to create conditions including job creation that reduces the need for young people to leave the State and to attract younger migrants to directly counter the ageing trend. The Greater Hobart Plan will seek to assist by facilitating the development of a more attractive and efficient city, making Greater Hobart more liveable with more employment opportunities.

Given all the factors influencing population growth and migration, it is likely that strong population growth rates will not be sustained over the entire 30-year period as they are heavily influenced by economic cycles. However, it is reasonable to assume that the growth rate may be greater than the Medium Series prediction, and it would be prudent to plan for a population growth rate closer to the High Series prediction. On that basis, a working figure of an additional 60,000 persons by 2050 has been adopted (see Table 2 below). This would be the projected population increase for Greater Hobart from 2020 through to 2050, and this will help inform the future demand for housing.

This figure of an additional 60,000 persons in Greater Hobart is not a population target but is an estimate of what may occur and will inform forward planning throughout the Greater Hobart Plan. This estimate will be subject to regular review over time as population growth trends become apparent.

2.2 Housing Demand

The future demand for residential dwellings is driven by estimated population growth.

The current average household size is 2.3 persons per household and the trend over recent times points to further decreases over the next 30 years to reach 2.0 persons per household by 2050.

Again, for planning purposes, a conservative approach will be adopted by assuming 2.0 persons per additional household in Greater Hobart throughout the 30 year period. This will therefore provide for the likely demand for housing, and an increased ability for older Tasmanian's to 'age in place' and the potential for an increase in single person dwellings. This assumption therefore means that for the purposes of the Greater Hobart Plan we will estimate a future demand for about 30,000 additional dwellings over the next 30 years – or 1,000 dwellings per year on average over the period.

Table 3 below shows the Medium and High Series population projections and the assumed population for planning purposes within the Greater Hobart Plan and dwelling estimates. Adjustments have been made for both Clarence and Kingborough due to the proportion of rural land that exists outside their urban metropolitan areas.

Table 3: 2050 Population and housing estimates

LGA	Population Projections		Greater Hobart Plan		
	Medium Series	High Series	Additional Population (30 Years)	Additional Dwellings (30 Years)	Rate/year dwelling construction
Hobart	10,923	21,923	20,400	10,300	343
Glenorchy	10,469	17,644	16,500	8,200	273
Clarence	9,542	16,606	15,300	7,600	253
Kingborough	6,922	11,288	7,800	3,900	130
TOTAL	37,852	67,460	60,000	30,000	1,000

Source: Australian Bureau of Statistics, and Department of Treasury and Finance, Population Projections 2017.

This future rate of 1,000 dwellings per year has been compared with the residential development that has actually occurred in Greater Hobart. Over the last 10 years, on average about 700 dwellings per year were completed across Greater Hobart. There will therefore need to be an increase of dwelling construction each year over historical rates to achieve 1,000 dwellings per year. It should be noted that this construction rate does not take into account any assessment of unmet housing demand within Greater Hobart.

The total number of dwellings delivered in the last 10 years (7,050 dwellings) was less than the 8,520 dwellings predicted by the STRLUS. The STRLUS also included a requirement that future housing development should be 50% infill and 50% greenfield for all Greater Hobart councils including Brighton and Sorell. When we exclude Brighton and Sorell, as they are not a party to the *Greater Hobart Act 2019*, this ratio becomes 53/47 for infill/greenfield. However, during the last 10 years, the actual infill/greenfield split for the four Greater Hobart councils has been 64/36 (i.e. 4,487 infill dwellings and 2,563 greenfield dwellings).

Therefore, actual infill development over the last 10 years has exceeded the STRLUS prediction by a significant amount driven by demand and supply in the housing market without intervention by governments. This indicates a clear market preference for infill development over greenfield options. This has also included a reasonably strong market demand for multiple dwellings across Greater Hobart. Of the total 7,050 dwellings delivered in the last 10 years, one third were multiple dwellings, about one third were infill single dwellings and another third were greenfield single dwellings.

This market performance indicates that a higher infill development target could be set. Based on the past 10 years, a 70/30 infill/greenfield split for Greater Hobart would appear to be quite achievable if deliberate action is taken to encourage higher residential densities within inner urban areas. This would also be consistent with similar targets set by other major Australian cities.

Despite this relatively strong sustained demand for multi-unit type dwellings, the fastest growing areas have generally been on the urban fringe. In recent years, the areas with the highest population growth rates (in and around the Greater Hobart area) have been Rokeby, Brighton/Pontville, Sorell, Hobart, Dodges Ferry/Lewisham, Bridgewater/Gagebrook and Kingston.

Definitions

- **Infill development** - development within the existing urban footprint through:
 - (a) small scale subdivision or unit development on existing residential lots; or
 - (b) redevelopment of brownfield or greyfield sites
- **Greenfield development** - located on former agricultural or undeveloped natural land on the periphery of towns and cities that has been identified for urban development.

Note - Infill housing includes those dwellings within the existing urban footprint, whereas new greenfield housing development requires an extension outwards beyond that existing urban footprint.

- **Low Density** – less than 15 dwellings/hectare – which are usually detached dwellings on their own separate lots. This is the standard density for almost all existing Greater Hobart suburban areas.
- **Medium Density** – generally between 15 and 35 dwellings/hectare – such as single or two storey units, villas/terraces and townhouses. This density currently only exists within a few small precincts close to CBDs within Greater Hobart.
- **High Density** – more than 35 dwellings/hectare – such as precincts dominated by multi-storey apartment buildings (usually more than three storeys). This density only exists for individual buildings, and not at a precinct level in Greater Hobart.

Note – gross densities include provision for roads and footpaths necessary to support such housing.

The average residential density across the existing Greater Hobart urban metropolitan area is the lowest of all Australian capital cities by a considerable margin.

The growth estimates assume that the projected population and housing growth by the four Greater Hobart council areas will be self-contained, meaning that we assume no leakage of population or dwelling numbers within areas outside the four Greater Hobart councils (eg Sorell, Brighton, Derwent Valley, Huon Valley).

It is also assumed that the council areas outside of Greater Hobart will experience population growth that aligns with the rates projected by the Department of Treasury and Finance. Although outside of the scope of the Greater Hobart Plan and this Strategy, townships like Sorell, Brighton, New Norfolk, Huonville, Margate and Richmond should be encouraged to increase local jobs and the provision of services for their own residents, thereby reducing the need for their residents to travel or commute into the Greater Hobart centres.

2.3 Land Supply

Information was provided by the four Greater Hobart councils on the extent of residentially zoned vacant or underutilised land within each municipality and the potential for its further development. The vacant land was further classified as either infill or greenfield. In each case, an assessment was made on:

- likely site constraints (slope, access, existing dwelling etc);
- the likelihood that a proportion of existing landowners would not be willing to subdivide their properties over the next 30 years; and
- dwelling yield following further subdivision or the use of land for multiple dwelling developments.

The existing residentially zoned greenfield land supply was assessed as to whether development would be to a normal suburban density of about 10 dwellings/hectare. This was

a conservative assessment as higher densities are quite likely to be achieved within certain greenfield precincts.

The existing residentially zoned infill land supply (either vacant or underutilised) has the potential to be developed to a higher density than standard suburban density. In fact, it is expected that most land of this type would likely be used for multiple dwellings in future and the total dwelling numbers would increase accordingly. It is also the case that other residentially zoned land could be similarly developed if existing dwellings were demolished or incorporated within new multiple dwelling developments. Existing parcels could also be aggregated to create more viable development parcels. A conservative increase would be from an average low density of 10 dwellings/hectare to about 25 dwellings/hectare taking into account the existing planning scheme density provisions.

Further research is needed into the capacity for increasing densities within transit corridors and close to activity centres, however it is apparent that there is capacity to significantly increase development levels within the designated STRLUS Densification Areas, as infill development over the last decade has occurred elsewhere within outer suburban locations.

Residential development in Greater Hobart is generally of lower residential density than other comparable cities. Map 2 provides the current residential densities across Greater Hobart.

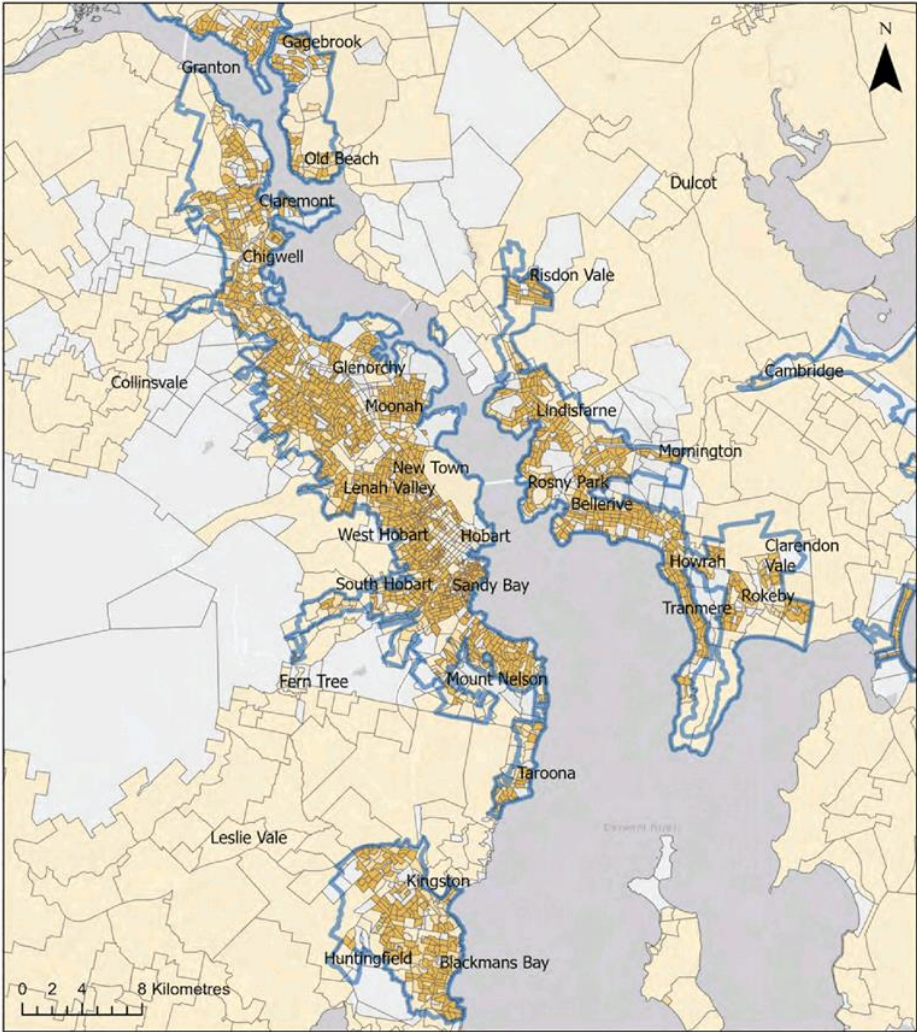
In Table 4 below, provides a summary of the dwelling yield that could be obtained from existing residentially zoned land (as at the end of 2020) – noting that the Glenorchy infill figures already include an allowance for higher density development (eg multiple dwellings).

Table 4: Potential future dwellings yield on existing residentially zoned land

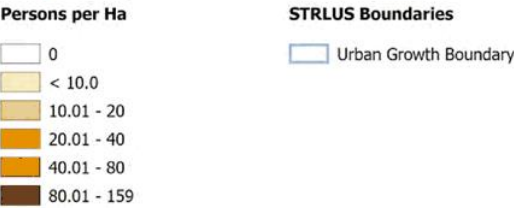
LGA	Infill			Greenfield	TOTAL
	Vacant	Underutilised	Total Adjusted for increased density	Vacant	
Hobart	448	1,025	3,683	0	3,683
Glenorchy	992	665	1,657	1,628	3,285
Clarence	620	1,014	4,085	7,122	11,207
Kingborough	350	832	2,955	700	3,655
TOTAL	2,410	3,536	12,380	9,450	21,830

Based on this analysis, the currently available residentially zoned land supply could yield around 21,830 additional single dwellings – with this consisting of 12,380 infill dwellings and 9,450 greenfield dwellings. Most of this land supply is greenfield vacant land within Clarence. Glenorchy also has significant reserves of such land in the Granton area.

In addition to this, there is the potential for more dwellings to be included within non-residential zones or where land could be rezoned or dwellings provided within Specific Area Plans (SAPs). The business districts for Hobart, Glenorchy, Rosny Park and Kingston, together with the other smaller activity centres, are zoned as Central, General or Local Business. In each case, residential development is occurring usually above ground floor retail or commercial uses, is growing in popularity and is expected to reach a reasonably density in key locations.



Population Density



MAP 2 – POPULATION DENSITY

Source: Australian Bureau of Statistics, 2016 Census data using SA1 geographic boundaries.
Click [here](#) to view online version.

There are also a number of key sites being targeted for future residential development – such as the Hobart Showground and it is envisaged that over the next 30 years other key sites will be identified.

Our analysis indicates that a total potential yield from non-residentially zoned areas may be an additional 12,700 dwellings over the next 30 years.

The total dwelling capacity within the Greater Hobart area is therefore 34,530 additional dwellings – made up of a potential yield of 9,450 greenfield dwellings and 25,080 infill dwellings.

This is more than the estimated future housing demand of 30,000 dwellings over the next 30 years. While there are assumptions and variables associated with this analysis, it is clear that there is sufficient land within the existing Urban Growth Boundary of Greater Hobart to satisfy the future demand for housing through to 2050. In addition, we will develop an agreed strategic approach to growth and changes to the Urban Growth Boundary may result based on evidence of need to accommodate future urban development.

In meeting this demand for an additional 30,000 dwellings, it is possible to be consistent with historical trends and adopt a 70/30 split between infill and greenfield – so that the targeted figures would be 21,000 infill and 9,000 greenfield dwellings.

3. Community Values

In considering the future residential development and shape of Greater Hobart, it is important to focus on the expectations of existing residents and communities regarding key elements to their community. The Greater Hobart community has strong views about living within the city and how their local communities should develop in future. These values are often expressed when changes are being proposed.

To gauge what values are important for residents, a review of recent relevant public engagement exercises conducted by the four Greater Hobart councils has been conducted. This review identified the most commonly expressed views relate to issues about residential development strategy, or what people see as being most important about where they live and about the values and aspirations that they attribute to Greater Hobart.

These important community values relating to future land use and development are embodied within the 2050 Vision for Greater Hobart agreed by the Greater Hobart Committee. The Vision emphasises that Greater Hobart should:

- *“be a great place to live, with people at the heart of our city”;*
- that it should *“continue to feel like Hobart”* as it continues to grow;
- that it *“will have safe and welcoming places for people of all ages and abilities”;*
- the *“public spaces, services, events and cultural life will contribute to people’s health and wellbeing”;*
- there is a need to *“protect the natural areas and biodiversity”* of the city and its surrounds; and
- that it will be necessary to both *“build reliance and disaster preparedness”* and to support the community to *“future-proof”* the city.

Past community engagement indicates that local residents have pride in their city. They care about its future and want it to be protected. They are proud to share it with others, and enjoy the fact that Hobart (and their own local area) has a positive reputation. It is very important that the city is well presented, well designed and well maintained. They like to be part of a *“safe, inclusive, active, healthy and vibrant community”*.

The Greater Hobart community is very conscious of the intrinsic physical values of the region, as Hobart is defined by its natural environment and very strong sense of place. Local residents are protective of its natural values – the landscape, the views, the bushland, waterways and mountain. These characteristics combine to give a unique identity and distinctiveness to Hobart and its surrounds. Future development should complement this and not detract from the setting in which it is placed.

Access to such natural areas is vitally important, together with a broad array of public and recreational spaces. One of the most attractive features of Hobart is that there are many natural areas and parks close to where people live. An outdoor lifestyle, including walking bush trails and foreshores, is a big part of living in Greater Hobart and is strongly valued. This access to nature should also be available within urban areas, with more street trees, nature play and green pathways.

Accordingly, being a walkable city is an important aspiration for Greater Hobart. The walking and cycling networks that permeate the city are valued within the community and there is a desire that they be extended and enhanced. Such active transport options could be combined with improved public transport. Wherever possible, there should be transport options for residents and the community values alternatives to private car trips. Traffic congestion should be minimised and there is a desire to spend less time commuting, which translates into a desire to live closer, or have easier access, to work or education where possible.

Local communities identify strongly with local shopping centres and commercial districts, including the Hobart city centre and its connections to the waterfront, parks and surrounds such as the Domain, Battery Point and the Hobart Rivulet. Residents want to see convenient services and other attractions that cater for their particular needs. This has been recently reflected in the priority of the four Greater Hobart councils to plan the revitalisation of their main CBDs – as seen by the Central Hobart Precincts Plan, the Greater Glenorchy Plan, the Clarence City Heart Project and the Kingston Place Strategy.

The availability of housing is seen as a fundamental right and, in particular, the need for more affordable housing is often raised, together with a broader diversity of housing types to suit different life stages. The way that development occurs is often a concern for residents, particularly if the existing local character of an area is threatened, such as where small unit developments may be replacing traditional family homes, and where higher densities may be considered to change the character of older suburban areas.

The community is increasingly engaged in commenting on prospective developments. They value the opportunities to provide feedback and comment. The community has identified the need for strategic planning that provides a more transparent pathway for the development of important areas. The Greater Hobart Plan itself is an acknowledgement of the need for good strategic land use planning to guide future growth, protect or enhance existing values, and provide greater certainty as to what built form and liveability of the city.

The Greater Hobart lifestyle is particularly valued. The liveability of a small city such as Hobart is seen as being one of the main reasons people live here. Residents consider Greater Hobart as more accessible, intimate, friendly, and in a more natural setting compared to larger cities. Such values and views are an important context when considering the spatial development of the city.

Understanding community values through the lens of 'liveability' is useful for development of the Greater Hobart Plan. The urban form of a city such as Greater Hobart has an impact on the future liveability of its residents. Therefore liveability objectives can help guide residential development strategies and the delivery of public infrastructure and services.

A focus on maintaining a compact city will help encourage more walkable neighbourhoods and a culture where the preferred modes of transport are walking, cycling or travelling by public transport. Ensuring everyone has the opportunity to move freely around the city is a fundamental objective of liveability. The mobility of residents and their access to good transport options is highly valued by everyone. People who suffer from a transport disadvantage (unable to drive, poor local bus services) are more isolated and likely to have lower levels of wellbeing.

Commuters are increasingly travelling longer distances to work and peak-hour congestion adds to travel times. There are social and financial costs of increased travel times and it is much more desirable to have people live closer to where they work. If there are more jobs in local activity hubs, people can spend less time commuting. Other land use decisions (such as increasing densities and enabling mixed uses) can reduce travel distances to a range of community services and public facilities and also help in making local businesses and services more viable.

Good social connections underpin many of the important liveability criteria and future development should enhance these as much as possible. Greater Hobart's increased liveability should generate a greater sense of belonging and ownership that leads to local responsibility, passive surveillance, social cohesion and a greater community capacity and willingness to participate in local activities.

This increased community capacity and cohesion enables greater resilience to economic and social shocks, including natural disasters, pandemics and other emergencies. Local support networks are stronger if residents know each other and meet more often, which can be influenced through good urban design. It is likely that there will be future global and national impacts that will require a high degree of community resilience and adaptability.

The spatial development of the city must take into account community values and liveability factors. Controlling urban sprawl is key to achieving these frequently expressed community values and meeting the challenges identified in the 2050 Vision for Greater Hobart. This is where more medium density living, affordable housing, liveability, active transport and



convenient access to services, can together combine to produce a stronger sense of community for Greater Hobart.

4. Housing Considerations

4.1 Housing Diversity

There is limited housing diversity in Greater Hobart. The existing housing stock is primarily traditional and there is less choice compared to other Australian capital cities. Single detached houses make up 84% of total dwellings and only 7% of dwellings are considered medium density like semi-detached, terrace or townhouse type dwellings. There are relatively few apartments in Greater Hobart as a whole.

Greater Hobart has a very low overall residential density and suffers from what is referred to by experts as the “missing middle” – in that there are single dwellings and some multi-storey apartments, but not much in between. It is medium density dwellings that provide the greatest opportunity to increase the total number of dwellings and to provide increased diversity of housing forms.

The existing housing stock in Greater Hobart limits the choice available, particularly for those on low incomes, first home buyers, people seeking to downsize and those wanting to live closer to their employment. A greater degree of housing diversity is needed across Greater Hobart, including within new greenfield estates. It is however more likely to occur as a result of infill development within the inner and middle urban areas closest to services and public transport. The current lack of diversity limits certain individuals finding a home in desired locations, but this can be changed through the provision of more duplexes, townhouses, ancillary dwellings, terrace housing and low to medium rise apartments.

The barriers to deliver such a wider diversity of housing include the higher cost of inner-city land, land parcels not being sufficiently large enough, industry capacity to deliver such a range of products, planning and heritage restrictions and sometimes community resistance to different housing types. Developments can sometimes be poorly sited and designed. However, it should be possible to sensitively increase densities without undermining the core fabric or character of a local neighbourhood and it may be possible to develop measures that overcome likely barriers to such development.

The rezoning of suburban land to accept higher residential densities (such as the Inner Residential Zone as a result of the nominated Densification Areas within the STRLUS) appears to have made little difference in stimulating more housing or any greater diversity of housing. Additional efforts will be required to meet the current demand – such as for rental accommodation, social housing, different housing forms to suit personal needs (eg shop-top housing, bed-sits, ancillary dwellings), downsizing opportunities (freeing up larger dwellings for bigger families), retirement living, visitor accommodation and student accommodation. These can all be accommodated within various medium density forms.

The opportunities to encourage a much greater diversity of infill housing include the following:

- Regulatory requirements that ensure there is a mix of dwelling types and tenures as part of significant new residential developments. This may include the introduction of inclusionary zoning requirements for affordable housing and encouraging mixed use developments.

- Allow financial concessions (assessment fees, developer contributions) for projects that address specific unmet housing needs
- Review planning scheme controls (such as height and density provisions) to maximise housing opportunities.
- Conduct proactive community consultation to help identify suitable sites for housing projects as part of an expanded community engagement program.
- Adopt a precinct planning approach that incorporates a mix of housing types with other compatible uses and be open to public-private partnership arrangements.
- Provide subsidies (land, finance or infrastructure) to deliver housing at below-market rates for those on lower incomes.
- Be more explicit in communicating the need for different types of housing
- Local building industry to develop new skills in alternative construction methods and building styles.
- Encourage the right development in the right place through pilot sites on government land to demonstrate benefits of medium density dwellings.
- Identify infill opportunities right across Greater Hobart so that those sites that are least constrained can be targeted by developers for medium density development that suits the surrounding suburban character.

There is considerable scope to increase the supply and diversity of housing across Greater Hobart. The challenge will be to provide suitable development in appropriate locations within price brackets that are affordable. Generating greater housing diversity, together with the accompanying higher residential densities, will influence and shape the character of the city over coming years. The changes that will be necessary will need to be undertaken in conjunction with local communities and relevant stakeholder groups.

An increased range of infill housing diversity provides this **greater choice** and for people to have a form of housing and location that best suits their lifestyle.

4.2 Housing Affordability

The Tasmanian Government Affordable Housing Strategy 2015-2025 provides a framework for action and investment. It is implemented by way of Action Plans that are updated every few years. Underpinning each Action Plan are strategic interventions to address social and affordable housing supply across Tasmania, which are:

- prevent housing stress by increasing the supply of affordable homes;
- target early intervention to assist those at risk of housing stress and homelessness; and
- assist those experiencing homelessness to find safe and secure housing.

'Housing affordability' is generally defined by the proportion of household income spent on housing costs. Housing affordability in Australia has generally declined since the mid to late 1980's, with the price to income ratio increasing markedly since then (an 84% increase).

House prices increase in areas where demand is higher than supply. Over the last 40 years, Tasmania has experienced solid house price growth and in the last few years, the housing market has tightened through strong population growth and a lack of a corresponding supply of dwellings. However, recent times have seen considerable dwelling construction activity.

It is apparent that demand for new dwellings has exceeded supply in recent years and accelerated delivery of new housing is required. The local building industry is experiencing capacity constraints and there are difficulties in obtaining building materials.

The rental vacancy rate has been at record low levels in Hobart in recent years, and the lowest of any Australian city. This reflects an ongoing shortage of private rental accommodation which increases the pressure to ensure sufficient social and community housing for those people most in need within the community.

Market forces dictate the level of investment in the residential construction sector, but government can influence the level of housing supply through policy settings and the application of more efficient approval processes. The Tasmanian Government delivers housing projects specifically targeting the affordable housing market. For example, Huntingfield on the southern edge of Kingston is a 34 hectare development of 470 allotments – of which 15% will be for affordable housing. Affordability will be achieved through adjusting lot sizes and the types of medium density housing being provided.

Typically, the most affordable housing can be found on the urban fringe where land prices are the cheapest and developers have fewer constraints than in inner urban areas. This can often be misleading for future residents, due to reduced access to jobs, transport, shops, health services and other community facilities. Households that can least afford it, end up incurring the highest living costs.

A lack of affordable housing in the inner and middle suburbs of Australia's major cities, means that people do not have equal access to growing job markets in the inner suburbs. This can create pockets of social disadvantage on the urban fringe. A resistance to change from the community and restrictive planning provisions can sometimes contribute to a lack of affordable dwelling types being built in the inner and middle ring suburbs.

Due to higher house prices in the inner and middle suburbs, many households in outer areas are unable to move into these areas. It has also meant that wealthier households tend to predominate in areas where there are both better jobs and public transport. This highlights that the provision of affordable housing is not solely about the purchase price of the dwelling, but also the dwelling's location in areas that enable an affordable lifestyle. This spatial inequality divides the city between the higher cost housing in inner city areas that have better access to employment opportunities and services, and the outer ring suburbs that have lower access to employment, transport, education and health options.

The housing market is influenced by an array of demand and supply factors that are not all within the control of planning policy. In particular, tax concessions, stamp duty and finance availability are beyond the remit of any planning system. Nevertheless, there are some affordable housing aspects that the strategic land use planning process can influence, and they include the overall levels of land supply through zoning, the coordination of infrastructure to support the development of such land, plus housing design and configuration through development controls (eg solar access provisions, plot ratio and minimum open space).

Medium density infill development will enhance the opportunities for affordable housing and greater housing choice.

The Tasmanian Government is currently developing a Tasmanian Housing Strategy which will seek to consider and address some of these broader implications and constraints to housing provision in the State. It is expected that the Housing Strategy will be finalised and released in late 2022. In addition, recent Tasmanian Government announcements in relation to structural changes to Housing Tasmania will seek to help the delivery of more social and affordable housing in the State over coming years.

5. Challenges and Opportunities

5.1 Natural Setting and Constraints

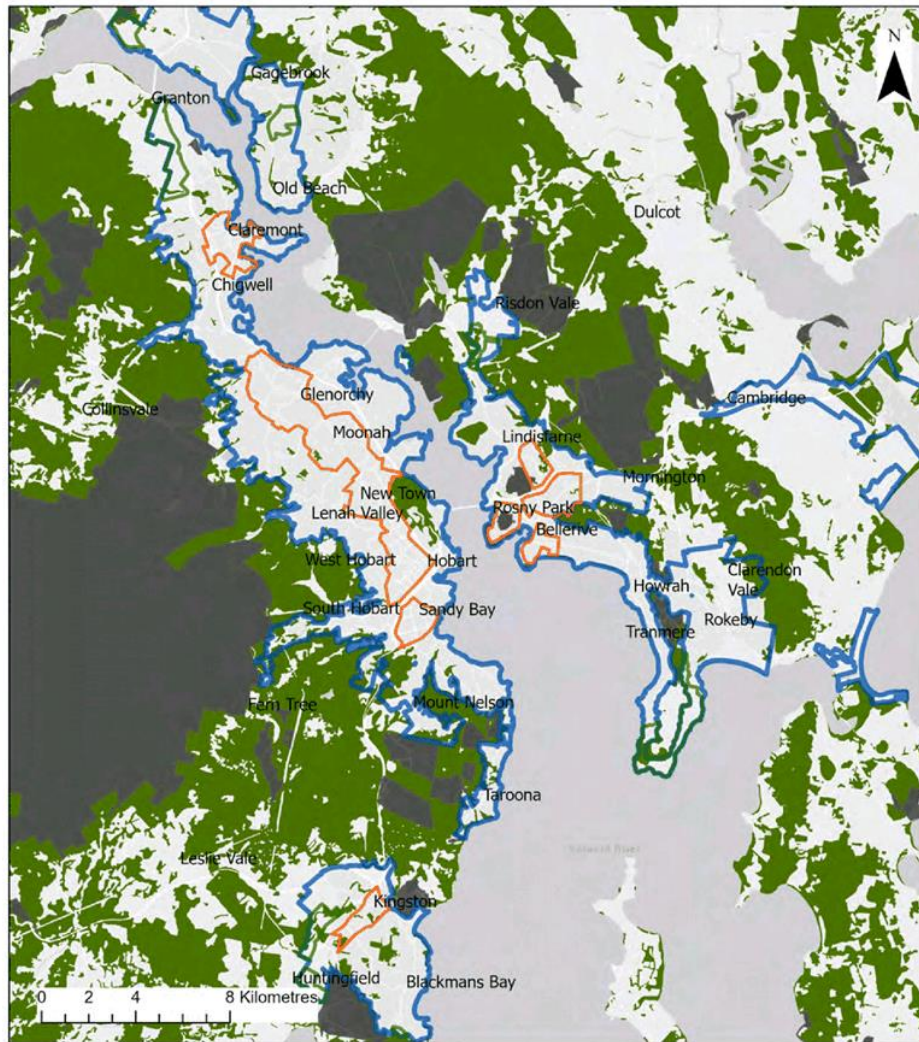
The natural setting within which Greater Hobart is set is unique and dramatic – in that most of the urban area is located alongside an extensive waterway and sits between mountain ranges. These features produce natural skylines, watercourses, coast and bushland reserves which are all highly valued. Such natural assets and features form the most common basis of what is regarded as the city's character and what most provokes local communities sentiment when threatened.

The geography of Greater Hobart will always influence the growth and development of the city as it imposes physical limits on urban growth and provides attractions for different forms of development. Constraints exist through the shape of the land (protecting existing sightlines), the steeper slopes, the need to retain vegetation (skylines, biodiversity), and other natural hazards (landslip, bushfire risk, coastal inundation, flooding) – and then there will be opportunities to take advantage of the views, a favourable aspect and the general landscape appeal.

The geography of the city stretches the urban footprint along corridors to the north, south and east. In most areas the residential footprint has extended as far as it can feasibly go – before the steep slopes, skylines or bushland provide a barrier to development. While there are designated greenfield precincts like Tranmere, Granton and Huntingfield, and opportunities around Clarence Plains and Droughty Point, we will also develop an agreed approach to manage future growth, as well as address any identified anomalies. Changes to the Urban Growth Boundary may result based on evidence of need.

The extent of natural constraints (such as landslip, bushfire risk, coastal inundation, flooding) are defined within the overlays contained within the respective planning schemes of the four councils. This is also accommodated in the way that land is zoned. Therefore, the focus of the Greater Hobart Plan will be on land already zoned for residential purposes.

Maps 3 and 4 below show how some of these physical features and constraints help to define areas for urban development within Greater Hobart.



Vegetation and Reserved Land

Constraints

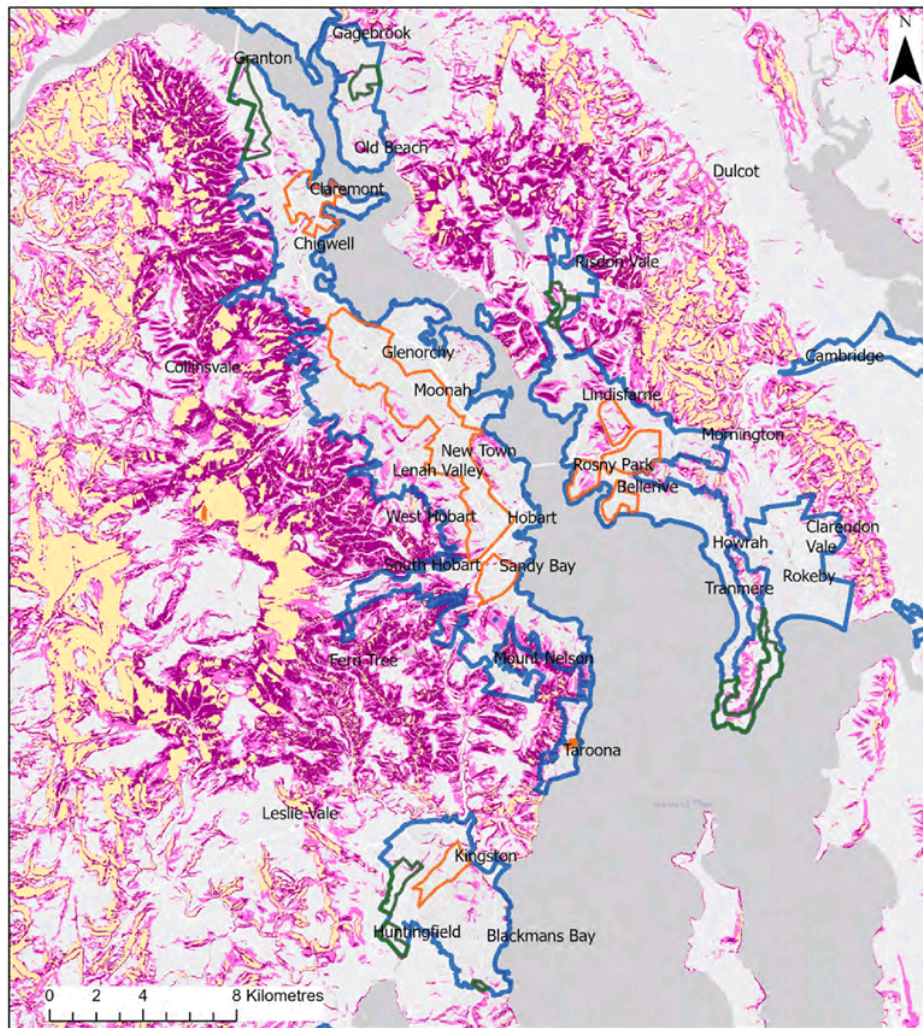
- Formal Reserves
- Native Vegetation

STRLUS Boundaries

- Greenfield Development Precincts
- Densification Areas
- Urban Growth Boundary

MAP 3 – DEVELOPMENT CONSTRAINTS – VEGETATION AND RESERVED LAND

DATA SOURCE: Land (public & private) afforded protection under Nature Conservation Act 2002 and other Acts; and Native vegetation, Tasmanian Vegetation Communities, DPIPWE. [Click HERE](#) to view online version.



Slope and Landslide Hazards

Slope

- < 20%
- 20 - 30%
- > 30%

Landslide Planning Zones - Hazard

- High
- Medium to Active
- Medium

STRLUS Boundaries

- Greenfield Development Precincts
- Intensification Areas
- Urban Growth Boundary

MAP 4 – DEVELOPMENT CONSTRAINTS – SLOPE AND LANDSLIDE HAZARDS

DATA SOURCE: Land defined under the Mineral Resources and Development Act 1995; Landslide Planning Report (v5); Tasmania Tasveg 4.0, 2021; and Steeper grades, Geoscience Australia, 2015. Click [HERE](#) to view online version.

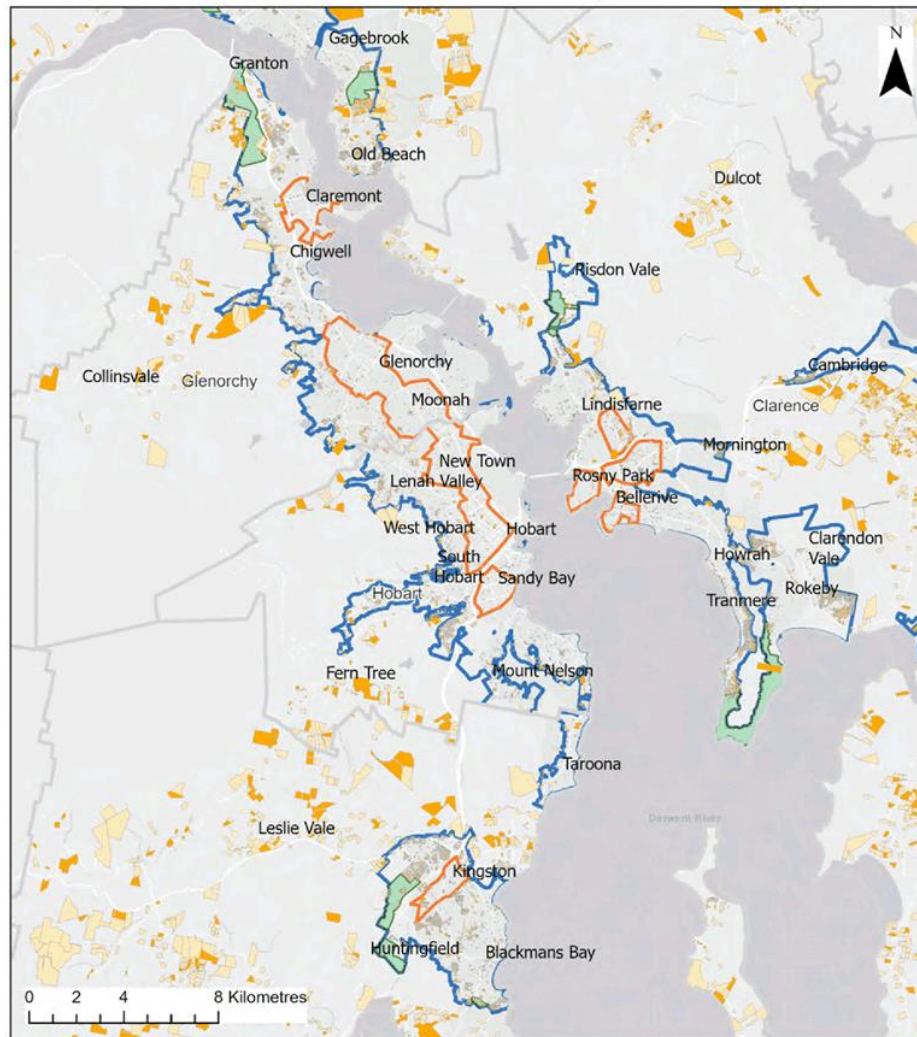
The objective that Greater Hobart should remain a compact city is also the most suitable response to future climate change. Such a response should be one that is much more than just adaptation. Being resilient in the face of climate change is reactive, when in fact this major threat provides opportunities to do things better and approach urban and infrastructure planning with a very different mindset. By reducing the need to travel so far and to increase opportunities to use active and public transport, there will be less reliance on fossil fuels – together with the added benefits of a cleaner environment and more healthy lifestyles. The future residential planning of Greater Hobart will need to take into account climate change adaptation by avoiding those areas that are at risk of sea level rise and flooding through increased catchment rainfall. Particular attention should be paid to the increased risk of coincident events (increased rainfall and storm surges) in coastal locations.

5.2 Past Development Trends

The location of past residential development has been mapped for Greater Hobart and beyond – see Map 5 below. This shows where development has occurred over the last 10 years and the 10 years previously in relation to the STRLUS Urban Growth Boundary (UGB), Densification Areas and Greenfield Development Precincts. The map indicates that, during the last 10 years, about:

- 8% of residential development was within the STRLUS Densification Areas
- 5% was within the STRLUS Greenfield Development Precincts
- 45% was greenfield development within the UGB (that is, within areas not specifically targeted by the STRLUS for future residential growth – the designated “Greenfield Development Precincts”)
- 42% is infill development within the UGB (that is, within areas not specifically targeted by STRLUS for future residential growth – the designated “Densification areas”)

Map 5 also shows that there has been residential development beyond the Urban Growth Boundary, but these are primarily single dwellings on much larger parcels of rural land. The scale of the map is important as it can be difficult to see the development of smaller parcels, especially in those areas originally targeted by the STRLUS. In that regard it is recommended that the online version of the map be viewed by clicking on the link below the map itself. All maps can also be found by visiting the maps link at www.greaterhobart.tas.gov.au.



Past Residential Development

Residential Land

Building construction year

2000 - 2009

2010 - 2020

Sthn Tas Regional Land Use Strategy boundaries

Greenfield Development Precincts

Densification Areas

Urban Growth Boundary

Local Government Areas

Local Government Areas

MAP 5 – PAST RESIDENTIAL DEVELOPMENT

DATA SOURCE: 'Residential land' building approvals by the most recent 'Construction Year' when the improvement was made from Valuation data for Cadastre Parcels (DPIPWE 3/2020). Click [HERE](#) to view online version.

Actual infill development activity has been primarily occurring on the urban fringes and not within the STRLUS 'Densification Areas'. Simply zoning land as Inner Residential (rather than General Residential) has not been a sufficient incentive in itself to stimulate more infill development and yet it is within these inner areas, close to and within activity centres and along major transit corridors, where there is potentially the greatest latent demand for more housing development to occur – and for this to also be both potentially more diverse and affordable. As well as this, the greenfield development has only rarely been located within the STRLUS 'Greenfield Development Precincts', though this means that such precincts are still available in the main for future development.

There has been no active encouragement or intervention in the market to achieve this since the adoption of STRLUS. Some limited local precinct structure planning has occurred, but there has been no progress made at the regional level as originally envisaged by the STRLUS. It is also apparent from the mapping that a great deal of residential development has also occurred outside of Greater Hobart, particularly in areas such as Brighton and its surrounds, Old Beach, Sorell and Midway Point, Acton Park, the Lewisham, Dodges Ferry and Carlton area and areas in the south like Margate and Snug.

There has been little development in the designated or preferred areas to date and there has also been a substantial amount of residential development occurring in Rural Living zoned land outside of the Greater Hobart Urban Growth Boundary. It will be necessary to turn this around. Although it is quite alarming that so little development has actually occurred where it should have been, it does indicate that there remain significant land supply opportunities still available.

In preparing this Strategy, a review of the existing STRLUS areas has been conducted, particularly in regard to the Densification Areas. It became apparent that there were some development constraints (eg existing residential development pattern, heritage, environment) and the opportunity was taken to make any necessary adjustments. However, in a broader sense, the STRLUS policies (including the existing Urban Growth Boundary) and this Strategy for Growth and Change are entirely consistent with the Hobart City Deal's Vision and the proposed directions of the Greater Hobart Plan.

The rate of housing construction over the last 10 years has averaged about 700 dwellings per year (see section 2.2) and yet, in future, this will need to be escalated to be more than 1,000 dwellings per year. Existing housing construction rates are approaching this level but will need to be sustained over a long period of time. Proactive action will be required by government (both state and local) to accelerate the availability of land for future residential development (particularly utilising higher density infill opportunities) in order to sustainably accommodate the city's anticipated population growth.

5.3 Strategic land Use Planning

The Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS) acknowledges that "continuing the current rate of urban expansion is not sustainable, particularly against the capacity of existing residential areas to accommodate additional dwellings". It also states that there may well be "sufficient infill opportunities within existing residential land to entirely accommodate the forecast demand of 26,500 new dwellings", but that a 100% infill policy may well be unachievable and that, if pursued, would result in making housing more unaffordable in the short-medium term. The STRLUS proposes that there be 50% infill and 50% greenfield residential development across Greater Hobart over its 25-year life. It determined that there

should be a minimum net residential density of 15 dwellings per hectare and that growth would be primarily managed by way of an Urban Growth Boundary that sets the physical extent for at least a 20 year supply of residential land within Greater Hobart.

The purpose of the Urban Growth Boundary is to define the current outer limits of the Greater Hobart settlement, and it acts to prevent land being rezoned for a residential purpose beyond it, except in certain circumstances. It therefore has a major impact on limiting the amount of greenfield development on the fringes of Greater Hobart. This is a deliberate attempt to constrain further urban sprawl and the associated additional costs and inefficiencies. If there are constraints imposed on further outward expansion, then the desired infill development is more likely to occur. Changes to the Urban Growth Boundary need to be made strategically and at a regional level as it should not be one council's decision that the Greater Hobart residential footprint should extend out in one location but not in others. Any significant change in one municipality has the potential to affect the demand for housing in another. This regional perspective is one of the main functions of both the STRLUS and the Greater Hobart Plan.

The residential development strategy within the STRLUS "targets the areas around the integrated transit corridors and Principal and Primary Activity Centres for increased density to at least 25 dwellings per hectare (net density)". Infill targets were developed for each municipal area. An Infill Development Program was proposed "that identifies key greyfield and brownfield redevelopment opportunities to maximise infill development, without relying upon small scale subdivision and unit development in this way the amenity of existing residential areas will be better maintained". Accordingly, the STRLUS defines a number of designated growth precincts – these being the Densification Areas and Greenfield Development Precincts – plus the need for future infill development to be directed to occur within and around the nominated activity centres (particularly the Primary and Principal Activity Centres) and along suitable transit corridors.

These requirements within the STRLUS, as well as its other policies, are consistent with the intended directions to be taken by the Greater Hobart Plan and this subordinate Strategy. Both the STRLUS and the Greater Hobart Plan aim to maintain a compact settlement form by accommodating most of the city's residential growth as infill development. This is both consistent with the strategic approach adopted by most other cities and is largely dictated by Greater Hobart's own geographic constraints – wedged in as it is between the mountain, river, coast and hilly bushland.

The difference now is that, while the STRLUS has proposed a 50/50 infill/residential split, the Greater Hobart Plan is now increasing this to a 70/30 infill/greenfield split (see section 2.3 above). This is in order to accommodate the need for more dwellings across the extended timeframe out to 2050. Such a target is achievable, in that there is sufficient vacant or underutilised land to meet the demand for housing within Greater Hobart for the next 30 years. While the space is available for this to occur in a sustainable and potentially publicly acceptable manner, there will be a need for a range of proactive measures to be taken to actually make it happen. These implementation aspects are alluded to within this Strategy and are described in more detail within the separate Implementation Plan for the Greater Hobart Plan.

The starting point for the Greater Hobart Plan are those Densification Areas and Greenfield Development Precincts as designated within the STRLUS. As noted in section 2.3 above, only very limited residential development has been occurring within these recommended areas and precincts. A review has been conducted into the existing STRLUS boundaries and this has

identified those parts that are now not so suitable for the proposed type of development and has suggested where some changes could be considered. The STRLUS is to be reviewed in conjunction with the other Tasmanian regional land use strategies. The Greater Hobart Plan 2020-2050 will inform this review, where it is relevant to the urban metropolitan area.

In order to achieve the Greater Hobart Vision and the objectives of this Greater Hobart Plan (i.e. ensure that Greater Hobart continues to be a compact city through a focus on urban consolidation), it will be necessary to implement an integrated program of strategic land use planning – from a regional level right through to specific sites and local precincts. This will also be needed to inform the subsequent infrastructure planning that is required to support these broader land use objectives.

Importantly, having such plans in place creates more certainty in the minds of both developers and the general community. They enable everyone to know what the proposals are for the future development of the city – both for the city as a whole and for its component local areas. This higher degree of future certainty increases the public and private appetite for investment and encourages more community buy-in for these future plans. Positive change and good quality development within Greater Hobart will only occur if private investment is provided with the information that it needs to invest. Such forward planning needs to be thorough and based on research that is relevant to the Greater Hobart situation. Appropriately resourced processes will need to be in place to do this. Future land use, infrastructure and development decisions should be based on such good factual information and be well communicated to the general public.

There are many future uncertainties and yet the decisions that are made now will impact on the future shape and appearance of the city, which in most cases cannot be easily un-done. There will always be assumptions, projections and trade-offs that need to be made, so they need to be based on the best available information and clearly communicated, and then followed up with public and transparent follow-up processes that incorporates updated information.

The Greater Hobart Plan is part of Tasmania's integrated land use planning framework and is positioned between the existing regional and municipal planning levels. It provides the context for a coordinated framework of city planning for the urban metropolitan areas of the four central Hobart councils, which can then be extended down to commercial precincts (activity hubs or centres), local neighbourhoods and strategically important land parcels. Such planning is informed by those plans both above and below – which are all being produced and reviewed on an ongoing basis. This requires a high level of collaboration between the different levels of government and the main state and regional agencies. A coordinated land use and infrastructure planning framework will make it much easier for all parties to make decisions within their own areas of responsibility. The Greater Hobart Plan's contribution within this framework is to deal with the particular urban metropolitan issues that relate to the future spatial development of Greater Hobart – and to set the scene for the many local place-based plans that will play a large part in improving local liveability and creating a great city.

Sound strategic land use and infrastructure planning enables future development to occur more efficiently and public funds to be spent most wisely. The strategic application of a number of regulatory, policy and financial levers will also provide the necessary incentives and disincentives to encourage the right types of development in the right places at the right time. If this is to occur, then the necessary planning framework needs to be resourced and that there be governance arrangements that ensure that the necessary coordination does actually occur.

5.4 Comparing Costs of Different Land Use Scenarios

The financial and social costs of different growth scenarios will vary – whether they be infill or greenfield developments, or for different types of land uses in a variety of different zones. There have been many reports and studies across Australia that have assessed the costs associated with different forms of urban development, often with particular attention given to infrastructure costs. The key findings of these reports almost universally concluded that the infrastructure costs for fringe development would be about 2-3 times that of those for the inner city.

This cost advantage is due to an ability to access the existing infrastructure that is in place, however the delivery of infrastructure to infill locations is often not as straightforward as it is for greenfield developments. There are more likely to be issues in regard to higher land value/costs, the need to connect beneath existing roads, insufficient capacity in existing systems, the need for traffic and pedestrian management during construction and more complex approval processes. Such concerns often result in some developers showing a clear preference for greenfield type developments.

Any assessment of the comparable costs for different locations should go beyond the immediate up-front development costs and also consider the ongoing maintenance and living costs. A person's choice of where they live will influence their cost of living and additional public infrastructure requires an ongoing increased operating/maintenance burden.

Any assessment of true costs of development should look at the direct and indirect impacts and implications and could include (in the broadest sense) a consideration of the following aspects:

- The economic benefits that come from activity hubs having an increased local population within their immediate vicinity, with businesses being more viable and able to offer more services and attractions.
- The infrastructure costs and infrastructure pricing, with the focus being on where there is capacity within existing infrastructure networks; what it will cost to upgrade at-capacity infrastructure or provide new infrastructure; the existing scheduling plans of the public infrastructure providers; and the capacity for private financing of public infrastructure – acknowledging that infrastructure costs are difficult to measure and challenging to price.
- The impact on the local and regional transport network, including increased traffic congestion and noise as borne by the wider community and the different levels of public transport services that can be feasibly provided. This represents one of the largest external costs of urban development, and it may be necessary to also assess the transport modelling which indicates off-site impacts of potential development proposals.
- There will be ongoing living costs for residents that live further away from employment and services. These are costs that are internalized by residents in different locations and include the daily travel costs incurred, together with time and inconvenience. In some cases, there may be mobility issues and a risk that some people are isolated.
- There are other economic, social and cultural factors, such as the opportunity to revitalize underutilized sites or precincts, enhancing the viability of community and sporting organisations, the modification of local places or loss of public open space and the opportunities to improve community and social services, playgrounds and parks.

- Increased living densities may reduce access to on-street parking, increase the risk of property crime and reduce general neighbourhood amenity (eg noise, reduced privacy, overshadowing, blocked views). In some cases, this may be a perception of what might happen, and such impacts may or may not be as significant as thought, reflecting a lack of information or a status quo bias.
- The potential environmental or heritage impacts that would be incurred as a result of development on particular sites or within certain areas. Such impacts are likely to generate local community interest and may involve unanticipated approval risks. The potential for increased risks to air and water quality, plus increased greenhouse gas emissions should also be considered.
- The impact on housing diversity and affordability will vary according to location and development costs. There will potentially be quite large distributional impacts on house prices and rents.

The actual location of future residential development will be the primary factor in determining both the magnitude and direction of costs and benefits. Any such assessment should be cognisant of the trade-offs involved. Higher density infill housing does not suit some people because of the reduced living space, but this must be weighed against the more expensive infrastructure, the increased potential for longer commutes and traffic congestion, and other increased costs associated with fringe housing development. Conversely, other people will seek out smaller dwellings in what may be high amenity and job-rich locations. Such trade-offs exist at both the personal and public level, and can impact the urban form of Greater Hobart.

5.5 Delivering Sufficient Housing

Apart from the much broader global economic, climate change and health challenges, the principal planning challenges for Greater Hobart are essentially housing, jobs and transport – as is the case for most cities. Sufficient housing needs to be provided to meet both existing needs and the future demand generated by population growth. Of particular concern will be how future housing growth can be spatially distributed. Providing greater choice through a wider range and diversity of housing will ultimately be a huge asset and attractor for Greater Hobart.

Consistent with what has occurred in the recent past, housing will in future be a mix of both infill and greenfield. However, in order to deliver sufficient housing to meet the future demand without creating excessive urban sprawl problems, there will need to be more infill residential development. Greenfield development will continue to occur within the designated 'greenfield development precincts' and should meet the demand for this type of low-density housing on the urban fringe. Those areas that are residentially zoned for such a purpose must be developed during the next 30 years and it will be necessary to apply measures (incentives and disincentives) that effectively unlock this land for development.

An increase in infill development will however constitute the main means by which sufficient housing can be achieved overall. This will be more acceptable if it is seen to be well located, well designed and offering the convenience and amenities not available elsewhere. The demand for inner-city living is increasing but the attractions will need to be further enhanced and promoted through improvements made to the local and central activity hubs and along the main transit corridors.

The government, local councils and the property development industry will need to work together on such improvements. Revitalisation initiatives within infill areas need to occur early

and attract private sector investment and engender confidence among existing and future residents. A balance is required between driving increased demand for inner city living and responding to the changing needs of the community. This should take into account factors such as:

- Suitable macroeconomic conditions – do the planning early and be ready for when economic conditions are best suited for development
- Suitable microeconomic and socio-economic conditions – meet the requirements of the local housing market and the unique attributes of local areas or precincts
- Sequencing and phasing – avoid competition between urban renewal areas and staged development to meet anticipated market demand and take-up rates
- Asset identification and leverage – leverage off existing land uses, industry cluster or public asset (even if it is just a council car park)
- Infrastructure provision – leverage off existing infrastructure capacity or install public infrastructure in combination with new housing development
- Partnerships and financing – consider opportunities for private public partnerships that may involve government financing or value uplift through rezoning or infrastructure provision
- Creating certainty and continuity for the market – well governed urban renewal projects will create certainty that allows private investment to occur across changing economic and electoral cycles
- Cumulative assessment – as infill development occurs, it is necessary to assess social and economic impacts (eg traffic generation, parking issues, demand for services, gentrification) on an ongoing basis
- Marketing and promotion – celebrate successful urban renewal areas and promote them to prospective occupiers
- Management and adaptation – a successful renewal area is one that changes and adapts over time and this needs to be built into any governance arrangements

One way of accommodating more infill residential development is to consider opportunities for mixed uses. This is where residential use can co-exist with a variety of business, commercial or even low-impact industrial uses. Such uses can occur on land that has been zoned for these other non-residential uses. Such mixed-use options will come in various different forms and density levels. Individual local areas should be assessed as to the extent to which a certain mix of uses should be encouraged and as to what outcomes might be achieved.

In reviewing the potential to expand such mixed-use opportunities, it will be necessary to examine the planning approval constraints and identify where changes are necessary, possibly by way of Specific Area Plans that accommodate the particular characteristics of individual precincts. If this can be achieved without compromising the ongoing residential amenity or restricting the commercial use, then many more people will be able to live much closer to where they are employed (or where services and other attractions are available) and the commercial precincts will become more vibrant and viable.

Operating home-based businesses is also more likely to occur in future, with improved internet access. This will enable an expansion of activities that might occur within homes. Mixing residential and business uses will become more common and occur closer to the main activity hubs. Mixing residential and business/commercial uses is a valid way of both increasing the number of dwellings, while also improving the urban fabric and vibrancy within Greater Hobart.

The anticipated improvements within the inner urban areas are likely to result in increased land values and less affordable rental properties. The 'gentrification' of such areas may impact existing residents to move. This would increase existing housing stress levels and exacerbate urban sprawl. Such outcomes are contrary to a compact city and the benefits that can accrue.

If Greater Hobart is to accommodate more inner-city housing and increased living densities while also maintaining liveability, there will need to be high quality public places and active hubs for public gathering, shopping, entertainment, business, health and community services. A range of medium density housing typologies provide the best solution to create more housing overall and to provide greater choice. This type of higher density housing and the increase in overall supply should also overtime have an impact on affordability, enabling more people to live closer to services and where they work.

5.6 Increasing Residential Densities

For Greater Hobart, there are clear benefits in strategically increasing the metropolitan urban density through infill development (urban consolidation), rather than perpetuating the ongoing outward expansion of low-density residential development on the city fringes (urban sprawl). Such benefits include:

- There are lower development costs through utilising existing services and infrastructure – transportation and reticulated infrastructure costs for infill development are usually about one third of the costs of greenfield;
- There is better access to and a more efficient use of current community infrastructure, such as schools and health facilities.
- The shorter travel distances to shops, services and employment, provide ongoing cost and time savings for residents;
- There is better access to more frequent public transport services and this also enables more people to use active transport;
- The increased patronage of public transport results in it being more economically viable and efficient, enabling service levels to improve further;
- There are reduced greenhouse gas emissions as a result of less travel and servicing costs;
- It enables the urban renewal of underutilised land, which provides an opportunity to improve local amenity, while still protecting heritage & character;
- The economic viability of existing local community and commercial hubs will improve, and this is then able to generate more local employment opportunities;
- The higher density residential development encourages greater housing diversity and choice, and this then offers other housing affordability options;
- The increased residential densities provide more opportunities for social interaction, relationship building, community capacity/support and personal security.

The public benefits of infill development and higher residential densities significantly outweigh the alternative of continuous outward urban sprawl. There is more economic and social value in concentrating the city footprint than in spreading it out.

Numerous housing forms can be developed on infill sites, including:

- ancillary dwellings, such as granny flats (1 storey)
- villas or units (1 storey)
- townhouses and terraces (2-3 storeys)
- walk-up apartment buildings (3 storeys with no lift)
- residential apartment buildings (4-8 storeys)

There will of course be matters to be addressed to make inner city development more attractive to both developers and future residents.

Factors that determine whether land is suitable for infill development

- (1) *The availability of land within the existing urban area.* Numerous small sites in fragmented ownership may impact the viability of a potential development site and landowners may not be willing to sell. Other sites may require remediation or demolition works.
- (2) *The infill development must be financially feasible.* In some locations it will be more feasible to provide ground floor units, townhouses or smaller apartment buildings (meeting the needs of downsizers, empty nesters, first homebuyers), while in others (eg CBD locations) the only viable option may be multi-storey apartment buildings.
- (3) *The hilly topography and aged infrastructure constrain certain sites or areas from more intensive or higher density forms of infill development.* Existing infrastructure may not be compliant to current standards and may require replacement (which may not be possible).
- (4) *Planning controls may restrict the density and scale of infill development.* Planning controls may need to be reviewed or new controls developed to be more responsive to the designed outcomes for inner urban areas. Other options, such as via Specific Area Plans, may offer a more flexible approach in certain areas.
- (5) *The availability of existing infrastructure benefits infill development and is a significant advantage over greenfield development, provided there is sufficient capacity within that infrastructure.*
- (6) *Infill projects often have a higher level of risk and obtaining finance may be an obstacle for developers.* This can result in a higher level of pre-sales being required before construction can commence.

5.7 Outward Urban Expansion

Based on the benefits offered, urban consolidation through infill solutions, is the preferred approach for the majority of the future urban growth within Greater Hobart. However, it is unlikely that infill will meet all of the demands for future housing. There will always be an ongoing place for greenfield residential development and some outward urban expansion – acknowledging that such housing provides the preferred housing option for many people. Nevertheless, outward expansion of the urban footprint should be minimised, as it is generally agreed that continued greenfield development in the form of urban sprawl is increasingly unsustainable from an economic, social and environmental standpoint.

Nevertheless, greenfield development growth on the fringes of Greater Hobart should primarily be delivered within the existing STRLUS Greenfield Development Precincts. These precincts have the capacity to deliver 30 per cent of Greater Hobart's housing needs over the next

30 years. This is estimated to potentially deliver 9 400 new greenfield dwellings – or 313 per year. This is a rate greater than the average achieved for the last 10 years (256 per year) and the level of greenfield development will need to increase. Most of this greenfield development potential is within the Clarence municipality. Of the 9 400 potential dwellings, Clarence has the capacity to accommodate almost 7 000 new greenfield dwellings.

It will be necessary that all of this potential land is developed. Land speculation or 'land banking' should be actively discouraged to activate the currently available greenfield land. It is important that all land parcels currently zoned residential should be ultimately developed for that purpose over the next 30 years.

In order to minimise the outward expansion of the urban metropolitan area of Greater Hobart, the relationship with townships such as Brighton, Sorell, Richmond, New Norfolk, Huonville and Margate needs to be clarified. Our analysis within this Strategy assumes that the projected population growth for the four Greater Hobart municipalities will be fully accommodated within Greater Hobart's existing Urban Growth Boundary. However, we will strategically identify areas appropriate for consideration as future growth areas and to address any identified anomalies. Changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis.

Rather than these townships outside of Greater Hobart providing a dormitory function, the focus should instead be on building self-sufficiency by providing more local jobs and services for local residents. This is important for the ongoing viability of these outer communities, and thus reducing their reliance on Greater Hobart. All activity hubs whether they be within or outside of Greater Hobart, should be activated and improved so that they encourage local residents to live as locally as possible.

5.8 Identification of Residential Growth Areas

Like most cities, Greater Hobart's urban growth will ultimately be a mix of consolidation and expansion. This will be reflected in the areas identified as being most suitable for future urban growth. As previously indicated, it is intended that the highest priority will be given to consolidating this growth as infill development, particularly within the inner areas around the main activity hubs and along the main transit corridors. A 70/30 infill/greenfield split is proposed for future housing development across Greater Hobart.

In addition, we will develop a coordinated and strategic approach to growth and changes to the Urban Growth Boundary may result, based on evidence of need, to accommodate future urban development. The key will be to strategically target appropriate areas for future growth to ensure residents can obtain the benefits of living closer to where they work, shop and play by reducing travel distances, traffic congestion, public infrastructure costs and personal living costs.

Growth is expected to occur broadly across the city, but the specific areas expected to experience greater residential growth over the next 30 years including future growth areas are:

- Clarence – primarily infill, with some greenfield, including in already identified future growth areas such as Droughty Point.
- Glenorchy – primarily infill, especially in the catchment areas along the Northern Suburbs Transit Corridor, and greenfield at Granton and Austins Ferry

- Hobart – primarily infill within the CBD
- Kingborough – primarily infill in and around the Kingston CBD, greenfield at Huntingfield, and a mix of infill and greenfield in already identified future growth areas at Margate and Snug

The figures in Table 5 below are based on the Greater Hobart Plan being implemented with an infill/greenfield split of 70/30. It also assumes that, over the next 30 years, that the 'right development is in the right places'.

Each Greater Hobart LGA has been divided into precincts. Although the focus is on the urban metropolitan area of Greater Hobart, the rural areas of Clarence and Kingborough have also been included, together with the Sorell and Brighton municipalities. The total population increase for the six LGAs is likely to be in the vicinity of 76,000 persons.

Table 5: Projected Population Increase for each LGA

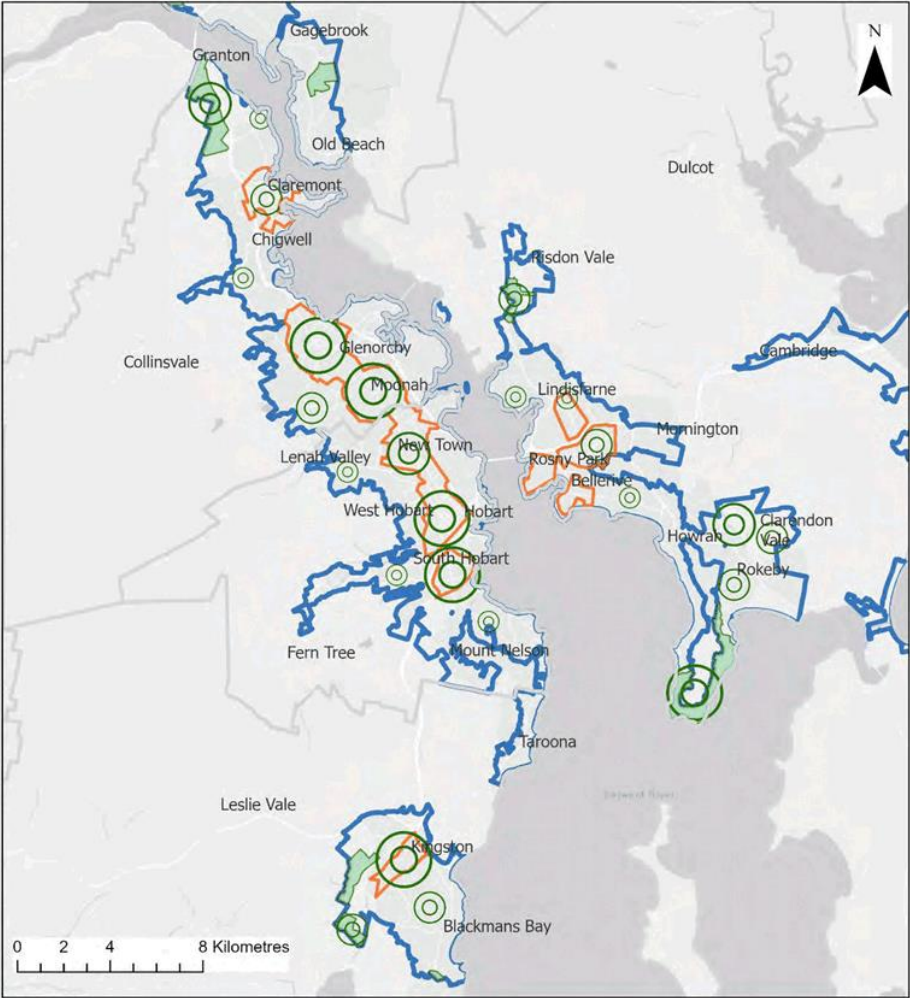
LGA	2020 Population	Population Increase (High Series)	Projected Population Increase	Projected 2050 Population
Hobart	55,250	21,923	20,400	75,650
Glenorchy	47,963	17,644	16,500	64,463
Clarence	58,729	16,606	16,100	74,829
Kingborough	38,628	11,288	10,000	48,628
Greater Hobart	200,570	67,460	63,000	263,570
Sorell	16,030	6,965	5,700	21,730
Brighton	18,123	8,515	7,300	25,423

Housing development will occur at different times across these precincts – noting that for some there may be delays, while for others development is already well underway. Despite this, the overall growth rates for each LGA are averaged out over the next 30 years, though peaks and troughs are likely to occur.

Table 6: Summary of Expected Urban Growth – distribution of additional population and dwellings by 2050

Council	Population	Dwellings
Glenorchy	16,500	8,200
Hobart	20,400	10,300
Clarence (Metro)	15,300	7,600
Kingborough (Metro)	7,800	3,900
Total Greater Hobart (Metro)	60,000	30,000

Map 6 below shows the general location of identified precincts and their relative growth projections. The map is derived from the data listed in Appendix 1.



Future Residential Growth

- Level of Residential Growth**

 - Minor growth: 400 dwellings
 - Low growth: 401-1000 dwellings
 - Medium growth: 1001-2000 dwellings
 - High growth: >2001 dwellings
- STRLUS Boundaries**

 - Greenfield Development Precincts
 - Intensification Areas
 - Urban Growth Boundary

Local Government Areas

 - Local Government Areas

MAP 6 – FUTURE RESIDENTIAL GROWTH

DATA SOURCE: Residential growth consistent with the population and dwelling projections contained within this Strategy. Click [HERE](#) to view online version.

These dwelling numbers constitute a starting point from which a coordinated land release program may be developed. While they match the intent of the Greater Hobart Plan to maintain a compact city, they are also subject to an ongoing program of review that considers the changing population pressures and the availability of suitable land for development. A more detailed land release program may ensure there is a sufficient diversity of housing being available to meet the demand across a variety of locations. It could account for sequencing of such development and the time taken for local precinct planning, infrastructure upgrades, approvals and staged construction.

Table 7: Urban Growth Precincts – additional dwellings to 2050

URBAN GROWTH PRECINCTS	Dwellings	Percentage
Hobart CBD	5,150	17.2%
Hobart suburban (incl. Sandy Bay)	4,100	13.7%
Northern Suburbs Transit Corridor (New Town to Montrose)	6,130	20.4%
Glenorchy suburban (incl. Claremont)	1,220	4.1%
Glenorchy greenfield	1,900	6.3%
Clarence infill	1,000	3.3%
Clarence greenfield	6,600	22.0%
Kingborough CBD and surrounds	2,500	8.3%
Kingborough suburban	900	3.0%
Kingborough greenfield	500	1.7%
TOTAL GREATER HOBART	30,000	100%

5.9 Whole of Greater Hobart Planning

It is important there is a shared understanding of how Greater Hobart will develop from a whole-of-city perspective. No part of the city functions in isolation and the many interdependencies and relationships require a planning approach that coordinates activities across all of Greater Hobart. This planning should be based on sound evidence and ensure collaboration between all levels of government, industry and community.

The strategies and actions in the Greater Hobart Plan are intended to achieve the outcomes of the Vision for Greater Hobart and hence the objectives of the *Greater Hobart Act 2019*. The Greater Hobart Plan will always need to be an adaptive process as the future is so uncertain. Population and dwelling projections will need to be adjusted as new information becomes available and a better understanding is obtained of the residential development trends.

The Strategy for Growth and Change will be reviewed regularly, and changes made accordingly. There will need to be a degree of in-built flexibility so that adjustments can be made on a city-wide basis.

A city-wide approach can respond to future changes or impacts at a global or national level, including migration levels that may influence the demand for housing within Greater Hobart. Planning can help ensure appropriate land use and housing policy positions are in place and appropriate residential development and public infrastructure and service investments are made.

Such development can be prioritised and sequenced to best fit a whole-of-region perspective. The Greater Hobart Plan has determined that projected population growth for Greater Hobart

by 2050 can be housed within Greater Hobart itself, without relying on other council areas in the southern region.

The Greater Hobart Plan, which includes this Strategy, relates to the urban metropolitan area of Greater Hobart. However, this area is impacted on by factors in the broader region and for the State as a whole. The broader southern region has grown significantly in recent years, because of more affordable housing and the willingness of many people to commute into central Hobart each day. A continuation of current growth rates has the potential to compromise the aim to encourage greater infill development within the city – plus result in other adverse impacts (increased traffic congestion, loss of agricultural land, environmental damage etc). This will need to be considered at a regional level in a manner that allows for the most sustainable development of all residential areas.

Therefore, the Greater Hobart Plan cannot be considered in a vacuum but needs to be placed in the context of work being undertaken by neighbouring councils to provide a strategic regional approach to growth.



Part B – PHYSICAL INFRASTRUCTURE & SERVICES

6. Transport and Mobility

Transport related infrastructure will be critical in determining the future development of Greater Hobart and needs to be consistent with broader city shaping objectives. Achieving the most efficient use of existing and future transport networks is a critical element in accommodating future population growth within a more consolidated urban form. Greater Hobart has a high level of car dependency and, while there are obvious convenience benefits, this comes with costs, including affordability, inequity, personal health, air quality and congestion.

The aim will be to provide greater choice of transport modes across the city. Effort will be required to provide for private vehicle, public transport, cycling and walking, and a coordinated effort in this space can result in benefits and efficiencies for individuals as well as the transport network itself.

6.1 Road Use and Traffic Management

The efficient movement of people and freight throughout Greater Hobart on the public road network is a critical component in determining the city's future liveability and economic sustainability. The major transportation corridors coming into and out of Greater Hobart are from the north, south and east. In the morning peak, large volumes of traffic are concentrated within the Hobart central business district (CBD) reflecting levels of employment. Similarly, a large volume of traffic departs from the Hobart CBD in the afternoon peak commuter traffic period. Traffic volumes within the Hobart CBD and along these three main corridors have been increasing in recent years.

Over three quarters of all car trips from each of the east, south and north corridors terminate in central Hobart. Traffic movements closely mirror the daily commuting behaviour of workers travelling to and from central Hobart. Other key areas that cater for high traffic volumes include the Hobart Airport, Midway Point intersections and Sorell causeway in the east, the Huntingfield roundabout and the Southern Outlet in the south, and the Brooker Highway and Main Road to the north.

There are already major road improvements either underway or being contemplated in these areas to increase capacity. There are physical constraints in what can be achieved and a range of other measures will be needed. For example, vehicle accidents or breakdowns need to be quickly resolved to reduce traffic blockages and this is already funded for key traffic points like the Tasman Bridge during peak periods.

Other than such road infrastructure improvements, traffic congestion can be alleviated by more commuters travelling by public transport (see section 2.3) and car-pooling, or by varying travel behaviour to avoid peak hour travel. The convenience and availability of other transport options should be encouraged. It can also benefit individuals and the transport network if there were increased opportunities to live closer to workplaces and other essential services.

More active forms of transport (walking and cycling) can become attractive if travel distances can be minimised (see section 2.4). A compact city, with increased infill densities and reduced growth on the city fringes, places downward pressure on private vehicle travel, potentially reduces the demand for inner-city parking, reduces and/or delays future infrastructure costs and enables more convenient and healthy forms of commuting.

To be monitored over time are:

- the impact of school travel on traffic congestion
- and whether there is any change in work-from-home trends given recent COVID-19 lockdowns and consequent workplace changes
- technological changes over the next 30 years including conversion to electric vehicles and the advent of autonomous driving technology.

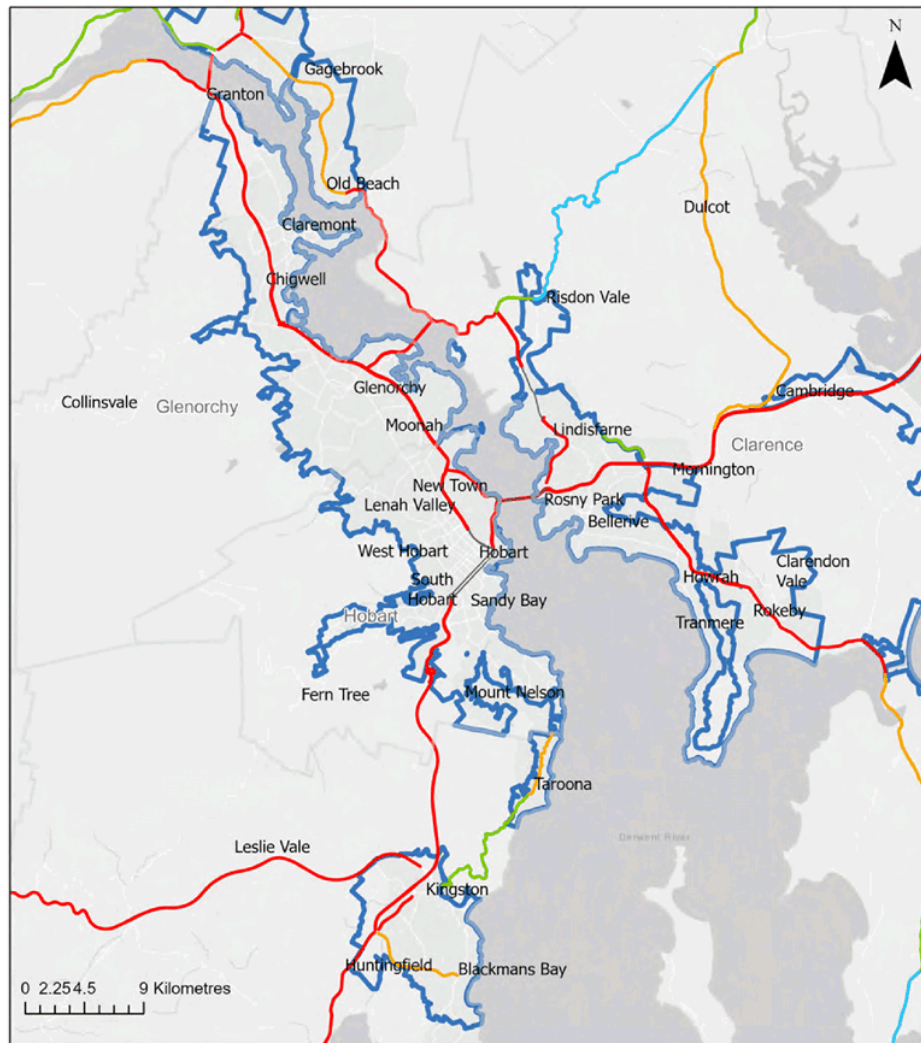
Traffic volumes are already high during peak commuting periods especially on the most heavily used parts of the network, such as the Tasman Bridge. Increasing the physical road capacity to cope with more vehicles is only possible to a limited degree, and other solutions to reduce traffic volumes and network pressures will need to be applied as a more comprehensive solution.

Place making techniques should be utilised in the design of road reserves across the city including on nature strips and footpaths that receive a reasonably high pedestrian use – particularly those that have been designated as pedestrian priority streets. These key roads that are active public spaces can be augmented to prioritise pedestrian safety, the inclusion of street trees and other vegetation, lighting, passive surveillance, street furniture, plus the sensitive design of signage and the way that vehicles park and access adjoining properties.

The Greater Hobart road network can be better coordinated through close collaboration from both state and local governments and also from a whole-of-city context. Considerable effort is currently expended through Hobart City Deal mechanisms to maintain dialogues and focus on issues from a strategic whole-of-city perspective.

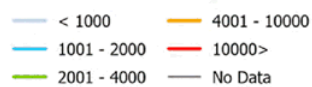
It should also be acknowledged that high traffic volumes is a symptom of a busy and popular city. While it is important to minimise adverse impacts, such congestion will always occur at certain times of the day. Measures will need to be taken, but they should not be to the detriment of the appeal and amenity of the city.

The following Map 7 shows the main road transport links within Greater Hobart. The traffic volumes for each road are shown where they are known at the last measurement date. The subsequent Map 8 shows the major freight routes, together with those areas that are zoned or used for purposes that might generate the most freight.



Main Road Transport Links

Average Annual Weekday Traffic (AAWT)



STRLUS Boundaries

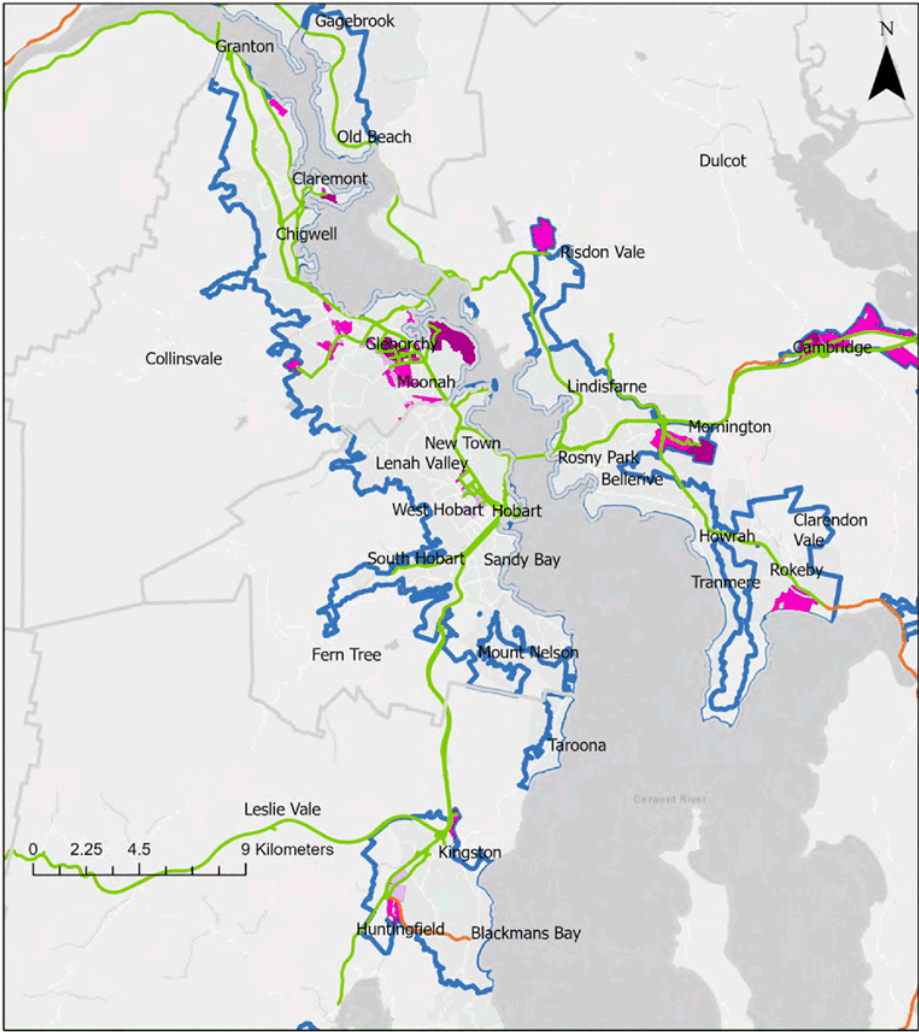


Local Government Areas



MAP 7 – MAIN ROAD TRANSPORT LINKS

DATA SOURCE – This map shows the annual average number of vehicles traveling on selected State-owned roads on weekdays obtained by traffic counters. Some road segments are missing due to the nature of the road/intersections and complexity of the counting at these locations. State Growth, 2020. Click [HERE](#) to view online version.



Major Freight Routes

Heavy Vehicle Networks (Gazetted)

- Approved Road
- Conditionally Approved Road

STRLUS Boundaries

- Urban Growth Boundary

Commercial and Industrial Planning Zones

- Commercial
- Light Industrial
- General Industrial

MAP 8 – MAJOR FREIGHT ROUTES

DATA SOURCE – This map shows the gazetted network for heavy vehicles listed herein. Click [HERE](#) to view online version

6.2 Parking

Providing adequate car parking is an essential requirement for any city. The challenge is ensuring that there is an appropriate balance between providing sufficient parking to meet most needs and yet, not so much parking that it discourages the use of other modes of travel or occupies too much valuable land and ruins the appeal or amenity of the activity hubs that it is meant to service.

Parking strategies throughout Greater Hobart should complement broader transport strategies. The availability of public parking can influence driver behavior, traffic volumes, business viability and streetscape amenity. If there is always an excess of parking within an activity centre and it is free or cheap to use, then people are more likely to drive rather than walk or use public transport. This applies particularly to commuters. The provision of convenient all-day parking can occupy large areas of high-value, centrally located land that may be better allocated to an alternative land use.

The availability of short-term parking creates flexibility for an area. If there is insufficient parking, then shoppers may go elsewhere, and local businesses may suffer. Time limits are however necessary to ensure a turnover in parking to maximise occupancy in the larger hubs. Paid parking is appropriate for those areas that are in most demand.

In regard to the amount of parking provided, it is inappropriate to cater for peak parking demand as this would be inefficient and costly with large numbers of spaces remaining unused throughout the day.

Urban design requirements need to ensure that off-street parking facilities do not impact street frontages wherever possible. On-street parking should provide for the greatest convenience (short stays, deliveries, disabled parking, taxis and buses), acknowledging that there also are other constraints or alternative uses of the space (driveways, safe sight distances, wider footpaths and landscaping).

Planning schemes provide for the potential preparation of 'parking precinct plans' that can cater for the specific needs of main activity hubs. This is preferable to situations where the parking requirements are standardised and the needs of each development are dealt with individually, potentially out of context with their surroundings and with an overall excess of parking being provided.

It would be desirable for parking strategies or 'parking precinct plans' to be prepared for each of the main activity hubs, so that they are consistent with local transport and land use plans. There should be a link between how car parking is provided within and around activity hubs and the design of public and active transport connections to those centres. To reduce confusion, there should be consistency in parking strategies across Greater Hobart. The relationship of parking with other transport and land use matters is complex and an appropriate balance needs to be struck to cater for parking strategies.

6.3 Public Transport

An efficient, reliable and frequent public transport network can aid the smooth functioning of the city. Public transport services can provide opportunity to travel to places of employment, education or other essential services.

Public transport in the Greater Hobart area consists of bus services provided by Metro Tasmania and other private bus companies funded and contracted by the State Government. Buses service the major road corridors in the north, south and east as well as numerous local routes across Greater Hobart and beyond.

The frequency of bus services is high along main transit corridors and are structured around the four primary interchanges in Glenorchy, Hobart, Rosny Park and Kingston. Bus services are less frequent in outer urban areas of the city and beyond, due to lower demand brought on by lower residential densities. Bus travel from outer areas may suffer in competition with car travel in regard to time, convenience and perceived cost.

Of all Australian capital cities, Greater Hobart has the lowest passenger kilometres per capita for public transport. Efforts are already underway to encourage people to choose bus travel as their 'mode of choice', particularly for commuting and school travel. For this to occur, public transport needs to be convenient compared with car travel, particularly for frequency of services, reliability and travel time.

Public transport investment that supports the increased frequency and quality of services will result in fewer private vehicle journeys. It will also demonstrate that public transport can be a first choice for commuters in Greater Hobart.

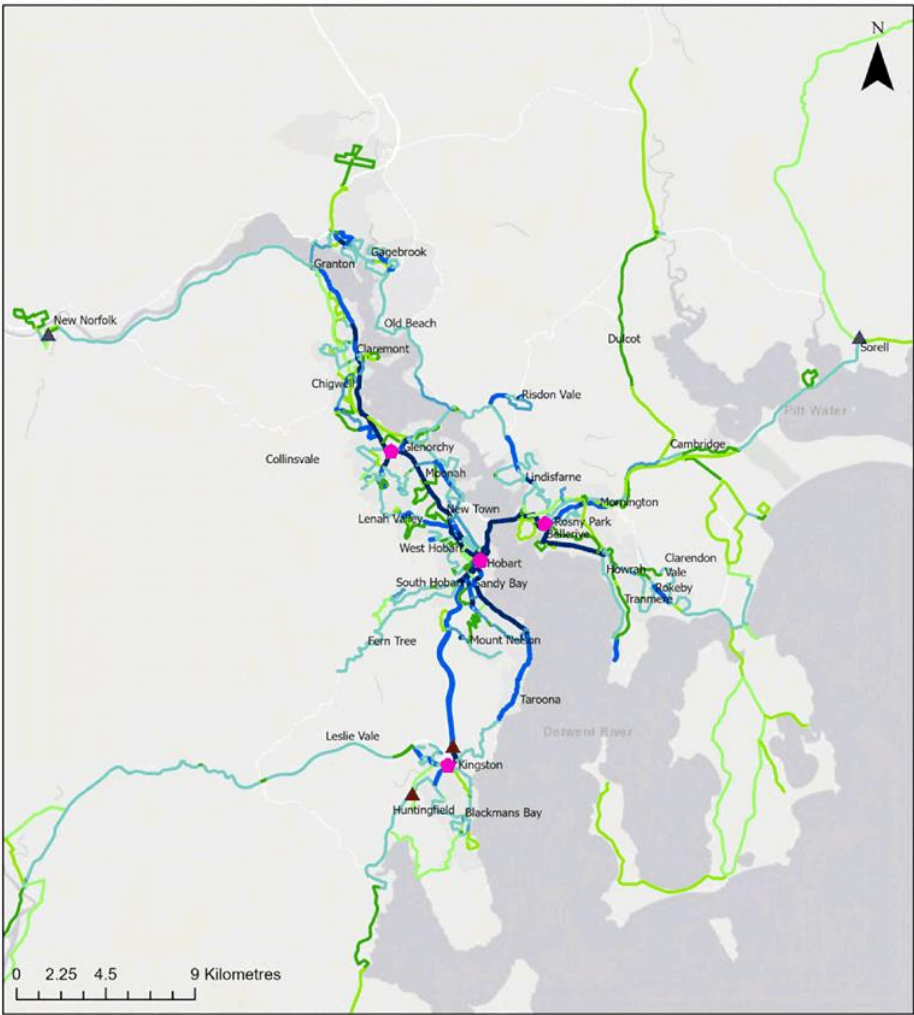
To provide a higher critical mass of people to increase efficiencies of higher frequency and quality public transport services, higher residential densities can be encouraged close to the main transport corridors. A key transport corridor for future growth and development will be the northern corridor between the Glenorchy and Hobart CBDs, but there are also opportunities for development and service increases in the south and east.

For those areas beyond Greater Hobart, such as the Huon Valley and Derwent Valley, public transport becomes less competitive with car travel. Ensuring that Greater Hobart retains its compact form in future provides greater choice to live closer to work or study.

One example of a service uplift is the introduction of new express bus services to the Huon Valley to target commuters in the morning and afternoon peak. Examples of infrastructure improvements include the construction of park-and-ride facilities in Kingston, which are in turn supported by express services from Blackmans Bay and the Channel. Additional park-and-ride facilities are being explored in the northern suburbs, Clarence Plains and Midway Point. A key feature of these facilities will be to encourage access for local communities by walking and cycling to catch public transport.

For both urban and outer fringe areas, there should be safe and convenient access to local bus stops that are well located and have better passenger amenity provided by comfortable waiting and all-abilities access – with responsibility for their upkeep clearly defined.

The following Map 9 shows the main features (bus interchanges and park-and-ride facilities) and routes of the weekday bus movements within and around Greater Hobart.



Weekday Bus Movements

- Service Frequency Standards**

 - A: High frequency >=88
 - B: Premium 54-87
 - C: Standard 42-53
 - D: Urban 24-41
 - D Regional 14-23
 - E: Access 6-13
 - F: Daily <=5
- Bus Interchanges**

 - Interchanges

Park-and-Ride Facilities

 - Active
 - Under Construction

MAP 9 – Weekday bus movements

DATA SOURCE: A representation of bus service levels as described in the Department of State Growth [General Access Services Standards](#), reflecting total bus movements between 7am and 6pm on a regular weekday. Click [HERE](#) to view online version.

6.4 Active Transport

The establishment and maintenance of a well maintained and extensive network of paths for pedestrians and cyclists throughout Greater Hobart can increase general mobility and modal choice. It offers the community an alternative to private vehicle trips, recreational opportunities and associated health benefits.

The local councils provide walking trails within a variety of environments (coastal, bushland and urban), existing footpaths are maintained, cycleways and road crossings made safer for pedestrians. These works are also complemented by various open space and recreational strategies that show how the trails utilise and provide access to other outdoor public areas or reserves. This public infrastructure is important in enabling active transport options at a local level that are healthy alternatives to car travel.

The creation of a more walkable city is often stated as an important community aspiration for Greater Hobart. The walking and cycling networks that permeate Hobart are highly valued and there is a desire within the community that they be extended and enhanced. Active transport facilities can be combined with improved public transport to reduce private vehicles use.

The benefits of walking and cycling are many and well understood. Walking and cycling should be promoted as viable and desirable forms of transport across Greater Hobart.

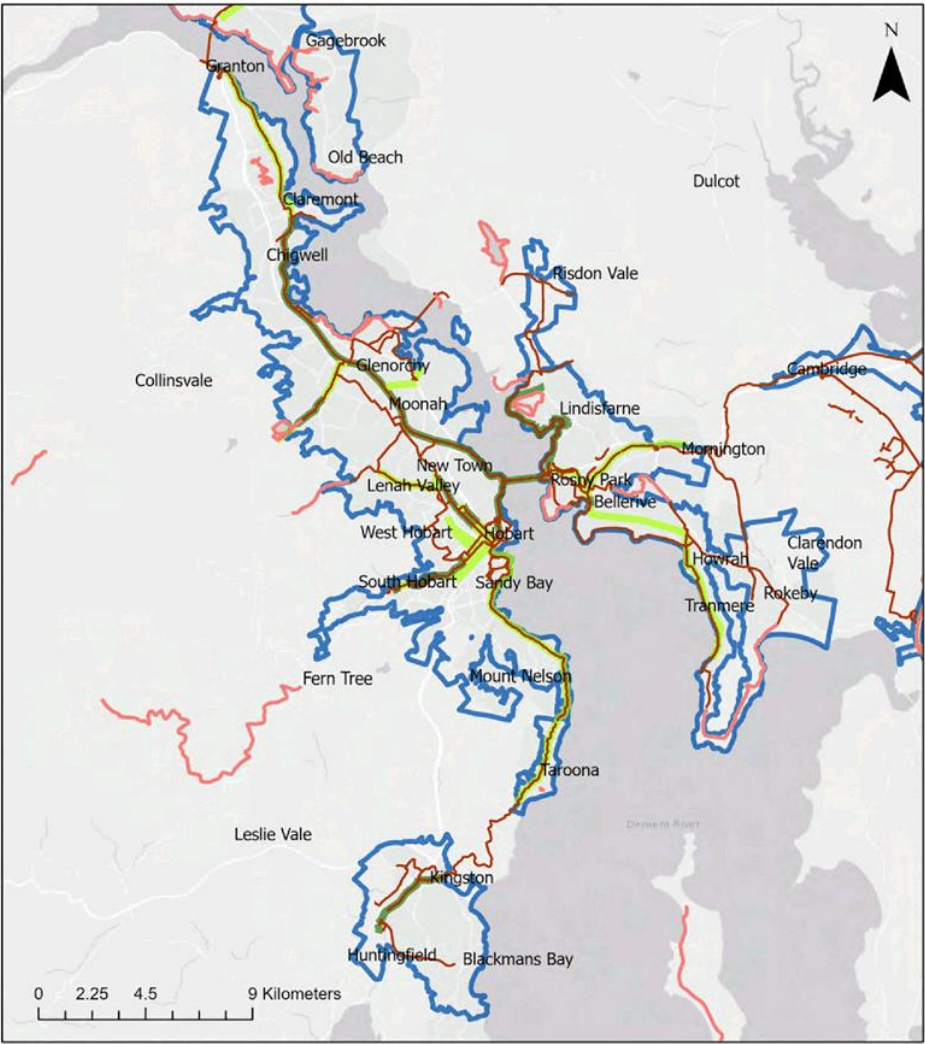
The main challenge is to generate sufficient behavioural change to make a difference and to undertake the necessary capital works to increase the opportunities or attractiveness of active transport. Some areas are relatively poorly serviced in this regard.

Off-road opportunities, such as shared use footpaths, should be given preference where possible due to safety benefits of being separated from vehicles, while on-road design improvements should also be made where appropriate – such as cycle lanes, pavement and footpath upgrades, safe road crossings and traffic calming. Consideration will need to be given to the costs of such additional works and the limits imposed by steep topography.

Each council is already pursuing a range of active transport initiatives and the Tasmanian Government is providing additional funding for the infrastructure.

Map 10 below shows the arterial cycling network that exists within and surrounding Greater Hobart including shared walking paths when off-road. Work is currently underway to update this with a Greater Hobart Commuter Cycling Network.





Arterial Cycling Network

- Cycling Ways**

 - Commute
 - Recreation
- Arterial Cycling Network**

 - Existing
 - Proposed
- STRLUS Boundaries**

 - Urban Growth Boundary

MAP 10 – Arterial cycling network

DATA SOURCE: Ways (Open Street Map, 2020) are user reported networks. The Principal Urban Cycling Network (DSG, 2012) was determined from consultation with local government, cycling groups and others. Click [HERE](#) to view online version.

6.5 Integrating Transport and Land Use

Land use in Greater Hobart will form an important input into the city's transport infrastructure planning. While Greater Hobart is growing and changing, the intent is to remain a compact city. This is of critical importance when considering the design of future transport services, as housing supply and affordability as well as business growth can be supported by appropriate availability of transport infrastructure and services.

An effective integration of land use and transport plans could include an assessment of existing assets and services, the optimal combination of new infrastructure investments to support future housing and jobs growth and the most cost-effective sequencing and delivery of infrastructure investments within and surrounding the city.

It is important to ensure that public amenity and good urban design are not sacrificed in providing major transport infrastructure. A good understanding of the trade-offs associated with investing in new transport infrastructure within an established urban context and how to best allocate available road space is required. An appropriate balance is required between the need to move people and goods and the need to develop land for housing, jobs and recreation. The transport system can complement and enhance the functions of certain parts of the city, rather than dictating the form of such places solely on the basis of transport needs.

The provision of transport corridors can accommodate higher frequency public transport and higher density housing, together with other mixed uses (retail, community services, offices etc). Such corridors link existing activity centres in Greater Hobart. Corridor planning can be undertaken as well as taking into account adjacent precinct planning for complementary urban development.

The emerging availability of more effective data management systems now provides a more sophisticated evidence base for spatially informed transport investment decisions. Transport related costs can be factored into decisions in relation to the release land for development. This will help understanding of the full cost of such development and whether other alternatives may be feasible. This data can then be fed into detailed modelling exercises to better inform decision making.

The Department of State Growth has undertaken modelling to understand the potential impacts of maintaining a compact city as proposed by the Greater Hobart Plan. This work constitutes an initial attempt to better understand the relationships between transport and land use within Greater Hobart.

It is likely that this will become an ongoing iterative process that considers new information when available to help inform solutions. The aim is to ensure that we can make better use of existing assets and identify where improvements will be necessary, such as by delivering services to meet the needs of certain parts of the city and to tailor infrastructure solutions to match demand.

7. Utilities

7.1 Water and Sewerage

TasWater is responsible for the delivery of reticulated potable water and wastewater disposal services across Greater Hobart. Water supplies are treated and distributed via a system of reservoirs, pump stations and water mains. Wastewater is collected and treated via a system of sewage mains, pump stations and treatment plants. Asset planning accommodates the need to maintain, upgrade and replace existing assets, plus the need to plan for future services, based on where future residential and commercial growth is expected to occur.

TasWater is developing a 'Regional Urban Water and Sewer Master Planning Framework', and this will identify the main investments that will be needed to match predicted future growth. The relevant master plan for the Greater Hobart area (within this Framework) will guide future asset management within an area that is seeing some of the highest rates of growth within Tasmania. The Greater Hobart Plan provides an opportunity for more specific and detailed input to be provided on anticipated levels of growth and where it is most likely to occur.

There are a number of larger asset upgrade and replacement tasks for TasWater within Greater Hobart and some significant upgrades will inevitably be necessary as infrastructure ages and increased demands are placed on existing systems. There is also a desire to increase the use of treated effluent from re-use schemes rather than being disposed of in natural environments. Although the capacity to cope with additional urban development will be better understood following the completion of the abovementioned master plan, TasWater has indicated that the existing water supply and sewerage treatment situation for Greater Hobart is quite satisfactory.

In regard to water supply, the Bryn Estyn Water Treatment Plant services Greater Hobart. This plant has sufficient capacity to cope with future population growth and is also scheduled for upgrades over time. The sewer or wastewater situation is more complex as there are a number of existing treatment plants within Greater Hobart that are likely to be expanded, relocated or decommissioned within the foreseeable future. Despite this, the general situation is that there is available capacity within these larger plants or an increase in capacity can be incorporated within already planned upgrades.

There are no significant sewerage constraints on Greater Hobart's projected infill and greenfield growth. However, this is not the situation for townships outside of Greater Hobart where existing wastewater treatment plants may be already operating close to capacity, which is a potential constraint on further residential growth for these townships.

TasWater prepares a Price and Service Plan every few years. Such Plans include a demand forecast, the proposed capital and operating expenditure, revenue requirements and the impact on customer prices. Policies are included that relate to land development for the extension and expansion of services anywhere in the state and which require full cost recovery, in that the land developer is required to pay for the extension or increase in capacity of water and wastewater services for any new development.

Attributing the true costs for a proposed development normally means that it would be preferable to utilise the available capacity within existing assets, rather than having to build or

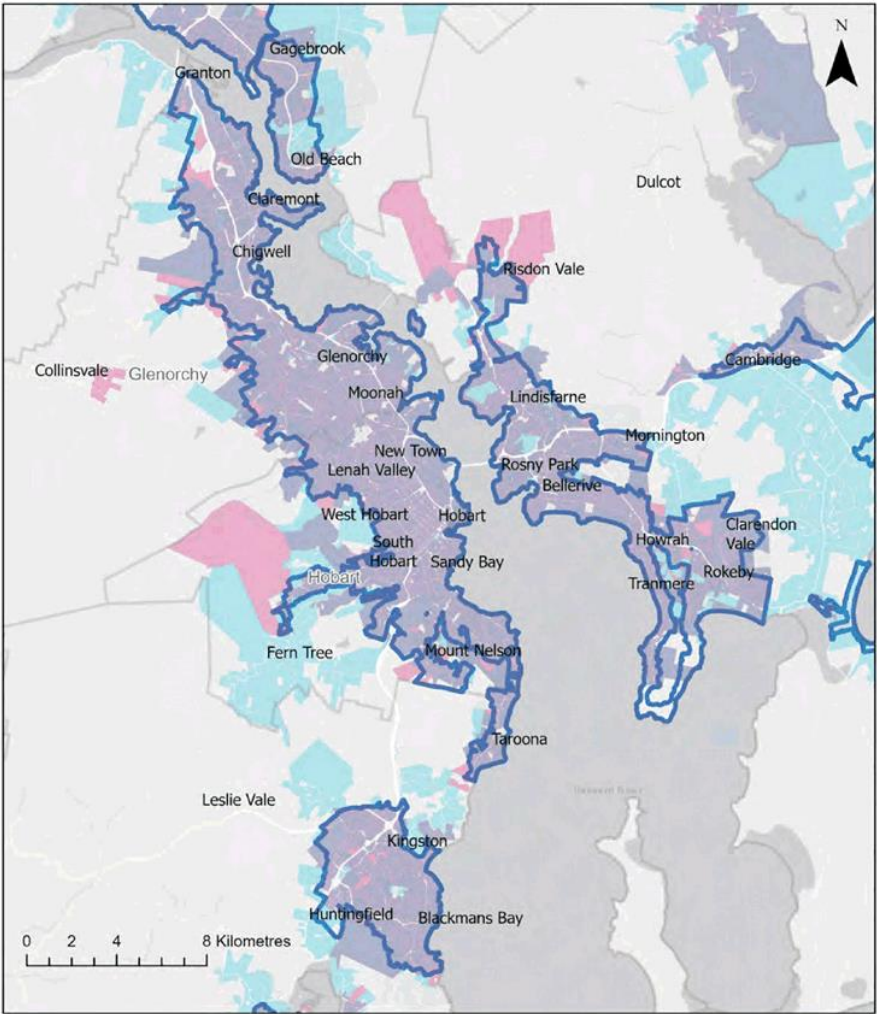
upgrade new assets. In such cases, TasWater incurs lower costs and so the developer would need to contribute less. This is more likely to be the case for infill and medium density development, and is an opportunity within the Greater Hobart Plan to help retain a compact city. Identifying where spare capacity exists can inform where more viable development opportunities might be located.

Attributing true costs is also relevant when considering the utilisation of wastewater re-use schemes or for the incremental impact on the treatment plants and other infrastructure due to increased demand generated by new development – and costs associated with the subsequent need to replace or upgrade that infrastructure. Such costs need to be determined and explicit decisions made on how they will be funded.

TasWater is planning to monitor various development scenarios throughout Tasmania (including Greater Hobart) in order to test the capacity of existing water and sewerage systems. This should enable the identification of tipping points where major upgrade expenditure (eg new treatment plants) may be necessary. There are risks for TasWater in providing infrastructure before growth occurs. For Greater Hobart, the Greater Hobart Plan and this Strategy will seek to provide guidance on growth areas and potential sequencing over time.

TasWater is a critical stakeholder in the implementation of the Greater Hobart Plan as water and sewerage services are an essential development requirement, and the provision of this infrastructure needs to match the Greater Hobart Plan's growth strategies. Such forward planning provides a more coordinated and strategic approach to future development across Greater Hobart, and close and ongoing collaboration will be required to extract the maximum benefit from coordination activities.

Map 11 below shows the extent of land within Greater Hobart that is serviced by TasWater with reticulated water and sewerage services.



Water and Sewer Serviced Land

- Serviced Land**

 - Water
 - Sewer
- STRLUS Boundaries**

 - Urban Growth Boundary

Local Government Area

 - Local Government Areas

MAP 11 – Water and sewer serviced land

DATA SOURCE: Serviced Land is the land which TasWater currently permits connections to its water and sewerage infrastructure. Click [HERE](#) to view online version.

7.2 Drainage

The effective management of stormwater is important within both existing developed areas and as part of the planning for any future infill or greenfield developments. This is primarily dealt with by councils that are required to prepare stormwater system management plans for their respective urban areas. The Derwent Estuary Program also provides advice and assistance in regard to the protection of water quality within the catchment of the Derwent estuary.

There is a managed drainage network that extends across the whole Greater Hobart urban area. Councils compile information on the predicted impacts of both major and minor rainfall events on their respective water catchments. The capacity of the stormwater infrastructure is assessed against these predicted impacts and future upgrades and renewals are scheduled accordingly. The overland flow paths are also considered, together with the environmental values associated with natural watercourses.

Local flooding has the potential to cause considerable property damage and public disruption. It is necessary to assess drainage deficiencies and the risks associated with local flooding. Flood modelling and mapping can determine flood hazard ratings and to indicate what restrictions might need to be placed on future development. This information assists the preparation of municipal asset management plans that may seek to increase pipe capacity, installing flood detention measures or providing flood warning systems.

Downstream water quality also needs to be addressed through such measures as 'water sensitive urban design', increased public awareness and installing significant pieces of infrastructure like gross pollutant traps and bio-retention basins. The re-use of stormwater on-site should be encouraged – through such means of on-site storage as rainwater tanks plumbed to toilets. Bio-retention basins and wetlands can be designed for alternative recreational and/or environmental use when not flooded.

Such asset management plans take into account the impact that climate change may have on future risks, compared to what might be evident from past records. For example, what was considered to be a 1% AEP (annual exceedance probability) storm event in the past, may in future be a 5% AEP event – or what was a 1 in 100-year storm event may occur every 20 years in the future – so additional stormwater capacity must be built into existing and future stormwater systems. In coastal locations, may also be necessary to consider the potential risk of coincident inundation events – where heavy catchment rainfall occurs at the same time as high tides (together with storm surges and sea level rise).

New development usually results in more hard surfaces that increases stormwater runoff. Every effort should be made to retain or introduce permeable or green surfaces that reduces runoff and hence takes pressure off the existing drainage capacity.

The capacity of the existing network may be a constraint on future development, such as in more elevated parts of the catchment due to a lack of downstream capacity. This needs to be considered and accommodated when preparing plans for future growth areas, together with potential difficulties in undertaking construction work in areas where existing stormwater infrastructure is located.

Each council has a rolling program of capital works to complete each year and will need to be guided by where new urban growth is likely to occur.

7.3 Electricity, Gas and Telecommunication

Future growth areas will require the provision of additional electricity and telecommunication infrastructure, plus gas infrastructure in many locations. This is particularly relevant for new employment areas where significant upgrades and additional capacity within existing networks is necessary. An increased alignment between the development industry and servicing agencies is crucial in ensuring that there is the timely and efficient delivery of such services so that such growth can occur as expected.

TasNetworks supplies **electricity** that enables the city to function efficiently and safely. It owns, operates and maintains the electricity transmission and distribution network in Tasmania. An important aspect of this is the need to ensure such supplies are resilient to severe weather events and the time of any black-out is minimised. Customers expect a reliable electricity network to power their homes and businesses. TasNetworks provides a Developer's Toolkit that outlines the respective responsibilities, delivery options, application processes and design and connection costs. Overhead power lines are increasingly being replaced by underground cabling and this requires greater collaboration with other service providers, particularly in the more built-up areas of Greater Hobart.

TasNetworks is actively involved in helping to decarbonize the Tasmanian economy and to advance renewable energy capability. The transport sector has the highest emissions in the state and the take-up of electric vehicles, powered by Tasmania's renewable energy source, has the potential to greatly reduce emissions, reduce transport costs and improve the state's energy security. Fast charging stations will need to be installed in many locations in order to facilitate this transition and the electricity grid will need to be upgraded to cope with this additional demand. Charging stations within Greater Hobart will need to be conveniently located throughout the city.

Electricity systems are rapidly changing with new technology and the demand for greater consumer choice and control over energy, including a greater capacity for feeding into the grid. There are demands for cleaner energy, lower costs and more reliable and safer systems. This is also aligned with a likely need to transition to zero carbon emissions by 2050 and the introduction of associated incentives to achieve this goal. Long term asset management strategies will need to be implemented by TasNetworks that are able to accommodate such demands, while maintaining overall network performance.

TasNetworks has indicated that its existing infrastructure can be upgraded to meet the future demands created by further population and industry growth within Greater Hobart. They are appreciative of the likely increased densities, particularly within and around the central Hobart CBD, and that TasNetworks would not need to impose any constraints on such development intentions. Future growth expectations can be fed into future forward projections. TasNetworks provide an Annual Planning Report that considers such matters, and this includes more specific details on the Greater Hobart electricity supply network.

Natural Gas is provided in Greater Hobart by TasGas. However, reticulated gas supplies are currently limited to areas across Hobart and Glenorchy, with neither Clarence nor Kingborough having access. There are currently no plans to extend the existing services to any significant degree.

For **telecommunications**, it will be necessary to plan for the next generation of technological opportunities and consumer demands – such as might be related to fixed and wireless

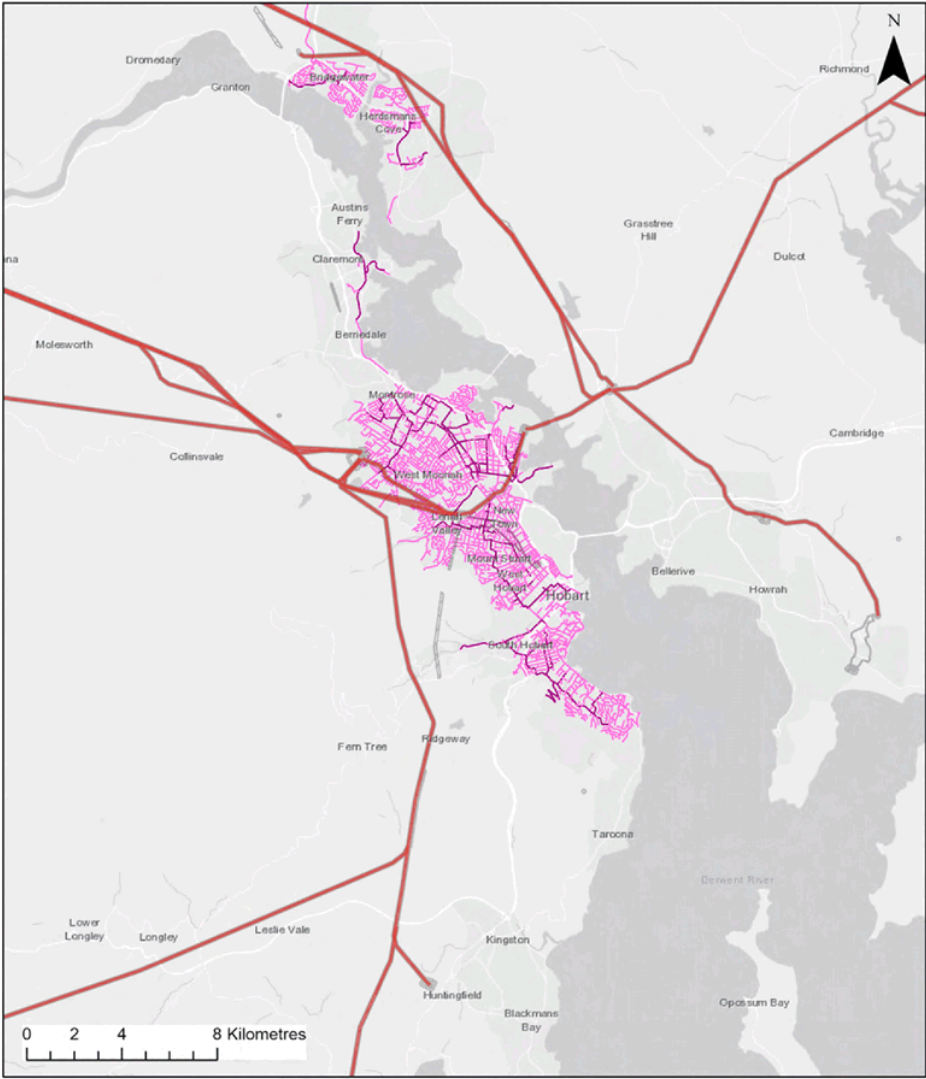
broadband, cloud computing, augmented reality applications and social media. To remain competitive, Hobart's employment areas must be supported by high-quality telecommunications infrastructure that enables good internet connections. This is increasingly a fundamental requirement of all commercial enterprises, as well as changing the way people live and work, such as in the support given to more work-from-home activity. The digital capacity of Greater Hobart should be increased where possible.

Early planning for fibre-ready facilities and wireless infrastructure should be considered for all new or upgraded employment, urban renewal and growth area precincts. This eliminates the need for costly and time-consuming retrofitting of new telecommunication infrastructure within established areas in future years.

There are significant areas of Greater Hobart that are not within the NBN's Business Fibre Zone. These exclusions include all of Kingborough, and areas east of Bellerive and north of Glenorchy. This business overlay provides a better internet service than residential connections and should be extended into the more densely settled urban areas of the city that also contain a major business presence. The subsequent improved internet service would be an important incentive for new business and employment growth. A whole-of-city telecommunications plan may ensure that future growth areas are well serviced in an equitable manner and to a standard that is similar to mainland urban areas.

Electricity, gas and telecommunications require underground infrastructure that has the capacity to utilise **shared service corridors**, most often located within a road's nature strip. The coordinated provision and protection of such service corridors is an important aspect of a city's urban infrastructure. This will need to be given due consideration as part of any future urban renewal or major roadworks project. It is however important to acknowledge that these underground services (together with other utilities) impose considerable difficulties due to the limited space available and the constraints they impose on any redevelopment or roadworks project.

Map 12 below shows the main electricity transmission lines and the extent of the gas network within the city.



Electricity Transmission and Gas Infrastructure

- Planning Code - Electricity**

Electricity Transmission Infrastructure Protection
- High Voltage Transmission Lines**

Constructed
- Gas Distribution System**

Service

Main

MAP 12 – Electricity and gas infrastructure

DATA SOURCE: Geoscience Australia, 2020 (Live), National Electricity Transmission Lines. Click [HERE](#) to view online version.

7.4 Waste Management

Waste management within Greater Hobart (and Tasmania more generally) is undergoing a major transformation as a result of the introduction of the state-wide waste levy and waste deposit legislation. The Tasmanian government's waste levy will provide an incentive to divert waste from landfill and to generate funds for resource recovery initiatives. This is also supported by a container deposit scheme that further encourages the diversion of recyclable material from the waste stream.

The waste management programs are primarily delivered by local government. Both Hobart City Council and Glenorchy City Council operate their own waste transfer stations and landfills, while Clarence City Council and Kingborough Council operate their own transfer stations and transport all residual waste to the Copping regional landfill facility. All councils operate kerbside collection services, with separate bins for general waste, recyclables and organic waste. Hobart and Glenorchy operate a food organics and garden organics (FOGO) service, and this will also be introduced shortly within the Kingborough and Clarence LGAs.

All councils are proactively encouraging the reduction of waste to landfill. There are both environmental and economic incentives to do this. Waste minimisation is encouraged at the waste transfer stations as an increasing range of products and materials within the waste stream are being diverted. Public and industry awareness campaigns are being implemented in order to reduce waste at its source and to maximise the amount of recycling. The overall approach is one of encouraging the development of a circular economy. This considers the entire lifecycle of a product and encourages re-use and recycling at every opportunity. The value of the material is thus maximised and residual waste minimised. Such waste management requires sound data in order to accurately monitor the waste stream and to respond accordingly.

Such responses usually require the installation of appropriate physical infrastructure or the delivery of new services. Within Greater Hobart, this is likely to include:

- The further development and upgrade of waste transfer stations so that they are able to divert more material from the waste stream.
- Improving the efficiency and performance of landfills, together with the prospective closure of the Hobart and Glenorchy landfills.
- The implementation of improved and lower impact kerbside collection services.
- More efficient means of waste collection from larger unit or apartment complexes (minimising visual and noise impacts).
- Providing public bins in appropriate locations that reduce littering and encourage recycling.
- Providing additional drop-off facilities for more specific recyclable materials, particularly following the introduction of a container refund scheme.
- The introduction of processing facilities for organics, such as composting operations.
- The additional procurement of energy from waste and landfills where possible.
- Applying innovative waste collection technologies – such as automated underground waste collection systems within high density residential areas.

- Encouraging the establishment of more viable resource recovery industries for Greater Hobart to increase local processing of waste into marketable products.
- Raising community awareness about the merits of waste diversion (reduce, re-use and recycle) and the availability of existing services to do so.
- The introduction of an appropriate Materials Recycling Facility (MRF) for kerbside recyclables collected by the councils that maximizes resource recovery and local processing.
- Participation on a Joint Waste Authority that oversees programs and regional contracts applicable to waste infrastructure and services, including those projects funded by the waste levy.

The objective for Greater Hobart should be one of zero-waste or full waste recovery. This will require a whole-of-governments, industry and community approach, together with the necessary investment in the infrastructure required to achieve this.

The introduction of a 'waste levy' will assist in resourcing the additional services that will be necessary. An efficient waste management regime is an essential component of an environmentally sustainable Greater Hobart, and a circular economy will also introduce a range of new business opportunities that will benefit the city.

8. Community Infrastructure

8.1 Public Open Space and Recreational Facilities

Greater Hobart is well served by ample public open space, primarily in the form of bushland and foreshore reserves around and within the existing urban areas of the city. The extent and quality of these natural areas is a defining feature of the city, together with the many other forms of open space, public gardens, local parks, playgrounds and sporting fields. All of these areas are very highly valued by the residents of Greater Hobart, which has become more apparent during the COVID-19 pandemic.

It will be necessary to ensure that plans are in place to ensure parks, recreational areas and open space corridors cater for the needs of Greater Hobart residents. A wide variety of sports fields, indoor sporting centres, parks and public gardens, picnic areas, playgrounds, walking/cycling trails and bushland or coastal reserves should be provided.

While some councils have developed open space strategies, a city-wide perspective is required to assess public open space consistently and determine how its spatial distribution serves the needs of the whole city. More data is required on accessibility (eg are all residences within 400m of at least one hectare of public open space), extent of utilisation, user groups, playground design, connectivity, quality and asset replacement, etc.

Both the built and living infrastructure that is associated with each of these individual facilities is designed to meet the specific community needs relevant to that location. Community involvement in the future management of such public places and facilities is encouraged and there are many local groups and recreational, sporting and environmental organisations that contribute to their further enhancement.

Each of the four Greater Hobart councils are actively involved in delivering a broad range of programs associated with the management and sustainable use of such public open space. The benefits provided to local communities are many and varied, including the connection with natural environments, places for physical exercise and play, sources of clean air, they have biodiversity, habitat and water quality/catchment values, are places for social and family gatherings, exercise, competitive sport and general recreation, have aesthetic and scenic benefits, increase the land values within adjacent areas, dog walking, mitigate urban heat, plus provide a general contribution to local character and civic pride.

These are places that encourage active and healthy lifestyles. They should be able to provide for a diversity of experiences, be equitably distributed, be locally accessible without having to compromise environmental values, be fit-for-purpose and be managed in a sustainable manner. Future management regimes must consider the increasing demands of a growing population and the subsequent need for more spaces and improved facilities. Where possible, opportunities to connect open spaces should be welcomed. This has both environmental and recreational benefits, with the provision of accompanying off-road pedestrian and cycling connections to add value.

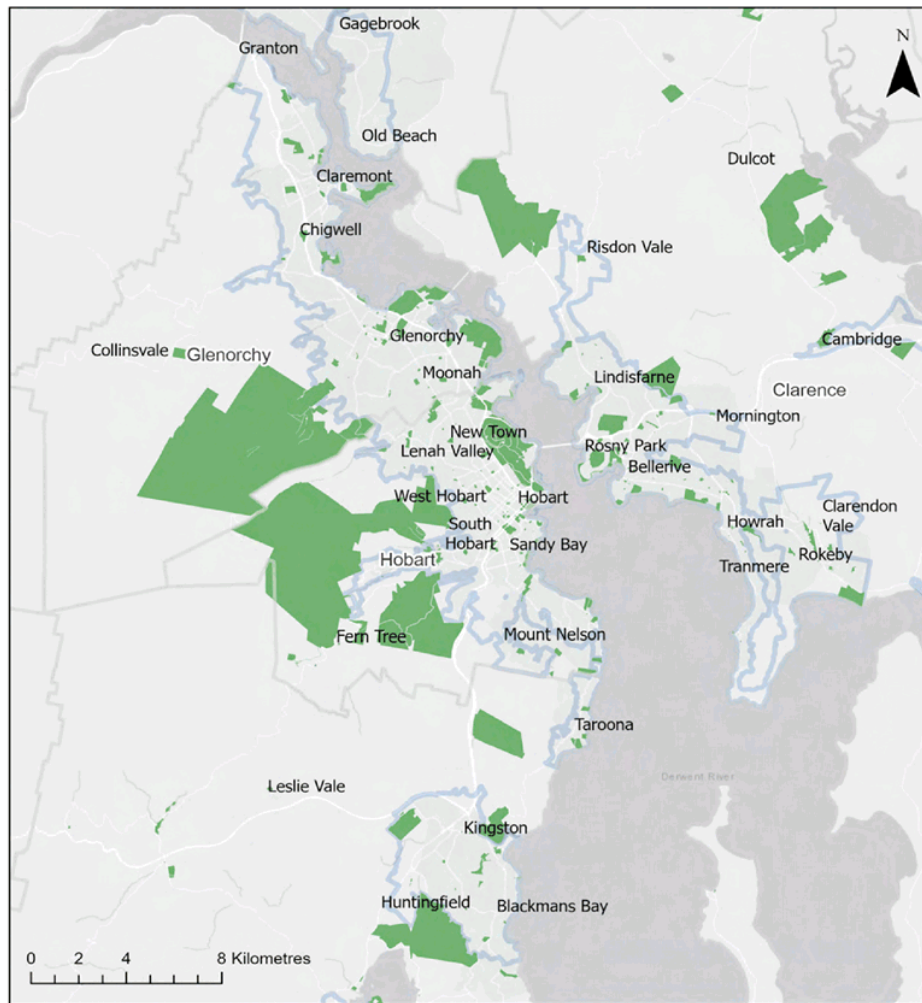
By focusing on maintaining a compact city, more people will be able to be located close to existing facilities. This is preferred to more fringe residential development that increases the distances from a wider variety of recreational opportunities. Accessibility via public transport and walking/cycling trails (particularly for the youth and elderly) is a critical element in ensuring that most people can take advantage of those recreational facilities that are available. This is often combined with the need to access local schools and shopping centres, all of which is greatly facilitated if the city can be kept as compact as possible and not allowed to spread too far out.

There are many such facilities that have a regional function which extends beyond that provided by individual councils, and there are precincts that have a variety of linked sporting and recreational facilities, such as Elwick Racecourse, MyState Bank Arena, Botanical Gardens, Hobart Tennis Centre, the Hockey Centre and Blundstone Arena. A whole-of-city perspective is required when reviewing the capacity and future of such regional sports and recreational facilities.

Any new facilities should be constructed to a high quality and be of sufficient scale to meet the demands of a growing population. There should be sufficient flexibility in the design to cope with changing interests, technology, mobility limitations and different age groups. Many of the existing facilities are already operating at their maximum capacity (eg sporting facilities) or are of a relatively poor quality. Asset management plans will accommodate the need for ongoing maintenance, replacement and upgrade of existing facilities. Most of the facilities are in an outdoor setting and many are located within a relatively natural environment. In such cases, due consideration is to be given to the natural values and potential natural hazards of the local area – particularly where trails pass through native bushland and along coastal foreshores.



Map 13 shows the location of the many parks, playgrounds and sporting facilities scattered within and around Greater Hobart.

MAP 13 – Social infrastructure – sport, recreation and reserves

Sport Recreation and Reserves

Local Government Areas

Local Government Areas

STRLUS Boundaries

Urban Growth Boundary

Public Open Space

Sport Recreation & Cultural

DATA SOURCE: The location of Sport & Recreation facilities as well as Reserves across Hobart, Clarence, Kingborough and Glenorchy LGA's. The data source is DPIPW, 2020, Community Facilities. Click [HERE](#) to view online version.

8.2 Health, Education and Community Facilities

In a similar manner to the abovementioned recreational facilities, it is essential that the Greater Hobart community is provided a wide range of health and community facilities or social infrastructure. The built infrastructure provides the opportunity for a wide range of community related activities to take place, building community capacity, cohesion and resilience. Most such facilities are usually located within or close to the main activity hubs, including health centres, community halls, youth centres, aged care, child-care centres, churches, libraries, civic and cultural centres, emergency services, police and other government social services.

The availability of conveniently sited **health facilities** is a critical requirement within Greater Hobart. All residents should have reasonable access to various levels of health care. Major hospitals will inevitably be centrally located, with large community health centres also located at Rosny Park, Glenorchy and Kingston. Other private health and medical facilities are scattered throughout Greater Hobart – though mostly within the larger activity hubs, where they are often grouped together as small informal medical/health precincts. The redevelopment of the Royal Hobart Hospital will provide improved services and is the largest health infrastructure project ever undertaken in Tasmania.

The State government's 'Healthy Tasmania' program is a preventative program that aims to reduce the rates of lifestyle related diseases within the community. Two of the most important priorities include the need to encourage more physical activity and to build more community connections – in that “people who are more connected to their community live longer and healthier lives”. There is a direct link between this initiative and the need to encourage more active transport and recreation.

Partnerships between government, local community organisations and NGOs often assist in the implementation of a wide variety of health-related programs. One such example is that of the Heart Foundation's 'Healthy by Design' program. This consists of a framework for many preventative measures that can be directly related to the spatial development of the city, in a way that is entirely consistent with the Greater Hobart Plan objectives. It advocates for the creation of safe, healthy and active neighbourhoods that require due consideration being given to the way the city is designed. Some examples are:

- “create compact mixed use neighbourhoods which include employment, education, public transport and fresh food outlets”;
- “safe and convenient travel within neighbourhoods by accessible and connected walking, cycling and public transport routes”;
- “co-located and integrated facilities such as schools and recreational facilities, maximise community interaction and efficiency of travel”; and
- “housing diversity and density can support critical infrastructure, connect neighbourhoods and help people age in place”.

The provision of appropriately sited **child-care facilities** is often a factor in determining where families choose to live. There needs to be ample opportunities provided for such activities, plus consideration given to how they can be combined with other complementary land uses and have good accessibility, without creating local traffic issues.

Aged care facilities must be similarly well sited. Tasmania's ageing population will increase the need for a variety of retirement living and care related facilities, together with the provision of appropriate public infrastructure that increases safety and mobility components.

An integral component of any city is the need for good quality **educational facilities** across the broad primary, secondary and tertiary spectrum. There is a well-established framework within Greater Hobart which is subject to ongoing review as a result of a number of proactive educational initiatives and in response to demographic change.

Future residential development will place additional demands on existing schools in particular, both in outer suburban and established urban areas. Continued consideration must be given to the size, number and location of primary and high schools that will be needed to service this growing demand, while still supporting the full range of educational programs. As more infill development occurs within the inner and central urban areas, there may also be a need to review school catchments and to consider options for expansion of existing schools or the need for new additional facilities. The Department of Education is responsible for ensuring that schools are well located to meet student needs. Future decisions and planning could be informed by the future urban growth projections of the Greater Hobart Plan.

The private schools scattered throughout Greater Hobart are similarly affected by demographic change and are responding to increased enrolments with their own infrastructure improvements. There are other initiatives that address particular educational needs, such as the establishment of Child and Family Learning Centres alongside some of the existing schools. Adult learning opportunities can also come in various forms and will usually respond to local needs and take advantage of existing built infrastructure within schools, libraries or community centres where available.

Providing safe and convenient public access to the many schools will always be an important consideration in the future spatial development of Greater Hobart. All students should be able to easily access their respective schools by way of public or active transport. There should be no need for drop-offs that will only exacerbate peak hour traffic and create public safety issues in the vicinity of the schools themselves. Travel distances should be minimized in the way that both schools and residential development are located. Safe pedestrian and cycling routes should be created and then promoted, plus bus timetables adjusted to ensure prompt and timely delivery.

The optimum central location of tertiary educational facilities (eg university and TAFE) is also of critical importance. One of the most significant initiatives within Hobart will be the relocation of the University of Tasmania from its Sandy Bay campus to an inner-city location. This will result in major changes to the life of the city itself and should greatly improve the access by public transport to this more central location. It will also potentially release a large area of land for mixed use redevelopment at Sandy Bay. This latter redevelopment should be able to make a significant contribution in both meeting the need for more infill housing and providing a range of other new community facilities, still within easy access of the city centre.

A new city-centric university campus will result in the increased activation of the CBD area and stimulate the local economy. It would be *"a university of and for the city"* and should ultimately fit seamlessly within the city. This will require a well-managed transition over an extended period of time. While the priority for the University should be on educational and research outcomes, its relocation will change the way that the city is used. Inner city living is likely to be much more popular, local retail and food businesses will benefit, the high-quality

design of buildings and public spaces will be prioritised, and public and active transport infrastructure will be enhanced. The main CBD, Queens Domain and 'Downtown' areas will be revitalised and pedestrian interconnections provided to produce a more walkable city. There will ultimately be more flexibility in the way that public and university land is used, so that the city includes more green spaces and is more permeable and accessible.

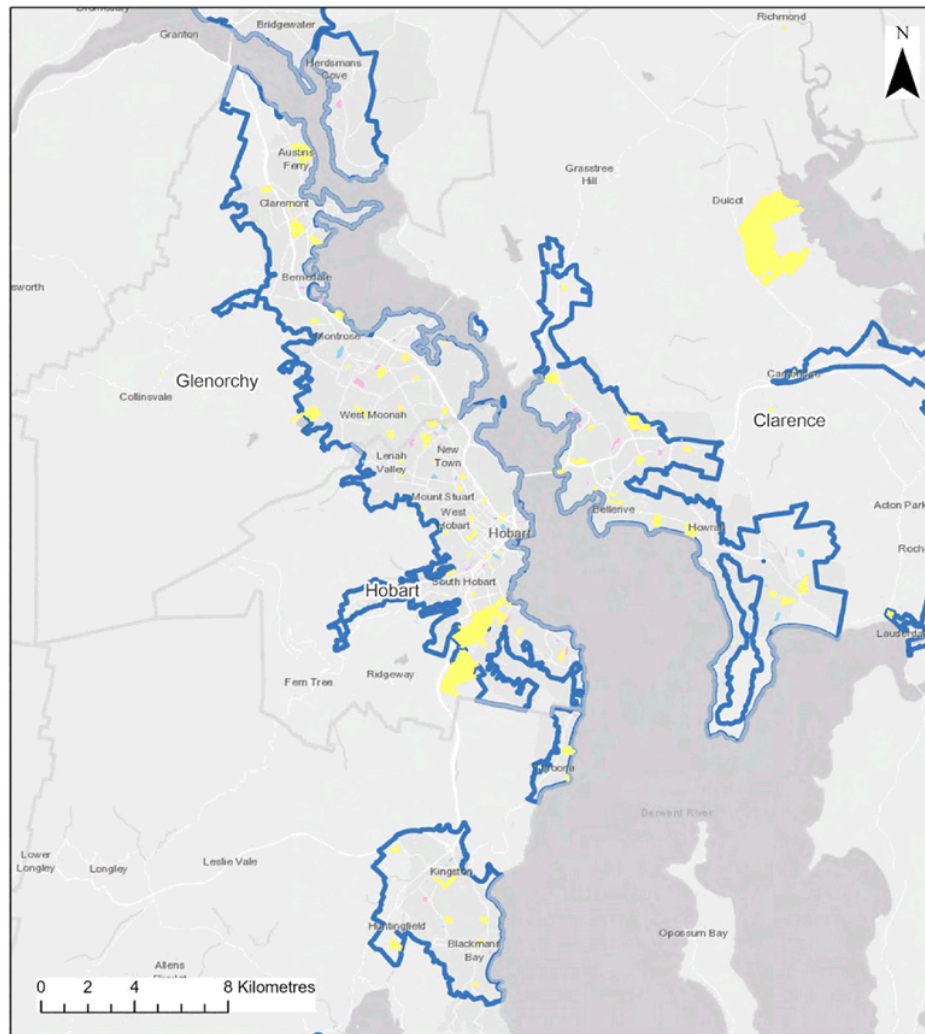
There are four large **libraries** within Greater Hobart (part of the State Library of Tasmania and located within each of the four municipalities) and they each play a particularly important role within the respective communities. They provide a broad range of services, beyond their more traditional roles – including internet access and other on-line services, research and study space, children's learning activities and literacy programs. The various civic centres and community halls are also well used in ways that enables them to meet changing community needs. A continuation of local arts and cultural activities and community events are reliant on the availability of these facilities.

Such **community facilities** need to be easily accessed by everyone. This is usually the reason why they are located close to activity hubs where there is sufficient parking and good public transport services. Ideally there should also be good active transport access as well. A compact city provides the advantages of having more people living closer to such facilities and therefore encouraging their active involvement in the activities carried out within the community facilities. A more dispersed city will result in more people feeling isolated and less likely to access the services being provided at these places – resulting in the activities themselves being less viable.

Like any built infrastructure, the health, education and community facilities will need to be designed to meet the actual needs and be of a quality that is visually attractive and easily maintained. Facilities will often need to be suitable to meet the potential demands of a growing population and have the flexibility to accommodate all age groups and other different uses as public interests change over time. Existing facilities may need to be adapted and new facilities constructed as required.

Access to high quality and affordable social services has a direct impact on the social and economic wellbeing of all Greater Hobart residents. There are complex relationships across the various social infrastructure sectors, in that an improvement in one will support another – such as across the broad categories of health and aged care, child-care, education, recreation, arts and culture, social housing, justice and emergency services. They are all essential in making local communities and neighbourhoods more liveable.

Map 14 below shows the location of the main health, education and community facilities within Greater Hobart.



Community Facilities

Facilities

- Health
- Education
- Residential Aged Care

STRLUS Boundaries

- Urban Growth Boundary

Local Government Areas

- Local Government Areas

MAP 14 – Social infrastructure – community facilities

DATA SOURCE: The location of Health, Education, Aged Care and Recreation facilities across Hobart, Clarence, Kingborough and Glenorchy LGA's. The data source is DPIPWE, 8/2020, Community Facilities. Click [HERE](#) to view online version.

8.3 Business District Infrastructure

Greater Hobart contains many different business districts at a variety of scales. The STRLUS defines these as activity centres; with Hobart as the Primary Activity Centre; Glenorchy, Rosny Park and Kingston as the Principal Activity Centres and a range of other smaller categories of various sizes within suburban locations. They each constitute focal points or hubs for the local communities and are being developed to meet the changing needs of those communities.

These are places where people will mainly congregate such as shopping centres, recreational precincts or entertainment and sporting venues. The design and inclusion of public infrastructure within such places is critical to the success of these activity centres and generating the potential social and commercial benefits. In most cases, this involves improvements being made to the streetscapes as they are the most heavily frequented public spaces. They constitute the best opportunity for local government to enhance an activity hub, noting that the road reserves are the largest areas of public land within most parts of the city. They provide opportunities to bring more vegetation into the city (improving the streetscapes cooling the local environments), plus the quality of the built design (paving, furniture, lighting, public art etc) can transform the character of an area and have a very positive social and economic impact.

The visual feel and aesthetics of such local spaces requires due consideration with public art and well-designed features that encourage public use. Additional security measures may be necessary, together with improved pedestrian safety measures and provision for all-abilities access. A more flexible approach to the use of public streetscapes or footpaths also enables an appropriate level of advertising and outdoor dining and trading – acknowledging the prime importance of safe road and footpath access.

Each of the four Greater Hobart councils have undertaken or are initiating precinct planning exercises that consider what public infrastructure improvement programs are necessary within their main activity hubs. Each centre has its own particular character and heritage and a local community that cares about what happens where they live. It is a combination of the built structures, public infrastructure and natural features that make up the “place” that becomes so important to its residents. Enhancing such public places is a way of building greater local community ownership and connections, while also attracting more people from other areas.

Within Kingborough, the **Kingston Place Strategy 2020-50** (PlaceScore, 2020) is an example of a long-term plan that is being used to improve and revitalise the central commercial area of Kingston. The strategy focuses on making the area more walkable, green and ‘stayable’, self-sufficient and more attractive for future investment. It proposes a series of actions that are a mix of infrastructure investments (primarily public transport and streetscape improvements, road upgrades, walking links and new laneways), new site planning and governance arrangements, public realm actions and various communication and branding initiatives. It aims to transform the central Kingston precinct, make it a more attractive place to visit, reduce the need to travel to other parts of Greater Hobart and generate more local employment opportunities. Similar initiatives are being progressed by the other Greater Hobart councils.

Within the City of Hobart, the **Central Hobart Precincts Plan** is being developed and will include recommendations for the policies, strategies, changes to planning scheme provisions and projects that will guide the future sustainable growth of the central precincts. The plan will consider key issues such as building heights, affordable and social housing, transport and access. It is also proposed to be a template for other precinct plans that would be prepared

for other (albeit often less complex) commercial precincts and which would then inform planning scheme changes. Other Hobart city precincts have also been subject to upgrade plans, such as the Midtown area (centred around Elizabeth Street) and Salamanca. There have also been retail precinct plans prepared and implemented for the local suburban activity centres at Lenah Valley, Sandy Bay, New Town, South Hobart, and North Hobart.

Glenorchy City Council has been progressively implementing a Glenorchy CBD revitalisation project. This has now most recently been updated by the **Greater Glenorchy Plan**, which includes precinct plans for the central areas of Glenorchy, Moonah and Claremont. In each case, it describes where new development will occur, where the green spaces will be and how people will move around. The Plan also encourages increased residential densities within and surrounding these main activity hubs and along the main transit corridor between them, plus highlighting the need for much greater public activation, new employment opportunities, urban renewal and integrating high-quality design outcomes.

Clarence City Council is reviewing the future of the Rosny Park area as part of its **City Heart** initiative. It is currently in its initial stages of development, with community consultation indicating that a better utilisation of public open space and the need to retain more people within this central precinct (by providing different experiences and attractions) were identified as being two of the most important objectives. An earlier Activity Centre Strategy (MacroPlanDimasi, Dec.2013) focused on a retail analysis of the various centres and their place within a Clarence and regional retail hierarchy. It identified a need for additional retail floorspace and employment opportunities within the southern parts of the municipality in order to support this area's growing population. More generally, it will be necessary to focus on how the further development of all activity centres can provide for the widest community benefit – such as by improving public transport access, providing walkable connections to nearby residential areas, placing high density housing within activity centres, generating more diverse employment opportunities and including more entertainment and mixed use developments.

It is important that the local or minor centres throughout Greater Hobart should help in creating more sustainable and cohesive local neighbourhoods where people can comfortably meet with each other and obtain their essential daily consumerables. Such local centres should be more walkable, have better access to public transport and provide various health and community services – with the overall aim being to get people to live and work more locally. Such local 'convenience' centres complement the functions provided by the larger 'destinations' that are the more central business districts, where people are more likely to stay longer and be visiting for a number of purposes.

All activity hubs should be attractive places to congregate with suitable public spaces, public art, well-designed buildings, plenty of vegetation and designed to encourage people to feel safe and welcomed. The way that public infrastructure (roads, parking, streetscapes, parks etc) is provided is critical in achieving such outcomes and in ensuring the social and economic success (or otherwise) of the activity hubs. Increasing the activities within and surrounding all the local and central business districts is an objective of the Greater Hobart Plan.

Part C – ECONOMIC DEVELOPMENT

9. Economic Challenges

There are many economic challenges that will impact on the future planning framework for urban metropolitan Hobart. The impacts of globalisation are transforming the regional economy at a rapid pace, which together with COVID, makes planning for business and employment growth more uncertain and challenging.

It is important to establish a land use planning framework which has the capacity to be responsive and relevant, and to be unique for the needs of Greater Hobart. It will need to be a plan which supports economic prosperity and builds on regional attributes whilst protecting the city's character and natural environment.

Greater Hobart will continue to experience economic change. Traditional industries such as manufacturing, science, agri-business and other sectors will continue to play an important role, but globalisation and recent revisions brought about by COVID are restructuring several sectors of the economy. There has been a shift towards knowledge intensive, high value-added activities which has increased the significance of the service and knowledge-based sectors and are spurring innovation in many other sectors of the economy.

As is occurring in other parts of the world, an array of changes in technology, retail, freight and logistics, new office structures and working from home, are all likely to transform the economy and employment base. It is significant that the development of the Greater Hobart Plan coincides with these changes and transformations and it is expected that future iterations of the Greater Hobart Plan can be a strong driver for implementation. It is important that the impact of such external influences are well understood within the Greater Hobart and Tasmanian context.

These changes will provide opportunities for a variety of new and different businesses (together with the employment opportunities they provide) to locate themselves within Greater Hobart and Tasmania. They can then in turn provide a more prosperous base for the city's economic future. It is therefore important to ensure that there is an adequate supply of land and development opportunities that can service the traditional industries, but also allow new service sectors and knowledge-based businesses to develop and thrive. This will require ongoing discussions and decisions to be made regarding contemporary solutions for the new and emerging geography of Greater Hobart's economic and employment base.

This will lead to the maximisation of the benefits that can be obtained from new land use planning policies and positions that are aligned to the changes and the needs of this new economy and employment sector. The Greater Hobart Plan should provide the necessary directions in that regard. The Greater Hobart Plan is being developed at a time of great global change when land use considerations are very different to even five years previously.

Adjustments to existing planning frameworks and previous policy directions may be required in order to maximise the potential economic and social benefits. The Greater Hobart community should position itself so that it can obtain the best leverage from the economic changes that are occurring. This will require new policy platforms and astute investments in public infrastructure that are directed towards the new economic opportunities of the future.

Technological change may alter the types of industries that are attracted to Greater Hobart and the way that existing industries operate. The emergence of a much more innovative “fourth industrial revolution” is evolving at an exponential rate and is disrupting almost every industry. It heralds the transformation of entire systems of production, management and government. Future possibilities will be multiplied by breakthroughs in fields such as artificial intelligence, robotics, the Internet of Things, electric and autonomous vehicles, 3D printing, nanotechnology, biotechnology, material science, energy storage and quantum computing. Such new technologies are changing the ways that companies manufacture and deliver. For example, 3D printing offers opportunities to decentralise production to Greater Hobart.

Smart systems, homes, shopping centres, factories, offices, transport and other elements of the urban fabric will all need to respond to such changes as new and more flexible supply chains and different retail/consumption patterns. The rise of e-commerce, more home deliveries, the need for “last mile” delivery hubs and responses to different retail and consumer models are changing the roles and structures of many shopping centres, industrial precincts and employment areas within the urban fabric. This is placing added pressures on different employment sectors and will require proactive adaptation by both businesses and governments in order to meet the new types and levels of public demand.

The impact of the COVID-19 pandemic adds a huge level of complexity on top of the broader, economic, social and demographic shifts that were already occurring and together they will all reshape the geography of employment and metropolitan planning. For Greater Hobart, there is the potential for this to either result in positive or negative impacts. A sound understanding is needed of the attributes of Greater Hobart as a place and the issues and opportunities that are evolving and being presented across the various sectors. It is important that these conversations are taking place within the context of the land use planning frameworks and processes.

The tourism industry has contracted, and this has had a direct impact on the hospitality, accommodation, retail and arts sectors. On-line retail has increased, with consequential growth in postal, delivery and warehousing sectors.

Prior preparation is needed for the jobs of the future. New ways to tackle future challenges will need to be found and opportunities generated at locations where particular attributes and strengths exist. Companies and investors are looking at different global localities based on what is perceived as certain local strengths that offer secure platforms moving forward. There is a strong pro-localisation trend emerging.

The notion of “think local” is being complemented by momentum towards “think green”, which is founded on the local conditions and characteristics, and this can be a unique and significant focus for more environmentally sustainable levels of business investment. Companies and investors are looking to build on the notion of “local” in their investment strategies, rather than sourcing from overseas. Based on this, Greater Hobart and Tasmania would appear to be an obvious destination of choice. Such development opportunities should be further explored, promoted and integrated within future land use strategies.

Like elsewhere, the impact of the COVID-19 pandemic has been profound. It is a global shock that will have long term ramifications on the economic growth of all cities. All industries are impacted, and population movement has been severely hampered. The implications for Greater Hobart are not yet fully understood, though it is apparent that earlier land use and growth expectations will have to be reviewed.

One of the most significant and potentially long-lasting impact has been in the way that people communicate and work. For many people, working from home has greatly increased and this has resulted in some marginal reductions in traffic levels and the demand for city office space. Such a change does have the potential to expand further with businesses becoming more reliant on on-line communication and less face-to-face meetings, with this also being the case for government agencies and educational or training organisations. The general public has become much more familiar with the technology required to communicate remotely.

The subsequent impact on the evolution of land use within Greater Hobart may not be so predictable. On the one hand it could be expected that people that work from home more (and commute less) would prefer to live in the outer suburbs. However, it may be equally true that those same people (working more from home) would prefer locations that are close to cafes, shops, customers, suppliers and social outlets, in order that they can interact more with other people. A broader range of living options need to be provided that enable such choices to be made, including the need to provide more shops and services in the outer suburban areas.

Most people are likely to continue to work within their respective industries in much the same manner as before the pandemic. Those industries will be impacted to varying degrees, and some will recover, while others will not. The lessons learnt will hopefully build greater resilience to future similar shocks. Ultimately, Greater Hobart and Tasmania may see much more migration than was previously the case. The ongoing trends in this regard will need to be monitored as they will affect the demand for housing and the need for certain service industries, including where such activities are best located.

In August 2021, the Australian Government Department of Education, Skills and Employment released the "Local Jobs Plan Hobart and Southern Tasmania". This sets out the training and employment challenges and priorities facing the region, particularly in relation to the economic recovery from the COVID-19 pandemic. The key priorities were determined to be:

- Facilitating the creation of pathways into growth industries facing labour supply shortages and issues including tourism and hospitality; health care and social assistance; building and construction; transport and logistics; primary industries; and energy infrastructure.
- Finding ways to address aspects of labour market disadvantage including low educational attainment; low literacy and numeracy; lack of work experience and employability skills; lack of technical skills; and access to transport for education and employment.
- Identifying and promoting industry recognised micro-credentials or skill sets, as well as opportunities for apprenticeships and traineeships.
- Brokering opportunities for collaboration between key stakeholder in the region, so as to enable local job seekers to fill local positions and create a sustainable pipeline of skilled workers to meet the needs of industries.

The key challenges for the region were identified as being:

- Uneven population growth, high youth unemployment and an ageing population.
- Reduced migration, mainly as a result of COVID-19.

- Low levels of literacy and numeracy, including digital literacy and internet access (although it was noted that there is a significant disparity between regional and metropolitan Tasmania in relation to educational achievement.
- Limited public transport outside of urban metropolitan centres, which inhibits opportunities for some job seekers to take on work and limits the uptake of training.
- Historic and generational low educational attainment, particularly outside of urban metropolitan areas of the region has limited economic/labour market participation.

Population growth across Australia has slowed compared to decade averages. The advantages of being an island within the Australian Federation has been attractive for many and this appeal is likely to continue into the future as people from interstate and overseas seek greater safety, security and certainty.

Greater Hobart's population growth is driven by migration, and this will continue as birth rates continue to decline in an ageing population. It is felt that our ageing population will have an adverse impact on the city's economy through a proportional decrease in the working age population over time unless it is countered by increased retention of young Tasmanians and attraction of a younger migrant demographic.

It is assumed that the population of Greater Hobart will grow at a reasonably strong rate over the next 30 years (averaging at about 0.9% p.a.). This will stimulate economic growth within the city and place further demands for additional urban land or for existing land to be used more intensively. Such growth will have an impact on the city's urban footprint as some outward growth will occur, while acknowledging that it is more economically efficient for the new development to be in the form of infill as much as possible.

The Australian State of the Environment Report (2016) identified that Greater Hobart has an unusually low population density. Such a low density is economically inefficient in that infrastructure is not being used to its potential, more land is being utilised than might be necessary, residents and deliveries must travel further, and urban renewal is less likely to occur. Such economic inefficiencies are reflected in the housing related inequality that occurs, with poorer households priced out of locations with better access to good jobs, schools, transport, health care and other services.

The assumption that endless growth for fast-growing cities is an economically, socially and environmentally sustainable option does not necessarily hold. Congestion and pollution can potentially overwhelm the benefits obtained from city living and the demands for suitable housing are not able to be met. In Greater Hobart's case, such problems are more manageable because of its relatively small size, although some would say that the city is on the brink of potentially being overwhelmed by such impacts and that it will need to live within its means.

10 Existing Economic Development Strategies

10.1 Tasmanian Government

In 2015, the Tasmanian Government adopted a **Population Growth Strategy** that has a goal to increase Tasmania's population to 650,000 by 2050 (in 2021 it was almost 550,000, and this Strategy is estimating an increase of a reasonably ambitious additional 60,000 by 2050 for the city alone). The primary means by which this population increase will be achieved is stated as being a combination of job creation and workforce development, increased migration and improving liveability. This goal was always anticipated as being a challenging one and has now become moreso as a result of the COVID-19 pandemic, with subsequent border controls and restrictions on international migration.

Population growth occurs as a result of natural increase (more births than deaths) and migration. Tasmania has the oldest population in Australia, and it is ageing the fastest. Based on current trends, there will be a natural decrease in population within Greater Hobart by about 2035. Population growth will then be entirely reliant on migration. Over the last 40 years, the net migration within the State has been more negative than positive. This will need to be dramatically turned around if the state's growth target of 650,000 is to be achieved.

It will therefore be necessary to reduce the number of people that leave the State and increase migration levels. The main reasons they leave are to seek employment and to study. The general trends are that it is the younger people who leave, international migrants tend to be in younger age brackets and mainland migrants tend to be in older age brackets. An over-reliance on mainland migration, without reducing the departures, could in fact exacerbate problems associated with an ageing population.

In order that a more balanced demographic profile is achieved, more employment and lifestyle choices will need to be provided that are able to both retain and attract younger residents. The way that Greater Hobart develops in the future will have a large part to play in this regard. The city's attractions, convenience, amenity and services (and job prospects) are enhanced if it is spatially developed in the most efficient and accessible manner. The Government's Population Strategy relies on the successful implementation of a number of measures that increase migration levels (particularly return migration and from overseas) without compromising employment opportunities for resident Tasmanians.

In regard to Greater Hobart more specifically, the Government's main program of strategic economic initiatives is by way of the **Hobart City Deal**. The City Deal "is a 10 year partnership that will provide the framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges". It brings together the three levels of government in order to "align the planning, investment and governance necessary to accelerate growth and job creation, stimulate urban renewal and drive economic reforms".

The seven Key Focus Areas of the Hobart City Deal are:

- Direct international gateway at Hobart Airport
- Establishing an Antarctic and Science Precinct at Macquarie Point
- Implementing the Greater Hobart Transport Vision
- Driving urban renewal and delivering affordable housing
- Activating the Northern Suburbs Transit Corridor
- Smart, liveable and investment ready city
- Strategic collaboration and governance

10.2 Local Government

Each of the four Greater Hobart councils are pursuing a number of proactive initiatives that are aiming to encourage the further economic development of their respective municipalities.

City of Hobart

The City of Hobart's Community Vision and Capital City Strategic Plan 2019-2029 includes as one of its 'pillars' a desire for the city to be one "whose economies connect people, businesses, education and government to create a high-quality lifestyle in a thriving and diverse community. Our city is our workshop. We collaborate, embracing ideas, inventiveness and initiative". Hobart should be a city "of thriving diverse sectors" and this diversity will support a more resilient economy overall.

The aspects of this that most relate to Hobart's spatial development would appear to be the need for greater flexibility in where and how businesses may grow or start-up. There needs to be "diverse pathways" for niche industries and other commercial activities that best suit the local conditions and opportunities within Hobart. Hobart's "small city scale" should be embraced so that its development enables the necessary social connections, networking and collaborative ventures that are more likely to occur within a higher density environment.

The Hobart City Council has prepared and is currently implementing a number of strategies that encourage further investment within its municipality. They include the Local Retail Precincts Plan with its program to upgrade the "main streets" of Sandy Bay, Lenah Valley, Battery Point, Midtown Hobart, New Town and South Hobart. The Inner City Action Plan and the Central Hobart Precincts Plan both aim to attract more people and activity into the most central parts of the city, as well as stimulating more investment that will develop land to its maximum potential.

Glenorchy City Council

The Glenorchy City Council's Strategic Plan 2016-2025 includes strategies to encourage local investment and jobs, to build job creation relationships with government and the private sector, and to target growth sectors that fit with the area's competitive advantages. The Greater Glenorchy Plan (Feb 2021) targets the revitalisation of the three activity centres of Glenorchy, Moonah and Claremont as they are where most social and economic activity occurs. This Plan includes high level precinct plans that "articulate the identity, role and function of each activity centre".

The Glenorchy Council has over the years prepared and implemented a number of strategies that encourage further investment within its municipality. The Economic Development Strategy 2020-25 includes many actions that are relevant to land use and development within the municipality, including the activation of the CBDs and business precinct planning, advocate for improved public transport connections and deliver active transport connections, promote industry cluster developments, pursue investment in the NSTC, advocate for strategic investment in high-speed internet infrastructure and for Glenorchy to be a regional hub for sport, recreation and entertainment.

It also stresses the need to investigate a strategic partnership with Brighton so that some light industrial and warehousing type activities may be relocated, in order that other opportunities for jobs growth and economic intensification can be found for Glenorchy's industrial land. The development opportunities at Wilkinsons Point, Prince of Wales Bay and on the Berriedale Peninsular are being given particular attention. Key industry sectors to be supported include innovative manufacturing, small scale IT businesses, marine services and technical/professional areas.

Clarence City Council

The Clarence City Council's Strategic Plan 2021-2031 includes a Goal that the Council "encourages creativity, innovation and enterprise and will develop the local economy by enabling opportunities for all people". The related objectives include such matters as implementing the Economic Development Plan, working together on the Hobart City Deal, addressing areas of socio-economic disadvantage, promoting the city, building productive networks and relationships, delivering infrastructure to support growth, and using emerging technology to improve efficiencies.

The Clarence Council has adopted an Economic Development Plan 2016-21 that includes a number of economic strategies that would be relevant to the Greater Hobart Plan. One of these is to "plan and provide for beneficial land use", which ensures that there is sufficient land available to meet the future demand for development. It is a particular feature of Clarence that there are significant stocks of industrial, commercial and residential zoned land available. Another is that Council's own investments can influence the positive economic development of the municipality. This primarily relates to the installation, extension and upkeep of public infrastructure, including the many public places, community facilities, road and pedestrian access and public parking. The ongoing residential development occurring within Clarence will be a significant economic driver, together with the associated growth in retail, business and professional services

Kingborough Council

The Kingborough Council's Strategic Plan 2020-2025 includes strategic outcomes that highlight the need for vibrant local areas that provide economic opportunities, infrastructure and services that can cater for a growing population and the need to encourage investment and economic growth without compromising environmental values.

The Kingborough Council has over the years prepared and implemented a number of strategies that encourage further investment within its municipality. The highest priority has been in redeveloping the Kingston CBD area and this is reflected in the Council's hands-on management of the Kingston Park project and the implementation of the Kingston Place Strategy 2020-2050. This has resulted in the inclusion of a new Health Centre, large

Community Centre and children's playground, and the infrastructure to facilitate further residential and commercial development alongside the existing CBD. Main road and public transport improvements are to occur, together with other infrastructure and streetscape upgrades that will enable further private development. These improvements aim to stimulate Kingston's further economic development and provide more local jobs and services for the Kingborough community.

10.3 Regional Development Australia

Regional Development Australia (RDA) is an Australian Government initiative that encourages partnerships between all levels of government to enhance the growth and development of regional Australia. RDA Tasmania has a formal partnership between the Australian Government, Tasmanian Government and the Local Government Association of Tasmania (LGAT) and prepares a Regional Plan that describes the State's development opportunities.

The current RDA Tasmania priorities are to:

- Expand and grow economic activity in Tasmania
- Increase collaboration and efficiencies between federal, state and local government and between government and the private sector
- Improve educational attainment and employability skills
- Address the needs of Tasmania's changing demographic profile

One of the key RDA messages is that there needs to be an effective collaboration between the tiers of government, industry and community in order to achieve a common understanding of the regional issues and tailoring effective solutions. Such partnerships are critical to the success of agreed growth and development strategies that target the region's particular strengths and most viable opportunities. The RDA highlights the 'place-based' strengths of Tasmania and its growing reputation for niche and high value products and experiences.

From a Greater Hobart perspective, these identified strengths include tourism, science and research, Antarctic and Southern Ocean, digital services and information technology, and education. The further development of such industry sectors, results in flow-on employment benefits in other sectors, including retail and service areas. Tasmania is becoming a more service-oriented economy. Research institutions, the university, education and health organisations, and professional services have all grown strongly. Such knowledge intensive industries required a skilled workforce and this in turn raises the need to improve the educational outcomes within the State.

The RDA's Regional Plan (for 2017-2019) noted that these industries "prosper in places that offer high urban amenity, diversity of housing, good access to skilled labour, access to markets and strong branding". There is a need to invest in and support the liveability of Tasmania's cities as they are going to accommodate the majority of the State's future growth. It also noted, most relevantly, that

"Tasmania is characterised by a dispersed population in low density settlements. Greater Hobart is one of the least densely settled Australian cities with some of the highest levels of low-density housing stock. Of all the states and territories, Tasmania had the highest proportion of its population residing outside of its greater capital city. Urban based local government areas (LGAs) are more likely to have higher population growth than rural or remote LGAs".

In that regard, the RDA Regional Plan expects that new urban development will, over the next 20 to 25 years, be able to be accommodated within the existing urban boundaries. "The advantage of this is that new developments will be well connected to existing communities, utilities, services and transport options". Such a view, from an economic perspective, is particularly relevant to an intended strategic policy of maintaining Greater Hobart as a compact city.

10.4 Industry

The policies and views of industry in regard to the future development of Greater Hobart are not often formally stated – or at least where they might be distinct from the more general aspects relating to Tasmania's economic development or broader matters that are specific to particular industries.

One notable exception to this has been the education sector, with the **University of Tasmania** making it clear that it will undergo a significant transformation as a result of its move from the existing Sandy Bay campus. This will enable the university to be more centrally located, be more accessible to its students and further activate the central Hobart city area. Master plans are being developed for both the new city campus and the redevelopment of the Sandy Bay site. There will be significant economic benefits for both locations and the move will facilitate the creation of more centrally located housing than would otherwise be the case.

Real estate within Greater Hobart (and throughout Tasmania) is booming with house prices escalating due to the high demand, low interest rates, inter-state interest and the relatively low supply of housing stock. The construction industry is struggling to meet this demand because of a shortage of materials and skilled labour. There is an apparent confidence in the Tasmanian economy and a willingness to invest in property within Greater Hobart, despite the impact of the COVID-19 pandemic. However, the industry, together with the broader community, is very concerned about the social ramifications of high house prices, the shortage of affordable rental properties and the impact that this also has on businesses that want to relocate to Tasmania or source workers from elsewhere.

The **tourism industry** plays a particularly important role within the life of Greater Hobart. It has (until the COVID-19 pandemic) attracted increasing numbers of visitors to the city to see the local attractions and participate in particular events. It has, particularly in recent years, provided a huge economic benefit for the city and has also enabled local residents to participate in many more activities than would have otherwise been the case. Destination Southern Tasmania produced a Destination Action Plan for Greater Hobart in 2016. Although this was only partly implemented, those aspects of the Plan that are most relevant to the future spatial development of Greater Hobart, include:

- Accessibility and wayfinding can be improved, such as in regard to public transport options and connections, clearer signage, free WiFi in public spaces and other digital technology support.
- New and innovative visitor attractions will be needed to meet market demand, focusing on waterways and cultural experiences.
- Accommodation capacity and quality expectations will need to be met in future.
- There will need to be a coordinated and planned approach to new development within the city, that effectively retains the heritage and authenticity that is so valued by visitors.

The last point is most relevant when considering Greater Hobart's competitive advantages. The city's relative authenticity and character are valuable economic assets that need to be appreciated and protected.

Unfortunately, the tourism industry and the cultural and events sectors were hit particularly hard by the pandemic and there are some uncertainties as to how well it will emerge from its aftermath. Travel restrictions have resulted in increased local patronage, and this (together with government financial assistance) has assisted the industry through a very difficult period. The Tourism Industry Council Tasmania and the Tasmanian Government have produced a T21 Visitor Economy Action Plan that identifies a pathway to recovery from the pandemic – focusing on rebuilding visitation (through promotion and new attractions), restoring access to the state, supporting local businesses and shaping a new future. The longer-term future for the industry however is very promising, with the opportunity for Greater Hobart to benefit a great deal from a return to high visitation numbers.



11. Key Industries and Growth Opportunities

11.1 Key Industries for Greater Hobart

In 2019 the Hobart, Glenorchy, Clarence, Kingborough and Brighton councils came together to commission a report on the socio-economic profile of each LGA and for Greater Hobart as a whole – 'Greater Hobart Socio-economic Profile & Opportunity Assessment', as prepared by AEC Group consultants, Nov. 2019 (the AEC report). This analysis was to establish a consistent set of data to inform decision making at both a local government and regional level. This identified a number of economic opportunities for both individual councils and for their joint collaboration.

The report found that:

"the local economy is reliant on population growth and government-related industry, with health care and social assistance, public administration and safety, and education and training being the most prominent sectors in terms of both economic activity and employment. Economic diversity could assist in supporting local economic outcomes and improve local economic resilience".

The AEC report determined that the key industries for Greater Hobart were:

- **Health care and social assistance** – this is the most prominent local industry within Greater Hobart in terms of both economic activity and employment. This sector has grown considerably in recent years and is well represented in all LGAs, though 60% of employment and Gross Value Add (GVA) is in the Hobart LGA.
- **Public administration and safety** – this is the second most prominent local industry and by far the most employment and GVA is within the Hobart LGA (73%).
- **Education and training** – this is a key sector with the high Hobart LGA employment contribution (54%) largely determined by the presence of the University, TAFE and a number of private schools.
- **Tourism** – this has been growing each year up until 2020, with visitation increasing at an average annual rate of 4.8% between 2008 and 2018 (19.8% in 2018). While most accommodation and food services activity occur within the Hobart LGA, tourism activity is more generally well represented in all LGAs.
- **Antarctic Division** – the Australian Antarctic Division (AAD) is headquartered in Kingston and Greater Hobart is one of five official global gateways to Antarctica.

Those industries that have the greatest employment are listed within Table 8 below, together with an indication of their respective likely growth or decline in each municipality (over the next 30 years). Based on this, it appears that the construction industry could be added to the above list of key industries for Greater Hobart. Each industry is numbered (from 1 to 18) according to their ranking for the total employment size in each municipality (as at 2016).

Table 8: Employment Categories Ranking and expected growth prospects

INDUSTRY	Hobart	Glenorchy	Clarence	Kingborough
Health care and social assistance	1	3	2	4
Public administration and safety	2	8	5	8
Retail trade	5	2	1	2
Education and training	3	6	4	3
Construction	7	4	3	1
Accommodation and food services	4	7	6	5
Professional, scientific and technical services	6	13	8	6
Manufacturing	14	1	7	7
Other services	9	9	10	10
Transport, postal and warehousing	17	5	9	12
Administrative and support services	11	10	11	11
Financial and insurance services	8	17	17	16
Arts and recreation services	12	12	14	14
Electricity, gas, water and waste services	13	14	12	19
Information, media and telecommunications	10	15	18	17
Rental, Hiring and Real Estate Services	15	16	15	15
Wholesale trade	16	11	16	13
Agriculture, forestry and fishing	18	18	13	9
KEY	Increase	Stable	Decrease	

Source: 'Greater Hobart Socio-economic Profile & Opportunity Assessment', AEC Group consultants, Nov. 2019.

These projections (from 2016 to 2051) were made prior to the COVID-19 pandemic and so circumstances have changed quite dramatically for some industries. It will be necessary to conduct further analysis in this regard and identify whether such industries can recover to what was previously expected. Some of the projections appear counter intuitive in that the expected decrease in growth would appear to be somewhat unexpected (eg 'education and training'). It also may be possible to implement measures to counter the predicted trends if that is felt to be desirable.

In early 2021, the Tasmanian Office of the Coordinator General released a guide to investment opportunities within southern Tasmania, titled "The Southern Tasmanian Advantage". Information was obtained from councils and state government, and this identified the key industries for the broader region as being:

- Advanced manufacturing, maritime and defence
- Agriculture and agribusiness
- Antarctica and the Southern Ocean
- Aquaculture
- Forestry and forest products
- Renewable energy
- Science research
- Shared service centres
- Tourism

As these are the key industries for southern Tasmania as a whole, some further interpretation is required to determine which are most applicable to the Greater Hobart area.

11.2 Future Opportunities

The AEC report determined that the most likely key economic opportunities for Greater Hobart would be as listed below in Table 9. This AEC report was prepared in 2019, prior to the COVID-19 pandemic and so this needs to be borne in mind when reviewing these future opportunities and, in some cases, their relative recovery. Nevertheless, in many cases, the “potential actions” are still quite relevant and could be pursued as part of any broader strategy for Greater Hobart’s economic development.

Table 9: Key economic opportunities – AEC report

Key economic opportunity	Potential actions
Expand the local creative economy	<ul style="list-style-type: none"> • Population attraction through the promotion of Greater Hobart as an existing vibrant creative economy. • Explore areas of opportunity and barriers to development with the existing businesses within this sector. • Identify co-working locations that can support the sharing of creative ideas and innovative thinking. • Develop planning guidelines and processes to support the delivery of such spaces and associated activities. • Facilitate high-speed internet connectivity to attract and activate this sector across Greater Hobart.
Provide key services and infrastructure to attract and retain population	<ul style="list-style-type: none"> • Ensure there is sufficient serviced land available for future residential and business development to match the anticipated population growth. • Facilitate the necessary investment in education and health care to support existing and future population levels.
Increase the economic impact of tourism	<ul style="list-style-type: none"> • Facilitate the delivery of appropriate product development that encourages greater visitation, expenditure and dispersal within Greater Hobart. • Engage with tourism stakeholders to better understand what might be restricting additional tourism investment. • Engage with food and beverage businesses outside of the Hobart CBD on how to further activate the night economy and improve local visitor dispersal.
Proactively expand the local marine services sector	<ul style="list-style-type: none"> • Engage with the marine services industry to identify opportunities to further develop this sector.
Intensify primary resource production and value adding supply chains	<ul style="list-style-type: none"> • Engage with primary producers to identify opportunities that further develop markets for their products within Greater Hobart.
Relocation and intensification of transport, postal and warehousing to specific activity nodes	<ul style="list-style-type: none"> • Ensure there is sufficient appropriately zoned land to accommodate increased industrial activities. • Encourage transport and logistics businesses to re-locate to appropriate areas, such as from Glenorchy to Brighton. • Identify suitable transport and logistics opportunities stemming from the Hobart Airport development.

Support the emerging information technology sector	<ul style="list-style-type: none"> • Population attraction through the promotion of Greater Hobart as an emerging information technology centre. • Identify potential co-working locations that can support the sharing of ideas and innovative thinking within the information technology sector. • Identify and rectify any high-speed internet connectivity black spots within Greater Hobart. • Engage with the existing businesses to identify issues, constraints and opportunities for the sector and encourage greater collaboration within the industry.
Increase local participation in the green and circular economies	<ul style="list-style-type: none"> • Promote to businesses and households the benefits of reducing energy consumption and waste. • Pursue a range of local renewable energy production projects. • Encourage the establishment of new circular economy businesses that re-use and/or recycle waste products.
Continue to monitor the demand potential and feasibility of a multi-use conference facility in Greater Hobart	<ul style="list-style-type: none"> • Monitor the demand for such a large multi-use conference facility – acknowledging the travel barriers that have been imposed since 2020. • When demand is deemed to be sufficient, then develop the necessary feasibility studies that will determine the ongoing need for such a facility.
Work with partners to highlight education pathways for youth to increase education aspirations and outcomes	<ul style="list-style-type: none"> • Ensure that skills development pathway providers are delivering programs throughout Greater Hobart. • Engage with industry and business network groups to identify skill shortages in order that program delivery meets requirements. • Where appropriate facilitate direct engagement between industry and higher education providers in order that the curriculum meets industry needs.

Source: 'Greater Hobart Socio-economic Profile & Opportunity Assessment', as prepared by AEC Group consultants, Nov. 2019

The Office of the Coordinator General's (OCG) report "The Southern Tasmanian Advantage" identified that the main opportunities for each municipality as being:

Table 10: Key economic opportunities – OCG report

LGA	Opportunities for investment	Examples of sites/precincts for investment
Hobart	Creating affordable, well-designed infill housing Contributing to Hobart's thriving information technology and innovation sector Contributing to Hobart's circular economy, capitalising on cutting edge sustainability and waste policies and practices Providing quality healthcare and community services Leveraging Hobart's status as a cultural capital, including the sourcing of local creative content	<ul style="list-style-type: none"> • Macquarie Point • University of Tasmania Sandy Bay site
Glenorchy	Leverage from existing construction and manufacturing skills base Expand and diversify the local creative economy Expand tourism products, services and experiences Support the emerging information technology sector Leverage from the significant development plans for the Derwent Entertainment Centre and Wilkinsons Point Precinct Activate and expand the waterfront and local maritime sector	<ul style="list-style-type: none"> • Tasmanian Technopark • Wilkinsons Point Precinct • Prince of Wales Bay Maritime Defence Precinct
Clarence	Expand and diversify the local creative economy Develop hard and soft infrastructure and associated services for a growing population Expand tourism products, services and experiences Expand postal and warehousing space for bulky goods and a fresh food distribution centre Establish and operate shared service centres in commercial centres	<ul style="list-style-type: none"> • Mornington Industrial Zone • Lauderdale Activity Centre • Rosny Park Activity Centre • Cambridge Industrial Zone • Cambridge Business Park • Hobart Airport
Kingborough	A range of services and infrastructure to support a growing population, particularly in the Kingston CBD The development of tourism experiences and accommodation Intensifying primary resource production and value adding chains Expanding the maritime sector in Margate	<ul style="list-style-type: none"> • Kingston Park • Margate industrial area

Source: 'The Southern Tasmanian Advantage: A guide to investment opportunities and industrial precincts', as prepared by the Tasmanian Office of the Coordinator General, 2021

Based on the information contained within the previous tables in this section (and making some allowances for the COVID-19 pandemic, demographic change and competitive advantages), the key industries for Greater Hobart in future years will be:

- Health care and social assistance – including aged services
- Building construction and provision of new public infrastructure

- Marine or maritime services – including Antarctic support services
- Information technology – use of high-speed internet
- Youth education, training and upskilling
- Circular economy – sustainable waste management
- Warehousing and distribution infrastructure
- Expansion and diversification of the local creative economy
- Tourism and conferences
- Value adding of local primary produce

Various actions will need to be taken in order to assist each of these industry sectors and the city's future spatial development will have a direct impact to varying degrees. Suitable land should be made available, such that people will have a variety of options as to where they might choose to live or locate their business. Attracting new residents and businesses to Greater Hobart will also be assisted by the protection, enhancement and promotion of the city's existing liveability.

A skilled and experienced workforce is more likely to be retained or attracted to the city if it is considered to be more liveable than elsewhere. This is an economic opportunity in itself. A city's liveability means quite different things for different people, though most often relates to health and wellbeing, employment, access (walkability and public transport), housing affordability and the local environment (public open space, amenity and things to do). Improving these aspects within Greater Hobart will enhance its economic prospects.

Hobart's unique situation requires its own tailored responses, and its economic sustainability will require its own form of economic regeneration. This will increasingly need to incorporate aspects of a circular economy, urban renewal, adapting to and mitigating climate change, and greater collaboration between government, industry and community.

Maintaining Greater Hobart's sense of local identity and character is an economic imperative, while also having an outward looking perspective on national and international opportunities. It is probably well understood that a promotion of local identity and the protection of local liveability will have real economic value, but the future challenge will be in developing a broader consensus in acknowledging what it will take to achieve this.

12. Activity Hubs and Employment Precincts

12.1 A City-wide Network

Greater Hobart includes an extensive network of many activity hubs and employment precincts. These are the places where most of the economic activity occurs within the city. It is important that they are well planned, in terms of their location, the public amenity and services provided, and their capacity for further development as future demands increase. Ideally, such centres within the city itself will have high levels of employment density in order that the available land is used most efficiently, and the maximum number of jobs are provided. However, it is acknowledged that there will be some highly productive industries (economically) that are best suited to a city location but have relatively lower employment levels.

At this urban metropolitan scale, there is the potential to advance the concept of the 20-minute city by encouraging the relocation of some employment from traditional city centre locations to other hubs, centres and/or neighbourhoods, providing opportunities for dispersion of jobs and employment near to where people live.

The COVID-19 pandemic has accelerated pre-existing trends in the commercial office sector and the future functions of shopping centres and retailing, particularly in regard to increased on-line shopping and working from home. Shopping centre owners are restructuring their assets to refocus on those aspects of product purchase and distribution which are changing. The increased use of digital technology, changes to the way office space is used and changes to freight and logistics are all potentially changing urban patterns (travel and land use) in a permanent way. Freight distribution centres will be located to reduce distances for "last mile" deliveries, and this will the need to find space closer to the consumer.

Such changes are resulting in the existing "activity centres" being used more as hubs of general community activity. This raises questions about what existing shopping centres will look like in future and what will visitors to such centres be looking for. They are more likely to be a clustering of interacting uses (more than just retail) that benefit from congregating in one location and provide an enhanced visitor/consumer experience. With more people working from home and shopping on-line, they become multi-purpose destinations that are meeting places and offer more leisure and food/beverage related activities amongst the normal retail and office mix. Softer landscaping becomes necessary and mixed uses (residential and commercial) are encouraged. Provision is made for pop-up experiences, co-working spaces and digital tools that maximise productivity and efficiency, all providing a more dynamic engaging experience.

The existing land use planning framework will need to be reviewed in order to assess how it copes with the changes that are occurring to the city's activity hubs. The starting point for such a process is to review the existing Southern Tasmania Regional Land Use Strategy's (STRLUS), which states that activity centres "are mixed use areas that provide a focus for services, employment, retail and commercial activity and social interaction in cities and towns. They also include community meeting places, community and government services, educational facilities, settings for recreation, leisure and entertainment and may include in larger activity centres residential development in mixed use settings."

Such activity centres should be as multi-functional and accessible as is practically possible. The STRLUS includes a defined hierarchy in order to “ensure complementarities and efficiencies, rather than creating unnecessary competition between centres”. This hierarchy emphasises the pre-eminence of the Hobart CBD, while also acknowledging the ‘poly-centric’ nature of Greater Hobart. The Activity Centre Network within the STRLUS includes the following categories:

Primary Activity Centre – being the Hobart CBD and the immediate surrounds (including the waterfront).

Principal Activity Centres – being the CBD areas of central Glenorchy, Rosny Park and Kingston.

Major Activity Centres – being the larger shopping precincts such as at Moonah.

Neighbourhood Centres – being the larger retail centres (including supermarket) that focus on local convenience needs such as at Sandy Bay, New Town, Claremont, or Howrah (Shoreline).

Local centres – being the smaller retail centres located within residential areas – such as at South Hobart, Lower Sandy Bay, Blackmans Bay, Kingston Beach, Risdon Vale, Lindisfarne and Bellerive.

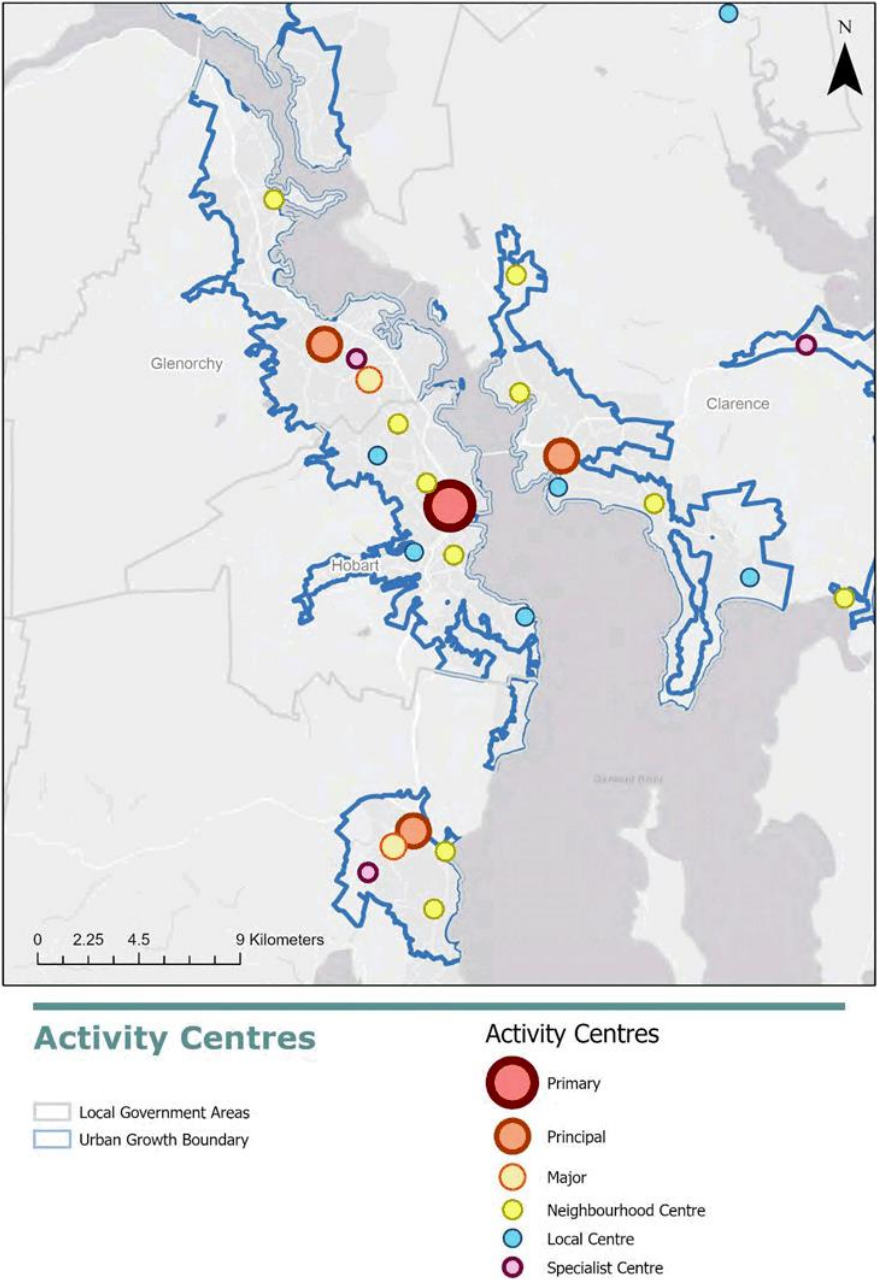
Specialist Centres – being those that provide more specialist services that are not necessarily targeting daily convenience needs, such as at Cambridge Park and Derwent Park.

Each of these hubs (activity centres) require local structure or precinct plans that reflect their roles and functions and ensures they are best meeting local community needs and are integrated within surrounding uses and the transport network. This type of site planning activity will need to be much more detailed and complex for the larger activity hubs.

As described earlier, the existing activity hubs are likely to change in a post-COVID environment. There is now an opportunity to re-imagine their roles or functions and implement precinct plans and place strategies with more equitable and sustainable outcomes in mind. This would involve improving local access (walkability and public transport) and providing places for increased social interaction. Such hubs are already hubs of community activity, and this should be further supported by the improved amenity provided by quality public infrastructure and vibrant activated businesses. The cultural and night-time economy should also be expanded beyond the central city area.

Activity hubs offer important employment opportunities for local communities, often within walking distances from where people live. Improved cycling and public transport access will increase the catchment area for jobs and services. They are hubs of activity that enable more business interactions and synergies – cross-referrals, closer supply chains and resource sharing. Local communities should be encouraged to live locally, supporting local businesses and reducing cross-city travel.

Map 15 below shows the location of the activity hubs within Greater Hobart in accordance with the abovementioned STRLUS activity centre categories.



MAP 15 – Activity Centres

DATA SOURCE: Activity Centres based on business or commercial land use or land zoning taken from the Southern Tasmanian Regional Land Use Strategy ([STRLUS](#)). Click [HERE](#) to view online version.

There are other employment precincts within Greater Hobart that are more focused on economically productive outcomes, rather than the attraction of public activity. These precincts are generally zoned for either commercial or industrial purposes. An appropriate balance is required between attracting high employment densities, having highly productive activities and providing the services most needed by the city's residents. The current situation in regard to both the activity hubs and the other employment precincts are described within the subsequent sections on each municipality.

The freight routes to and from the various distribution hubs within Tasmania are critical components within the Greater Hobart economy. The Hobart Airport provides a key role in passenger transport and for time sensitive freight. It is also acknowledged that Greater Hobart relies on the state's northern ports for most freight imports and exports by sea and that the Brighton industrial area includes the city's primary inter-modal hub (rail to road). There is a close relationship between the industrial activities within Glenorchy and Brighton. The key freight routes are based on the volumes of traffic movements and freight carried. This network is less flexible compared with passenger transport as it requires a higher standard of road construction and efficiency between the industrial and distribution hubs.

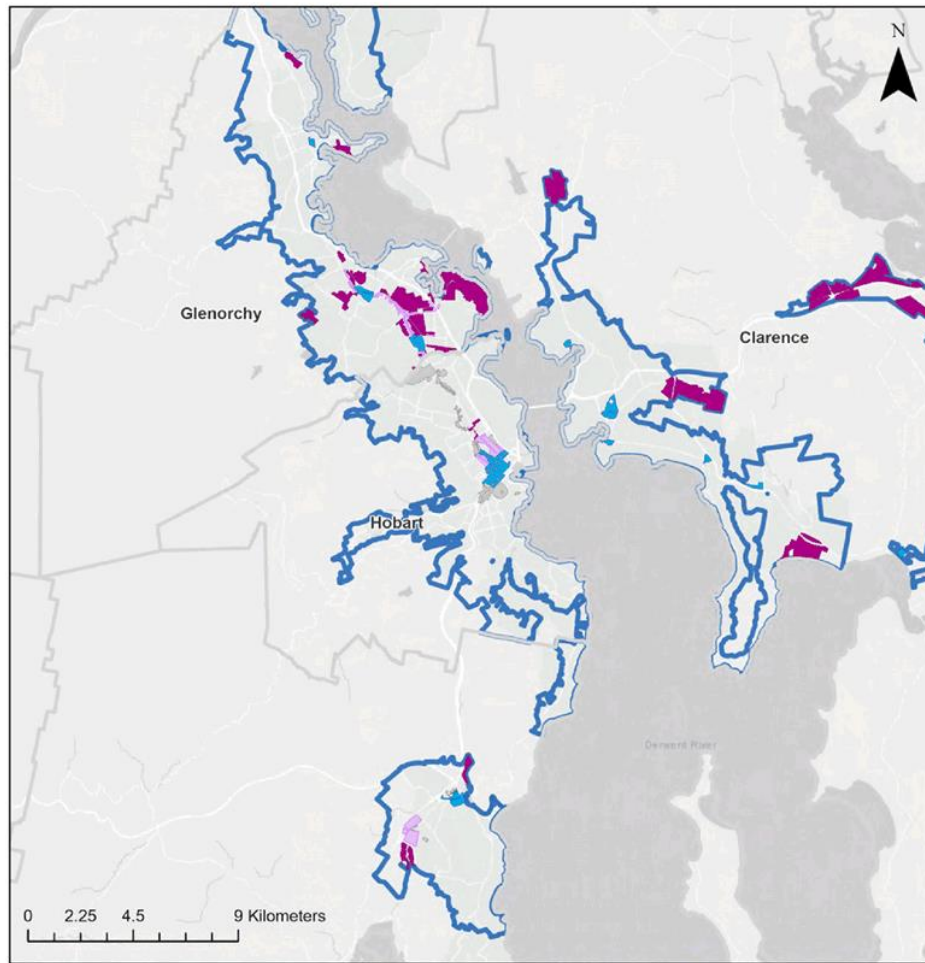
There have been no recent assessments done of the capacity for existing industrially zoned land to meet future demand. This is a shortcoming that needs to be addressed and the previous investigations that were conducted need to be updated and more detailed assessments conducted.

The last **industrial land study** was prepared by SGS Economics and Planning in December 2011 and was entitled "Southern Tasmania Industrial Land Study: Stage 1 Final Report". That study examined all of the existing industrially zoned land. It was followed up by a Stage 2 report in July 2013, which investigated the opportunities for other land that could be potentially rezoned for industrial purposes – with most of this land being now subsequently rezoned.

Industrial areas are more generally described as employment precincts on the basis that the old land use definitions of what constitutes an industrial use are becoming increasingly blurred. The focus should be on generating more employment and business opportunities without trying to constrain these opportunities through overly restrictive land use definitions. Such industrial/employment land should be provided in a variety of locations to encourage new opportunities as they arise – with such locations acknowledging connections to residential areas, transport and access, environmental constraints and the cost-effective provision of services. An increase diversification of economic activity should also be encouraged.

The largest and most active industrial areas are generally located east of Main Road within Moonah and Glenorchy and then through to the Derwent River. Those areas with the most vacant land and capacity for industrial expansion are located within the Clarence LGA. There are no real vacant industrial areas within either Hobart or Kingborough. Outside of Greater Hobart, the most significant industrial area is located at Brighton, just north of Bridgewater and this has significant areas suitable for further industrial development. The nature of 'industrial' activities can vary considerably and those that require the most land or potentially generate any off-site impact are best located on the city's fringes. It is also acknowledged that modern technology has introduced new types of industries and processes that have a reduced impact, and this trend will certainly continue into the future.

Map 16 shows the location of employment precincts which are defined in this case as all land use zones classified as industrial, commercial, business or mixed use zones.



Employment Precincts

Planning Scheme Zones

- Industrial
- Commercial
- Business
- Urban Mixed Use

STRLUS Boundaries

- Urban Growth Boundary

Local Government Areas

- Local Government Areas

Map 16 – Employment Precincts

DATA SOURCE: Land use zoning for commercial, industrial, business and urban mixed areas to indicate the location of employment precincts within Greater Hobart. Click [HERE](#) to view online version.

12.2 City of Hobart

The principal activity centre for Greater Hobart (as defined within the STRLUS) is the City of Hobart's main CBD, covering a very extensive area from the Salamanca foreshore through to the 'downtown' area around Elizabeth Street. There also are other activity centres at North Hobart, New Town and Sandy Bay, and smaller ones at Lower Sandy Bay, South Hobart, Battery Point and Lenah Valley.



All of these activity hubs are focal points for their local communities. The City of Hobart has been implementing an ongoing program of local precinct improvements, including the upgrading of streetscapes, so as to provide a more 'main street' feel that encourages walking and longer stays. These are places that are made much more pleasant for social interaction, through a combination of quality design, public amenity improvements and new businesses. This is also occurring within the main Hobart CBD through work on a Central Hobart Precincts Plan (CHPP). This Plan will set the future direction for development within the city by realising its economic potential through the creation of a strong city heart. It will reshape these central precincts so that they have the capacity to allow many more people to reside within them in future.

In fact, the CHPP indicates that the area will need to accept a great deal more residential development which is likely to largely consist of medium density development that would meet the projected population demand for central Hobart, which could be an additional 10,000 additional residents over the next 30 years. This would be a gradual process of redevelopment that, together with the relocation of the University of Tasmania, would significantly change this central city area. The University's move into the city will accelerate this process, help in revitalising the 'downtown' part of the CBD and assist the retail activities that are competing with the increased popularity of on-line shopping. It is also acknowledged that the younger university demographic are more likely to use public transport and walk or cycle longer distances.

An increased population within and surrounding central Hobart, together with increased employment levels, will result in additional challenges that require integrated responses to the increased demand for parking, more traffic congestion and a potential loss of public amenity. New development will need to meet high standards of urban design and fit within an urban planning framework that anticipates future demands. The quality and efficiency of public and active transport services and infrastructure will be critically important in meeting some of these challenges.

The Hobart principal activity hub is also Greater Hobart's most important employment precinct. This role needs to be supported over time so that employment opportunities are not lost, whilst also allowing employment growth to occur in other centres and employment precincts throughout Greater Hobart. Most of the City centre is zoned as Central Business, but there also are Commercial zoned areas (between Melville Street and Burnett Street and fronting

Campbell, Argyle, Murray and Harrington Streets), small areas of Light Industrial zoned land (alongside Federal Street, Argyle Street and Burnett Street) and quite extensive areas zoned as Urban Mixed Use (at New Town, North Hobart and on the perimeter of the CBD).

In each of these areas within or surrounding the Hobart CBD, there will be opportunities for them to be used more efficiently or intensively than is currently the case. Outside of the Hobart CBD, there are also other potential growth areas at Macquarie Point, along the NSTC (though limited to the New Town area) and potentially within the UTAS Sandy Bay site (once vacated by the university). In both of the latter two cases, the significant growth in residential and commercial development is not likely to occur until later in the life of the Greater Hobart Plan, such as beyond 2030.

As the population of this municipality increases to the anticipated levels, it is to be expected that all activity hubs and employment precincts within the City Of Hobart will need to expand. Due to the constraints on any outward expansion, it is anticipated that such business or commercial growth is more likely to take the form urban renewal (brownfield developments) and in a more intensive (higher density) and efficient form.

12.3 Glenorchy

The principal activity centre within the Glenorchy City LGA is located at Glenorchy itself, plus there also are two other significant activity centres at Moonah and Claremont. The Greater Glenorchy Plan (February 2021) provides a strategic framework for these hubs and the surrounding areas. Its conclusions reflect recent community engagement results and provide a positive way forward for the redevelopment of the municipality's main commercial precincts. This plan is also consistent with the need to concentrate additional employment services and residential development within the NSTC.

Manufacturing and retail trade are the municipality's most prominent employers. Over the next 30 years it is expected that the major industries will be construction, health care and social assistance, retail trade, transport, postal and warehousing. Local residents are more likely to work in Glenorchy than is the case in any other Greater Hobart municipality. About 40% of residents are employed in the Glenorchy LGA and about 40% are employed in the Hobart LGA. Such figures are important when considering future transport needs and the protection of local jobs.

The three main activity hubs are all changing. Glenorchy is moving away from retail towards more local service industries. Moonah is moving away from its traditional industrial base towards more service industries, particularly health and education. Claremont is likely to see more employment in public administration and education. Spatially, it is expected that employment growth will continue to occur across the whole Glenorchy LGA in future, but particularly in those southern parts closest to central Hobart.

The Greater Glenorchy Plan includes precinct plans for each of the three main activity centres. They all encourage increased residential densities, better connections for pedestrians, cyclists and motor vehicles, support further job creation and facilitate high quality urban design – and include site improvements that will further activate these local community hubs. In regard to housing, the Plan states that “it is important to recognise creating compact residential development is not just about ‘density’ but equally about the quality of living, the quality of design and urban vibrancy”. The most substantial residential growth is expected to occur in Moonah.

The increased population demands will stimulate the need for urban renewal and generate more economic activity. This will be particularly evident along the NSTC, with the Greater Glenorchy Plan noting that “the transit corridor will be a catalyst for urban renewal in the region by increasing connectivity and attracting higher density development”. It also states an intention to convert “unsuitable or under-utilised light industrial land near the corridor to residential or mixed-use development” and to “attract job density into the activity hubs along the corridor”. This will need to be carefully managed to ensure that both employment and residential opportunities are adequately catered for.

It will therefore be necessary to both provide for more living space and job opportunities within and around these activity hubs. More employment will be needed for more people. The Plan states that Glenorchy will still “continue to provide important industrial land for the Greater Hobart area, particularly for industrial activities that require proximity to population. This role, however, will proportionally lessen over time, especially for industries that require large expanses of affordable land, such as manufacturing or access to key freight corridors, such as transport and warehousing”. Such activity is gradually shifting outwards to such areas as Brighton and Cambridge.

The Greater Glenorchy Plan notes that there will in future be more opportunities to “mix low-impact light industrial uses (particularly those focused on creative industries) with commercial, retail and residential uses”. The precinct plans for the activity centres provide the initial blueprint for how this can occur and how more people can live closer to these new employment opportunities and along the NSTC. This needs to be tempered somewhat by the need to protect some industrial precincts where the “mixing” of land uses would be inappropriate. This would be the case for those industries likely to have the greatest impact on residential amenity (usually zoned as General Industrial).

The main employment precincts occur on land that is zoned for business, commercial and industrial purposes. The first two zones extend along the full length of Main Road, from the southern municipal border through to Montrose, plus along Derwent Park Road. The industrially zoned areas are particularly extensive, with the General Industrial Zone covering the Nyrstar site, the eastern shore of Prince of Wales Bay, a large area bounded by Main Road, Showground, Brooker Highway and Derwent Park Road and the former Cadbury site at Claremont. The Light Industrial Zone occurs on many more scattered parcels of land, spread over a broad area from the southern municipal border to Montrose.

The “Southern Tasmania Industrial Land Study: Stage 1 Final Report” (as prepared by SGS Economics and Planning in December 2011) identified the extent of industrially zoned land that is still available for further development. No subsequent similar analysis has been done into the capacity of industrially zoned land across Greater Hobart, however Glenorchy City Council is now reviewing these local employment precincts in the context of both the Greater Glenorchy Plan and the population growth projections.

More site-specific assessments are also occurring, such as by way of the ‘Prince of Wales Bay Marine & Innovation Master Plan’, which includes various proposed site and management improvements that aim to optimise the potential of this general precinct for industrial expansion, together with more public access and use for local residents. In fact, most of the industrial areas within Glenorchy occur close to existing residential areas. This provides an opportunity to further explore how such uses can co-exist more in the future through more mixed-use developments, while still protecting industrial uses and their potential for future intensification.

12.4 Clarence

The principal activity centre within the Clarence City LGA is located at Rosny Park and the other main centres are located at Bellerive, Lindisfarne, Cambridge, and Howrah (Shoreline). Smaller centres also occur at Risdon Vale and Rokeby, with a future shopping centre proposed at Glebe Hill. Rosny Park is the municipality's main CBD and includes the large Eastlands shopping centre, plus a range of other retail and entertainment attractions and



professional services. Its scale and relative convenience results in it being a very popular centre and a major source of employment. There is an opportunity that is being pursued to expand this general precinct by developing around the Kangaroo Bay foreshore through to the Bellerive Village. This constitutes a key investment opportunity for the municipality.

Such an expansion is to be part of a 'City Heart' initiative of Council. This will generate a plan to guide the future development of this central part of the city, consistent with a contemporary urban design framework. It will aim to create more development capacity, investment and cultural exchange, while also enhancing the local environment, stimulating more commercial, educational and community activities, and making the area more accessible (walkable, cycle paths and public transport). A more intensive expansion and diversification of the CBD will result in more local services and employment opportunities.

Rosny Park already contains a significant employment base. There is also a good representation of government agencies/facilities within Clarence (eg Tasmanian Fire Service, Tasmanian Police Academy, Mineral Resources, TMAG Archives, Worksafe Tasmania and Risdon Prison) and they provide good sources of local employment and other local flow-on economic benefits. The availability of suitable land within Clarence allows for additional public and private employment initiatives.

The further development of this extended Rosny Park activity hub will need to consider the most efficient parking and local traffic management strategies and how more people can be encouraged to access the centre by walking and by using public transport, such as by increasing residential densities close to the activity hubs. Other smaller activity hubs should be able to cater for more day-to-day convenience needs. There do appear to be opportunities for more quality food/hospitality and accommodation offerings within the existing activity hubs that will reflect the changing demographics and lifestyles so evident within Clarence.

Clarence does have more vacant land suitable for new development than the other Greater Hobart municipalities and this land asset is important when considering where future industrial activity is likely to be located. This applies to both greenfield residential and industrial development and is generally located on the fringes of the urban metropolitan footprint, such as in the general Clarence Plains and Cambridge/Airport areas.

The "Southern Tasmania Industrial Land Study: Stage 1 Final Report" (as prepared by SGS Economics and Planning in December 2011) identified the extant of industrially zoned land that is still available for further development. The Stage 2 report (July 2013) investigated any

additional land that could be potentially suitable – and such land was subsequently rezoned as industrial. There are now industrial and commercially zoned employment precincts at Mornington, Risdon Vale, Rokeby, Cambridge and the Airport. Such greenfield capacity will suit some activities (such as those that require larger areas of land), more than the brownfield opportunities elsewhere.

A significant constraint (from a Greater Hobart perspective) is the Tasman Bridge as it is the only vehicular access point between Clarence and central Hobart. As population and employment growth occurs on either side of the river it will be necessary to ensure that, in the case of Clarence, there are more local employment opportunities and less reasons to travel across the bridge. Measures to increase the efficiency of inter-city transport will also be required, such as by way of more frequent bus and ferry services.

There is the potential for the further development of employment precincts within Clarence, such as the light industrial hubs in Mornington, Cambridge and Rokeby. Cambridge's proximity to the Hobart Airport and the extent of vacant industrially zoned land in this general vicinity, provides opportunities for the establishment of new businesses. This is also an area that would be suitable for the value adding of produce from the nearby Coal River Valley area. The Cambridge employment precinct is developing a critical mass of operations that assists both the viability of the businesses therein and its attraction for new businesses. Mornington has capacity constraints and Rokeby is somewhat isolated. Their further development will need to take such factors into account, plus their relatively poor access and appearance, and that they are more suited to local service industries (being much closer to residential areas).

12.5 Kingborough

The principal activity centre within the Kingborough LGA is located at Kingston, plus there are other significant activity centres at Blackmans Bay and Kingston Beach. The commercially and industrially zoned areas that constitute the other employment precincts within the urban metropolitan part of



Kingborough, are in the Mertonvale area (including Kingston Town, Bunnings and the Australian Antarctic Division), the Huntingfield industrial area and the Browns Road industrial area (on the northern fringe of Kingston).

Kingston is the largest activity hub south of Hobart and services this broader region. The greatest capacity for further development is likely to be within and surrounding the existing Kingston CBD area where a higher level of residential and commercial density is both possible and beneficial. Such development would aim to further activate this area and both attract more businesses and improve the viability of existing businesses. This in turn increases the level of self-sustainability within Kingborough with more local services and employment resulting in a reduced need to commute or shop in central Hobart.

Local residents should have more reasons to visit Kingston for an extended period of time in order to do comparison shopping, to carry out private business, receive personal services and to have an enjoyable recreational, cultural and social experience. This is being mainly achieved through Kingborough Council's implementation of the Kingston Place Strategy and the redevelopment of the mixed-use Kingston Park site. A strong health and medical precinct is developing within the CBD and there are future opportunities for additional office related developments (eg co-working space, professional services and business expansion). Other businesses will be attracted by the general increase in public use of the area and the many streetscape and infrastructure improvements. The increased propensity to work from home also opens up additional opportunities for such activity hubs as Kingston as they are used more during the work-day for flexible office space and meetings.

The whole area or corridor from this central CBD precinct through to Huntingfield has the capacity to develop into an expanded employment precinct, as well as offering many new retail and other community services. This by-passed section of the Channel Highway provides the transport spine for a future mix of higher density residential and commercial uses. The different precincts along this corridor could be assessed as to their respective suitability for encouraging such development opportunities and as would be supported by any necessary road and footpath infrastructure upgrades.

As well as this, the beachside commercial precincts at Kingston Beach and Blackmans Bay have the potential for additional retail development that would best suit these locations. Much of the business zoned land at Kingston Beach is under-utilised and this presents a significant opportunity for business growth and an increased activation of this already popular area.

The industrially zoned areas at Huntingfield and Browns Road have been almost developed to their full capacity. There is no real opportunity for expansion or for new industrial areas within the general urban metropolitan area surrounding Kingston, other than for some 'brownfield' redevelopments. A review of previous studies into industrial expansion options will be necessary, together with a fresh look at mixed-uses, relocation opportunities and encouraging the development of existing industrial areas further south towards Margate and Electrona.

Part D –STRATEGY FOR GROWTH AND CHANGE

13. City Shaping – Guiding Future Development

This is an extremely important section of the Strategy and overall Greater Hobart Plan as it aims to define the principles for residential development, physical infrastructure and services, and the economic development of Greater Hobart covered in some detail throughout this Strategy.

We will provide a background description for the relevant Policy Directions and Desired Outcomes for each. The Implementation Plan that will be included in a final Greater Hobart Plan will adopt these Policy Directions and Desired Outcomes and describe how they will be implemented or achieved, allocate responsible party to deliver the action and provide timeframes for completion.

13.1 Alignment with Natural Setting

Policy Directions	
1.1	The city's growth and development should not be at the expense of existing natural values.
1.2	Greater Hobart's natural setting will shape the future growth of the city.
1.3	The city's important natural values are to be identified and publicly recognised.

The Greater Hobart urban metropolitan area is essentially a linear city that is shaped by its geography. For the most part, it is a coastal or river-side city, set under timbered hills and surrounded by mountains and hills. This natural setting is one of the most attractive characteristics of the city.

In shaping the city's urban form, this natural setting also constrains most of the city, wedged as it is between mountain and sea. There are some exceptions to this, but these physical constraints do limit the potential outward expansion of the city on most of its existing edges. While acknowledging the many inherent benefits obtained from a compact urban form, Greater Hobart must encourage the conversion of some small areas to medium density living if more dwellings are to be accommodated within the city.

This natural setting will be a primary influence on how Greater Hobart develops within its existing confines. The natural topography, aspect and views will all influence the way buildings and public spaces are designed. They should both take advantage of such features and be designed in ways that contribute positively to the way that people can still experience them. This can be done through more sensitive design processes, utilising more natural materials, highlighting the views that can be obtained and enhancing public access.

The city's growth should not be at the expense of these natural assets. This will require the implementation of a range of strategies that both identify and protect the city's most important natural values, together with information that assists the design processes, communicating a strong message about what it will take for the city to sit most comfortably within its own unique natural setting. In doing so, Greater Hobart will be able to retain what people most like about the city.

13.2 Meeting Future Housing Needs

Policy Directions	
2.1	There is to be sufficient land available for housing development throughout the 30-year life of the Greater Hobart Plan.
2.2	Provide greater housing diversity within Greater Hobart, particularly within medium density typologies.
2.3	The planning system should encourage greater housing diversity.
2.4	Provide sufficient social and affordable housing close to the main activity centres and transit corridors.
2.5	Address any adverse impacts of gentrification within inner-city areas.
2.6	Housing designs should provide for an ageing population and be sufficiently flexible to cope with other demographic changes and community needs.
2.7	Create more opportunities for people to downsize and to live within their existing local area throughout their various life stages.
2.8	Where and when possible, suitably zoned land should be developed as intended to its optimum extent.
2.9	Encourage development on those key sites that are most suitable for larger developments.
2.10	Provide a mechanism to stimulate infill development in desired locations.
2.11	Take a coordinated and strategic approach to identifying areas for future urban growth. Changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning.
2.12	Establish a mechanism to appropriately address anomalies with regards to changes in the Urban Growth Boundary.

Greater Hobart's future housing needs will be largely determined by the degree of population growth that occurs and other related demographic influences. This will generate an increased demand for more housing and for different types of housing to suit individual circumstances. Plans will need to be in place that encourage a much greater diversity of housing types, together with affordable and social housing options. There will need to be greater choice overall, with sufficient housing provided in a variety of accessible locations that can meet the different and changing lifestyle needs of Greater Hobart residents.

Both infill and greenfield residential development will be required to meet the city's overall housing needs in regard to both quantity and choice. There is sufficient greenfield land already residentially zoned to meet the future demand for this form of development. The focus, for the short to medium term at least, will be on facilitating more infill development within the most suitable areas, close to or within activity hubs and along the main public transport corridors, plus where some key sites have been identified for larger more integrated developments.

Such future infill housing will need to be of a higher quality than has often previously been the case. Detailed precinct planning should ensure that such future living environments are attractive and affordable. A coordinated land release program is required in order that there is sufficient housing provided to match the population growth in the right place and of sufficient variety to enable choices to be made, particularly in regard to affordability in order to counter the potentially adverse impacts of gentrification.

This will require a number of policy interventions or implementation levers that might include:

- **Regulation** – in regard to the way land is zoned in planning schemes and inclusion of Specific Area Plans following detailed precinct planning – plus informing the STRLUS review and proposed residential areas within the STRLUS.
- **Infrastructure provision** – influencing government and council future works programs and budgets, as might relate to water and sewerage, road upgrades, public transport, health and community services, educational and recreational facilities, etc.
- **Economic incentives (and disincentives)** – market signals sent to the community and developers, such as by way of developer contribution schemes, increased rates for underutilised land, affordable housing subsidies, etc.
- **Prioritising site development** – identifying key sites/precincts most suitable for development, opportunities for public-private partnerships, provision of enabling public infrastructure, structure planning for transit corridors, establishment of development agency, etc.
- **Promotion, facilitation and capacity building** – government and councils to market identified development opportunities, promote areas to new residents, create greater certainty for investment, generate greater community awareness, promote high quality developments and good urban design, establish a longer-term culture of cooperative relationships, etc.

Such deliberate and proactive action is necessary in order to maintain the benefits of a compact city. It will need to be a closely managed process so that the city is shaped in a way that is expected and desired. Such a mix of measures are to be applied in a complementary and supportive manner and this is described further within the Implementation Plan.

Increasing the amount of infill development will result in the delivery of more dwellings closer to where people work and can access local services. Such urban consolidation will be the main way that Greater Hobart can meet the demand for more housing, while also supporting the economy. This is the most efficient and cost-effective option, provided local character is retained through sensitive design and well sited development. The public benefits of infill development and higher residential densities, together with a compact urban form, outweigh the alternative of continuous outward urban sprawl.

The main challenge will be in delivering more affordable housing within these inner urban areas. Increasing the overall supply of housing will have an impact, but the market will determine the ultimate pricing of dwellings delivered depending on the balance between demand and supply. It may therefore be necessary to incentivise the delivery of affordable housing products.

Therefore, it is worth exploring potential mechanisms to provide appropriate incentives to stimulate desired infill development in identified locations, including the development of a strategic approach to future urban growth that, based on evidence of need, may result in changes to the Urban Growth Boundary.

13.3 Urban Consolidation

Policy Directions	
3.1	Monitor demographic change and its impact on city growth and housing demand.
3.2	Apply targets for infill and greenfield development that ensure there is sufficient housing to meet future demand and in locations where residents can conveniently access essential services and employment.
3.3	Urban renewal and medium density infill development should occur along transit corridors or close to or within the main activity hubs.
3.4	New housing development areas are to be supported by more local employment opportunities.
3.5	Improve the overall quality of medium density residential development to encourage greater public acceptance and interest.
3.6	Planning scheme provisions should facilitate increased residential densities within identified growth areas.
3.7	Greater Hobart will remain a compact city with less reliance on outward expansion.
3.8	The Greater Hobart Plan and associated urban planning processes are to remain current and able to evolve as further information becomes available and community needs change.

Increased urban consolidation within Greater Hobart will create more opportunities for medium density residential development, particularly in the vicinity of the main activity hubs and within such designated transport corridors as the Northern Suburbs Transit Corridor. By accommodating higher living densities within the most suitable areas, it is possible to both increase the number of dwellings while also allowing people to live closer to transport, jobs and services.

It is within this context that this Strategy considers the benefits of higher residential densities, such as the increased vitality, viability, inclusivity and affordability that they bring to the city. The most interesting and positive aspects are generated within those parts of the city where the residential density is the highest. It is also no coincidence that, under such circumstances, public transport is needed more, cities become more walkable and good quality design becomes a much higher priority.

This compact or consolidated urban form is more sustainable in the longer term and is more resilient to future shocks. It is economically more efficient and enables its residents to be more personally productive with their time. It is also consistent with a number of existing government housing policies, including those within the STRLUS. It will require a higher priority to be given to infill development closer to (and within) the main activity hubs and transit corridors, than has necessarily been the case in the past.

All parts of the city within the existing Urban Growth Boundary (as defined by the STRLUS) will be able to accommodate some additional housing. Greenfield development on the urban fringes is required to a significant extent in order to provide choice for such low density living and to contribute to the total number of new dwellings required. Over the next 30 years, it is estimated that about 9,000 such greenfield dwellings will be required. However most residential development will need to be infill and will need to be well located so that the most benefits are obtained from both public and personal perspectives. There will need to be about 21,000 additional infill dwellings provided over the next 30 years and, like the greenfield component, analysis indicates that there is currently sufficient land supply and development

opportunities to accommodate this amount, but a strategic approach to growth will seek to accommodate future urban development and changes to the Urban Growth Boundary may result based on evidence of need.

A shift in priority that results in more infill development than previously will require the implementation of a number of deliberate and proactive interventions. They in turn will need to be carefully monitored to ensure that the changes made are resulting in the expected benefits. It will be an evolving process that will gradually reshape the city, with opportunities taken along the way to review and reassess the directions taken.

Urban renewal within transit corridors provides a particular opportunity to address both housing and transport issues together. The Northern Suburbs Transit Corridor will be important in this respect over coming years. Public transport improvements will be critically important in stimulating the necessary urban growth and increased residential densities within the corridor, but also alongside the road transport links (Brooker Highway and Main Road). The need to strategically plan for the development of land adjacent to the main road and rail corridors is a key requirement prior to the installation of any such transport infrastructure.

There will be other smaller and more localised transit corridors and urban renewal areas and it is expected that they will coincide with or be similar to the existing STRLUS Densification Areas. They will all be located where there are good public and active transport links and/or close to major activity centres where there is easy and convenient access to most services. These areas will be able to support increased medium density living options.

13.4 Liveable Walkable Communities

Policy Directions	
4.1	All local residential neighbourhoods are to be made as liveable and walkable as possible.
4.2	Local communities are to have a choice between different forms of transport to access essential services.
4.3	High frequency transit corridors will provide prime opportunities for improved transport solutions and public mobility.
4.4	Areas that contain social and affordable housing will often require enhanced access and mobility infrastructure.
4.5	Developed sites should have active interfaces with the most heavily used public spaces and roads.

Future residential development within Greater Hobart should occur in a manner that encourages the establishment of more liveable and walkable communities. New housing should be located and designed so that future residents can easily walk to a variety of local services and public facilities. The concept of a 15-minute city should be pursued as the basis for identifying where priority housing areas should be located and where active transport improvements can be made.

This overall objective will require the implementation of many local planning and infrastructure initiatives that identify where the needs are greatest and set in train various improvement programs. Each of the councils have initiated precinct planning and urban renewal strategies for their respective CBDs, recognising the need for their revitalisation and changes that can better meet the needs of their respective communities. They are also the areas that are most suitable for higher density residential development and where mixed uses are more likely to

occur, providing the mutual benefits of more people living close to services/jobs and more potential customers/workers close by. Some of the most relevant initiatives in this regard are:

- Central Hobart Precinct Plan
- Greater Glenorchy Plan
- Northern Suburbs Transit Corridor
- Clarence's City Heart initiative
- Kingston Place Strategy

In each case, there is a desire to make the areas more walkable, green and 'stayable', self-sufficient and attractive for future investment. A series of actions are proposed that are a mix of site planning, infrastructure investments (primarily streetscape improvements, road upgrades, walking links, parks and new laneways), business support and promotion. These central precincts are to be more attractive places to visit, there are more local services, urban design is given a high priority and more local employment opportunities are generated. An important aspect in each case is the encouragement given to active and public transport from surrounding residential areas.

Walkability is a vital component of any urban renewal project, as there will need to be a shift away from car usage if the overall amenity, vibrancy and social interaction within such central precincts are to improve. Public spaces are to be well designed (landscaping, public art, street lighting and outdoor dining and trading) so that every encouragement is given for people to stay longer in those places.

All new residential developments should similarly fully consider the opportunities to be as liveable and walkable as possible. This will require detailed precinct planning and design, together with coordinated infrastructure upgrades. The mobility of residents and their ability to easily move around the city is important for liveability. A compact city encourages the establishment of more walkable neighbourhoods, healthy living and reduces isolation.

Special consideration should be given to affordable and social housing and ensuring that it is located where there are good active and public transport services. This housing should be within walkable neighbourhoods that are close to activity hubs (providing access to community services, shops, employment, education etc) or transit corridors (providing access to the most frequent public transport services). The improved access and affordability benefits of inner city living should be promoted, particularly in regard to ongoing living costs, but also on the basis of a good understanding of the real external costs to the broader community.

13.5 Respecting Local Character

Policy Directions	
5.1	Increasing the residential density of local areas should not unduly impact on local neighbourhood character and heritage.
5.2	Local area and precinct structure planning processes are to give due regard to local community values and the protection/enhancement of local character.
5.3	Places and buildings that have heritage value are to be protected.
5.4	Local Indigenous values should inform the spatial development of Greater Hobart.
5.5	Provide public information that explains how local character will be protected while also enabling more infill development.

All of the various urban areas of Greater Hobart have their own unique character and values that are worth retaining. There are very significant heritage values or environmental features that should be both protected and enhanced. Appropriate measures need to be in place to ensure that the existing character of such areas is respected and is not compromised or degraded by poor development. More detailed planning at both site and precinct levels should consider the local built character (heritage, building styles, fencing, heights, setbacks etc), together with the physical setting and any natural attractions and constraints.

Within Greater Hobart, local communities are heavily engaged in the protection and enhancement of their local area. They have a real connection to their local areas and care about the way how they will be used and managed. Enhancing such places is also a way of attracting people to a location that will then have broader social and commercial benefits. As the city's population grows and further urban development occurs, these existing community values are potentially placed at risk. It may be necessary to define what is most important about the character and heritage values of particular areas, so that they can inform subsequent planning processes. Due appreciation of what needs to be protected is needed and design solutions implemented to ensure that new development complements local character and heritage. Existing buildings may need to be re-used and innovative housing designs applied in certain circumstances.

The surrounding natural landscape is an integral part of what Greater Hobart is and is very highly valued. The city's waterways, vegetated skylines, access to beaches and bushland, extensive views, are all major reasons why people live where they live. Future development should fit in and complement this setting and not detract from it. Such natural attributes also have great significance to the Tasmanian Aboriginal community, and it is essential that their cultural knowledge and connection to land and seascapes be included in the way that natural and cultural resources are managed.

The most heavily used areas require the most detailed consideration, and it will be necessary to periodically review and update any existing plans. Place making principles and techniques could form the basis of precinct plans that are in turn translated into Specific Area Plans (SAPs) within the respective planning scheme. Such SAPs can include development controls that protect particular aspects of what constitutes the local character of the area. The larger activity hubs (Hobart CBD, Glenorchy, Rosny Park and Kingston) are all being subjected to ongoing rounds of detailed precinct planning by the respective councils. The on-site improvements that are provided aim to enhance the areas' attractiveness and popularity, which then encourages more local business activity and employment, additional community services and greater social interaction.

13.6 Integration of Land Use and Infrastructure Planning

Policy Directions	
6.1	Coordinate planning for future land uses and public infrastructure so that each is informed by the other.
6.2	Comprehensive integrated transport planning is required for Greater Hobart.
6.3	Develop a sound evidence-based understanding of how future city land use changes will both impact on and be impacted by traffic management decisions.
6.4	New urban growth is to occur in an orderly fashion and in sequence with infrastructure provision.
6.5	Deliver public infrastructure required to 'unlock' land which has been specifically targeted for development, such as within transit corridors.
6.6	Minimise excessive infrastructure costs by planning for and setting aside land required for future infrastructure extensions.

It is critically important for land use and infrastructure strategies to be consistent with each other, and that they work together to support common objectives and enable development to occur in the right sequence and in ways that achieve the desired urban form and residential pattern. The coordinated delivery of social and physical infrastructure and the associated services should unlock future housing supply, commercial opportunities and provide for community wellbeing across the city. This will positively support the ongoing growth of Greater Hobart, whilst also minimising congestion and any infrastructure capacity constraints.

Future land use decisions for Greater Hobart will be prioritise the location of future infill development within the city, while providing for strategic greenfield growth in identified future growth areas. Higher living densities are to be encouraged within the most suitable parts of the city, closer to the larger activity hubs and within transit corridors. This will have an impact on how infrastructure and services are delivered, and the necessary adjustments will need to be made by the service providers.

The coordination and alignment of public infrastructure with land use planning across the whole city is critical in ensuring its ongoing sustainable growth and its future shape. Population growth creates a demand for more homes and businesses, which then require more roads, public transport, reticulated infrastructure and a wide variety of additional recreational, social and community services. An integrated planning framework requires broad collaboration across infrastructure and land use management agencies that aims to achieve the complementary objectives of urban efficiency, sustainability and amenity.

The way that infrastructure and its related services are delivered can impact on the city's productivity and growth. This particularly applies to transport, and it will be necessary to integrate this more closely and explicitly with land use planning in future. Land use solutions can be used to reduce transport problems (by increasing demand where there is existing capacity) and transport solutions can be used to solve land use problems (by improving mobility and reducing isolation). Land use and transport infrastructure should be able influence each other in regard to how infrastructure investment is prioritised and in determining where people may choose to live and work.

An effective integration of land use and infrastructure planning ensures that urban growth is in sequence. This means that development is not occurring in areas that are poorly serviced or where services must be provided that don't necessarily suit the priorities of the service

provider. Sufficient information will need to be available that details where there is existing infrastructure capacity and what the future plans are to increase capacity. If land is to be rezoned for more intensive development as infill, then this should also consider the additional infrastructure costs that would be incurred. The sequencing plans for the roll-out of physical infrastructure need to show how they will support the intended urban growth strategies throughout the city.

Forward planning arrangements need to be in place across all public infrastructure and service providers so that the medium and long-term forecasting has been done that aligns with the proposed future land use and development changes. This should also identify where future infrastructure corridors or easements need to be preserved to accommodate the necessary services to support this future urban growth. Existing capital works programs and funding arrangements may need to be reviewed. Other external impacts or influences, like climate change, would also be factored into these longer-term plans.

While the provision of public infrastructure would normally follow or meet the needs of land use, the converse may also be true, and urban growth may be constrained by the limits of infrastructure capacity. This is likely to occur in some parts of the city more than others and so infrastructure capacity would then influence decisions on where such growth should occur. This is most obviously apparent when integrating transport infrastructure with land use or matching traffic volumes with population growth.

The design and placement of infrastructure will be influenced by the existing and proposed future development. For example, the interface between public roadways and private development often needs to be sensitively managed so that streetscapes are managed in a way that benefits both the travelling public and the adjoining owner. This includes the landscaping, tree planting, maintenance, fencing, placement of under and above ground services, parking and driveway access. Activated streetscapes are desirable, particularly within the more built-up areas. Similarly, it is necessary that the design and placement of public infrastructure takes into account the any potential environmental impact and be used, where possible, to protect or enhance existing natural values.

13.7 Optimise the Most Efficient Use of Infrastructure and Services

Policy Directions	
7.1	Existing public infrastructure is to be well maintained and upgraded to meet future needs.
7.2	Give preference to utilising existing infrastructure capacity when identifying potential development opportunities.
7.3	A whole-of-Greater Hobart approach is to be adopted when considering future infrastructure needs.
7.4	Built infrastructure should be capable of adapting to new or multiple uses and different community needs.

It is necessary that any available capacity within the existing infrastructure systems or assets be utilised in preference to extensions or creating additional capacity elsewhere. This is to ensure that such systems or assets are used efficiently and cost effectively. Such spare capacity will be a factor in determining the priority or staging of future land development projects and may create development opportunities that might not otherwise be available. Infill development should be prioritised through the use of existing infrastructure capacity.

A whole-of-city perspective is required to ensure that infrastructure and the related services are delivered most efficiently and equitably. For example, many facilities have a regional function (particularly sporting facilities and the larger parks and entertainment areas) and their design and future management must reflect this broader role within the city. A coordinated approach is required to adequately prioritise the real needs rather than just catering to parochial interests. More urgent needs should be dealt with in the first instance and there needs to be city-wide processes in place that can collaboratively and fairly identify them.

This will require greater cooperation and coordination between the infrastructure and services providers, such as by way of whole-of-government infrastructure plans that encourage the co-delivery of services, the multi-use of facilities, more flexibility and economies of scale. This may require improved institutional and management arrangements for a greater sharing of information and infrastructure planning and provision. This will also enable a better appreciation of any servicing gaps or where some parts of the city are not as well serviced as others.

This type of strategic planning is already occurring in relation to the main utilities. For example TasWater is developing growth capacity tools to enable more efficient use of existing infrastructure. In their case, there is sufficient water and sewer capacity to cope with the urban growth projections for Greater Hobart, but this is not necessarily the case for the surrounding townships. A more detailed strategic assessment is still required of public open space and the different types of recreational facilities provided to local residential areas. Similarly, a review of social infrastructure and other related services should identify where there are particular local communities that are relatively under-served.

If public infrastructure is to be used most efficiently then assets will also need to be well maintained and replaced where necessary. All of the service providers must maintain their respective infrastructure so that it is functional and safe, with plans in place for any necessary upgrade or replacement. Opportunities to utilise technological improvements must be identified. Broad asset management strategies are required to be aligned with long term financial plans and supported by the more specific asset management plans for various asset categories. Infrastructure that is being directly used by the general public (such as public

parks, public toilets and playgrounds) requires particular attention in regard to safety and the need to encourage more people to participate in active and healthy activities.

In planning for the future use of public infrastructure and the need for the related services, regard must be given to the city's future population growth and the potential increase in demand. This needs to be predicted so that there is a built-in capacity within the infrastructure and services, such that this increase in demand can be appropriately met when it occurs – rather than having to retrofit in a manner that is more costly and out of sequence. This applies to all forms of infrastructure and future capacity upgrades will be informed by the Greater Hobart Plan's growth area projections. Where growth is identified to occur, the infrastructure should have the capacity to accept greater use. Public recreational facilities should be designed accordingly and be just as inclusive, appealing and accessible as higher density development occurs around them.

Built community infrastructure should be assessed as to whether it is being used in the most optimum way and opportunities for multi-use or mixed uses identified as appropriate. For example, community halls and schools are often vacant and could under supervision be utilised for other activities. More generally, any existing capacity within the public infrastructure networks should be identified and preference given to activities and development that can take advantage of this available capacity. This provides an opportunity to defer expenditure and is a more cost-effective way of managing the subject assets. Such strategies do need to be developed holistically and balanced against the need to incorporate spare capacity within the infrastructure where future growth is expected in the relatively short term.

13.8 Optimise Public Accessibility

Policy Directions	
8.1	Active transport is to be promoted as the most healthy and sustainable mode of local travel throughout Greater Hobart.
8.2	Increase public mobility options and reduce reliance on private motor vehicles.
8.3	Activity hubs are to be walkable to enable greater personal convenience and to benefit local businesses.
8.4	Transport routes and walking/cycling paths are to be upgraded and well maintained to ensure public safety and amenity and to provide all-abilities access.
8.5	Public transport infrastructure and services are to be improved to significantly increase patronage and be a "mode of choice" for more people.
8.6	Promote the availability and benefits of active and public transport.
8.7	Key transit corridors are to be used to develop high frequency public transport services.
8.8	Appropriate measures are to be taken at both local and regional levels to minimise the future impact of traffic congestion.
8.9	Sufficient public car parking is to be provided within the vicinity of activity hubs, but parking availability should consider the accessibility of active and public transport options.

Greater Hobart residents are to have as wide a range of mobility and accessibility options as might be reasonably able to be provided. Provision should be made to minimise travel distances/times and enable safe all-abilities access. Greater Hobart residents should have good access to employment opportunities and all essential community, recreational and social

services. Transport infrastructure provides the basis upon which such services can be delivered and needs to meet all contemporary standards and expectations.

An overall objective in optimising public accessibility throughout Greater Hobart is to ensure that all residents have a reasonable choice of transport or mobility options from a private vehicle, to public transport and active transport. Much of the focus will be on improving the opportunities to utilise the latter two. However, it is also important that road access be managed in ways that ensure public safety and minimise travel distances/times. These objectives are set within the context of a Greater Hobart Plan that is aiming to ensure that Greater Hobart residents have as wide a range of mobility options as possible.

The three main transport modes can be categorised in a way that reflects their respective preferences or "modes of choice". For shorter journeys, active transport would be the mode of choice. For commuting journeys to work (that cannot be taken by way of active transport), public transport should be seen more as a mode of choice. The use of a private vehicle is likely to be the mode of choice for most other journeys. The active transport choices of walking or cycling should be promoted through an identification of all potential on-ground opportunities and the installation of appropriate infrastructure. Ideally such routes would be off-road in order to encourage even greater use.

Provision should be made to minimise travel distances/times and enable safe all-abilities access. Greater Hobart residents should have good access to employment opportunities and all essential community, recreational and social services. Transport infrastructure provides the basis upon which such services can be delivered and needs to meet all contemporary standards and expectations, including increased opportunities to use alternative modal options.

Future urban land use and design decisions are to enable greater opportunities for people to live closer to work and within major transit corridors. Infrastructure and service improvements will be necessary to support the public safety and convenience required to encourage reduced car usage and to provide greater mobility for those that do not have access to a private motor vehicle. All local communities, including those on the urban fringe, are to have good access to frequent, affordable and reliable public transport, as well as good walking and cycling connections to local services.

Local shopping centres and business districts are the focus for the most intensive pedestrian activity and particular attention needs to be given to making them as walkable as possible. The way that the public spaces, footpaths and street crossings are designed plays an important part in the whole amenity, safety and convenience of these activity hubs. It encourages more visitation, less car use, more social connections and support for local businesses. Public safety and a thorough regard for all-abilities access are also integral to any local improvement programs.

A high standard of public transport services is required throughout Greater Hobart. Services to the urban fringe should be such that residents commuting into the city centre can still regard public transport as a mode of choice in preference to driving. Public transport is also integral to the success of Greater Hobart remaining a compact city, with higher residential densities within the inner ring suburbs, along transit corridors and within most business districts. A significant way to reduce peak commuter traffic within the city centre and on major arterials will be to significantly increase public transport patronage, through coordinated programs that

enhance the overall services with respect to timeliness, frequency, affordability, reliability, capacity, convenience, public safety and range of services.

Park-and-ride facilities should be installed at a number of locations in order to encourage commuters from further afield to utilise the express bus services and avoid having to park in the city. The advantages of such services should be promoted and further supported through a high standard of infrastructure and real-time information being provided. Other public transport infrastructure (bus interchanges and bus stops or the like) should also be improved for passenger safety and comfort, convenience and all-abilities access. The location of bus stops should be reviewed (at a state government level) and the quality of pedestrian access in the vicinity should be upgraded where necessary. In this regard, priority should be given to the infrastructure within all of the key transit corridors and particularly the Northern Suburbs Transit Corridor – where infill housing development will be occurring to a greater extent than most other areas.

The Greater Hobart road network constitutes the primary form of transport infrastructure. This is to be maintained and upgraded in order to enable safe travel and the efficient movement of vehicles. The efficient movement of freight, buses and private vehicles is its primary function. Targeted traffic calming and speed management is to occur on those roads where there may be conflict between vehicles, pedestrians and cyclists. Provide safe, attractive and connected movement networks (streets, paths, trails and bikeways) within new residential and infill redevelopment areas that incorporate green infrastructure (vegetation, large trees and street awnings), to act as traffic calming measures and to improve walking conditions.

Various efforts will need to be made to reduce traffic congestion. The existing road network and key transport corridors are to be reviewed so as to identify where road improvements or additional connections can be made to improve traffic flow. This needs to be done while also protecting local neighbourhood amenity and character. Traffic modelling is to be done to optimise the traffic flow, while also considering how public transport could best reduce car travel and the impact of future development and land use change on traffic volumes.

These investigations should also review the potential to better manage the overall demand for road space and develop strategies to promote different behaviours that will ultimately reduce congestion during the peak travel periods of the day – such as by getting more people to use public and active forms of transport, car-pooling, travelling in the shoulder periods, providing more opportunities to work closer to home and even encouraging more people to work from home. If such strategies are effective then, not only can congestion be reduced, but it is also possible to reduce or defer the need for costly road infrastructure upgrades.

The amount of car parking that is provided within the four main activity centres is also a factor in determining travel behaviour – particularly for commuters. In each centre it is necessary that there be sufficient car parking to meet base level needs but not so much that it discourages public and active transport. The fees charged for parking and the extent of time limited parking are also relevant. A consistent city-wide approach for car parking is required so that the messages and price signals are clearly understood and there are strategies in place that complement the broader transport plans for Greater Hobart.

13.9 Identify and Attribute True Infrastructure Costs

Policy Directions	
9.1	New infrastructure costs should be appropriately and proportionally attributed across the beneficiaries of that infrastructure to assist in more efficient, cost-effective and equitable development.
9.2	Better manage consumer demand in order to reduce the need to install new public infrastructure.

If the future development of Greater Hobart is to be as efficient and as cost effective as possible, then a good understanding of the true costs of development will be necessary. This will ensure that decisions are made with all relevant information, particularly when prioritising where development should occur and whether infrastructure investments are necessary. This is closely aligned with the earlier principle that envisages integrated infrastructure and land use planning processes.

An effective and equitable attribution of all infrastructure costs provides a more transparent and accountable process that can distinguish between what is being spent as a 'public good' and what should be borne by the private developer. As well as the direct infrastructure costs, it is also beneficial to appreciate the ongoing, long-term maintenance and living costs borne by government and the resident. It should be recognised that these costs will vary across the city depending on location and infrastructure availability.

Such information may influence consumer demand and the subsequent popularity of housing that is considered to be the most cost-effective over the longer term.

13.10 Ensure Infrastructure and Services Meet Future Needs

Policy Directions	
10.1	Community engagement is to be conducted when planning for future infrastructure upgrades.
10.2	Public infrastructure is to be designed to activate public spaces and address public safety/security needs.
10.3	Amend previous design assumptions for some forms of infrastructure to accommodate the impact of future climate change.
10.4	Infrastructure design is to consider the potential impact of future natural hazard events.
10.5	Improved internet and telecommunication services will be required to adequately service new businesses and public demand.
10.6	Apply best practice waste management processes that are both environmentally and economically sustainable.
10.7	Improve energy efficiency within the urban environment and transition towards a low carbon future.

Ideally all physical infrastructure and services are able to be provided in advance of the demand for that infrastructure or services. Development approvals are usually predicated on this being the case for individual developments and it is appropriate that this same principle be applied more generally throughout Greater Hobart. Future needs must be anticipated so that plans can be in place to be ready for when the increased demand for the infrastructure and services occurs. A relatively simple example of this is that there needs to be downstream capacity within urban stormwater systems to accommodate additional development higher up in the catchment, if excessive flooding is to be prevented.

The forward planning that needs to be done, together with the associated capital works and resourcing programs, is mainly delivered by the councils, government agencies and utilities. An important element of this forward planning is the need to engage with local communities. They need to be informed of the potential changes and given opportunities to provide comment on and contribute to the design, plus any consideration of alternatives and trade-offs required when determining a preferred proposal. A well-informed community is more likely to be supportive. This particularly applies to the design and provision of local facilities or services, such as public open spaces, public toilets, parks, playgrounds and sporting facilities.

Waste management is one area that is subject to considerable change and greatly concerns the general public, including the planned closure of some landfills, increased reuse and recycling, waste levy implementation, FOGO collection, green waste composting, container refund scheme, and moving to a more circular economy. A series of environmentally and economically sustainable measures are to be taken with the aim of ultimately achieving a net-zero waste outcome for Greater Hobart.

When planning for the installation or upgrade of existing infrastructure, it is also necessary to prioritise any opportunities to re-use or adapt what is already there. This particularly applies to the redevelopment and adaptive reuse of under-utilised built structures and spaces to support a more sustainable approach to urban development. This also increases the likelihood of protecting existing heritage values and in many cases assists in preserving character and increasing activation. New buildings and spaces should also be capable of adapting to new uses and different community needs. There needs to be an inherent flexibility within the infrastructure design that can accommodate future changes and demands in the most cost-effective manner.

There will in future be more opportunities to include quite innovative and high-quality features to public spaces that should greatly increase their appeal and use. It is important that such public spaces are made more attractive and have an increased capacity as living densities increase within the city. The design of such spaces can contribute to greater social interaction and a more vibrant street-life. Personal security concerns may be raised as a result of this increased usage and so community safety considerations must be integrated within such improvements, utilising Crime Prevention Through Environmental Design (CPTED) principles.

New technology and a range of 'smart city' initiatives will provide many opportunities to improve existing and introduce new digital infrastructure use and services. This requires a flexible approach as to what is possible and a willingness to experiment with new ways to better manage the city or deliver community services. This includes the need to make greater use of new and existing data sources to provide more integrated and timely technical information on infrastructure asset and network performance, capacity and usage. Public transport is one specific example where smart technology can be used to provide real time information about public transport services and any transport issues or hold-ups across Greater Hobart. Park-and-ride facilities can be used as digital hubs for communicating detailed public transport information. The increased dependence on the internet and digital infrastructure more generally means that improvements should be made wherever possible, particularly where it encourages new business opportunities and enables the use of digital communication within residential areas to support more flexible working arrangements.

Future global warming impacts will change previous asset design assumptions for some forms of infrastructure, resulting in the need to adapt, upgrade or replace those assets in advance of what was previously expected within the next 30 years. It will be necessary to build

additional capacity into public infrastructure where appropriate. Spatial and vulnerability mapping for Greater Hobart should be compiled in order to better understand the exposure of urban and natural assets and infrastructure to future climate change risks. Climate change will increase the risks associated with natural hazards (primarily bushfire, flooding and coastal inundation). Infrastructure design will need to minimise risks to people, property and the natural environment from exposure to natural hazards by adopting a risk hierarchy of avoidance, adaptation and then protection.

Natural assets need to be made more resilient to climate change and used where appropriate to buffer people, infrastructure and biodiversity from the impact of extreme events – such as protecting key coastal areas where critical infrastructure and residential areas are at risk from sea level rise, coastal erosion and storm surges, and where it is necessary to ensure new coastal development incorporates appropriate adaptation measures. Clear and accurate public information is to be provided on the actual risks associated with such natural hazards, together with the measures that need to be taken in preparing for potential emergencies and during the emergency itself.

As well as adapting to climate change, it will be necessary to mitigate the potential to exacerbate the problem. Measures will need to be taken within Greater Hobart to improve energy efficiency and to decarbonise the economy. Local and city-wide strategies should be developed that contribute to a transition to a low carbon future, including the increased use of renewable energy, low emissions technology and energy efficiency measures within the design of public spaces, buildings and transport systems. Greenhouse gas emissions are to be reduced from transport by adopting patterns of urban development that reduce travel distances and encourage the use of active and public transport.

An increased take-up of electric vehicles is to be encouraged by ensuring that there are many public rapid-charge points within the transit corridors, activity hubs and higher density neighbourhoods. Green infrastructure (green roofs, vertical gardens, water sensitive design) is to be promoted in higher density and mixed-use developments to assist with urban cooling, reducing building energy use and improving urban biodiversity. The provision of neighbourhood-level alternative energy supplies, which may include embedded and distributed renewable energy, co-generation and smart grid/green grid technology, should also be encouraged.

13.11 Provide for Open Space and Recreation Needs

Policy Directions	
11.1	There is to be a coordinated approach to the management of public open space and recreation and sporting facilities across Greater Hobart.
11.2	All local neighbourhoods should have adequate useable public open space and recreational facilities.
11.3	Public open space and recreational infrastructure should be in a condition that allows for increased future use.

Public open space and the related recreational facilities are essential elements of the urban environment. The provision and quality of such facilities will encourage more healthy activity within local communities and generate a greater sense of local ownership and pride. They have the capacity to assist in revitalising areas, attracting new residents, facilitating new social connections and ensuring that there are protected natural areas interspersed throughout the city. They reduce the heat island effect within the city. The benefits that can be accrued from

improving these facilities will only increase as the population of the city grows. It is therefore necessary that both local and city-wide open space strategies are in place that complement and support the Greater Hobart's future urban development strategies.

All of the councils have public open space strategies in place, together with a number of other associated strategies that deal with more specific recreational needs (playgrounds, walking trails, sporting facilities etc). As well as this, there are state agency responsibilities for Crown land management. The various strategies that are in place describe the management and maintenance regimes and have assessed whether there are any gaps in meeting community needs. Adjustments will need to be made in anticipation of future growth and higher living densities within certain parts of the city.

From a Greater Hobart perspective, it will be necessary to review the available information across the whole city and determine if there are any inconsistencies or opportunities for improvements. Assumptions about population growth and future demand can be reassessed. The demand for certain facilities may be very different when viewed from an individual municipal perspective compared to that demand generated across all Greater Hobart or at a larger regional level. This city-wide approach would be the main contribution that the Greater Hobart Plan could make in informing state and local governments about future public open space, recreational and sporting needs. More specifically, there may also be an opportunity to explore the physical connections that exist across municipalities for walking trails, bicycle paths and biodiversity corridors.

All public recreational infrastructure should be provided in a condition that encourages as much public use as is feasible. It is important that the facilities are upgraded, expanded and maintained to a high standard, as the city grows and the levels of use increase. The design aspects are particularly important in optimising the most public enjoyment. New attractions should be provided, and more sustainable materials and methods adopted. A wide range of activities need to be catered for.

This type of infrastructure and the associated facilities are provide for public use and enjoyment, so community engagement will continue to be an integral part in identifying current and future needs, condition improvements and site management. There will be many cases where local community, service groups and sporting bodies will be actively involved in the management and upgrade of facilities. This too will often extend well beyond municipal boundaries.

It is essential that future planning considers the changing demands that will be placed on such public open spaces, as the population grows and living densities increase in certain areas. There will be a need for additional or expanded public spaces and facilities that connect through a planned walkable network of paths, tracks and trails. This needs to be integrated throughout all levels of governance within the municipal and state agency open space plans and strategies in a way that takes a regional, city-wide perspective.

13.12 Employment Growth

Policy Directions	
12.1	Future employment opportunities are to meet the needs generated by demographic change.
12.2	Additional employment opportunities will be needed as the city's population increases.
12.3	Provide employment opportunities at key activity centres across Greater Hobart or along key transit corridors so more people can live closer to where they work.
12.4	Provide sufficient commercial and industrial zoned land to allow for future jobs growth.

The compact form of the city will be retained to encourage the expansion of existing businesses and the establishment of new businesses. As the population of Greater Hobart increases there will need to be a commensurate increase in employment opportunities. A range of new land use and development opportunities should be provided right across the city that encourage business and employment growth that is most suited to Greater Hobart's unique attributes.

The anticipated demographic changes will have an impact on business growth and the types of jobs that will be available. Further consideration will need to be given to the ageing population and the levels of migration from the mainland and overseas that are likely to occur. It will be important to both retain the city's youth and to encourage a younger skilled cohort of migrants if local businesses are to be more viable and grow sustainably. The actual spatial form of the city can assist this by allowing people to live closer to where they work (where they may choose to do so); supporting the establishment of designated employment nodes and precincts; spreading the job opportunities across the whole city; providing sufficient commercial and industrial land for new businesses to establish; and by encouraging mixed uses where low impact industries can establish within residential areas.

The employment potential within the existing city's population will need to be increased through the further development of useful skills and general educational attainment. The University's relocation into central Hobart should facilitate a greater connection between it and local businesses and help to foster more useful relationships with industry. The University will be more directly involved in the further development of the city, and this should result in many indirect beneficial employment outcomes, together with the further expansion of TAFE and other vocational training organisations.

The types of businesses within the city that should best suit a younger demographic, are low impact and have the greatest potential for growth are those that utilise new technology, are innovative and will need to be located within a higher density urban fabric. A compact city provides the most suitable environment for such growth in that there are more opportunities for cross referrals, collaborative relationships and stimulating innovation.

13.13 Activate Central and Local Business Centres

Policy Directions	
13.1	The future social and economic viability of the larger activity hubs across Greater Hobart are to be reinforced.
13.2	Local activity hubs will continue to best meet local community and convenience needs.
13.3	The viability and amenity of all activity centres are to be increased through enhanced active and public transport access.
13.4	The unique attributes or points of difference of each activity centre should be used for their economic benefit.
13.5	Develop the activity hubs more intensively in order to optimise their social and economic functions.

The central and local business centres within Greater Hobart are all significant employment precincts that are also the focal points for community activity. In each case, it is important that sound precinct planning is undertaken so that good quality design outcomes benefit local businesses and ensure public amenity.

The central Hobart CBD area constitutes the primary activity hub for Greater Hobart and this should be both protected and enhanced. It is both the city's main employment and service centre, as well as its cultural, entertainment and tourism hub. The city's geography also dictates that all main roads lead to this central area, making it the most efficient transit centre for public transport commuting. In future, population densities within this central part of the city will increase and this will only assist in further consolidating the CBD's attraction and ongoing viability.

This primary activity hub is supported by the principal centres at Glenorchy, Rosny Park and Kingston, each providing a broad range of services and employment opportunities (see section 4 above) such that they are destinations in themselves for multi-purpose visits. They are then also supported by the many other thriving local and neighbourhood hubs that are vital convenience centres for their respective local communities. It will be necessary that, in all cases, measures be taken to enhance the opportunities for business growth and good urban design. This would be facilitated if consistent place management techniques are applied, and urban design guidelines are developed in conjunction with those required for surrounding residential areas.

The higher residential densities that will create a compact city will also stimulate greater economic growth within all of the activity centres (while also providing other social and environmental benefits). More people will be attracted to and will use the existing centres and they should be encouraged to access them by way of active and public transport. Infrastructure improvements will be necessary to encourage this. Such additional activity should also assist in the redevelopment of the more under-utilised parts of the activity centres.

A more intensive use of existing centres potentially raises a number of planning or development control issues that may need to be resolved. This will include heritage protection and re-use of existing buildings, parking requirements (see Section 6.2), building height constraints, mixed use opportunities etc). Such investigations should be conducted as part of the ongoing precinct planning and urban design programs that are being delivered within local government – including the preparation of any broader urban design guidelines.

13.14 Collaboration

Policy Directions	
14.1	Greater collaboration across State and local governments, community and industry will result in more efficient and consensual development outcomes.
14.2	To deliver a focus on infill and the activation of land supply will require the active support of all stakeholders.
14.3	Productive partnerships between government and industry will be facilitated to meet the most pressing needs of Greater Hobart.
14.4	State and local government collaboration will be enhanced to ensure public infrastructure and services are delivered in ways that best support the city's sustainable growth.

As a relatively small city, Greater Hobart has well developed networks in place within and between government, industry and local communities. Such existing relationships can be built upon to develop more collaborative models and governance arrangements that will benefit the economic development of the city. There will be many opportunities to coordinate the activities of all stakeholders so that there are greater economic efficiencies for both government and industry. If there is broad consensus on the economic future of the city, then it is to be expected that the greater certainty will encourage more investment, more jobs and more local services. There will need to be sufficient jobs and services provided to match the city's anticipated population growth.

Such collaboration will require a sound understanding of both industry and community concerns in regard to how the city should develop in future. Appropriate engagement programs will need to be in place that are complemented by any necessary or associated follow-up reporting. This engagement and the implementation of more collaborative processes are to create an environment where information is communicated between all parties and there is a more informed dialogue on what are usually very complex matters.

Economic benefits will accrue from maintaining a compact Greater Hobart in future, but this may not always be obvious or quantifiable. Positive economic change is only likely to occur if there is a more common understanding of these benefits and sufficient information is provided to enable this to occur.

As well as implementing broad engagement processes, it is anticipated that quite specific partnerships will need to be in place for particular projects. Very positive synergies can be obtained if the financial resources of both government and private industry can be combined so that, ultimately there will be public benefits (eg open space, transport improvements, local services) provided that would otherwise not be possible.

Public-private partnerships are common within many jurisdictions, and it would be helpful if they were utilised in the most productive way possible within Greater Hobart. Ongoing discussions should be occurring into opportunities for appropriate industry expansion within the city. The employment benefits (together with the desirable land use and infrastructure outcomes) that might accrue from such more formalised public-private arrangements may be significant.

Although the economic development of Greater Hobart will usually focus on the contribution that private industry will make, it is also important to consider the relationships between state

and local governments. They will be critical in ensuring that public infrastructure is delivered in a manner that supports business growth in the best locations. The transport of freight and the efficient delivery of products and materials is one example of where industry is reliant upon public infrastructure as delivered by government.

State and local government need to be aligned so that there is a consistent delivery of infrastructure. This extends through to that required for efficient public and active transport, traffic flow and parking. Local businesses benefit from good quality streetscapes and parks that encourage increased public usage. Customers are more likely spend longer within shopping centres if they have walked there or caught a bus and the general public environment is more comfortable and there are more things to do. All of the Greater Hobart councils are improving the amenity of their commercial districts and are seeking to collaborate more with local businesses – in order that their needs are being met together with those of visitors/customers.

13.15 Competitive Advantages

Policy Directions	
15.1	Priority will be given to attracting those industries that complement and support Greater Hobart's unique attributes.
15.2	The particular attributes of local areas and neighbourhoods within the city should attract further business growth.
15.3	The city's existing character, heritage and landscape have economic value, so they are to be protected and enhanced.
15.4	The visitor attractions and tourism potential of the whole Greater Hobart area should be optimised.

Like any city, Greater Hobart has a number of competitive advantages that other cities do not have. In Greater Hobart's case they relate to its size, accessibility, physical setting, history, built form, cultural activities and people. They all have many aspects and attractions that make them different to other similar cities and there will be changes in how they are manifested over time. Such advantages that the city does have should be identified and promoted in order to attract businesses and migrants that are likely to see value in them. They should be protected and built upon when considering the ways in which Greater Hobart might develop in future.

Those aspects of Greater Hobart that are deemed to be its competitive advantages do have economic value. The natural landscape and setting within which the city sits forms the basis for many businesses and the reason why people decide to live where they do. The healthy natural environment of clean air and water is appealing. The history of the city, its relative isolation and the built heritage that is so evident (particularly in and around the Hobart CBD) greatly contributes to a character that can be further built upon in a sensitive and positive way.

This is particularly relevant to tourism and the business opportunities that target visitor services in particular (but will also meet the needs of local residents), such as restaurants, specialty accommodation and other attractions. Supportive infrastructure is required in order that such business opportunities may prosper. This includes the means by which visitor information is provided (with digital technology and communication representing the greatest opportunity) and the transport system (with clearly defined and safe road access and signage), together with high quality facilities at the Hobart Airport. Other economic advantages include

the access to a deep-water port, the proximity to Antarctica, high speed internet and the access to carbon-free energy sources.

It would be useful to identify those types of industries that are most likely to be attracted to Greater Hobart on that basis. Which industries are likely to see themselves as being most suited to a city like Greater Hobart? Ideally, they should also be those that suit the city's employment needs and can operate within an existing urban environment. Attracting such businesses does require some targeted promotions and should aim to take the further economic development of the city in a direction that enhances or highlights what people most value about Greater Hobart.

The city's future development will need to be 'place-based', in that it must consider what is most important about Greater Hobart's natural and built environment. While development proposals should be able to take advantage of these attributes, it is also necessary that they not damage them for others. New business development should be well located and designed to meet the city community's high-quality expectations. This is usually aligned with what the desired future character is for certain areas and such desired outcomes would be facilitated by having urban design guidelines that articulate such expectations.

They may also be opportunities to recoup some financial value for the Greater Hobart community from what would be regarded as the city's competitive advantages. Those advantages are generally in the public domain, or they are based on infrastructure that has been publicly funded and so it is arguably justified for an economic contribution to be made when an economic benefit is obtained. The practicality of such a contribution scheme could be investigated, where a proportion of the land value uplift is captured and used to fund public services and/or the infrastructure upon which that private development benefits from.

13.16 A Diverse and Resilient Economy

Policy Directions	
16.1	Various land development options are to be provided so that there is a diversity of residential and industrial opportunities.
16.2	Mixed use developments are to be encouraged to increase both housing and commercial opportunities.
16.3	Commercial and industrial land throughout Greater Hobart should be used for its most productive purpose.
16.4	The residential densities of areas close to both major and local employment precincts are to increase.
16.5	Well-designed public places can assist in providing increased community interaction and support during periods of prolonged social change and disruption.
16.6	Ongoing urban renewal and building re-use is to be encouraged in order meet changing land use demands.
16.7	Future public infrastructure investments are to anticipate changing social and economic pressures and the need for 'future proofing'.

The city is changing and this needs to occur in ways that ensures it will continue to thrive economically into the future. The city's economy will need to be resilient and adaptable to this change. There will be challenges and economic shocks, some of which may be much worse than have been experienced in the past, while also acknowledging that some may have

positive impacts. It will be important to ensure that the way in which Greater Hobart will develop in future will be more resilient to such unexpected changes (whether they be technological, climate change, pandemic, or economic shocks).

This will require a greater diversification of economic activity – as well as being innovative, environmentally sustainable, and tailored to meet future needs. It will be about future-proofing the city as possible. This is not so much about growing economically for growth's sake only, but in ways that most likely to best suit the future needs of the residents and communities of Greater Hobart. Employment areas should be targeted that have the most sustainable future.

By providing a variety of land development opportunities across the city, there should also be a diverse range of residential and industrial outcomes. Government should facilitate staged land release programs balance the needs for different land uses. In many cases commercial and light industrial activities can co-exist safely with residential uses without compromising amenity or environmental impact. This will be necessary if the city is to retain a compact urban form, with different land uses occurring closer to each other within mixed-use buildings and precincts. Larger areas of vacant and underutilised land (possibly created by the consolidation of smaller land parcels) often represent the best opportunity for these more intensively mixed-use development opportunities.

The increased living densities within the inner parts of the city will allow more people to live closer to where they work and shop and be less reliant upon having to travel longer distances. Such a situation is inherently more resilient to transport difficulties as it enables residents to have other public and active transport options. It generates more affordable and convenient lifestyles. It also benefits local businesses in that it brings their customers and potential employees much closer. Incentives should be provided that encourage higher density and commercial infill development in a variety of forms, including mixed use opportunities in conjunction with residential uses.

Improved urban design can also contribute to a more resilient city. Innovative and high-quality design solutions can deliver a more dynamic city, more vibrant and walkable street life, and more opportunities for social and business interaction. Activated urban spaces will be more economically resilient, compared to spaces that discourage visitation. Urban renewal projects will need to provide the necessary flexibility and adaptability to deal with future change. They provide specific opportunities to anticipate future needs while also achieving higher densities, activated streetscapes, site remediation and innovative building forms. The innovative and adaptive reuse of older building stock, heritage sites and public spaces should be encouraged and, if necessary, incentivised. Greater flexibility can be built into new buildings so that they can be easily replaced or adapted as the demands for their use changes over time.

Demographic change will occur over the longer term and trends can be monitored so that reasonable predictions can be made. Building design and other accessibility requirements will need to be reviewed in order to enable a greater ability to "age in place". An ageing population and increased demand may also require additional support for projects that provide for aged care and retirement accommodation.

For government, it will mean that public infrastructure investments will need to consider the changing economic demands and the need for 'future proofing', particularly when this will support appropriate economic expansion, such as as investing in the Hobart port, airport, intermodal terminals, public transport interchanges, freight linkages, renewable energy use and reticulated services with additional capacity.

14. Monitoring, Reporting and Review

The Greater Hobart Plan will be constantly reviewed as time progresses and circumstances change. As new information becomes available, past assumptions need to be revised. Data inputs need to be updated as more development occurs within and surrounding Greater Hobart, demographic trends become clearer, and transport statistics are compiled and assessed. There are many external impacts that also need to be monitored. Government needs to be alert to social, technological, economic and environmental trends and be proactive in predicting their implications for future development within Greater Hobart. There is also much to be learnt from how other similar jurisdictions have responded to these same types of issues.

This Strategy is only the starting point for an ongoing city planning process. Initial assumptions will need to be tested and information gaps addressed as time progresses. The ongoing monitoring of land supply, development and infrastructure provision is needed in order to understand whether preferred trends are occurring or if they are deviating away from the policy directions within this Strategy. Implementing the Greater Hobart Plan will be an ongoing and iterative process that needs to be approached with a degree of flexibility and a preparedness to collectively adapt to the many changes that will occur.

Monitoring the performance of the Greater Hobart Plan will be an ongoing task against a number of appropriate key performance indicators. Monitoring of this information enables adjustments to be made, while also providing up-to-date publicly available information for transparency and accountability.

The Greater Hobart Plan's Implementation Plan expands on this cyclical process of monitoring, reporting and review – together with the allocation of responsibility for implementing strategies/actions and their respective priorities. In addition to the regular annual reviews, there will be more comprehensive reviews of all of the Greater Hobart Plan's main documents every four years. Such reviews and reporting require sufficient resources and the capacity to both explore new solutions and to integrate all of the work being done by the many other relevant stakeholder agencies and organisations. It is important for processes to be in place that allow the Greater Hobart Plan to evolve. Future changes to this Strategy and the Greater Hobart Plan will require appropriate investigation and for them to be justified and publicly explained.

Effective community engagement processes are therefore critical to this ongoing review. Public engagement and a good appreciation of community needs and desires will feed into the Greater Hobart Plan and future metropolitan planning exercises. A well-informed community is part of its effective implementation and there will need to be appropriate forums and other communications in place that facilitate this. There may be instances where short-term or local adverse impacts must be borne for the greater public good. Such situations need to be explained and justification included within the Greater Hobart Plan or supporting documents. Genuine conversations need to be held on the true costs of growth and who is paying, and what sacrifices may need to be made to achieve the best outcomes. It will also be necessary to provide easily understood narratives that describe how certain areas might look and operate in future, so as to explain why changes are necessary.

Such measures aim to obtain the necessary social license to move forward. People often only see the most apparent downsides of growth (congestion, environmental impact, increased costs, gentrification etc), so it is essential that a more nuanced and fact-based program of public engagement is part of any adopted urban growth strategy. If the Greater Hobart community understands the issues better and wants to be engaged in how the city develops then this can be a positive force that helps to enhance local living and business conditions. These public and stakeholder engagement programs are to be outlined within the Implementation Plan.

Greater Hobart is already, and will continue to be, subjected to major change and there will be various levels of demand for land development. In the main, this will be generated by population growth. Such development has the potential to both benefit and damage what is already felt to be so special about Greater Hobart. It is likely that it will be a destination of choice in a very changing and often threatening world. The pressures that will be placed upon the city will be significant and the subsequent impacts will need to be proactively managed. It is essential that the city is shaped in the way that we want and, for the Greater Hobart Plan to be effective, this will require the implementation of a well-coordinated and active review process. The Implementation plan provides the necessary details about this process.

APPENDIX 1

Expected Urban Growth – distribution of additional population and dwellings by 2050

No.	Precinct	Population	Dwellings
GLENORCHY			
1#	Northern transit corridor – alongside northern transport corridor including Moonah CBD (infill)	5,000	2,540
2#	Northern transit corridor – alongside main road/rail corridor and within and around Glenorchy CBD (infill)	5,000	2,540
3#	Claremont CBD area (infill)	980	500
4	Granton – from the Upper Hilton Road to the Black Snake village (greenfield)	3,280	1,600
5	Austins Ferry through to Granton – a few individual larger parcels (greenfield)	700	300
6	Scattered northern Glenorchy infill – western fringe areas of Claremont, Chigwell and Rosetta (infill)	620	280
7	Scattered southern Glenorchy infill – western fringe areas of Montrose, Glenorchy and West Moonah (infill)	920	440
TOTAL		16,500	8,200
HOBART			
8#	Within and immediately surrounding the central Hobart CBD (infill)	10,000	5,150
9#	Northern transit corridor – North Hobart and New Town (infill)	2,100	1,050
10#	Sandy Bay (infill)	800	400
11	UTAS Campus at Sandy Bay – future residential redevelopment (infill)	5,000	2,500
12	Scattered Hobart infill – within existing residential areas of Lenah Valley, West Hobart, South Hobart and other parts of Sandy Bay (infill)	2,500	1,200
TOTAL		20,400	10,300
CLARENCE			
13#	Rosny Park CBD surrounds including Warrane, Rosny, Bellerive etc (infill)	1,150	650
14	Tranmere Rokeby peninsula – including Droughty Point (greenfield)	6,100	3,000
15	Risdon Vale area – particularly both sides of Sugarloaf Road (greenfield)	900	450
16	Glebe Hill, Rokeby and Oakdowns area (greenfield)	1,300	650
17	Paranville east of Pass Road (greenfield)	2,550	1,250
18	Clarendon Vale – north & east extensions (greenfield)	1,850	900
19	Lindisfarne and Geilston Bay fringe development (greenfield)	750	350
20	Scattered infill in Lindisfarne area (infill)	300	150
21	Scattered infill in Howrah and Shoreline area (infill)	400	200
TOTAL CLARENCE (Metro)		15,300	7,600
KINGBOROUGH			
22#	Central Kingston CBD and surrounds including Kingston Park and south-west of CBD (infill)	4,900	2,500
23	Spring Farm/Whitewater Estate on south-west edge of Kingston (greenfield)	120	50
24	Huntingfield south (greenfield)	950	450
25	Scattered Kingston, Kingston Beach and Blackmans Bay infill – plus some very limited Tarooma infill (infill)	1,900	900
TOTAL KINGBOROUGH (Metro)		7,800	3,900
TOTAL GREATER HOBART (Metro)		60,000	30,000

- Part of existing STRLUS densification area

APPENDIX 2

Relevant Policies from the Southern Tasmania Regional Land Use Strategy (STRLUS)

Policy	Description
Residential Development	
SRD2	Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the need for greater sustainability, housing choice and affordability
SRD2.1	Ensure residential growth for Greater Hobart occurs through 50% infill development and 50% greenfield development
SRD2.2	Manage greenfield growth through an Urban Growth Boundary which sets a 20 year supply limit with associated growth limits on dormitory suburbs
SRD2.3	Provide greenfield land for residential purposes across the following Greenfield Development Precincts
SRD2.4	Recognise that the Urban Growth Boundary includes vacant land suitable for land release as greenfield development through residential rezoning
SRD2.5	Implement a Residential Land Release Program that follows a land release hierarchy planning process as follows
SRD2.6	Increase densities to an average of at least 25 dwellings per hectare within a distance of 400 to 800 metres of integrated transit corridors and Principal and Primary Activity Centres, subject to heritage constraints
SRD2.7	Distribute residential infill growth across the existing urban areas for the 25 year planning period as follows
SRD2.8	Aim for the residential zones in planning schemes to encompass a 10 to 15 year supply of greenfield residential land when calculated on a whole of settlement basis for Greater Hobart
SRD2.9	Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change including an ageing population
SRD2.10	Investigate the redevelopment to higher densities potential of rural residential areas close to the main urban extent of Greater Hobart
SRD2.11	Increase the supply of affordable housing
SI2	Provide for the broad distribution and variety of social housing in areas with good public transport and accessibility or in proximity to employment, education and other community services
Physical Infrastructure and Services	
PI1	Maximise the efficiency of existing physical infrastructure
PI1.1	Preference growth that utilises the under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for the metropolitan area of Greater Hobart
PI2	Plan, coordinate and deliver physical infrastructure and servicing in a timely manner to support the regional settlement pattern and specific growth management strategies
PI2.1	Use the provision of infrastructure to support desired regional growth, cohesive urban and rural communities, compact and sustainable urban form and economic development
PI2.3	Identify, protect and manage existing and future infrastructure corridors and sites
PI2.4	Use information from the STRLUS, including demographic and dwelling forecasts and the growth management strategies, to inform infrastructure planning and service delivery
PI2.5	Develop a regionally consistent framework(s) for developer charges associated with infrastructure provision, ensuring that pricing signals associated with the provision of physical infrastructure (particularly water and sewerage) is consistent with the STRLUS
SI1	Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives
LUT1	Develop and maintain an integrated transport and land use system that supports economic growth, accessibility and modal choice in an efficient, safe and sustainable manner
LUT1.1	Give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres rather than urban satellites or dormitory suburbs
LUT1.9	Ensure car parking requirements in planning schemes and provision of public car parking is consistent with achieving increased usage of public transport
LUT1.11	Encourage walking and cycling as alternative modes of transport through the provision of suitable infrastructure and developing safe, attractive and convenient walking and cycling environments
ROS1	Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well-being, amenity, environmental sustainability and the economy
Physical Infrastructure and Services	
SEO1	Support and protect strategic economic opportunities for Southern Tasmania
SEO1.1	Protect the following key sites and areas from use and development which would compromise their strategic economic potential through planning scheme provisions – Hobart Port, Macquarie Point and Prince of Wales Bay
T1	Provide for innovative and sustainable tourism for the region
T1.5	Provide flexibility within commercial and business zones for mixed use developments incorporating tourism related use and development
IA1	Identify, protect and manage the supply of well-sited industrial land that will meet regional needs across the 5, 15 and 30 year horizons
IA1.2	Locate new industrial areas away from sensitive land uses such as residentially zoned land
IA1.3	Provide for a 30 year supply of industrial land, protecting such land from use and development that would preclude its conversion to industrial land use
IA1.4	Provide a 15 year supply of industrial land, zoned for industrial purposes within the new planning schemes
IA1.5	Aim to ensure a minimum 5 year supply of subdivided and fully serviced industrial land
AC1	focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas
AC1.4	Promote a greater emphasis on the role of activity centres, particularly neighbourhood and local activity centres, in revitalising and strengthening the local community
AC1.6	Encourage an appropriate mix of uses in activity centres to create multi-functional activity in those centres
AC1.10	Activity centres should encourage local employment, although in most cases this will consist of small-scale businesses servicing the local or district areas
AC2	Reinforce the role and function of the Primary and Principal activity Centres as providing for the key employment, shopping, entertainment, cultural and political needs for southern Tasmania
AC2.3	Undertake master planning for the Primary and Principal Activity Centres Examine issues of urban amenity, economic development, accessibility, urban design and pedestrian movement
AC2.4	Encourage structure and economic development planning for low-level Activity Centres by local planning authorities
AC3	Evolve Activity Centres focusing on people and their amenity and giving the highest priority to the creation of pedestrian oriented environments
AC3.4	Provide for coordinated and consistent car parking approaches across the Principal and Primary Activity Centres that support improved use of public transport and alternative modes of transport, pedestrian amenity and urban environment.



Greater Hobart
Committee
Four Cities. One Hobart.

**8.2 Compliance and Investigation Policy and Infringement Review
Guidelines
File Ref: F22/52965; 18/405**

Report of the Manager Development Compliance and the Director City
Life of 15 June 2022 and attachments.

Delegation: Council

REPORT TITLE: COMPLIANCE AND INVESTIGATION POLICY AND INFRINGEMENT REVIEW GUIDELINES**REPORT PROVIDED BY:** Manager Development Compliance
Director City Life**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to seek Council's endorsement and adoption of a new Compliance and Investigation Procedure Policy and new infringement Review Guidelines.

2. Report Summary

- 2.1. Council is responsible for undertaking compliance and enforcement activities under a range of laws and regulations.
- 2.2. Council aims to undertake these activities in a fair, consistent and transparent manner.
- 2.3. The Compliance and Investigation Procedure Policy (the **Policy**) (**Attachment A**) ensures elected members, council officers and members of the public understand their rights and obligations and roles and responsibilities for compliance and enforcement activities.
- 2.4. Compliance and enforcement activity by Council officers may result in the issue of an infringement notice.
- 2.5. The Infringement Review Guidelines (the **Guidelines**) (**Attachment B**) outline the processes and procedures in relation to reviewing a decision to issue an infringement notice.
- 2.6. The guidelines assist in ensuring consistent decision making and identify the legal and practical requirements of the internal review process.

3. Recommendation***That:***

1. ***The Council adopt the Compliance and Investigation Procedure Policy (Attachment A); and***
2. ***The Council adopt the Infringement Review Guidelines (Attachment B).***

4. Background

Compliance and Investigations Procedure Policy

- 4.1. Council is responsible for administering a range of legislation and regulations.
- 4.2. The laws are typically intended to ensure the safety and wellbeing of the community and prevent harm. The laws generally set a minimum standard which all members of the community are expected to adhere to.
- 4.3. All stakeholders, including elected members, council officers and members of the public should have an understanding of how Council will approach compliance and enforcement of the relevant legislation and regulations.
- 4.4. Members of the public expect Council to be fair, consistent and transparent in enforcing legislation and regulations.
- 4.5. The Policy is a new policy which is designed to ensure compliance and enforcement activities are undertaken in a fair, consistent, equitable and transparent manner.
- 4.6. Most other capital cities, and most municipal councils in Tasmania and across Australia have a compliance policy to guide compliance activities and ensure approaches to compliance are communicated to the community.
- 4.7. The Policy does not limit an officer's use of discretion as the full circumstances of each matter must be considered and acted upon in accordance with applicable legislation and standards, however, it does outline compliance priorities and the principles Council will use in its compliance decision making.

Infringement Review Guidelines

- 4.8. The *Monetary Penalty Enforcement Act 2005* provides a right of internal review of all infringement notices issued by Council.
- 4.9. Internal review is an important mechanism as it acts as the first stage of assessment in determining whether it is appropriate for a person to have received the infringement notice based on relevant grounds.
- 4.10. Good internal review decision making requires council to consider a range of matters and to ensure that decision making is made lawfully, fairly and transparently.
- 4.11. Infringement review guidelines have been adopted by most larger councils around Australia and are considered best practice.

- 4.12. These new Guidelines will encourage consistent decision making and provide information to members of the public of the legal and practical requirements of an internal review process.

5. Proposal and Implementation

- 5.1. It is proposed to adopt the Compliance and Investigation Procedure Policy (**Attachment A**) and Infringement Review Guidelines (**Attachment B**).
- 5.2. Once adopted the Policy and Guidelines will be published and will govern future decision making for compliance activity and infringement reviews.

6. Strategic Planning and Policy Considerations

- 6.1. The Policy and Guidelines promote Outcome 8.1 of Pillar 8 of the Capital City Strategic Plan 2019–29: Hobart is a city of best practice, ethical governance and transparent decision-making and specifically, strategy 8.1.1 practise integrity, accountability, strong ethics and transparency in the City's governance, policymaking and operations.

7. Financial Implications

- 7.1. The adoption of the Policy and Guidelines does not have any financial implications for Council.

8. Legal, Risk and Legislative Considerations

- 8.1. The Council has a statutory responsibility under a number of legislative instruments to enforce compliance.
- 8.2. The Policy ensures that compliance activity is undertaken consistency, impartially, in a priority framework and without undue interference.
- 8.3. The internal review mechanism for infringement notices allows a person to apply to Council for a review of an infringement notice.
- 8.4. The Guidelines ensure decisions are made lawfully, consistently, impartially, transparently and without undue interference.

9. Social and Customer Considerations

- 9.1. The Policy and Guidelines will be made available to the public via Council's website and will ensure members of the public are aware of the principles Council use in its compliance and infringement review decision making.

10. Community and Stakeholder Engagement

- 10.1. The Policy and Guidelines have been developed in consultation with internal stakeholders responsible for compliance functions and are

consistent with Policies and Guidelines adopted in other municipal areas in Tasmania and mainland States.

- 10.2. The Policy and Guidelines will facilitate greater community engagement as the documents provide information to members of the public about Council's decision making process for compliance and infringement review activities.

11. Delegation

- 11.1. The decision to adopt the Policy and Guidelines must be considered by Council.

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.





Kirsten Turner
**MANAGER DEVELOPMENT
COMPLIANCE**



Neil Noye
DIRECTOR CITY LIFE

Date: 15 June 2022
File Reference: F22/52965; 18/405

Attachment A: Draft Compliance and Investigation Procedure Policy ↓ 
Attachment B: Draft Infringement Review Guidelines ↓ 

Compliance & Investigation Procedure Policy

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Compliance & Investigation Procedure Policy

Part A - Preliminary

1. Purpose

- 1.1. The purpose of this policy document is to provide:
 - 1.1.1. An outline with respect to how the Hobart City Council (the Council) undertakes compliance and enforcement activities in a fair and equitable manner.
 - 1.1.2. An outline of Council's investigation procedures, including pro-active and reactive monitoring activities and resource allocation.

2. Scope

- 2.1. The Council is responsible for a number of regulatory functions under and with respect to a large number of acts, regulations, guidelines, codes and standards and carries out a range of activities in relation to those functions, including:
 - 2.1.1. Investigating reported or discovered breaches of the law.
 - 2.1.2. Developing policies and standards for investigation, compliance and enforcement activities.
 - 2.1.3. Undertaking compliance or enforcement activities in relation to detected breaches.
 - 2.1.4. Ensuring the regulated community has access to information to assist them in complying with the law.
 - 2.1.5. Ensuring the Council remains accountable for its decision making in relation to investigation, compliance and enforcement activities.
- 2.2. This policy document applies to the compliance and enforcement related functions carried out by the Council.

3. Principles

- 3.1. The Council commits itself to the following principles:
 - 3.1.1. Acting in accordance with the principles of **natural justice** and the **rule of law**.
 - 3.1.2. Actively seek **voluntary compliance** and undertake legal action only where necessary and in all cases appropriate to do so.
 - 3.1.3. When undertaking its enforcement and compliance duties to **collect, store and use appropriate information** to inform strategic decision making and the allocation of resources to associated enforcement and compliance activities.
 - 3.1.4. Deploy a **risk-based approach** to the allocation of compliance and enforcement related assets to ensure efficient and effective utilisation of Council's limited resources to provide the best protection to the community and ensure the good governance of the municipality
 - 3.1.5. Seek **inter-agency cooperation** involving information and resource sharing with other compliance and enforcement agencies at a Local, State and Federal level, where appropriate to achieve common compliance outcomes.

Compliance & Investigation Procedure Policy

4. Definitions

- 4.1. **Authorised Officer** means an officer employed by the Hobart City Council and authorised or appointed under an Act or Regulation to perform a specific function or exercise a specific power.
- 4.2. **Compliance** is the act of adhering to, and demonstrating adherence to, laws, regulations, conditions, standards and policies.
- 4.3. **Enforcement, enforcement action** means the undertaking of any act by an authorised officer, including the issuing of verbal or formal warnings, notices, orders, infringement notices or the institution of legal proceedings, to motivate, require or compel observance or compliance with the law.
- 4.4. **Council** means Hobart City Council
- 4.5. **Non-compliant activity (NCA)** means an action (or set of actions), use, event or state of affairs whereby the activity is not in adherence to the applicable laws, regulations, conditions, standards and/or policies.
- 4.6. **Regulated community** means a group of individuals defined by their responsibility to comply with a given law, regulation, condition, standard or policy. Examples include:
- Property owners and occupiers
 - Business operators
 - Dog owners
 - Developers
 - Builders and Plumbers
 - Motor vehicle owners/drivers
 - Users of public space

Compliance & Investigation Procedure Policy

Part B - Compliance

5. Overview

- 5.1. Council commits itself to the overarching principle of **effective compliance**
- 5.2. Effective compliance involves:
 - 5.2.1. Using the most appropriate compliance and enforcement tools to quickly address the most significant problems to achieve the best outcomes in the circumstances
 - 5.2.2. Determining compliance and enforcement action based primarily on the risks associated with the given NCA and allocating unit resources accordingly
 - 5.2.3. Gathering, using and storing appropriate data and intelligence to enable the unit to effectively monitor and manage regulated communities

6. Risk-based approach

- 6.1. In accordance with the principles of effective compliance Council will seek to respond with priority to reported non-compliant activities that involve higher or more significant risk to the community and environment.
- 6.2. Upon detection of a NCA Council will perform a risk based analysis to determine what action ought to be taken with respect to the NCA and what priority should be given to that action. Primarily the risk-based analysis will involve categorising the NCA into a risk category outlined below. Once an NCA is appropriately categorised, strategic decisions can be made in relation to resourcing and what compliance and enforcement action should be undertaken.
- 6.3. Risk categories include:
 - 6.3.1. Risk to human safety and wellbeing
 - 6.3.2. Risk to environment
 - 6.3.3. Risk to Council's liability
 - 6.3.4. Risk to Council's assets and capacity to deliver services
 - 6.3.5. Risk to Council's reputation

7. Compliance and Enforcement Actions

7.1. Compliance and Enforcement Actions Overview

- 7.1.1. Council has the overarching responsibility to ensure that the various acts, regulations, guidelines, codes and standards under which it is authorised are complied with.
- 7.1.2. In order to achieve satisfactory compliance with the various acts, regulations, guidelines, codes and standards under which it is authorised, Council performs a range of activities outlined below.
- 7.1.3. The nature of the regulation and the regulated community may determine what compliance actions are available

Compliance & Investigation Procedure Policy

7.2. Compliance assistance

- 7.2.1. Council will provide information and assistance to a regulated community with respect to how compliance with the applicable regulation(s) is achieved and the reasons why compliance is necessary and important.
- 7.2.2. Council recognises the importance of voluntary compliance and acknowledges that providing compliance information to the regulated community will result in:
 - 7.2.2.1. Removing the barriers to compliance such as lack of knowledge and/or awareness of applicable acts, regulations, guidelines, codes and standards.
 - 7.2.2.2. Increasing understanding and solidifying expectations within the regulated community as to how compliance is achieved and how compliance with the law is monitored and enforced.
 - 7.2.2.3. Increasing understanding and solidifying expectations with respect to what consequences are applicable for non-compliance.

7.3. Pro-active monitoring

- 7.3.1. Council will, where appropriate, implement a pro-active monitoring regime with respect to regulated communities, who, if non-compliant, create significant risk to the health, safety and wellbeing of the community.
- 7.3.2. Examples of pro-active monitoring include:
 - 7.3.2.1. Inspections carried out at regular intervals determined by a number of factors including level of risk of NCA and measurable impact on compliance outcomes of the pro-active inspection.
 - 7.3.2.2. Targeted inspection campaigns in relation to novel or seasonal NCAs.
 - 7.3.2.3. Pro-active monitoring may lead to the detection of the targeted NCA and/or other NCAs. If a NCA is detected, Council will initiate its usual investigation and enforcement procedure.

7.4. Reactive investigation

- 7.4.1. Council will undertake investigation into alleged NCAs that are reported to Council.
- 7.4.2. Council receives a significant number of reported NCAs. Due to limited resourcing Council must prioritise its efforts towards those NCAs that pose the greatest risk to the health, safety and wellbeing of the community.
- 7.4.3. Council will undertake the following **investigation procedure** with respect to a reported NCA as appropriate:
 - 7.4.3.1. Categorise the reported NCA based on the level of risk and allocate resources appropriately.
 - 7.4.3.2. Gather appropriate and relevant intelligence and evidence.
 - 7.4.3.3. Perform a site inspection to confirm the NCA and liaise with the responsible individual(s) if appropriate and necessary.
 - 7.4.3.4. Determine appropriate enforcement response.

Compliance & Investigation Procedure Policy

7.4.3.5. Perform follow up investigation to ensure compliance if appropriate and necessary in the circumstances.

7.5. Enforcement action

7.5.1. Council may decide that enforcement action is appropriate in the circumstances.

7.5.2. When determining what enforcement action to take in response to a NCA, authorised officers will choose an action that is appropriate in the circumstances and which considers:

7.5.2.1. The level of risk of harm or potential harm associated with the relevant NCA to the public and the environment.

7.5.2.2. The objectives of the act, regulation, guideline, code and/or standard applicable.

7.5.2.3. Whether the action is an appropriate use of Council's resources.

7.5.2.4. Whether the action sets an appropriate precedent for future cases.

7.5.2.5. The need for general and specific deterrence.

7.5.2.6. Any mitigating or aggravating circumstances.

7.5.3. The authorised officer will not select an enforcement action that relies upon an unreasonable or extreme interpretation of the act, regulation, guidelines, code or relevant standard.

7.5.4. An indicator of what types of enforcement actions Council will consider in relation to given levels of risk associated with a particular NCA is provided in Table 1.0 below.

7.5.5. In some cases it is appropriate for Council to initiate the compliance process with a lower-level enforcement action, and escalate the action only where continued non-compliance persists. This enforcement method may be appropriate within a particular case or between cases depending on the circumstances.

Table 1.0		Enforcement Action	Seriousness of breach		
			Low	Medium	High
Level of Enforcement Action	High	Prosecution		X	X
		Seizure of property Closure/evacuation of premises		X	X
		Infringement Notice	X	X	X
	Medium	Notice/Order	X	X	X
		Official Warning	X	X	
		Verbal Warning	X		

Compliance & Investigation Procedure Policy

7.5.6. Other factors that may impact the Council's enforcement action include:

7.5.6.1. When the NCA was undertaken and the duration of the activity, including whether the NCA is continuing.

7.5.6.2. The level of harm or potential harm caused by the NCA.

7.5.6.3. The need for general or specific deterrence.

7.5.6.4. Any prior enforcement action taken against the individual for the same or similar NCA(s).

7.5.6.5. The level of compliance with Council's investigation of the NCA, including any lawful directions to cease the activity or undertake specific actions in relation to the activity by authorised officers.

7.5.7. In accordance with the principles of natural justice, factors that are irrelevant to what enforcement action will be undertaken include:

7.5.7.1. An individual's ethnicity, nationality, political association, religion, gender, sexuality, ability, age or beliefs.

7.5.7.2. An individual's political or social status, relationships or affiliation with any other person or organisation.

7.5.7.3. Any political advantage or disadvantage to a government, person holding (or candidate for) public office, or any political group or party.

8. Customer Requests (Complaints)

8.1. Council will assess all customer requests related to NCAs and first determine whether or not an investigation is to be commenced.

8.2. Examples of instances where an investigation will not be commenced are:

8.2.1. The matter has already been investigated and the matter has resolved.

8.2.2. Council is not the appropriate authority to investigate the matter.

8.2.3. The activity is considered to be lawful or otherwise in substantial compliance with the appropriate act, regulation, guideline, code and/or standard.

8.2.4. An investigation would be contrary to the public interest or policy considerations.

8.2.5. Investigation into the NCA will pose a real danger or risk of harm to Council officers or the public and the danger or risk of harm is otherwise unavoidable.

8.3. Where Council determines it inappropriate to investigate a complaint the complainant will be notified and reasons for Council's decision will be provided.

8.4. If a member of the public makes persistent and continued complaints in relation to a matter that has been previously determined and communicated to be either compliant or not warranting further action, Council may cease further communication with that person.

8.5. Council may seek the continued cooperation of the complainant during the investigation process. This may involve access to the complainants' property or the request for further

Compliance & Investigation Procedure Policy

information including the provision of admissible evidence. While the cooperation of the complainant during an investigation is not necessary, failure to cooperate may result in the investigation being unable to proceed and possibly closed.

- 8.6. Outside of the requirements of the *Right to Information Act 2009*, Council will not provide details of the investigation or any enforcement action taken to the complainant. While acknowledging the concerns of the complainant to be informed, Council respects the privacy of any person who is under investigation or who has been the subject of enforcement action.
- 8.7. Council will not in any circumstances disclose the identity of the complainant during an investigation or otherwise. If information is to be shared with the individual alleged to be in breach, personal identifying information will be erased.

9. Role of Elected Members in compliance and enforcement

- 9.1. It is recognised that members of the public may choose to report NCAs directly to an elected member.
- 9.2. Elected members have a key role in reinforcing the Compliance & Investigation Procedure Policy by:
 - 9.2.1. Supporting the executive arm of the Council in undertaking its compliance role and fulfilling its duties and responsibilities.
 - 9.2.2. Developing and implementing policy that supports Council's compliance and enforcement duties and responsibilities under governing legislation.
 - 9.2.3. Advocating the importance of compliance to the wider community.
- 9.3. Decision-making in relation to the investigation of NCAs and the undertaking of enforcement action, if any, is the responsibility of the respective authorised officer or Council itself. Any a NCA is referred to an elected member by a member of the public should be referred to the unit within Council responsible for investigating the NCA and taking appropriate action, if necessary.
- 9.4. Elected members must not exert pressure, influence or interfere with the investigation or the undertaking of any enforcement action in relation to a reported NCA.
- 9.5. Elected members can assist the community by satisfying themselves that the Compliance & Investigation Procedure Policy is adhered to.

Infringement Review Guidelines

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Infringement Review Guidelines

Introduction

The infringement review guidelines aim to clarify the processes and procedures undertaken by the City of Hobart in relation to the exercise of Council's statutory obligation to review a decision to issue an infringement notice under Part 3 of the *Monetary Penalties Enforcement Act 2005* ('the Act').

The Act governs central elements of the infringement lifecycle and process including what must be contained within an infringement notice, what the options are for a person who has been issued with an infringement notice, and the consequences for when an infringement notice is not expiated within the statutory timeframes. These guidelines will be limited in scope to that part of the infringement lifecycle that is otherwise known as an 'Internal Review'.

DRAFT

Infringement Review Guidelines

What is an Internal Review?

An internal review is a process whereby an enforcement agency (in this case, the City of Hobart) undertakes to review the decision to issue an infringement notice in light of a submission made to it by a person or a person's representative requesting that the infringement notice be withdrawn.

Upon receipt of a valid request for internal review, an infringement notice is placed on hold pending a decision on the matter. During the interim no further penalties will be applied to the infringement. In accordance with the Act, an applicant will be notified of the outcome of their request in writing within 90 days. Should an applicant be unsuccessful the infringement notice due date will be extended by a further 28 days to allow the applicant time to take further action or otherwise expiate the infringement.

Applicant's Interests

It is in the interests of the applicant that the request contain all relevant information and supporting evidence, without which the Council cannot make an informed decision on the matter. The information required will depend upon the grounds on which the applicant seeks the infringement notice to be withdrawn. For example, if the applicant is requesting that the infringement notice be withdrawn because they were suffering from a medical condition that prevented them from controlling their conduct or otherwise made their conduct 'faultless', then the applicant must provide a supporting statement from their doctor detailing how their condition affected their conduct in the relevant way. If the applicant does not provide the necessary supporting information then the City of Hobart may issue a request for additional information (see 'Request for Additional Information' for further details). However, it remains the applicant's responsibility to ensure that their application is complete including all relevant supporting documentation.

Applicant's Responsibilities

Council's objective is to ensure that an applicant has every opportunity to exercise their right to an internal review and to provide all relevant information and evidence to support their request. However, repeated applications that do not raise new grounds for review, raise irrelevant grounds or repeated failures to supply further information as requested may result in the infringement being referred to MPES or the Magistrates Court for determination. It is the applicant's responsibility to ensure that requests for internal review are as complete as possible upon submission, and to respond any request by Council for additional information in accordance with stipulated timeframes.

Council strongly recommends that if you do not understand the basis of the infringement notice, what is required of you or the consequences of non-compliance with an infringement notice that you seek independent legal advice as soon as possible.

Infringement Review Guidelines

Internal Review Process

Following the principles of natural justice, a person's request will not be considered by a person who was involved in the issuing of the infringement notice. For requests for review which relate to infringement notices issued which exceed the value of 2 penalty units the review will be conducted by a panel of two or more officers, otherwise the review will be conducted by a single officer.

In order to fully determine the matter Council must be provided with any and all evidence to support the grounds for withdrawal contained in the application. Where appropriate Council officers will request additional information necessary to determine the matter. Failure to provide sufficient evidence to support your application, or failure to respond to Council's request for additional information will result in the application for internal review being denied.

Pursuant to section 28 of the Local Government Act 1993 elected members are not to direct or attempt to direct an employee of the Council in relation to the discharge of their duties. A request for review of an infringement notice sent to an elected member should be directed to the relevant department for review in accordance with these guidelines.

Grounds of Appeal

Regardless of which area of Council managed the enforcement process, the City of Hobart acknowledges the following grounds of appeal:

1. *Contrary to Law* – you believe that the infringement notice was issued unlawfully
2. *Mistaken Identity* – the infringement has been issued to the incorrect person
3. *Exceptional Circumstances* – verifiable and unforeseen circumstances outside of your control that could excuse your conduct or otherwise make your conduct 'faultless'
4. *Special Circumstances* – circumstances or conditions that have either led to you being unable to understand that your conduct constituted an offence or unable to control the conduct that led to the offence

Special Circumstances

Special circumstances include circumstances when the person served with an infringement notice has a mental or intellectual disability, a drug or alcohol addiction, is suffering homelessness or they are a victim of domestic violence, such that they were unable to either understand that their conduct constituted an offence or control their conduct. In order to consider these grounds Council must be supplied with supporting evidence. Often this will be in the form of a statement made by a person's doctor or case worker detailing how the person's condition affected their ability to understand or control their conduct.

Exceptional Circumstances

Exceptional circumstances refer to any other situation that may have contributed to, or caused, the offence and which would result in the conduct being excused or otherwise deemed 'faultless'. It is important to note that circumstances that were reasonably foreseeable, or able to be foreseen had the accused made reasonable enquiry, do not qualify as exceptional circumstances.

Infringement Review Guidelines

[Request for Information](#)

In the event that an applicant has requested that an infringement be withdrawn, but has not supplied sufficient and/or relevant supporting information then Council may issue a 'request for additional information'.

A request for additional Information gives the applicant 14 days to supply the requested information so that Council may proceed with the internal review process. If the applicant fails to supply the information within the specified timeframe, Council will have no choice but to deny the application for internal review.

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Infringement Review Guidelines

What can Council consider on review?

Council's primary role in the internal review process is to determine whether the infringement notice was issued incorrectly or unlawfully, or whether the conduct should otherwise be excused in the circumstances (see Grounds of Appeal for more information). Therefore, many grounds for appeal are irrelevant or otherwise are not recognised within the internal review process. General grounds that fall into this category are highlighted below:

- *Inability to pay the infringement notice*
 - A person's inability to pay the infringement notice cannot be considered as a ground for withdrawal of the infringement as it is irrelevant to the determination of whether the person was responsible for the conduct, or whether the conduct should be excused in the circumstances.
 - A person issued with an infringement notice and suffering financial hardship may apply for an extension of time to pay or request a payment plan (See Alternative Options).
- *Not knowing that the conduct constituted an offence*
 - It is a person's responsibility to inform themselves of their obligations under the law.

In addition to the above grounds, some offences have specific regulations regarding what may be considered a lawful excuse or defence. Further details regarding these grounds are provided below:

Parking offences

There are a number of statutory defences for parking infringements. These include, but are not limited to:

- The vehicle was being used by someone else and you provide a statutory declaration within 28 days of the infringement notice nominating the driver or person in charge of the vehicle.
- The vehicle being parked or stopped due to a mechanical breakdown or medical emergency and only for so long as is necessary in the circumstances, or to make the vehicle safe.
- That the parking meter or voucher machine was faulty.
- That you did not have a reasonable opportunity to operate the parking meter or voucher machine. In determining 'reasonable opportunity' the assumption is made that the driver has upon them the necessary means to operate the parking meter.

Infringement Review Guidelines

What can Council decide on review?

It is important to note that Council may only confirm or deny applications for internal review. Council cannot adjust the base penalty amount prescribed by the By-Laws or State legislation. If an application for internal review is denied and you are unsatisfied with Council's decision, you may request the matter to be lodged with the Magistrates Court for determination. Council strongly recommends that a person seek independent legal advice before pursuing this option, as there may be substantial costs involved.

In accordance with the Act, requests for internal review will be responded to in writing within 90 days. Until a decision on the matter has been issued, the infringement will be placed on hold and no further action will be taken. Should your application be unsuccessful, the decision will be accompanied with a statement of reasons that formed the basis of the decision.

It must be noted that continued correspondence, threatening behaviour, harassment or abuse following a decision made by the City of Hobart or at any stage during the internal review process will not be tolerated and will result in the matter being immediately referred to MPES or to the Magistrates Court for prosecution.

Alternative Options

Section 17 of the Act outlines the following options for a person issued with an infringement notice:

- a) Pay the monetary penalty in full
- b) Apply to council for withdrawal of the infringement notice (Internal Review)
- c) Apply to council for a variation of payment conditions
- d) Request that the matter be referred to a court for determination

Notwithstanding a person's option to request that the infringement be withdrawn as discussed in these guidelines, a person may wish to exercise their alternative options, either in response to an outcome of an internal review or otherwise.

Payment plan or extensions of time to pay

A person suffering from financial hardship may wish to request a payment plan or an extension of time to pay. To make this request a person must fill out the appropriate form and submit the form to Council.

In considering the request Council will review the circumstances as detailed by the applicant, the total amount due and any other relevant circumstances.

It should be noted that in accordance with section 20 of the Act requesting a payment plan or an extension of time will result in the person being taken to have been convicted of the offence detailed in the infringement notice. Therefore, by making an application the person forfeits their right to an internal review as detailed in these guidelines.

Elect to have the matter heard and determined by a Court

A person who is unsatisfied of the outcome of an internal review, or otherwise wishes may elect to have the matter detailed in an infringement notice determined by a court in accordance with section 21 of the Act. In order to elect to have the matter determined by a court a person must fill out the appropriate form and submit the form to Council. Once received the person will be notified in writing of the next step in the process.

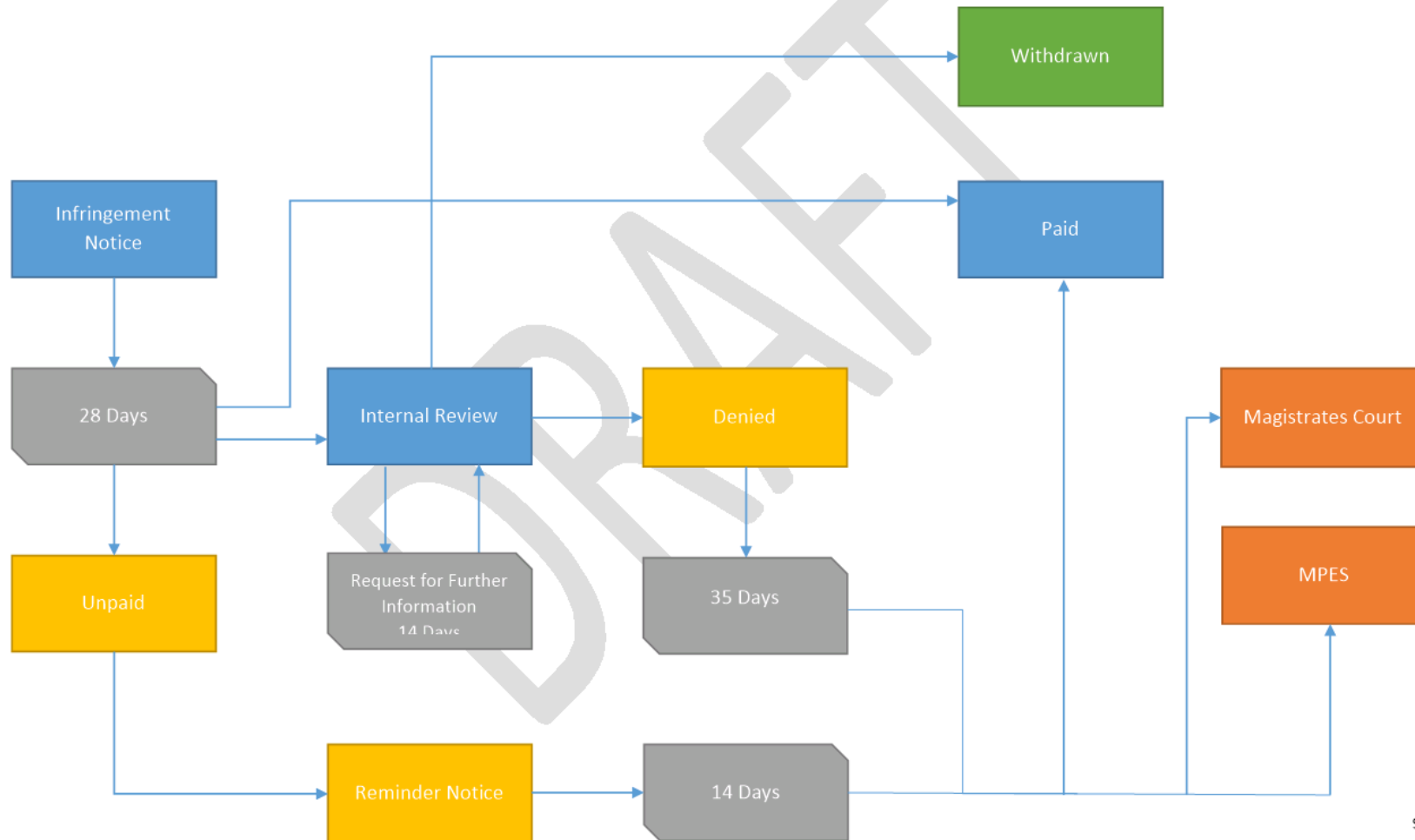
Infringement Review Guidelines

Council strongly recommends that a person seek independent legal advice before pursuing this option, as there may be substantial costs involved.

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Infringement Review Guidelines

Infringement Review Process Map



8.3 Monthly Planning Statistics - 1 May - 31 May 2022
File Ref: F22/53706

Memorandum of the Director City Life of 3 June 2022 and attachments.

Delegation: Council



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Monthly Planning Statistics - 1 May - 31 May 2022

Attached is the Planning Permit statistics for the period 1 May 2022 – 31 May 2022.

RECOMMENDATION

That:

The Director City Life reports:

Planning Statistical Report:

During the period 1 May 2022 to 31 May 2022, 89 permits were issued to the value of \$114,540,125 which included:

- (i) 6 new single dwellings to the value of \$2,660,000;
- (ii) 5 multiple dwellings to the value of \$2,230,000;
- (iii) 30 extensions/alterations to dwellings to the value of \$7,615,344;
- (iv) 12 extensions/alterations to commercial properties to the value of \$102,407,480;
- (v) 2 major projects:
 - (a) 80 Brisbane Street, Hobart - Partial Demolition, Alterations, Extension, Change of Use to Educational and Occasional Care, and Associated Works in Road Reserve, \$85,900,000;
 - (b) 1 McVilly Drive, Hobart - Partial Demolition, Extension, Alterations and Associated Works for Partial Change of Use to Light Industry (Whisky Distillery), Eating Establishment, Function Centre, Hotel and Shop, \$15,000,000.

During the period 1 May 2021 to 31 May 2021, 90 permits were issued to the value of \$14,148,684 which included:

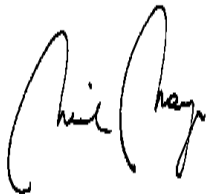
- (i) 13 new single dwellings to the value of \$7,579,759;
- (ii) 6 multiple dwellings to the value of \$110,000;
- (iii) 36 extensions/alterations to dwellings to the value of 5,069,830;
- (iv) 12 extensions/alterations to commercial properties to the value of \$1,032,785;
- (v) Nil major projects:

In the twelve months ending May 2022, 697 permits were issued to the value of \$312,579,764; and

In the twelve months ending May 2021, 832 permits were issued to the value of \$322,156,000.





This report includes permits issued, exempt and no permit required decisions.

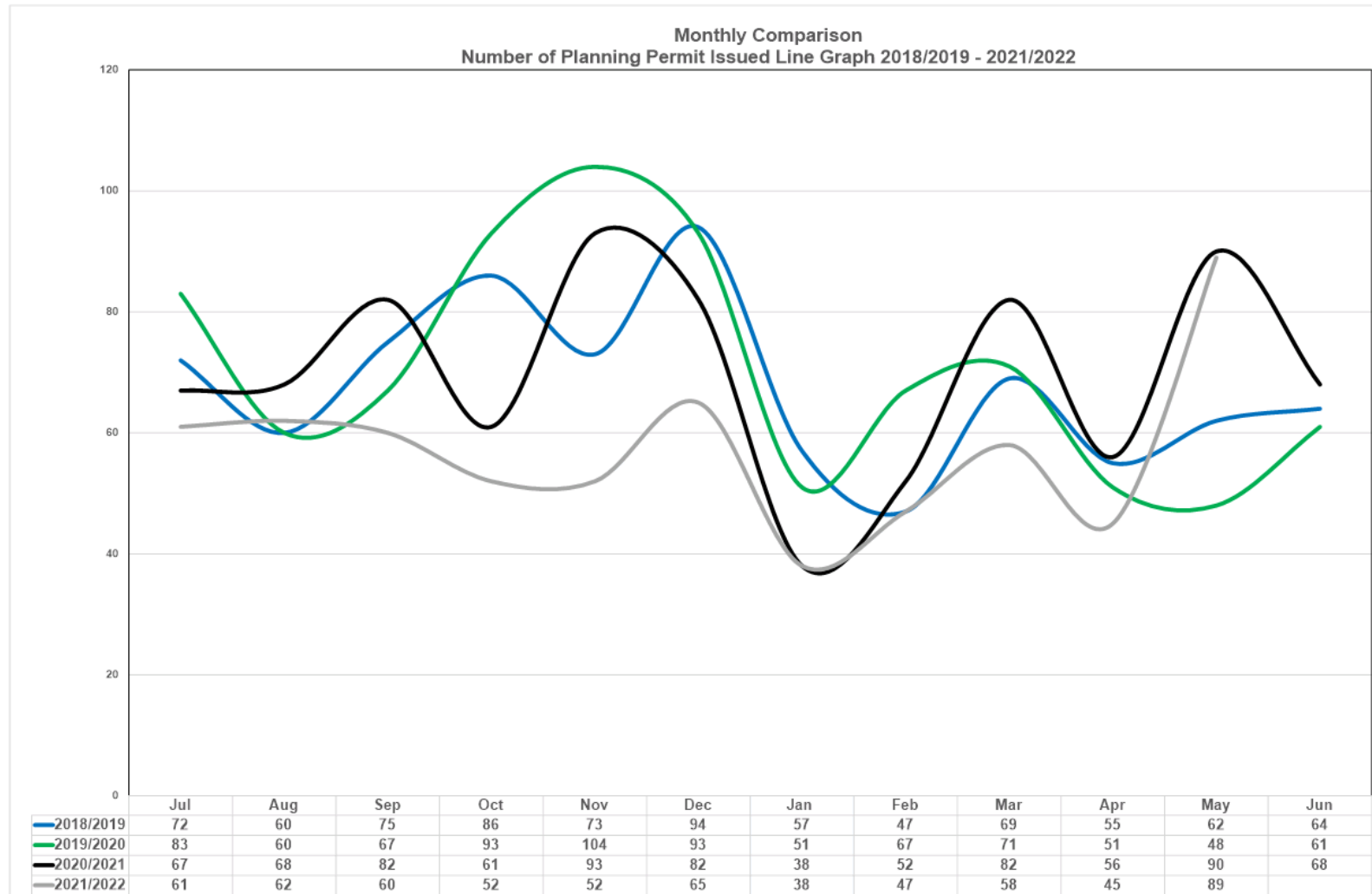
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

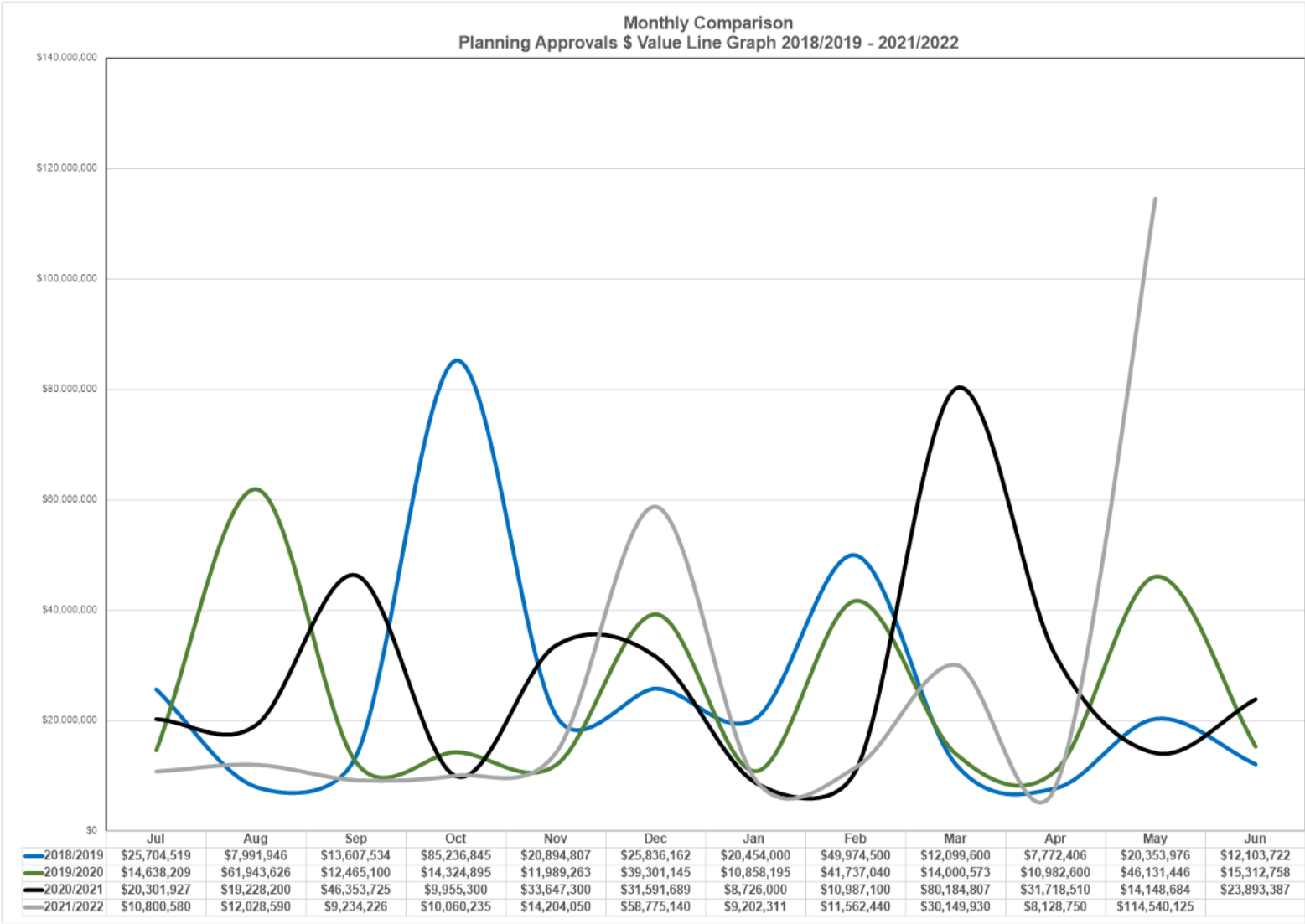


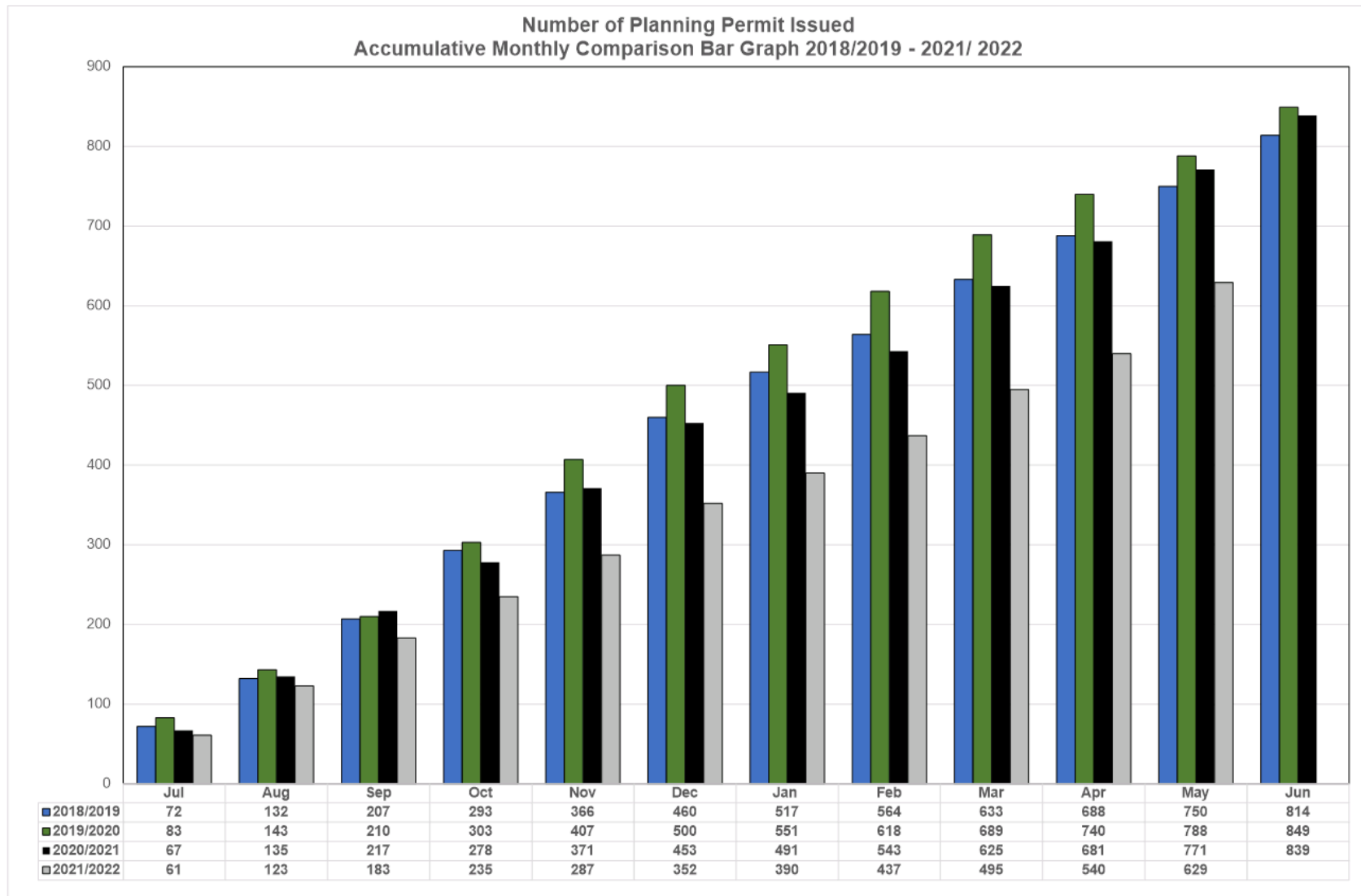
Neil Noye
DIRECTOR CITY LIFE

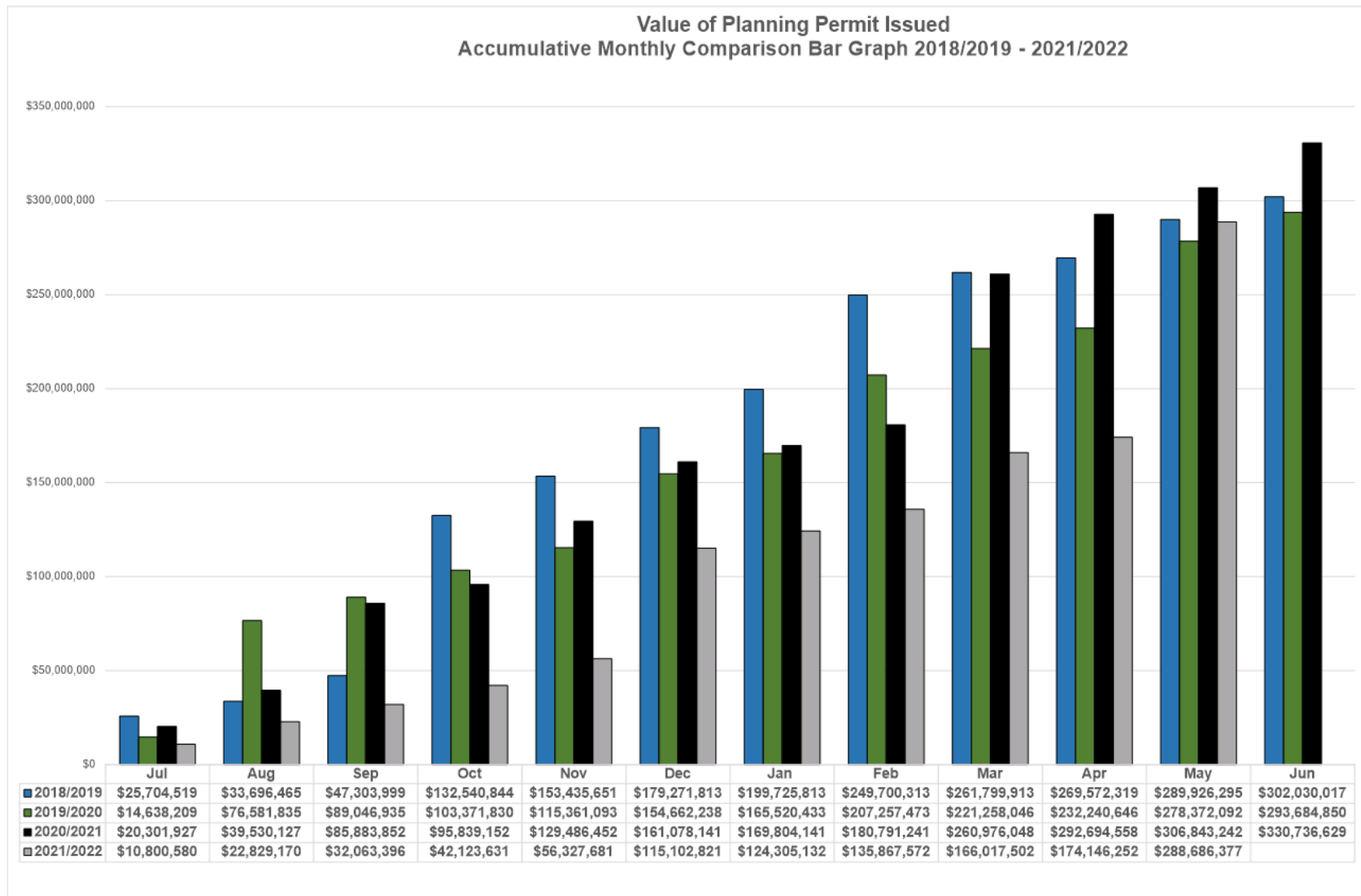
Date: 3 June 2022
File Reference: F22/53706

- Attachment A: Monthly Comparison Number of Planning Permit Issued Line Graph May 2022 ↓ 
- Attachment B: Monthly Comparison Planning Approvals \$ Value Line Graph May 2022 ↓ 
- Attachment C: Number of Planning Permit Issued Accumulative Monthly Comparison Bar Graph May 2022 ↓ 
- Attachment D: Value of Planning Permit Issued May 2022 ↓ 









8.4 Monthly Building Statistics - 1 May - 31 May 2022
File Ref: F22/53699

Memorandum of the Director City Life of 6 June 2022 and attachments.

Delegation: Council



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Monthly Building Statistics - 1 May - 31 May 2022

Attached is the Building Permit Statistics for the period 1 May – 31 May 2022

RECOMMENDATION

That:

The Director City Life reports:

Building Statistical Report:

During the period 1 May 2022 to 31 May 2022, 40 permits were issued to the value of \$7,883,242 which included:

- (i) 26 for extensions/alterations to dwellings to the value of \$4,511,384;
- (ii) 1 new dwelling to the value of \$160,000;
- (iii) 2 new multiple dwellings to the value of \$570,000; and
- (iv) No major projects:

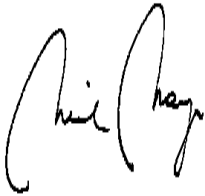
During the period 1 May 2021 to 31 May 2021, 55 permits were issued to the value of \$19,187,498 which included:

- (i) 32 for extensions/alterations to dwellings to the value of \$4,108,772;
- (ii) 10 new dwellings to the value of \$3,146,228;
- (iii) 0 new multiple dwellings; and
- (iv) 1 major project:
 - (a) 85-99 Collins Street, Hobart - Commercial Internal Alterations - \$8,480,000;

In the twelve months ending May 2022, 565 permits were issued to the value of \$243,570,185; and





In the twelve months ending May 2021, 686 permits were issued to the value of \$202,651,122.

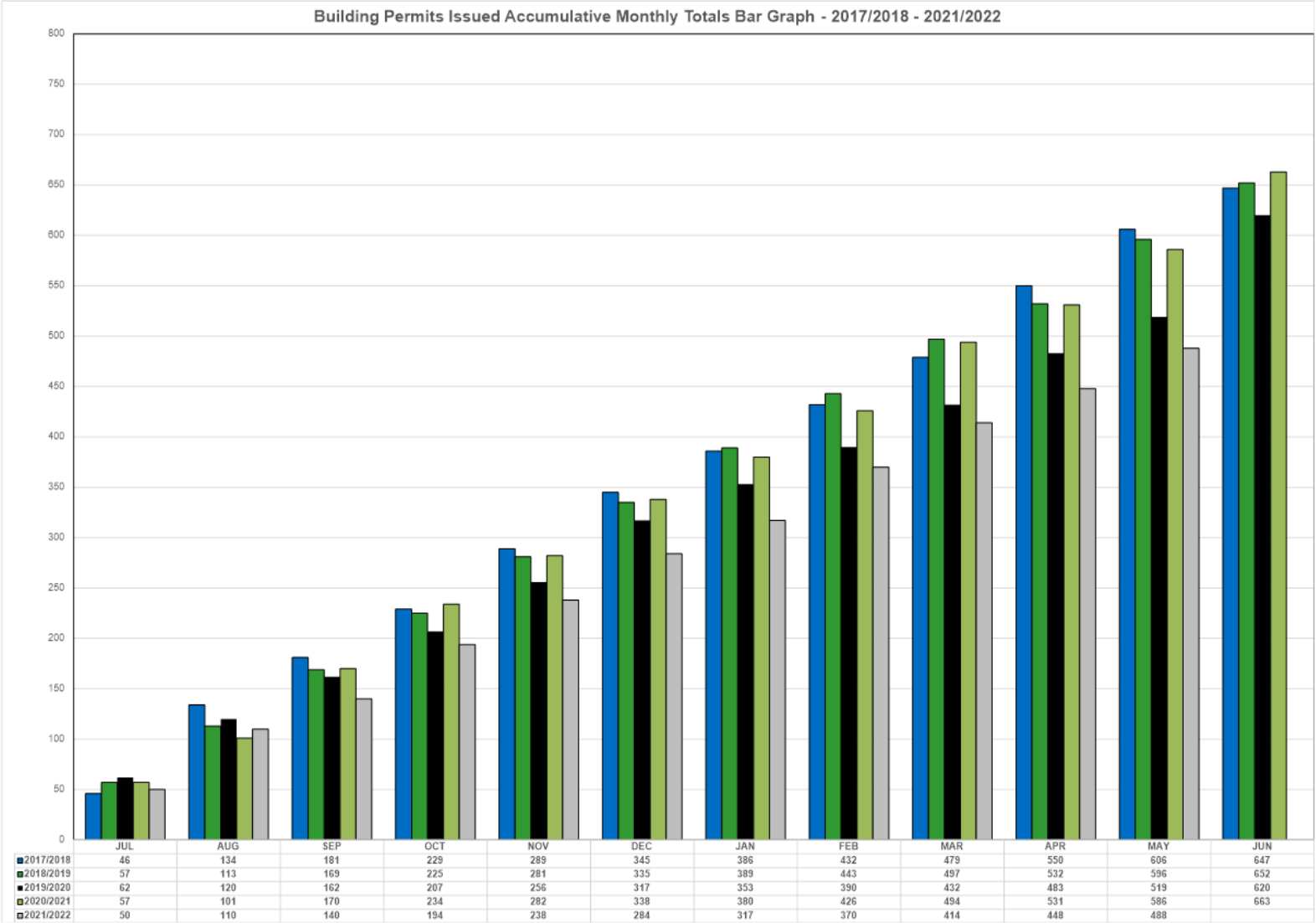
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

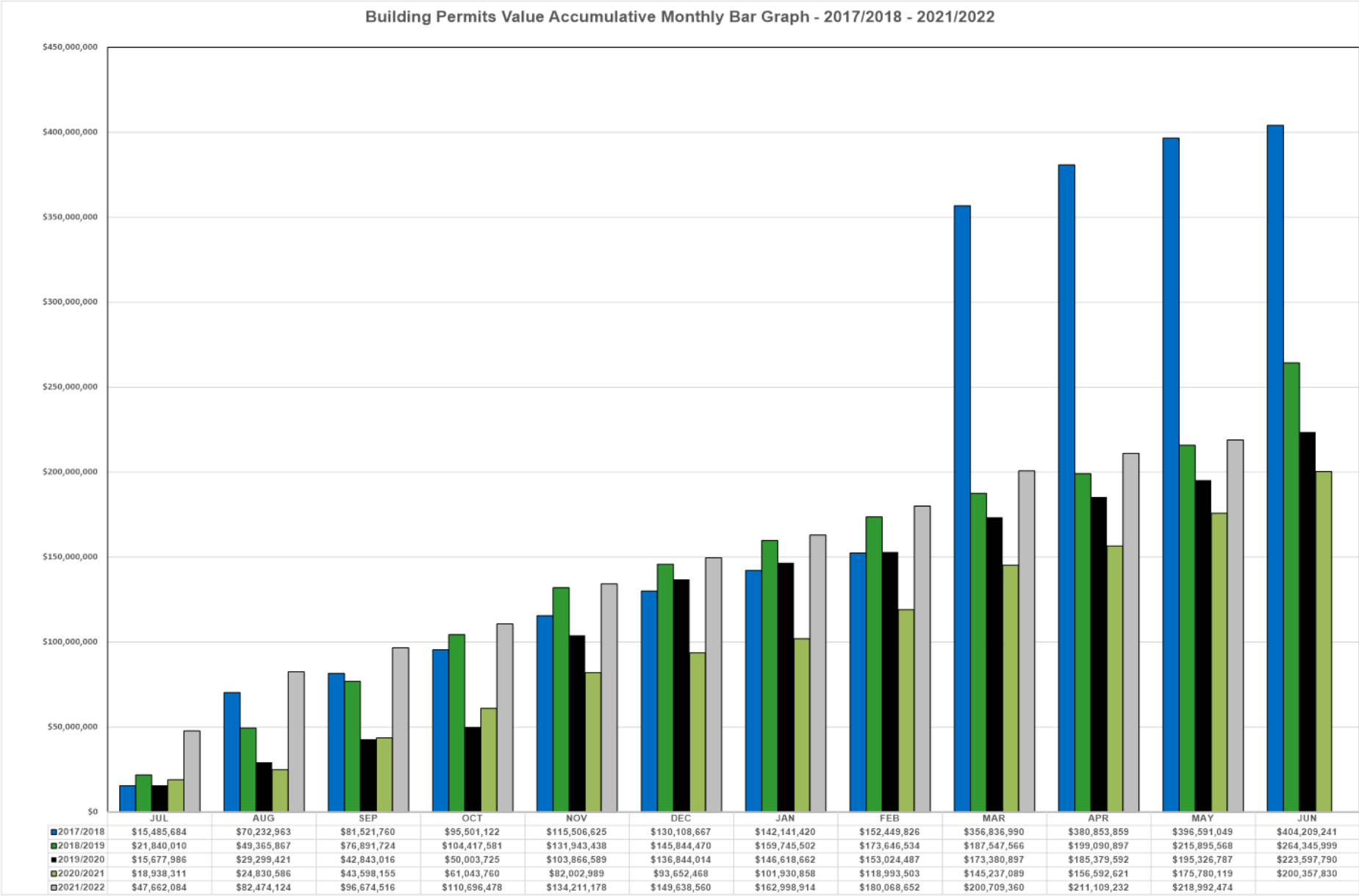


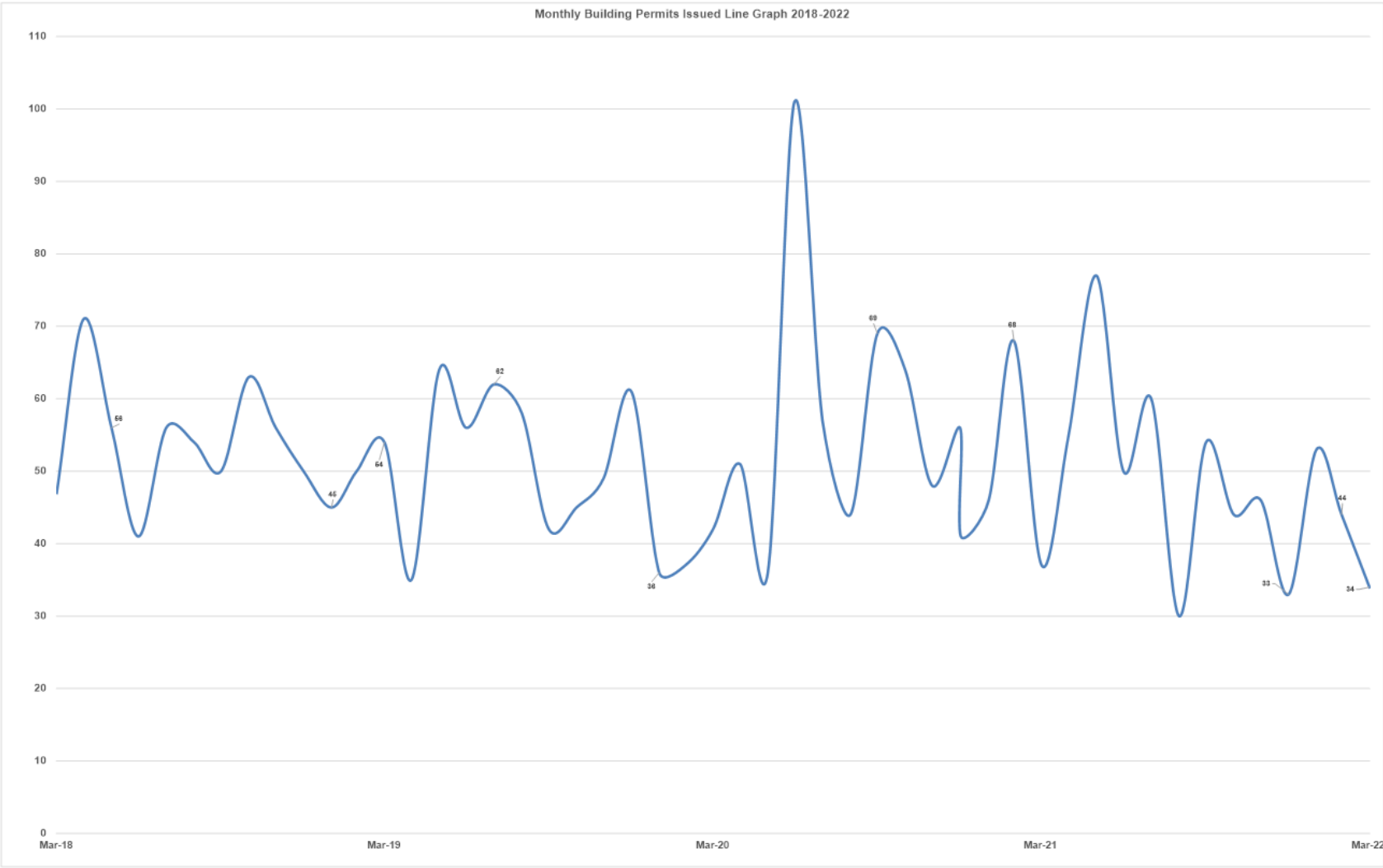
Neil Noye
DIRECTOR CITY LIFE

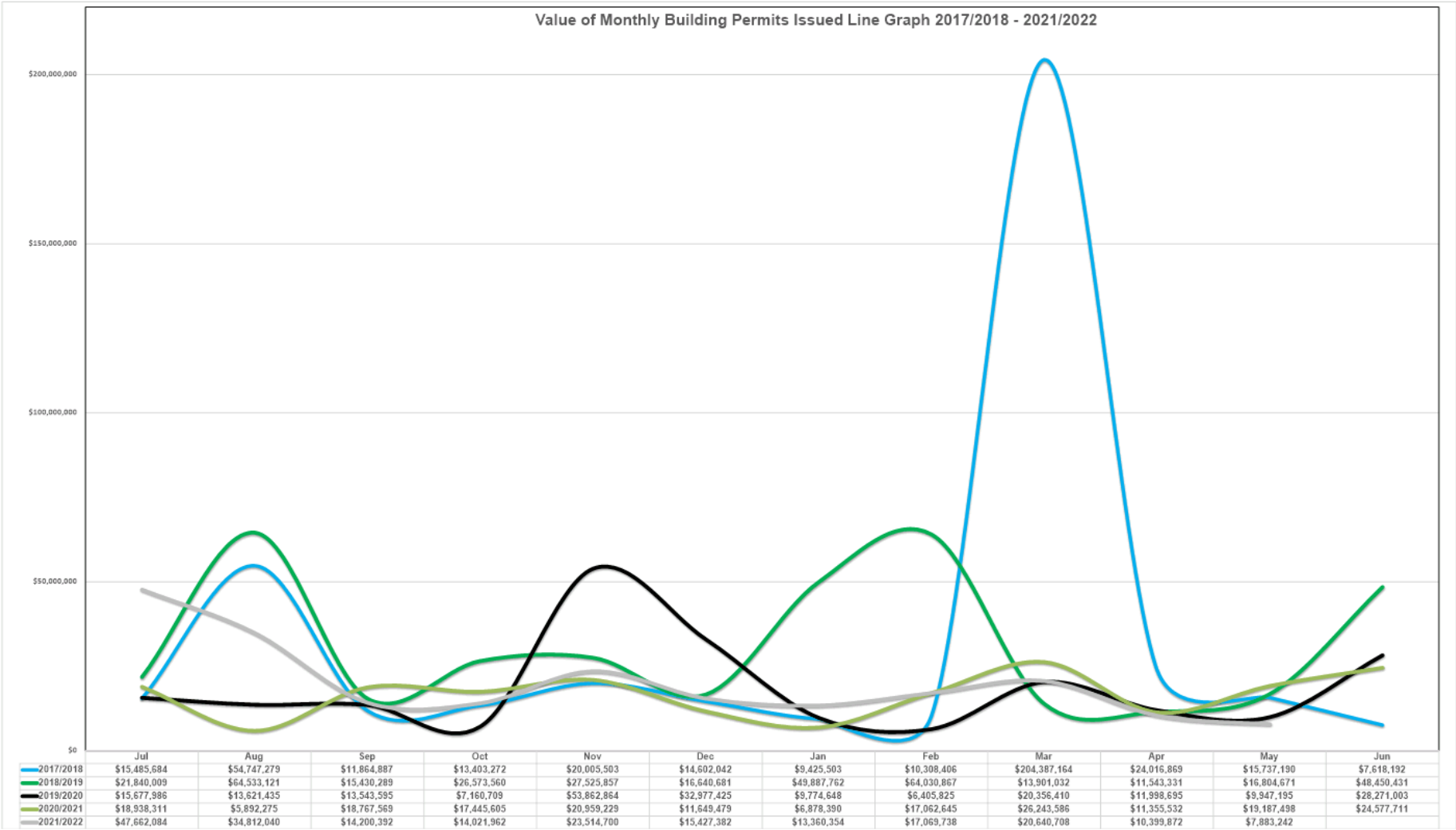
Date: 6 June 2022
File Reference: F22/53699

- Attachment A: Building Permits Issued Accumulative Monthly Totals Bar Graph - May 2022 ↓ 
- Attachment B: Building Permits Value Accumulative Monthly Bar Graph - May 2022 ↓ 
- Attachment C: Monthly Building Permits Issued Line Graph - May 2022 ↓ 
- Attachment D: Value of Monthly Building Permits Issued Line Graph - May 2022 ↓ 









8.5 Delegated Decision Report (Planning)
File Ref: F22/56946

Memorandum of the Director City Life of 14 June 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 30 May 2022 to 10 June 2022.

RECOMMENDATION

That:

- 1. That the information be received and noted.***

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

Neil Noye
DIRECTOR CITY LIFE

Date: 14 June 2022
File Reference: F22/56946

Attachment A: Delegated Decision Report (Planning) ↓

14 June 2022

Delegated Decisions Report (Planning)

29 applications found.

					Approved	All
Planning Description	Address	Works Value	Decision	Authority		
PLN-20-639 Partial Demolition and Alterations	16 EURELLA AVENUE SANDY BAY TAS 7005	\$ 80,000	Approved	Delegated		
PLN-21-578 Partial Demolition, Alterations, Extensions, and Change of Use to Dwelling	12 WARWICK STREET HOBART TAS 7000	\$ 500,000	Approved	Delegated		
PLN-21-831 Partial Demolition, Alterations, Signage, Landscaping, Driveway Alterations, Fencing and Water Feature	410 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 550,000	Approved	Delegated		
PLN-21-882 Partial Demolition, Alterations, Extension and Front Fencing	16 SWAN STREET NORTH HOBART TAS 7000	\$ 600,000	Approved	Delegated		
PLN-22-151 Alterations, Front Fencing and Outbuilding	19 AOTEA ROAD SANDY BAY TAS 7005	\$ 10,000	Approved	Delegated		
PLN-22-153 Change of Use to Visitor Accommodation	1/678 HUON ROAD FERN TREE TAS 7054	\$ 0	Approved	Delegated		
PLN-22-158 Partial Demolition, Alterations, and Extension	479 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 300,000	Approved	Delegated		
PLN-22-198 Change of Use to Visitor Accommodation	1/26A WAIMEA AVENUE SANDY BAY TAS 7005	\$ 0	Approved	Delegated		
PLN-22-200 Change of Use to Visitor Accommodation	4 MITAH CRESCENT SANDY BAY TAS 7005	\$ 1,000	Approved	Delegated		
PLN-22-205 Relocation and Extension of Studio and Partial Change of Use to Ancillary Dwelling	12 BOA VISTA ROAD NEW TOWN TAS 7008	\$ 100,000	Approved	Delegated		
PLN-22-222 Partial Demolition and Alterations	6 MIDWOOD STREET NEW TOWN TAS 7008	\$ 990,000	Approved	Delegated		
PLN-22-223 Signage	1-7 LIVERPOOL STREET HOBART TAS 7000	\$ 0	Approved	Delegated		
PLN-22-227 Alterations	19 BATHURST STREET HOBART TAS 7000	\$ 46,957	Approved	Delegated		
PLN-22-231 Change of Use to Visitor Accommodation	75 ARTHUR STREET WEST HOBART TAS 7000	\$ 1	Approved	Delegated		
PLN-22-242 Partial Demolition and Alterations	92 FOREST ROAD WEST HOBART TAS 7000	\$ 45,000	Approved	Delegated		
PLN-22-244 Alterations	18 HUNTER STREET HOBART TAS 7000	\$ 10,000	Approved	Delegated		
PLN-22-252 Archaeological Investigations	10 EVANS STREET HOBART TAS 7000	\$ 48,140	Approved	Delegated		
PLN-22-259 Partial Demolition, Alterations, and Extension	15 NEWLANDS AVENUE LENA VALLEY TAS 7008	\$ 240,000	Approved	Delegated		
PLN-22-286 Signage	137-141 COLLINS STREET HOBART TAS 7000	\$ 346	Approved	Delegated		
PLN-22-288 Change of Use to Visitor Accommodation	18 PATERNOSTER ROW HOBART TAS 7000	\$ 0	Approved	Delegated		
PLN-22-293 Demolition	34 DYNMYRNE ROAD DYNMYRNE TAS 7005	\$ 20,000	Approved	Delegated		
PLN-22-294 Demolition	40 DYNMYRNE ROAD DYNMYRNE TAS 7005	\$ 20,000	Approved	Delegated		
PLN-22-299 Change of Use to Visitor Accommodation	2 HAKEA DRIVE TOLMANS HILL TAS 7007	\$ 0	Approved	Delegated		
PLN-22-3 Alterations to Driveway	21 GARDENIA GROVE SANDY BAY TAS 7005	\$ 15,000	Approved	Delegated		

CITY OF HOBART

Planning Description	Address	Works Value	Decision	Authority
PLN-22-300 Partial Demolition, Alterations, and Extension	406 PARK STREET NEW TOWN TAS 7008	\$ 300,000	Approved	Delegated
PLN-22-316 Change of Use to Visitor Accommodation	37 ROOPE STREET NEW TOWN TAS 7008	\$ 0	Approved	Delegated
PLN-22-336 Change of Use to Visitor Accommodation	35 BELL STREET NEW TOWN TAS 7008	\$ 0	Approved	Delegated
PLN-22-341 Alterations	177 HARRINGTON STREET HOBART TAS 7000	\$ 8,500	Approved	Delegated
PLN-22-364 Change of Use to Visitor Accommodation	7 ELPHINSTONE ROAD NORTH HOBART TAS 7000	\$ 0	Approved	Delegated

8.6 City Planning - Advertising Report
File Ref: F22/55293

Memorandum of the Director City Life of 8 June 2022 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list for the period 24 May 2022 to 6 June 2022.

RECOMMENDATION

That:

- 1. That the information be received and noted.***

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

Neil Noye
DIRECTOR CITY LIFE

Date: 8 June 2022
File Reference: F22/55293

Attachment A: City Planning - Advertising Report ↓ 

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-774	2 PORTLAND PLACE	SANDY BAY	Alterations and Partial Change of Use to Visitor Accommodation	\$5,000	18/06/2022	ayersh	Director	30/05/2022	14/06/2022
PLN-22-305	18 BEAUMONT ROAD	LENAH VALLEY	Dwelling	\$950,000	02/07/2022	ayersh	Director	06/06/2022	21/06/2022
PLN-22-300	406 PARK STREET	NEW TOWN	Partial Demolition, Alterations and Extension	\$300,000	29/06/2022	baconr	Director	24/05/2022	07/06/2022
PLN-22-309	85 - 91 ELIZABETH STREET	HOBART	Signage	\$0	04/07/2022	baconr	Director	26/05/2022	09/06/2022
PLN-21-719	1 KNOPWOOD STREET	BATTERY POINT	Demolition and New Building for 26 Multiple Dwellings and Food Services and works within Council Road Reservation	\$25,000,000	05/07/2022	baconr	Council (Major Development)	30/05/2022	14/06/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-835	137 LIVERPOOL STREET	HOBART	Partial Demolition, Alterations and Partial Change of Use to Food Services and Business and Professional Services	\$2,200,000	27/06/2022	langd	Director	26/05/2022	09/06/2022
PLN-22-275	41 SALVATOR ROAD	WEST HOBART	Outbuilding	\$10,000	12/07/2022	langd	Director	26/05/2022	09/06/2022
PLN-22-284	113 HILL STREET	WEST HOBART	Partial Demolition, Alterations and Extension	\$350,000	03/07/2022	maxwellv	Director	30/05/2022	14/06/2022
PLN-22-260	150 HARRINGTON STREET	HOBART	Partial Demolition, Alterations, and Extension	\$200,000	26/06/2022	maxwellv	Director	02/06/2022	17/06/2022
PLN-21-807	31 SWANSTON STREET	NEW TOWN	Partial Demolition, Alterations, Extension and Seven Multiple Dwellings (One Existing and Six New)	\$1,250,000	15/06/2022	mcclenahanm	Council (Objection)	24/05/2022	07/06/2022
PLN-22-265	30 DUKE STREET	SANDY BAY	Extension to Garage	\$15,000	25/06/2022	mcclenahanm	Director	26/05/2022	09/06/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-171	26 QUEEN STREET	SANDY BAY	Partial Demolition, Alterations, and Swimming Pool	\$36,000	24/06/2022	obrienm	Director	02/06/2022	17/06/2022
PLN-21-455	6 MONTEPELIER RETREAT	BATTERY POINT	Partial Demolition, Alterations, Partial Change of Use to Car Parking, and Associated Works	\$200,000	25/07/2022	sherriffc	Committee Delegation	24/05/2022	07/06/2022
PLN-22-267	29 SALAMANCA PLACE	BATTERY POINT	Extension to Operating Hours	\$0	24/06/2022	sherriffc	Director	24/05/2022	07/06/2022
PLN-22-249	21 BURNSIDE AVENUE	NEW TOWN	Change of Use to Visitor Accommodation	\$0	27/06/2022	sherriffc	Council (Called In)	24/05/2022	07/06/2022
PLN-22-70	2 / 136 CASCADE ROAD	SOUTH HOBART	Partial Demolition and New Garage/Workshop	\$150,000	30/06/2022	sherriffc	Director	30/05/2022	14/06/2022
PLN-22-238	2 / 317 PARK STREET	NEW TOWN	Partial Demolition, Alterations and Extension	\$25,000	26/06/2022	sherriffc	Director	30/05/2022	14/06/2022
PLN-22-34	8 WENTWORTH STREET	SOUTH HOBART	Partial Demolition, Alterations, Extension and Swimming Pool	\$700,000	16/06/2022	sherriffc	Director	31/05/2022	15/06/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-63	393 HUON ROAD	SOUTH HOBART	Partial Demolition, Alterations and Extension	\$50,000	23/06/2022	sherriffc	Director	31/05/2022	15/06/2022
PLN-22-263	17 / 284 - 290 ELIZABETH STREET AND COMMON LAND OF PARENT TITLE	NORTH HOBART	Alterations, Partial Change of Use to Food Services and Signage	\$14,000	17/06/2022	sherriffc	Director	31/05/2022	15/06/2022
PLN-22-280	41 CARLTON STREET	NEW TOWN	Front Fencing	\$20,000	20/06/2022	smeea	Director	24/05/2022	07/06/2022
PLN-21-419	71 POETS ROAD	WEST HOBART	Partial Demolition, Alterations, Extension and Carport	\$270,000	21/06/2022	smeea	Director	01/06/2022	16/06/2022
PLN-22-308	289 DAVEY STREET	SOUTH HOBART	Partial Demolition and Alterations	\$4,000	28/06/2022	smeea	Director	01/06/2022	16/06/2022
PLN-22-328	18 GROSVENOR STREET	SANDY BAY	Change of Use to Visitor Accommodation	\$0	09/07/2022	smeea	Council (Called In)	06/06/2022	21/06/2022
PLN-22-229	103 CAMPBELL STREET	HOBART	Partial Demolition and Alterations	\$20,000	21/06/2022	widdowsont	Director	24/05/2022	07/06/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-285	89 - 93 GOULBURN STREET	HOBART	Partial Demolition and Alterations	\$80,000	21/06/2022	widdowsont	Director	26/05/2022	09/06/2022
PLN-21-881	110 REGENT STREET	SANDY BAY	Partial Demolition, Carport, Front Fencing and Work in Road Reserve	\$100,000	11/07/2022	widdowsont	Council (Council Land)	31/05/2022	15/06/2022

9. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

The Chief Executive Officer reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

9.1 Hotel Rooms - Update
File Ref: F22/50425; 13-1-10

Memorandum of the Director City Life of 3 June 2022.

That the information be received and noted.

Delegation: Committee



City of **HOBART**

**MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS**

HOTEL ROOMS - UPDATE

Meeting: City Planning Committee

Meeting date: 23 May 2022

Raised by: Councillor Coats

Question:

Can the Director provide an update to the number of hotel rooms that are currently off the market to accommodate covid quarantining?

Response:

There is currently only one hotel being offered for quarantine purposes. The IBIS Hobart has 9-10 rooms available, this is flexible and dependant on demand.

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 LIFE

Date: 3 June 2022
File Reference: F22/50425; 13-1-10

10. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the Chief Executive Officer or the Chief Executive Officer's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, Chief Executive Officer or Chief Executive Officer's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

11. CLOSED PORTION OF THE MEETING

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Confirm the minutes of the Closed portion of the meeting
- Questions without notice in the Closed portion

The following items were discussed: -

- | | |
|--------------|--|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Committee Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of pecuniary and conflicts of interest |
| Item No. 4 | Planning Authority Items – Consideration of Items with Deputations |
| Item No. 5 | City Acting as Planning Authority |
| Item No. 6 | Responses to Questions Without Notice |
| Item No. 6.1 | Short Stay Accommodation - Planning Directive 6 LG(MP)R 15(4)(b) |
| Item No. 7 | Questions Without Notice |