



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 24 October 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.

APOLOGIES AND LEAVE OF ABSENCE

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- 4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 6**
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- 6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS..... 6**
- 7. COMMITTEE ACTING AS PLANNING AUTHORITY 7**
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City Planning Committee Meeting (Open Portion) held Monday, 24 October 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, 3 October 2022](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

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

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

5. TRANSFER OF AGENDA ITEMS

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

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

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

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

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS

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

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

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

RECOMMENDATION

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

7. COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

7.1 APPLICATIONS UNDER THE SULLIVANS COVE PLANNING SCHEME 1997

7.1.1 50 MACQUARIE STREET, HOBART AND ADJACENT ROAD RESERVE - PARTIAL DEMOLITION, ALTERATIONS AND SIGNAGE PLN-22-596 - FILE REF: F22/103146

Address:	50 Macquarie Street, Hobart and Adjacent Road Reserve
Proposal:	Partial Demolition, Alterations and Signage
Expiry Date:	30 November 2022
Extension of Time:	Not applicable
Author:	Deanne Lang

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations and signage at 50 Macquarie Street, Hobart 7000 and adjacent road reservation 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 Application Document DA-22-47646 PLN-22-596 - 50 MACQUARIE STREET HOBART TAS 7000 -Final Planning

Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ADVICE



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

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

BUILDING PERMIT

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

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

- | | |
|---------------|---|
| Attachment A: | PLN-22-596 - 50 MACQUARIE STREET HOBART
TAS 7000 - Planning Committee or Delegated
Report ↓  |
| Attachment B: | PLN-22-596 - 50 MACQUARIE STREET HOBART
TAS 7000 - CPC Agenda Documents ↓  |

**APPLICATION UNDER SULLIVANS COVE PLANNING SCHEME 1997**

Type of Report:	Committee
Council:	24 October 2022
Expiry Date:	30 November 2022
Application No:	PLN-22-596
Address:	50 MACQUARIE STREET , HOBART ADJACENT ROAD RESERVE
Applicant:	Simone Dowd (City of Hobart) L1, 16 Elizabeth Street
Proposal:	Partial Demolition, Alterations, and Signage
Representations:	Nil
Performance criteria:	Schedule 1 - Conservation of Cultural Heritage Values (22.4.5), Schedule 4 Signs (25.11)

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, Alterations and Signage at 50 Macquarie Street, Hobart and Adjacent Road Reservation.
- 1.2 More specifically the proposal includes:
 - demolition of the existing traffic island and sign at the entry to the parking deck;
 - 2700mm-3080mm high steel gantry on the entry to the existing carpark;
 - signage painted on the u beam stating "TOWN HALL CARPARK"; and
 - traffic direction arrows painted on the existing crossover.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Schedule 1 - Conservation of Cultural Heritage Values (22.4.5)
 - 1.3.2 Schedule 4 - Signs (25.11)
- 1.4 No representations were received during the statutory advertising period between 16 September - 4 October 2022.
- 1.5 The proposal is recommended for approval subject to conditions.

- 1.6 The final decision is delegated to the Council, because Council is the applicant, the application is for works (minor works and signage) on Council owned land and no representations were received within the statutory advertising period..

2. Site Detail

- 2.1 The subject site is located in Hobart's Central Business District and within close proximity to Constitution Dock and Sullivans Cove. The works will be undertaken within the Council car park which is directly opposite Franklin Square.



Fig. 1 - the subject site comprises the block bound by Elizabeth, Macquarie, Argyle and Davey Streets. This property contains Council's Town Hall, associated offices and the Maritime Museum.



Fig. 2 - the existing traffic island will be demolished and the gantry and associated signage will be located over the entry to the car parking deck. No other works, including the demolition of the brick planter boxes is proposed.

3. Proposal

3.1 Planning approval is sought for Partial Demolition, Alterations and Signage at 50 Macquarie Street, Hobart and Adjacent Road Reservation.

3.2 More specifically the proposal is for:

- demolition of the existing traffic island and sign at the entry to the parking deck;
- 2700mm-3080mm high steel gantry on the entry to the existing carpark;
- signage painted on the u beam stating "TOWN HALL CARPARK"; and
- traffic direction arrows painted on the existing crossover.

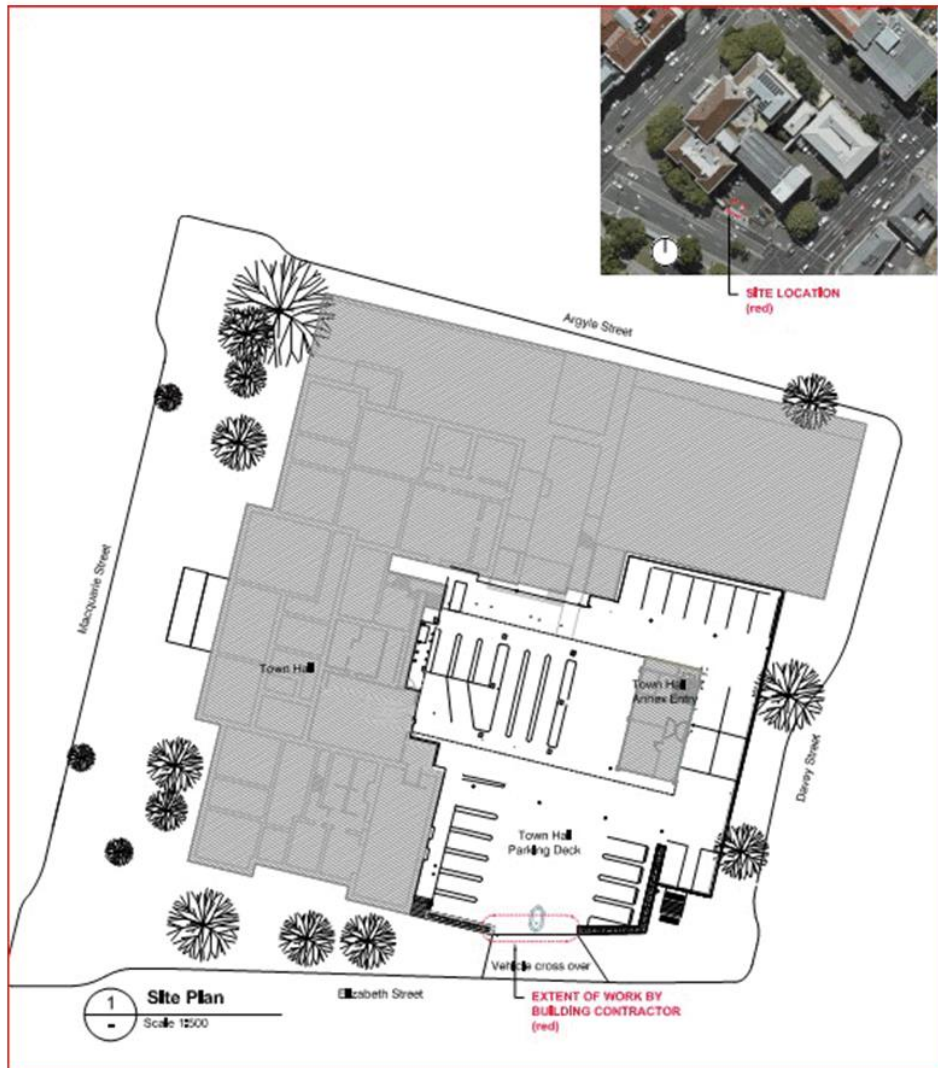


Fig. 3- site plan



Fig. 4 - proposed elevations

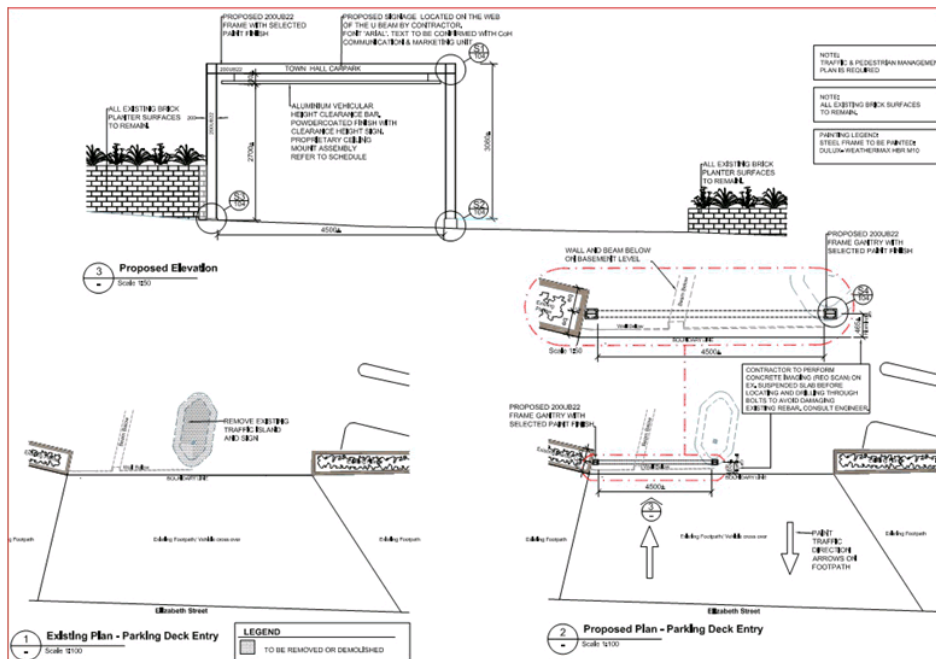


Fig. 5 - Existing and proposed parking deck entry and proposed elevation

4. Background

- 4.1 General Manager's Consent (GMC- 22-53) for the lodging of this planning application was granted on 31 August 2022.

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between 16 September - 4 October 2022.

6. Assessment

- 6.1 The *Sullivans Cove Planning Scheme 1997* is a performance based planning scheme. This approach recognises that there are in many cases a number of ways in which a proposal can satisfy desired environmental, social and economic standards. In some cases a proposal will be 'permitted' subject to specific 'deemed to comply' provisions being satisfied. Performance criteria are established to provide a means by which the objectives of the planning scheme may be satisfactorily met by a proposal. Where a proposal relies on performance criteria, the Council's ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located in the 2.0 Mixed Use Activity Area of the *Sullivans Cove Planning Scheme 1997*.
- 6.3 The existing and proposed use is offices. No change of use is proposed. The development (statutory signage) is ancillary to the existing use.
- 6.4 The proposal has been assessed against:
- 6.4.1 Parts A and B – Strategic Framework
 - 6.4.2 Part D – Clause 16 – Activity Area Controls
 - 6.4.3 Part E – Schedule 1 – Conservation of Cultural Heritage Values
 - 6.4.4 Part E - Schedule 3 - Public Urban Space (Civic Works and Public Street Furniture)
 - 6.4.5 Part E – Schedule 4 – Signs
 - 6.4.6 Part E – Schedule 5 – Traffic, Access and Parking

6.4.7 Part E – Schedule 8 – Environmental Management

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

6.5.1. Schedule 1 - Conservation of Cultural Heritage Values – clause 22.4.5

6.5.2 Schedule 4 - Signage - clause 25.11

6.6 Each performance criterion is assessed below.

6.7 Schedule 1 - Conservation of Cultural Heritage Values Clause 22.4.5

6.7.1 When assessing building or works on places of cultural significances identified in Table 1 of in Sullivans Cove there are controls which apply to ensure the conservation of cultural heritage values of the identified places.

6.7.2 The proposal includes a the installation of a u beam frame across the entry to Council's car park.

6.7.3 The matters to be considered for works within the area covered by the conservation of cultural heritage values schedule are as follows:

'Building or works' on places of cultural significance which cannot satisfy the 'deemed to comply' provisions of Clause 22.4.4 may be approved at the discretion of the Planning Authority.

The following criteria must be taken into consideration in the assessment of all proposals to undertake 'building or works' on places of cultural significance:

- *'Building or works' must complement and contribute to the cultural significance, character and appearance of the place and its setting; '*
- *Building or works' must be in compliance with the conservation strategy of an approved Conservation Plan, where required and/or provided;*
- *The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any place of cultural significance;*
- *'Building or works' must not reduce the apparent authenticity of places of cultural significance by mimicking historic forms;*
- *Building or works' may be recognisable as new but must not be*

individually prominent;

- *The painting of previously unpainted surfaces is discouraged.*

- 6.7.4 The application was referred to Council's Senior Cultural Heritage Officer, who provided the following comment.

This application is for a U-beam frame to the entry of the existing parking deck to the rear of the the Town Hall. The frame is to provide feedback to drivers of vehicles to prevent oversize vehicles accessing the parking deck. The existing traffic island will be removed and painted arrows will be placed on the footpath. There is a sign on the horizontal part of the frame with the words 'Town Hall Carpark'.

The proposal is located on a place that is heritage listed in Table 1 (Town Hall, site 60). The proposal must be assessed against clause 22.4.5 of Schedule 1 and clause 25.11 of Schedule 4 of the Sullivans Cove Planning Scheme 1997. While the site is also a Place of Archaeological Sensitivity, the U-beam frame is to be bolted into the existing carpark slab and as such no excavation of land is involved. Therefore 22.6 does not apply.

The proposal is not placed in a location that impacts on the heritage values of the Town Hall building due to its siting to the rear of the Town Hall and in a location (carpark entry) that has neutral heritage value. It is not of a bulk, location or appearance that adversely impacts the heritage values of the site and is scaled in a manner that reflects the scale of the existing light fittings and nearby bus shelters. It is clearly recognisable as new and not, due to the scale of the proposal, individually prominent.

The proposal is considered to satisfy clause 22.4.5 of Schedule 1.

- 6.7.5 The proposal complies with the performance criterion.

6.8 Schedule 4 - Signs Signs on Places of Cultural Significance Clause 25.11

- 6.8.1 When assessing signage on or adjacent to Places in Sullivans Cove there are provisions for consideration in determining whether location and extent of signage on the property is acceptable.

- 6.8.2 The proposal includes a u beam frame which includes a statutory sign.

- 6.8.3 The provisions for signs on or adjacent to places of cultural significance are as follows:

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

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

6.8.4 The application was referred to Council's Senior Cultural Heritage Officer, who provided the following comment.

The proposed wording on the U-beam frame is modest in scale and of limited content. It is not affixed to a listed place and will not detract

because of its size or design from the character of heritage buildings. All other dots points in clause 22.11 are either satisfied or do not apply in this instance.

The proposal is considered to satisfy clause 25.11 Signs on Places of Cultural Significance.

6.8.5 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition, Alterations and Signage at 50 Macquarie Street, Hobart and Adjacent Road Reservation
- 7.2 The application was advertised and no representations were received.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Environmental Health Officer Roads Engineer and Transport and Traffic Engineer . The officers have raised 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 Signage at 50 Macquarie Street, Hobart and Adjacent Road Reservation satisfies the relevant provisions of the *Sullivans Cove Planning Scheme 1997*, and as such is recommended for approval,

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Partial Demolition, Alterations and Signage at 50 Macquarie Street, Hobart and Adjacent Road Reservation 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 Application Document DA-22-47646 PLN-22-596 - 50 MACQUARIE STREET HOBART TAS 7000 -Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ADVICE

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

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

BUILDING PERMIT

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

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



(Deanne Lang)

Development Appraisal Planner

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



(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: 5 October 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Town Hall Parking Deck - Vehicle Entry

CONTENTS:

- 101 TITLE, SITE PLAN
- 102 ELEVATIONS
- 103 PLANS & ELEVATIONS
- 104 DETAILS

GENERALLY :

IF UNSURE QUESTION, ALL QUESTIONS TO BE DIRECTED TO SUPERINTENDANT REP.

USE WRITTEN DIMENSIONS IN PREFERENCE TO SCALING OFF PLAN.

ALL DIMENSIONS, LEVELS & CONTOURS ARE NOMINAL. VERIFY ALL DIMENSIONS, LEVELS, CONTOURS & DETAILS ON THIS SET OF PLANS PRIOR TO COMMENCING ANY WORKS.

ALL WORKS TO BE CARRIED OUT BY ACCREDITED TRADES PEOPLE. ALL MATERIALS & WORKMANSHIP TO RELEVANT AUSTRALIAN STANDARDS & ACCEPTED TRADE PRACTICE.

REMOVE ALL WASTE & DEBRIS FROM SITE AS JOB PROGRESSES.

CONSTRUCTION :

ALL CONSTRUCTION TO BE IN ACCORDANCE OF LOCAL AUTHORITIES REQUIREMENTS & WITH THE AUSTRALIAN BUILDING CODE.

MAKING GOOD :

ENSURE THAT ALL BUILDING FABRIC , SURFACES & SERVICES AFFECTED BY THE WORKS ARE MADE GOOD TO THAT MINIMUM STANDARD OF, & TO MATCH THAT OF THE EXISTING IN & ADJACENT TO THE AREA OF THE WORKS. ALL WORK & MATERIALS MUST MEET THE APPROPRIATE CURRENT STANDARDS.

DEMOLITION:

ENSURE ALL DEMOLITION WORKS ARE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA. BUILD-IN ANY ITEMS REQUIRED FOR THE COMPLETION OF PROJECT. REMOVE WASTE AND DEBRIS FROM THE SITE AS THE PROJECT PROGRESSES. KEEP DUST AND DISTURBANCE TO A MINIMUM. ABOVE ALL KEEP THE SITE SAFE.

DISCLAIMER & NOTES FOR CONTRACTOR

CONFIRM LAYOUT AND GENERAL ARRANGEMENT ON SITE PRIOR TO WORKS COMMENCING. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH DAMAGE TO EXISTING INFRASTRUCTURE.



1 Site Plan
Scale 1:500

No.	Revision Description	Date
001	Issue for decision	01/09/2022



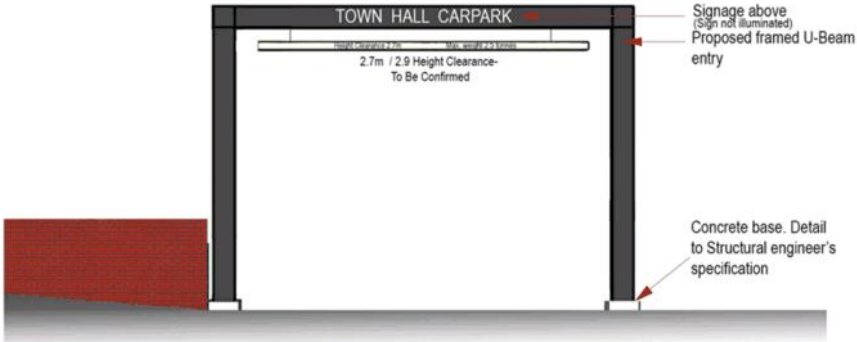
HOBART COUNCIL CENTRE
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www.hobartcity.com.au



Project Description		Job's Number	
Town Hall Parking Deck- Vehicle Entry		21-0025	
Drawing Title		Drawn	2022 Number
Title & Site Plan		S.D.	01
Client		Drawn	No.
City Amenity		S.P.	-
Date		Sheet Number	Revision
15/03/2022			
Scale 1:500@ A3		A	101 A



1 Proposed Elevation
- N.T.S



2 Proposed Elevation
- N.T.S

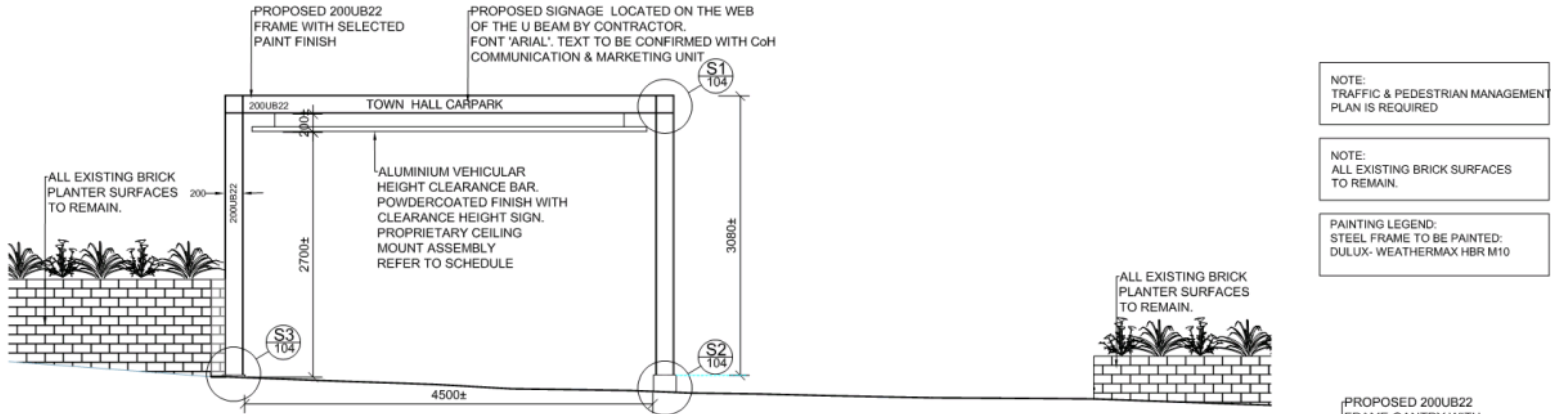
No.	Revision Description	Date



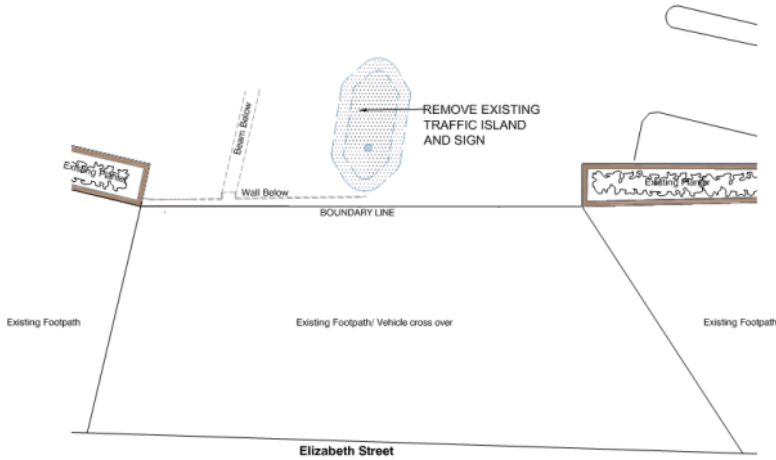
City of HOBART

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Project Description		BES Number	
Town Hall Parking Deck- Vehicle Entry		21-0025	
Drawing Title	Drawn	Scale	Sheet Number
Elevations	CHW	S.P	02
Client	15/03/2022	Aspects	Sheet Number
City Amenity	15/03/2022	A	102 A

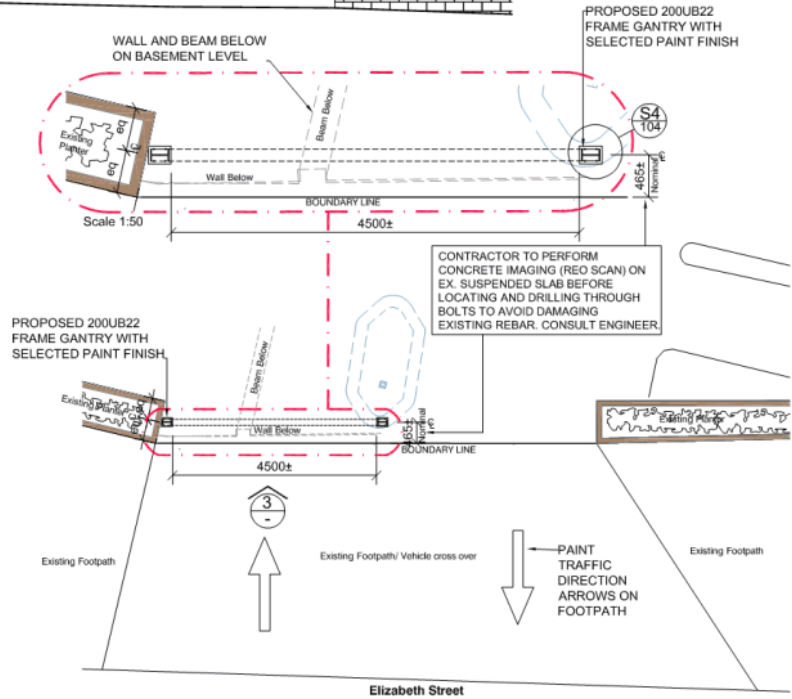


3 Proposed Elevation
Scale 1:50



1 Existing Plan - Parking Deck Entry
Scale 1:100

LEGEND
TO BE REMOVED OR DEMOLISHED



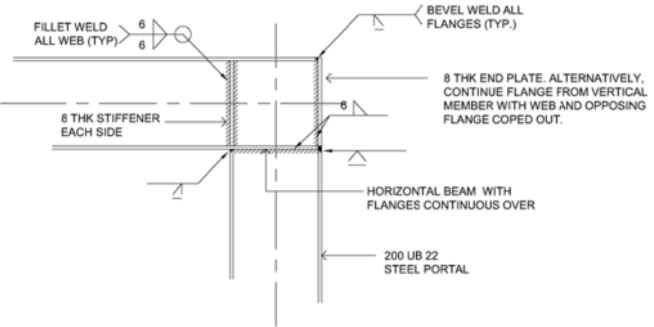
2 Proposed Plan - Parking Deck Entry
Scale 1:100

No.	Revision Description	Date
1	Issue for discussion	15/03/2022
2	Issue for discussion	15/03/2022
3	Issue for discussion	15/03/2022
4	Issue for discussion	15/03/2022
5	Issue for discussion	15/03/2022
6	Issue for discussion	15/03/2022
7	Issue for discussion	15/03/2022
8	Issue for discussion	15/03/2022
9	Issue for discussion	15/03/2022
10	Issue for discussion	15/03/2022

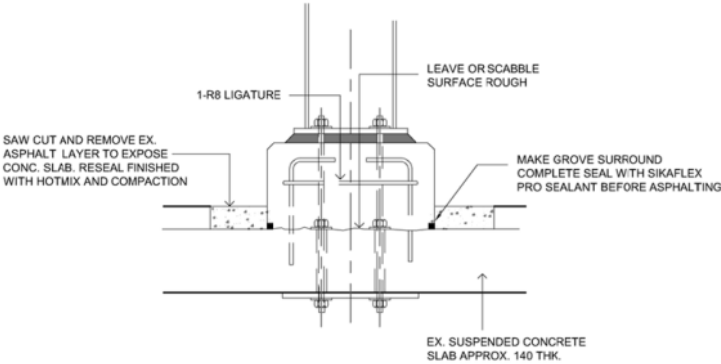
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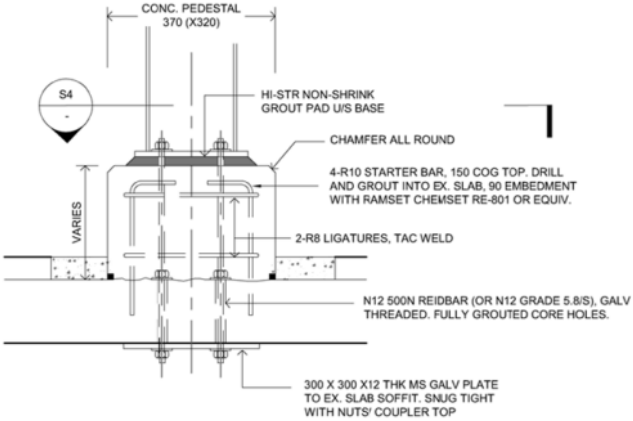
Project Description		21-0025	
Town Hall Parking Deck- Vehicle Entry			
Drawing Title	Drawn	SD	200 Number
Plans and Elevations	Drawn	SD	03
Client	Accepted	SD	03
City Amenity	Accepted	SD	03
Date	15/03/2022	Sheet Number	103
Scale	1:50 (eg A3)	Revision	A



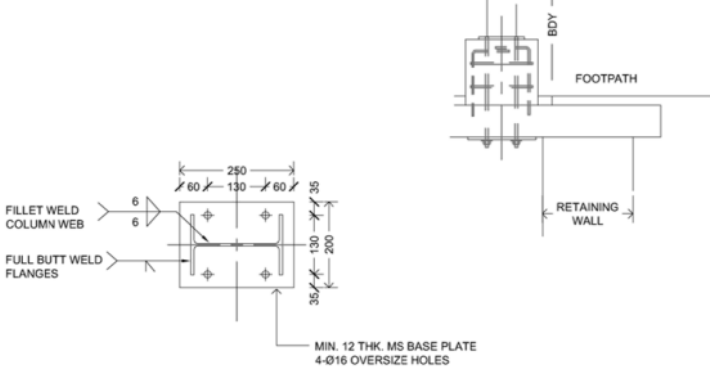
S1 DETAIL
103 SCALE 1:10



S3 DETAIL
103 SCALE 1:10



S2 DETAIL
103 SCALE 1:10



S4 DETAIL
SCALE 1:10

- NOTES**
- HOLD POINT:** PERFORM CONCRETE IMAGING (REO SCAN) ON EX. SUSPENDED SLAB BEFORE LOCATING AND DRILLING THROUGH BOLTS TO AVOID DAMAGING EXISTING REBAR. CONSULT ENGINEER.
1. CONCRETE GRADE TO BE 32 MPa. UNLESS NOTED OTHERWISE, STEEL SECTION TO BE 300MPa GRADE, FULLY PRIMED AND PAINTED TO ARCHITECTURAL SPECIFICATION.
 2. LEAD TEST EX. MEMBRANE PRIOR TO DRILLING OR GRINDING OF EXISTING SLAB AND SOFFIT SURFACES. LOCATE EX. ELECTRICAL/ PLUMBING SERVICES BEFORE WORKS.

TOWN HALL PARKING DECK -VEHICLE ENTRY
--

1 THE PROJECT**1.1 INTRODUCTION**

The Town Hall Parking Deck - access via Elizabeth Street.

Brief:

To limit vehicles entering the parking deck exceeding the weight limitations due to structural concerns over the concrete slab.

Design:

To design an entry gantry structure to limit the size of vehicles accessing the parking deck.

1.2 THE WORKS

Concrete Pedestals:

- Contractor to complete concrete imaging (reo scan) on ex. suspended slab before locating and drilling through bolts to avoid damaging existing rebar.
- Saw cut and remove existing asphalt layer to expose concrete slab.
- Remove existing traffic island and path.
- Pour new concrete pedestal with reinforcing as per Details - Drawing No.104
- Reseal with hot mix and compaction

Portal Frame:

- Bolt 200UB22 steel portal concrete pedestal.
- Attach signage to portal frame, liaise with CoH Project Manager.
- Paint direction arrows on footpath/vehicle cross over.

1.3 THE SITE

Protection of persons and property:

Temporary works: Provide and maintain required hoardings, barricades, guards, fencing, shoring, temporary roadways, footpaths, signs, lighting, watching and traffic flagging.

1.4 TRAFFIC MANAGEMENT PLAN

A Traffic and Pedestrian Management plan is required prior to construction.

1.5 DIAL BEFORE YOU DIG

Important: Contact 'Dial before you dig' prior to commencing construction.

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 142916	FOLIO 1
EDITION 1	DATE OF ISSUE 21-Dec-2004

SEARCH DATE : 18-Jul-2022

SEARCH TIME : 04.45 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 142916

Derivation : Whole of 1A-OR-39P GTD to the Mayor, Aldermen and

Citizens of the City of Hobart

Derived from A18798

SCHEDULE 1

HOBART CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER LAND TITLES ACT 1980		PLAN OF TITLE		Registered Number
FOLIO REFERENCE A18798		LOCATION CITY OF HOBART		P.142916
GRANTEE WHOLE OF IA-OR-39P GTD TO THE MAYOR, ALDERMEN AND CITIZENS OF THE CITY OF HOBART		FIRST SURVEY PLAN No. P69 HOBART L.O. COMPILED BY LDRB SCALE 1: 1000 LENGTHS IN METRES		APPROVED 15 DEC 2004 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114 (5225-52)	LAST UPI No 2100688	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	



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

31 August 2022

(Hobart City Council)
16 Elizabeth Street
HOBART TAS 7000

mailto:dowds@hobartcity.com.au

Dear Sir/Madam

**50 MACQUARIE STREET, HOBART - GMC - TOWN HALL PARKING DECK -
PROPOSED VEHICLE ENTRY GANTRY NOTICE OF LAND OWNER CONSENT TO
LODGE A PLANNING APPLICATION - GMC-22-53**

Site Address:

50 Macquarie Street

Description of Proposal:

Partial Demolition and Alterations

Applicant Name:

Hobart City Council

PLN (if applicable):

N/a

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

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

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



(Glenn Doyle)

HEAD OF CITY PROJECTS

Relevant documents/plans:

Drawings A101 to A104 dated 15/03/2022



City of Hobart

INSTRUMENT OF DELEGATION

General Delegation

Head of City Projects

Section 64 of the Local Government Act 1993

I, Kelly Grigsby, Chief Executive Officer, being the General Manager as appointed by Council pursuant to Section 61 of the *Local Government Act 1993 (Tas)* ("the Act") hereby delegate pursuant to Section 64 of the Act, the following powers and functions to the Head of City Projects:

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 pursuant to that section is recommended for refusal by Council officers.

Dated this 24th day of February 2022



SIGNED

Kelly Grigsby
(Chief Executive Officer)

Being the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993 (Tas)*



Town Hall Parking Deck - Vehicle Entry

CONTENTS:

101	TITLE, SITE PLAN
102	ELEVATIONS
103	PLANS & ELEVATIONS
104	DETAILS

GENERALLY :

IF UNSURE QUESTION. ALL QUESTIONS TO BE DIRECTED TO SUPERINTENDANT REP.

USE WRITTEN DIMENSIONS IN PREFERENCE TO SCALING OFF PLAN.

ALL DIMENSIONS, LEVELS & CONTOURS ARE NOMINAL. VERIFY ALL DIMENSIONS, LEVELS, CONTOURS & DETAILS ON THIS SET OF PLANS PRIOR TO COMMENCING ANY WORKS.

ALL WORKS TO BE CARRIED OUT BY ACCREDITED TRADES PEOPLE. ALL MATERIALS & WORKMANSHIP TO RELEVANT AUSTRALIAN STANDARDS & ACCEPTED TRADE PRACTICE.

REMOVE ALL WASTE & DEBRIS FROM SITE AS JOB PROGRESSES.

CONSTRUCTION :

ALL CONSTRUCTION TO BE IN ACCORDANCE OF LOCAL AUTHORITIES REQUIREMENTS & WITH THE AUSTRALIAN BUILDING CODE.

MAKING GOOD :

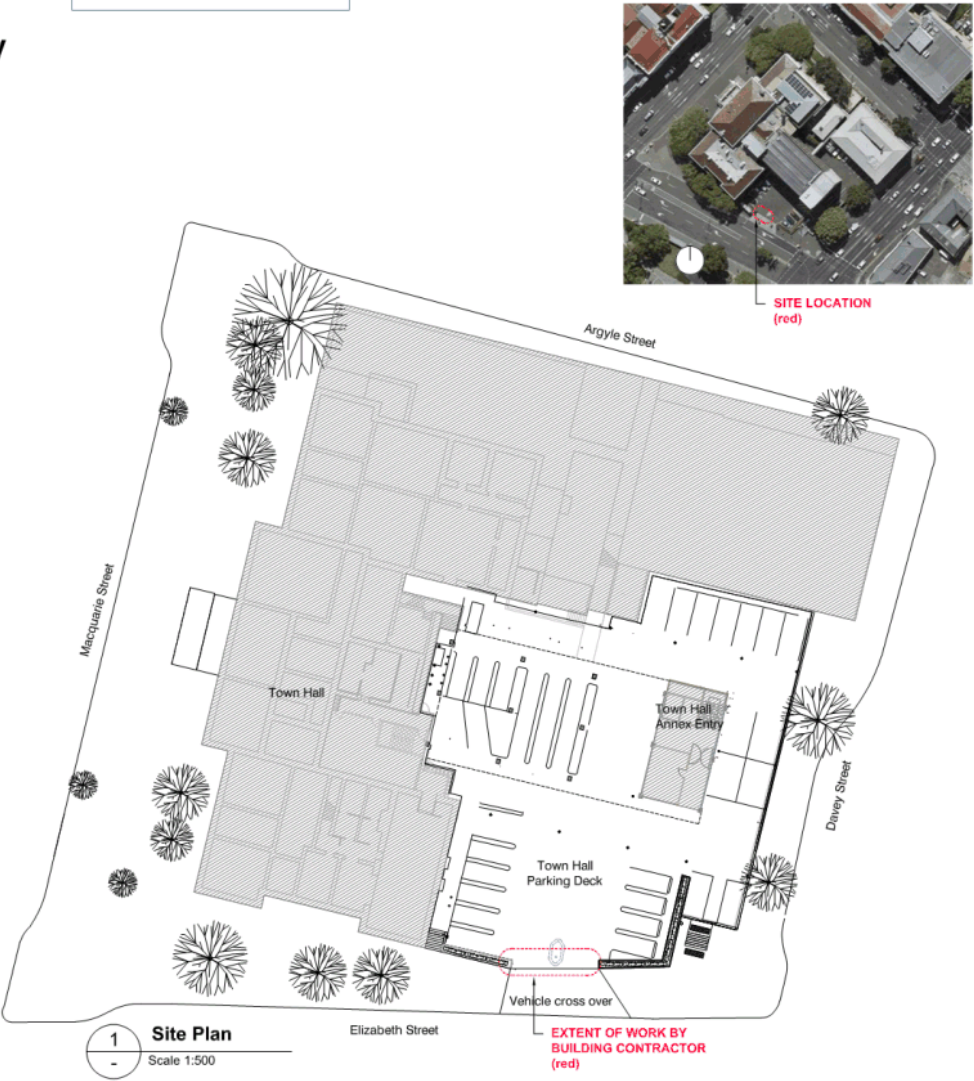
ENSURE THAT ALL BUILDING FABRIC , SURFACES & SERVICES AFFECTED BY THE WORKS ARE MADE GOOD TO THAT MINIMUM STANDARD OF, & TO MATCH THAT OF THE EXISTING IN & ADJACENT TO THE AREA OF THE WORKS. ALL WORK & MATERIALS MUST MEET THE APPROPRIATE CURRENT STANDARDS.

DEMOLITION:

ENSURE ALL DEMOLITION WORKS ARE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA. BUILD-IN ANY ITEMS REQUIRED FOR THE COMPLETION OF PROJECT. REMOVE WASTE AND DEBRIS FROM THE SITE AS THE PROJECT PROGRESSES. KEEP DUST AND DISTURBANCE TO A MINIMUM. ABOVE ALL KEEP THE SITE SAFE.

DISCLAIMER & NOTES FOR CONTRACTOR

CONFIRM LAYOUT AND GENERAL ARRANGEMENT ON SITE PRIOR TO WORKS COMMENCING. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH DAMAGE TO EXISTING INFRASTRUCTURE.



No.	Revision Description	Date
001	Issue for discussion	01/09/2022



HOBART COUNCIL CENTRE
16 ELIZABETH STREET
GPO BOX 503
T: (03) 6238 2711
F: (03) 6234 9557
E: hcc@hobartcity.com.au
www.hobartcity.com.au

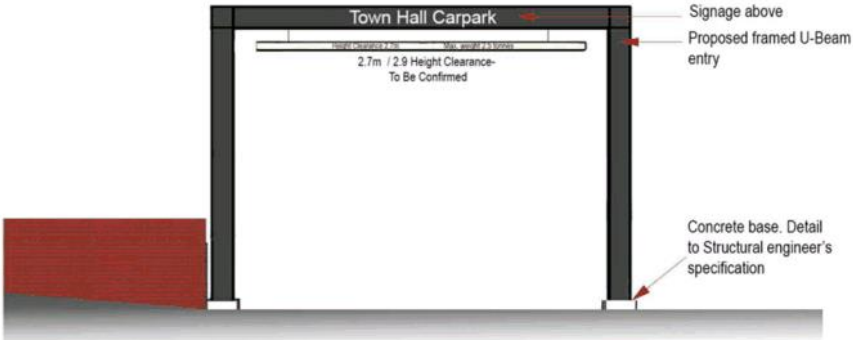
Project Description		BSC Number	
Town Hall Parking Deck- Vehicle Entry		21-0025	
Drawing Title		Drawn	S.D.
Title & Site Plan		Checked	S.P.
Client		Accepted	Street Number
City Amenity		15/03/2022	101
Scale		1:500 (A3)	A



Approved - General
Manager Consent Only
GMC-22-53 31/08/2022



1 Proposed Elevation
- N.T.S



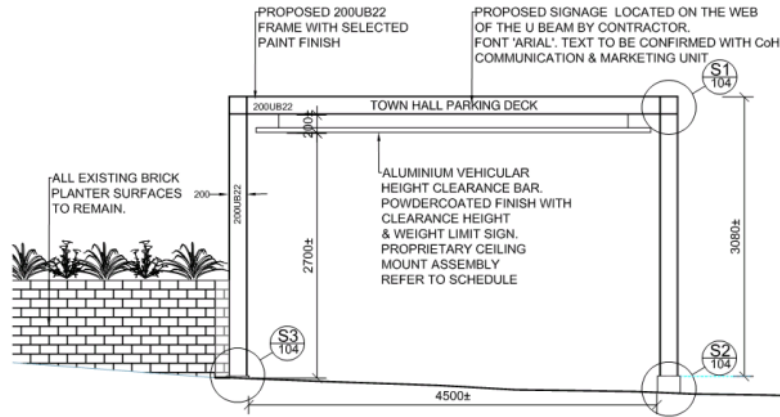
2 Proposed Elevation
- N.T.S

No.	Revision Description	Date



HOBART COUNCIL CENTRE
16 ELIZABETH STREET
GPO BOX 503
T: (03) 6238 2711
F: (03) 6234 9757
E: hcc@hobartcity.com.au
www.hobartcity.com.au

Project Description		DSS Number	
Town Hall Parking Deck- Vehicle Entry		21-0025	
Drawing Title		Drawn	DSS Number
Elevations		0260	02
Client		Approved	By
City Amenity		15/03/2022	102
Scale		1:500pg A3	A



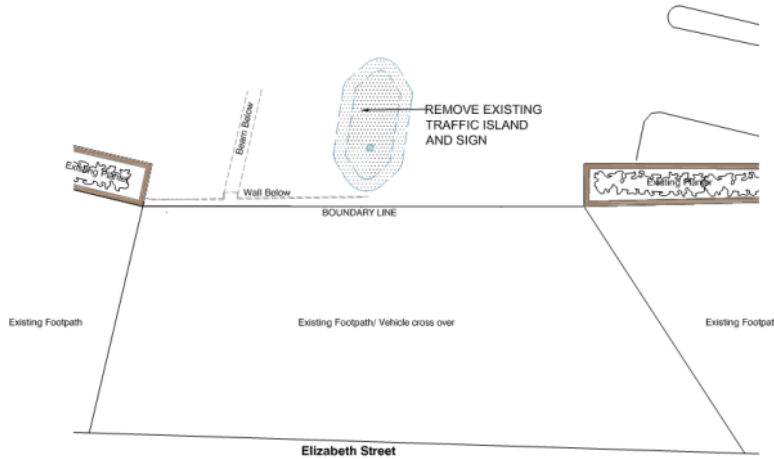
Approved - General
Manager Consent Only
GMC-22-53 31/08/2022

NOTE:
TRAFFIC & PEDESTRIAN MANAGEMENT
PLAN IS REQUIRED

NOTE:
ALL EXISTING BRICK SURFACES
TO REMAIN.

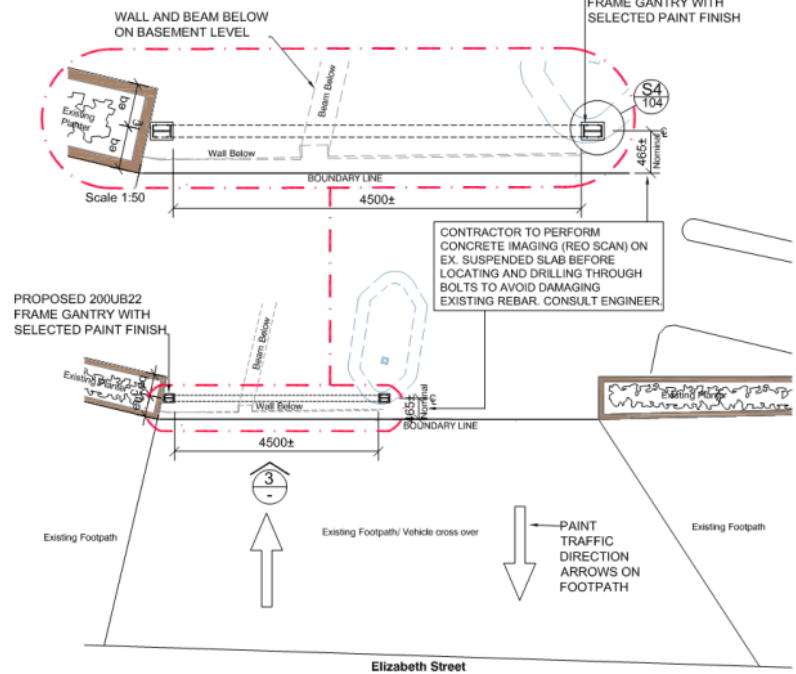
PAINTING LEGEND:
STEEL FRAME TO BE PAINTED:
DULUX- WEATHERMAX HBR M10

3 Proposed Elevation
Scale 1:50



1 Existing Plan - Parking Deck Entry
Scale 1:100

LEGEND
[Pattern] TO BE REMOVED OR DEMOLISHED



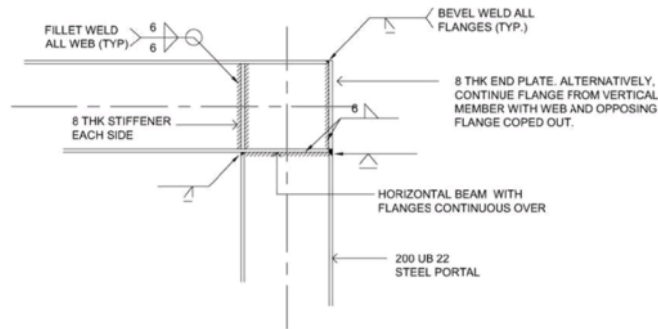
2 Proposed Plan - Parking Deck Entry
Scale 1:100

No.	Revision Description	Date
1	Issue for discussion	15/03/2022

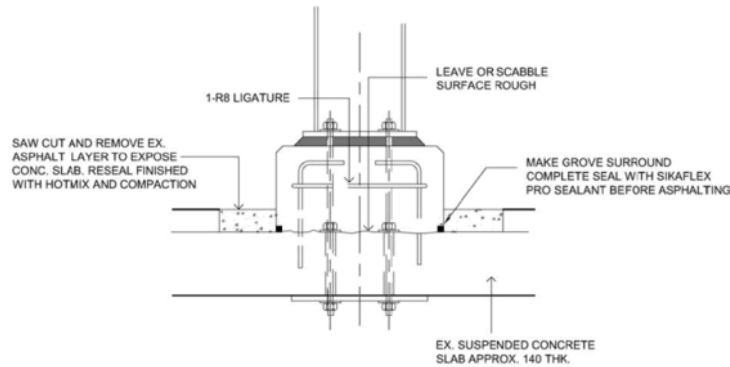
City of HOBART
HOBART COUNCIL CENTRE
16 ELIZABETH STREET
GPO BOX 503
T: (03) 6238 2711
F: (03) 6234 9757
E: hcc@hobartcity.com.au
www.hobartcity.com.au

Project Description	Town Hall Parking Deck- Vehicle Entry	2022 Number	21-0025
Drawing Title	Plans and Elevations	Drawn	S.D.
Client	City Amenity	Check	S.P.
Date	15/03/2022	Accepted	S.D.
Scale	1:50 (eg A3)	Sheet Number	103
		Revision	

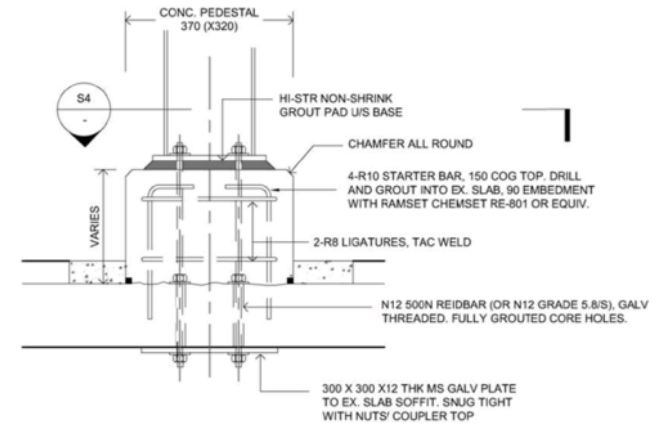

 Approved - General
 Manager Consent Only
 GMC-22-53 31/08/2022



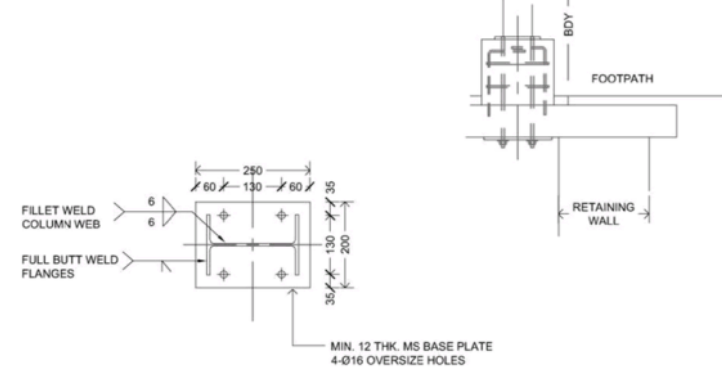
S1 DETAIL
 103 SCALE 1:10



S3 DETAIL
 103 SCALE 1:10



S2 DETAIL
 103 SCALE 1:10



S4 DETAIL
 103 SCALE 1:10

NOTES

HOLD POINT: PERFORM CONCRETE IMAGING (REO SCAN) ON EX. SUSPENDED SLAB BEFORE LOCATING AND DRILLING THROUGH BOLTS TO AVOID DAMAGING EXISTING REBAR. CONSULT ENGINEER.

1. CONCRETE GRADE TO BE 32 MPa. UNLESS NOTED OTHERWISE, STEEL SECTION TO BE 300MPa GRADE, FULLY PRIMED AND PAINTED TO ARCHITECTURAL SPECIFICATION.
2. LEAD TEST EX. MEMBRANE PRIOR TO DRILLING OR GRINDING OF EXISTING SLAB AND SOFFIT SURFACES. LOCATE EX. ELECTRICAL/ PLUMBING SERVICES BEFORE WORKS.

No.	Revision Description	Date



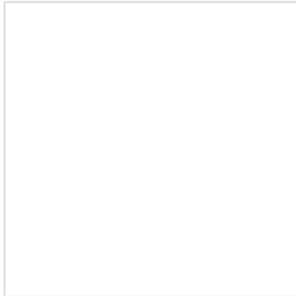
HOBART COUNCIL CENTRE
 16 ELIZABETH STREET
 GPO BOX 503
 T: (03) 5238 2711
 F: (03) 5234 9757
 E: hcc@hobartcity.com.au
www.hobartcity.com.au

Project Description	Town Hall Parking Deck- Vehicle Entry	RFI Number	21-0025
Drawing Title	Details	Drawn	S.D.
Client	City Amenity	Check	15/03/2022
Scale	1:50 @ A3	Discipline	A
Sheet Number	104	Revision	A

Planning: #261912

Property

50 MACQUARIE STREET HOBART TAS 7000

**People****Applicant ***

City of Hobart
Simone Dowd
L1, 16 Elizabeth Street
HOBART TAS 7000
62382922
dowds@hobartcity.com.au

Owner *

City of Hobart

L1, 16 Elizabeth Street
HOBART TAS 7000
62382922
dowds@hobartcity.com.au

Entered By

Simone Dowd
16 Elizabeth Street
HOBART TAS 7000
0362382 922
dowds@hobartcity.com.au

Use

Commercial

Details

Have you obtained pre application advice?

☒ No

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

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. *

☒ 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)? *

Office /Commercial/ Building Public Assembly 9B

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

New Gantry Entry to Parking Deck

Estimated cost of development *

45000.00

Existing floor area (m2)

3407.00

Proposed floor area (m2)

3407.00

Site area (m2)

3407

Carparking on Site

Total parking spaces

32

Existing parking spaces

32

N/A

☒ Other (no selection chosen)

Other Details

Does the application include signage? *

☒ Yes

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

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

1

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

Documents

Required Documents

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

Plans (proposed, existing) * Town Hall Parking Deck - Vehicle Entry- May 2022.pdf

GM or Crown consent GMC-22-53 - 50 MACQUARIE STREET HOBART T_of Land Owner Consent to Lodge a Planning Application (including documentation) (2).pdf

Supporting Documents

Architectural Description SCOPE OF WORKS-DA.pdf

**7.1.2 50 MACQUARIE STREET, HOBART AND ADJACENT ROAD
RESERVE - SIGNAGE
PLN-22-593 - FILE REF: F22/104924**

Address: 50 Macquarie Street, Hobart and Adjacent Road Reserve

Proposal: Signage

Expiry Date: 29 November 2022

Extension of Time: Not applicable

Author: Michael McClenahan

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 signage, at 50 Macquarie Street Hobart 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-22-593 - 50 MACQUARIE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

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.

HER 6

Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. All excavation and/or disturbance must stop immediately; and
2. A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and
3. All and any recommendations made by the archaeologist engaged in accordance with 2. above must be complied with in full; and
4. All features and/or deposits discovered must be reported to the Council with 1 day of the discovery; and
5. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with 2. above must be provided to Council within 60 days of receipt of the advice, assessment and recommendations.

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

Reason for condition

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

ADVICE

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

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

Hobart City Council.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

WORK WITHIN THE HIGHWAY RESERVATION

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

CBD AND HIGH VOLUME FOOTPATH CLOSURES

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

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

In special cases, where it can be demonstrated that closure of footpaths in the CBD and/or other high volume footpaths can occur for extended periods without unreasonable impact on other businesses or

the general public, such closures may only be approved by the full Council.

For more information about this requirement please contact the Council's Mobility Unit on 6238 2711.

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.

Ensure any excavated soil is disposed of in accordance with EPA Tasmania Information Bulletin 105: Classification and Management of Contaminated Soil for Disposal, in accordance with the *Environmental Management and Pollution Control (Waste Management) Regulations 2010* and the letter titled 'Soil Classification for Disposal of Excavated Material at 50 Macquarie Street, Hobart – August 2022' written by GES. All reasonable measures are to be taken to ensure soil is prevented from entering the stormwater system.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's City Resilience 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-22-593 - 50 MACQUARIE STREET HOBART
TAS 7000  Planning Committee or Delegated
Report ↓
- Attachment B: PLN-22-593 - 50 MACQUARIE STREET HOBART
TAS 7000 - CPC Agenda Documents ↓ 
- Attachment C: PLN-22-593 - 50 MACQUARIE STREET HOBART
TAS 7000 - Planning Referral Officer Report ↓ 

**APPLICATION UNDER SULLIVANS COVE PLANNING SCHEME 1997**

Type of Report:	Committee
Committee:	25 October 2022
Expiry Date:	29 November 2022
Application No:	PLN-22-593
Address:	50 MACQUARIE STREET , HOBART ADJACENT ROAD RESERVE
Applicant:	Ken Betlehem (Ken Betlehem) 16 Elizabeth Street
Proposal:	Signage
Representations:	Zero
Performance criteria:	Schedule 1 Conservation of Cultural Heritage Values, Schedule 4 Signs

1. Executive Summary

- 1.1 Planning approval is sought for Signage, at 50 Macquarie Street and Adjacent Road Reserve.
- 1.2 More specifically the proposal includes:
 - Installation of concrete plinth (1500mm (h) x 750mm (w) x 75mm (d)) to contain public artwork
 - Minor excavation to install footings of plinth
 - Artwork and plinth will be contained within existing garden bed located on Macquarie Street frontage on boundary with 50 Macquarie Street
 - Planting of several low form vegetation around the artwork location
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Schedule 1 Conservation of Cultural Heritage Values (22.4.5), (22.6.5)
 - 1.3.2 Schedule 4 Signs (25.11), (25.13), and (25.14)
- 1.4 No representations were received during the statutory advertising period between 28/09/22 - 12/10/22.
- 1.5 The proposal is recommended for approval subject to conditions.

- 1.6 The final decision is delegated to the City Planning Committee, because Council is the applicant and part of the proposal is located on Council Road Reserve.

2. Site Detail

- 2.1 The subject site is located a 50 Macquarie Street, Hobart and comprises a large single title approximately 5577m² in area. The site presently contains the Hobart Town Hall and Hobart City Council offices. The proposed works are to occur along the north western boundary facing the Macquarie Street frontage.



Figure 1: Aerial image of the subject site (bordered in blue) with area of proposed signage circled in red.

3. Proposal

- 3.1 Planning approval is sought for Signage, at 50 Macquarie Street and Adjacent Road Reserve.
- 3.2 More specifically the proposal is for:
- Installation of concrete plinth (1500mm (h) x 750mm (w) x 75mm (d)) to contain public artwork
 - Minor excavation to install footings of plinth
 - Artwork and plinth will be contained within existing garden bed located on Macquarie Street frontage on boundary with 50 Macquarie Street
 - Planting of several low form vegetation around the artwork location

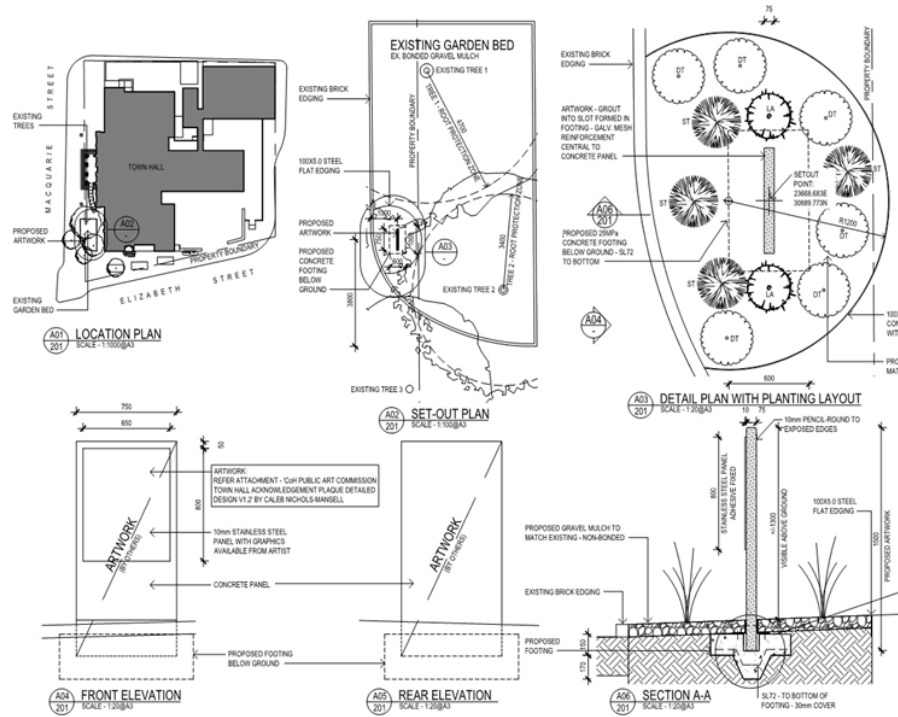


Figure 2: Location plan and elevations of proposed signage.



Figure 3: Visual example of signage location.

4. Background

- 4.1 This is a Council application and includes work on Council managed land.

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between 28/09/22 - 12/10/22.

6. Assessment

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

performance criteria relied on.

- 6.2 The site is located in the Mixed Use Activity Area of the *Sullivans Cove Planning Scheme 1997*.
- 6.3 The existing use is offices. No change of use is proposed. The development (interpretive signage) is ancillary to the existing use.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Parts A and B – Strategic Framework
 - 6.4.2 Part D – Clause 16 – Activity Area Controls
 - 6.4.3 Part E – Schedule 1 – Conservation of Cultural Heritage Values
 - 6.4.4 Part E – Schedule 3 – Public Urban Space
 - 6.4.5 Part E – Schedule 4 – Signs
 - 6.4.6 Part E – Schedule 5 – Traffic, Access and Parking
 - 6.4.7 Part E – Schedule 8 – Environmental Management
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Heritage – clauses 22.4.5, 22.6.5
 - 6.5.2 Signs – clauses 25.11, 25.13, and 25.14
- 6.6 Each performance criterion is assessed below.
- 6.7 'Discretionary' 'Buildings or Works' on a Place of Cultural Significance – Clause 22.4.5
 - 6.7.1 The proposal includes the installation of a concrete plinth and interpretive signage on the Macquarie Street frontage which is on a place of cultural significance
 - 6.7.2 The matters to be considered for works within the area covered by the conservation of cultural heritage values schedule are as follows:

'Building or works' on places of cultural significance which cannot satisfy the 'deemed to comply' provisions of Clause 22.4.4 may be approved at the discretion of the Planning Authority.

The following criteria must be taken into consideration in the assessment of all proposals to undertake 'building or works' on places of cultural significance:

- *'Building or works' must complement and contribute to the cultural significance, character and appearance of the place and its setting;*
- *'Building or works' must be in compliance with the conservation strategy of an approved Conservation Plan, where required and/or provided;*
- *The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any place of cultural significance;*
- *'Building or works' must not reduce the apparent authenticity of places of cultural significance by mimicking historic forms;*
- *'Building or works' may be recognisable as new but must not be individually prominent;*
- *The painting of previously unpainted surfaces is discouraged.*

- 6.7.3 The application was referred to Council's Senior Cultural Heritage Officer, who has provided the following comment:

In terms of the above clause, all dot points must be considered. The proposed sign/artwork is of a modest scale and located some distance from the Town Hall building itself and although located to the front of this important and significant building, it is sited appropriately and of an appearance that will not affect the heritage values of the place. Also it is clearly new, but is not overly apparent or individually prominent and has a negligible change to the appearance and character of the place. In this regard the conclusions reached in the applicant's supporting documentation are considered appropriate. The proposal is considered to satisfy clause 22.4.5.

- 6.7.4 The proposal complies with the performance criterion.

- 6.8 'Discretionary' 'Buildings or Works' on a Places of Archaeological Potential – Clause 22.6.5

- 6.8.1 The proposal includes the installation of a concrete plinth and interpretive

signage on the Macquarie Street frontage which is on a place of archaeological potential.

6.8.2 *Having regard to the contents and recommendations of an Archaeological Sensitivity Report accepted by the Planning Authority pursuant to Clause 22.6.3 the following criteria must be taken into consideration in the assessment of all proposals to develop places of cultural significance listed in Table 2 or that are considered likely to be of archaeological interest or significance:*

- *The likelihood of the proposed 'building or works' resulting in the removal or destruction of items of archaeological significance.*
- *The cultural significance of the site.*
- *Evidence of an adequate archaeological reconnaissance and site sampling prior to the approval or carrying out of works.*
- *The need to reasonably protect potential archaeological significance during the design, and carrying out of works.*
- *The need to undertake an archaeological 'watching brief' to be required during the carrying out of works.*

6.8.3 The application was referred to Council's Senior Cultural Heritage Officer, who has provided the following comment:

The area in which the sign/artwork is to be located is an area that has been refurbished and altered over time with different variations of landscaping and surface treatments. While the depth to which such interventions have occurred is unknown, it is considered that there is a low likelihood of removal or destruction of items of archaeological significance. In this regard the research and therefore conclusions reached in the supporting documentation is considered appropriate. The proposal satisfies clause 22.6.5, but it is recommended that a condition be included, should a permit be issued, that requires, in the unlikely event, any finds to be reported to Council.

6.8.4 The proposal complies with the performance criterion.

6.9 Schedule 4 Signs Signs on Places of Cultural Significance Clause 25.11

6.9.1 Clause 25.11 requires signage on a place of cultural significance under Table 1 of Schedule 1 of the *Sullivans Cove Planning Scheme 1997*, to be assessed against the following:

- *A sign on or adjacent to or within a place of cultural significance (as*

listed in Table 1 of Schedule 1 of this planning scheme) is 'Discretionary'.

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

6.9.2 The proposal was assessed by the Council's Cultural Heritage Officer who has provided the following comments:

The sign is classified under the Scheme as an 'interpretation sign'. In terms of the above dot points of clause 25.11, the proposal is modest in scale, has appropriate materials, colours and finishes such that it does not detract from the heritage values of the place. It allows the architecture of the Town Hall to remain prominent and is not illuminated and not fixed to the historic fabric and does not obscure any other sign. In this regard

the proposal is considered to satisfy clause 22.11 of the Scheme.

The proposal is considered acceptable when assessed against Schedule 1 Conservation of Cultural Heritage Values and Schedule 4 Signs in relation to signs on places of cultural significance.

6.9.3 The proposal complies with the performance criterion.

6.10 Signs Requirements for Signs Clause 25.14

6.10.1 The proposal includes the installation of a concrete plinth and interpretive signage on the Macquarie Street frontage.

6.10.2 There is no acceptable solution for interpretive signs under the *Sullivans Cove Planning Scheme 1997*. As such, assessment against the alternative performance criteria is relied upon.

6.10.3 The alternative performance criteria for interpretive signs under Table 25.1 provides as follows:

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

6.10.4 The proposal provides artwork and poetry as part of a public cultural feature which is classified as interpretive signage. The signage will be attached to the concrete plinth that also forms part of this application.

6.10.5 The structure and signage will form part of the streetscape and will not appear dominant, considering their proposed size and location. The proposal will not detract from the cultural or architectural significance of the place in which it is sited.

6.10.6 The proposal complies with the performance criterion.

6.11 Signs Matters to be Considered Clause 25.13

6.11.1 Clause 25.13 requires the following matters to be considered for assessment of signs in Sullivans Cove

In addition to meeting the relevant Alternative Performance Criteria in Table 25 of clause 25.14 of this Schedule, the following matters must be

taken into account when considering an application:

- *The individual or cumulative effect of the sign or signs on the amenity of the area including the need to avoid visual disorder or clutter of signs.*
- *The individual or cumulative effect of the sign or signs on the building and/or surrounding area, considering its effect and means of attachment on places of cultural significance.*
- *The cumulative effect of the sign or signs on existing or approved signs, including signs on buildings and outdoor uses that constitute a sign.*
- *The size and likely impact of the sign having regard to the size of the premises on which it is to be displayed and the scale of surrounding buildings.*
- *The effect of the sign on the safety and security of the premises and the area.*
- *The effect of the sign on the appearance, efficiency and safety of a road, railway waterway or other public way, having particular regard to the sign's colour, brightness and location.*
- *The effect of the sign on pedestrian movement and safety.*
- *Compliance with objectives of this schedule.*

6.11.2 The proposal is for one interpretive sign in a single location. It is assessed that the effect of the signs would not appear visually cluttered and would not detract from the amenity of the area

6.11.3 The proposed sign would be affixed to the sides of the proposed concrete plinth, which itself is located within a garden bed and would not project into walkways or roadways, as such it is considered that there would be no detriment to safety security or efficiency of roads, waterways or public ways. It is also considered that this would not be detrimental to pedestrian movement and safety.

6.11.4 The Objectives of the signs schedule is as follows:

- *To maintain a balance between the established built form and historic character of the Cove and commercial need to advertise goods and services.*
- *To ensure that signs do not intrude into and detrimentally affect the visual amenity of the area.*
- *To ensure that signs are complementary to the overall character of Sullivans Cove, and complement the historic character of the building on which they are mounted.*

- *To prevent visual clutter through the proliferation of signs by encouraging fewer more effective signs.*
- *To ensure that signs do not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.*
- *To ensure signs on places of cultural significance are responsive to the cultural heritage values and the significance of the building or place, both in terms of impact and by means of attachment, by protecting and enhancing those values.*
- *To prevent multiple signs on a single building, unless the cumulative effect of existing and proposed signs will not adversely affect the character and/or cultural heritage values of the building*

6.11.5 The proposed signage would not conflict with the above objectives. The Council's Cultural Heritage Officer has advised that because the structures on which the sign is located are small in nature and acceptable under the heritage schedule, the proposed sign would not be unreasonably detrimental to places of cultural significance or the historic character of the area.

6.11.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Signage, at 50 Macquarie Street and Adjacent Road Reserve.
- 7.2 The application was advertised and no representations were received.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Roads Engineer, Cultural Heritage Officer, and Environmental Health Officer. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Signage, at 50 Macquarie Street and Adjacent Road Reserve satisfies the relevant provisions of the *Sullivans Cove Planning Scheme 1997*, 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 Signage, at 50 Macquarie Street 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-22-593 - 50 MACQUARIE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

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.

HER 6

Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. **All excavation and/or disturbance must stop immediately; and**

2. **A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and**
3. **All and any recommendations made by the archaeologist engaged in accordance with 2. above must be complied with in full; and**
4. **All features and/or deposits discovered must be reported to the Council with 1 day of the discovery; and**
5. **A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with 2. above must be provided to Council within 60 days of receipt of the advice, assessment and recommendations.**

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

Reason for condition

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

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building*

Regulations 2016 and the National Construction Code. Click [here](#) for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

WORK WITHIN THE HIGHWAY RESERVATION

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

CBD AND HIGH VOLUME FOOTPATH CLOSURES

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

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

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

For more information about this requirement please contact the Council's Mobility Unit on 62382711.

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.

Ensure any excavated soil is disposed of in accordance with EPA Tasmania Information Bulletin 105: Classification and Management of Contaminated Soil for Disposal, in accordance with the *Environmental Management and Pollution Control (Waste Management) Regulations 2010* and the letter titled 'Soil Classification for Disposal of Excavated Material at 50 Macquarie Street, Hobart – August 2022' written by GES. All reasonable measures are to be taken to ensure soil is prevented from entering the stormwater system.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's City Resilience 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.



(Michael McClenahan)

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: 13 October 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

Background Information

The site and the surrounding area are zoned *Sullivans Cove Mixed Use* under the *Sullivans Cove Planning Zones*. Other land uses nearby include *Central Business*, *Particular Purpose*, *Sullivans Cove Working Port* and some nearby roads are zoned *Utilities*. Given the public use of the investigation area and surrounding streetscapes, we have chosen to assess soil contamination against Class C for Recreational land use and Class D for Commercial land use.

The 1:25,000 scale Hobart geology map indicates the investigation area to be underlain by Permian/Triassic-aged Knocklofty formation sandstone deposits (Rqph).

A preliminary investigation of historical aerial photographs was undertaken, the 1946, 1957 and 1969 historical aerial photographs and Google earth images for the time range of 2003-2022 were reviewed, and the following observations can be made from the photographs:

- Hobart Town Hall has been present since prior to 1946, with minimal alterations to the site.
- No obvious industrial activities or potentially contaminating activities were observed at the site or directly upgradient of the site in historical aerial photographs.

The investigation area has a gentle slope angle around 5% to the east and north east. The investigation area is approximately 9m AHD elevation. The site is on a ridge with limited catchment area directly upgradient. Groundwater and surface water is expected to follow the topography and tend either north easterly in the direction of Macquarie Street and Hobart Rivulet, or easterly towards Sullivans Cove. Sullivans Cove at Constitution Dock is the nearest ecological receptor approximately 140m east of the site.

There is limited catchment area directly upgradient of the site. The Hobart CBD contains a legacy of historical light industrial activities. For example the part of Elizabeth Street now used as Hobart Bus Mall, historically featured automotive servicing as highlighted by the following potentially contaminated activities identified in previous nearby investigations;

- 32 Elizabeth Street - New Norfolk Motor Servicing 1932 – Hydrocarbons
- 32 Elizabeth Street – Cook's Sedans 1948 - Hydrocarbons
- 34 Elizabeth Street – Sullivan Sedan Motors – 1932 – Hydrocarbons
- 18 Elizabeth Street – Neptune Oil Company Ltd - 1940 - Hydrocarbons

The soil samples were excavated by GES using a 65mm hand auger and disposable nitrile gloves.

The soil is described as: a duplex soil featuring a sandy topsoil to around 0.4m depth, with a sandy clay subsoil of medium plasticity at depths greater than 0.4m below ground surface. This soil type is typical of that formed on Triassic sandstone sediments.

No staining or denuded vegetation consistent with hydrocarbon contamination were observed during the site visit.

Three primary soil samples were collected from two excavated test holes, and two Quality Assurance (QA) samples were collected. The samples were analysed for common urban contaminants as follows, hydrocarbons; TPH/TRH, PAH, BTEXN, and a suite of 15 metals. The samples were collected by Mark Downie (B.Agr.Sci) of Geo-Environmental Solutions, in accordance with the National Environmental Protection Measure (NEPM ASC 2013) and AS4482 sampling guidelines.

Results are included in the laboratory Certificates Of Analysis (COA) as presented in Appendix 1.

Planning: #263940

Property

50 MACQUARIE STREET HOBART TAS 7000

People**Applicant ***

Ken Betlehem
Ken Betlehem
16 Elizabeth Street
NORTH HOBART TAS 7000
62382461
betlehemk@hobartcity.com.au

Owner *

HOBART CITY COUNCIL

16 Elizabeth Street
NORTH HOBART TAS 7000
62382461
betlehemk@hobartcity.com.au

Entered By

Ken Betlehem
Hobart City Council
16 Elizabeth St
62382461
betlehemk@hobartcity.com.au

Use

Other

Details

Have you obtained pre application advice?

☒ No

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

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. *

☒ No

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

☒ Yes

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

Details

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

PUBLIC OPEN SPACE

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

INSTALLING A 1.3m (H) X 0.75m (W) X 0.075m (D) CONCRETE PLINTH WITH STAINLESS STEEL PANEL MOUNTED ONTO FACE WITH POEM & GRAPHIC BY ABORIGINAL ARTIST CALEB NICHOLS-MANSELL

Estimated cost of development *

8000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

Carparking on Site

Total parking spaces

Existing parking spaces

N/A

☒ Other (no selection chosen)

Other Details

Does the application include signage? *

☒ Yes

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

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

1

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☒ Yes

Documents

Required Documents

Title (Folio text and Plan and 142916-1-ft -town hall title text & plan.pdf
Schedule of Easements) *

Plans (proposed, existing) * TOWN HALL ABORIGINAL ACKNOWLEDGEMENT-WD-A201_DEVELOPMENT APPLICATION_D.pdf

GM or Crown consent GMC-22-60 - 50 MACQUARIE STREET HOBART TAS 7000 - Notice of Land Owner Consent to Lodge a Planning Application (including documentation).pdf

Supporting Documents

Architectural Description Attachment A Town Hall Acknowledgement Plaque - Detailed Design Revised.pdf

Heritage Report HCC Town Hall Signage Statement of Heritage Impacts and Archaeological Potential.pdf

SOIL DISPOSAL LETTER 20220803 Soil Disposal Letter - 50 Macquarie st Hobart.pdf

GEOTECHNICAL BRIEF REPORT 20220805 Brief Report For Client - 50 Macquarie st Hobart.pdf

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 142916	FOLIO 1
EDITION 1	DATE OF ISSUE 21-Dec-2004

SEARCH DATE : 07-Nov-2013

SEARCH TIME : 03.16 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 142916

Derivation : Whole of 1A-0R-39P GTD to the Mayor, Aldermen and
Citizens of the City of Hobart

Derived from A18798

SCHEDULE 1

HOBART CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

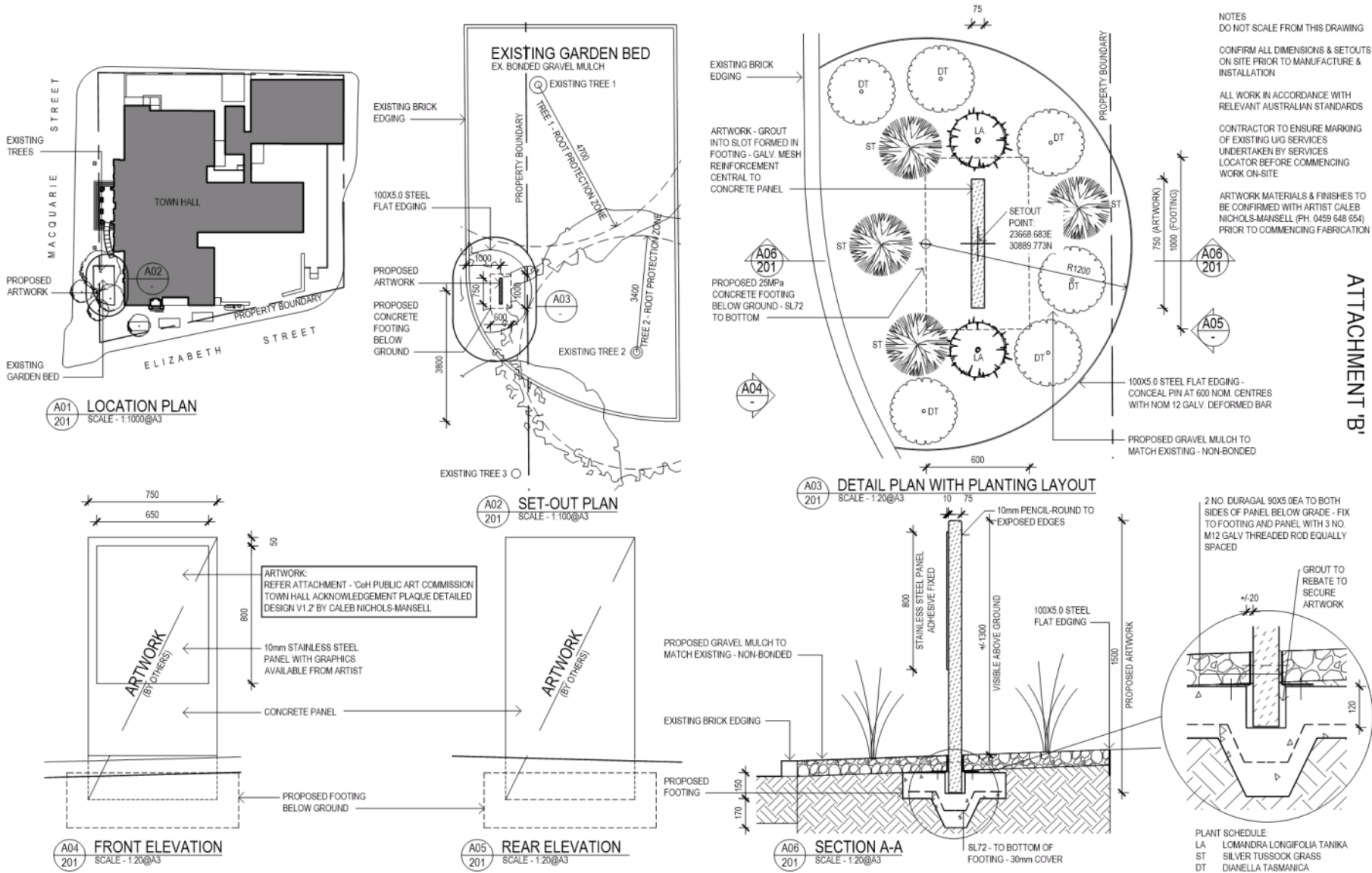
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER LAND TITLES ACT 1980		PLAN OF TITLE		Registered Number
FOLIO REFERENCE A18798		LOCATION CITY OF HOBART		P.142916
GRANTEE WHOLE OF 1A-OR-39P GTD TO THE MAYOR, ALDERMEN AND CITIZENS OF THE CITY OF HOBART		FIRST SURVEY PLAN No. P69 HOBART L.O. COMPILED BY LDRB SCALE 1: 1000 LENGTHS IN METRES		APPROVED 15 DEC 2004 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114 (5225-52)	LAST UPI No 2100688	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

NJD



REV	REVISION/ISSUE DESCRIPTION	DATE
1	DEVELOPMENT APPLICATION	14/09/2022
2	DEVELOPMENT APPLICATION	16/09/2022
3	DEVELOPMENT APPLICATION	18/09/2022
4	DEVELOPMENT APPLICATION	21/09/2022



HOBART COUNCIL CENTRE
10 ELIZABETH STREET
HOBART TAS 7000
T: (03) 6238 2711
F: (03) 6238 1917
E: info@hobart.tas.gov.au
www.hobart.tas.gov.au



ISSUE: DEVELOPMENT APPLICATION

PROJECT DESCRIPTION	ABORIGINAL ACKNOWLEDGEMENT - TOWN HALL	DRAWN	KB	R/E NUMBER	R/S 22-0010
DRAWING TITLE	SITE PLAN	CHECKED	GT	SCALE	A3
CUSTOMER	COMMUNITY PROGRAMS	DATE	21/09/2022	REVISION	D
SCALE	VARIES	SCALE	201		

CITY OF HOBART PUBLIC ART COMMISSION

TOWN HALL ACKNOWLEDGEMENT PLAQUE

DETAILED DESIGN V1.2

THE ARTIST

Caleb Nichols-Mansell is an early career mixed media artist and the Founder of Blackspace Creative Arts and Cultural Hub. He is a proud Tasmanian Aboriginal man with deep connections to country, community, culture, and spirit which all inform his practice and process as an artist and leader.

Caleb has an extensive portfolio in graphic design and digital art and has been commissioned by a number of leading institutes and organisations both within the state and nationally. Stepping outside of his comfort zone, he is beginning to experiment with large scale festival and public art installations as well as site responsive works which will be developed over the coming year.

Delving into and shining light on the politics of identity, land, and cultural heritage his artwork aims to generate conversation and evoke deep thinking whilst providing viewers with an intimate look at what it means to be Tasmanian Aboriginal man in modern day Tasmania.

THE CONCEPT

A contemporary approach to the typical Acknowledgement of Country.

My proposal invites the public to contemplate their own connection to Country whilst providing space and opportunity for them to acknowledge the Country that they live and work on.

I Am Country is an explorative written piece that encourages the reader to imagine the person as Country or Country as the person. It is a gentle and soft journey into the heart and spirit of indigeneity among Tasmanian Aboriginal people.

THE POEM

I am Country...

I come from this land and one day, when my time comes, I will return to this land.

I am an extension of these earthly elements. Connected to country, fuelled by the energy stored within these sacred landscapes.

I am the waves that crash against the rocky coastlines, protecting our island like a natural built fortress.

I am the wind that dances over the hills and into the valleys that carve through the land.

I am the Earth that harbours and sustains life, the trees that tie themselves to this Country.

This land informs my way of being, of seeing and of believing; teaching me and guiding me through this physical form of life.

I am Country...

I come from this land and one day, when my time comes, I will return to this land.

I am Country.

THE ARTWORK

The artwork takes inspiration from the water below the city that moves from kunanyi down to timtumilli minunya. This water carved through Country and existed long before the concrete structures that now enshroud it.

The circular, vibrational pattern also alludes to the circular knowledge systems that exist within our culture and have sustained our practices for thousands and thousands of years. These knowledges reverberate through generations keeping culture strong.



ARTWORK MOCK-UPS

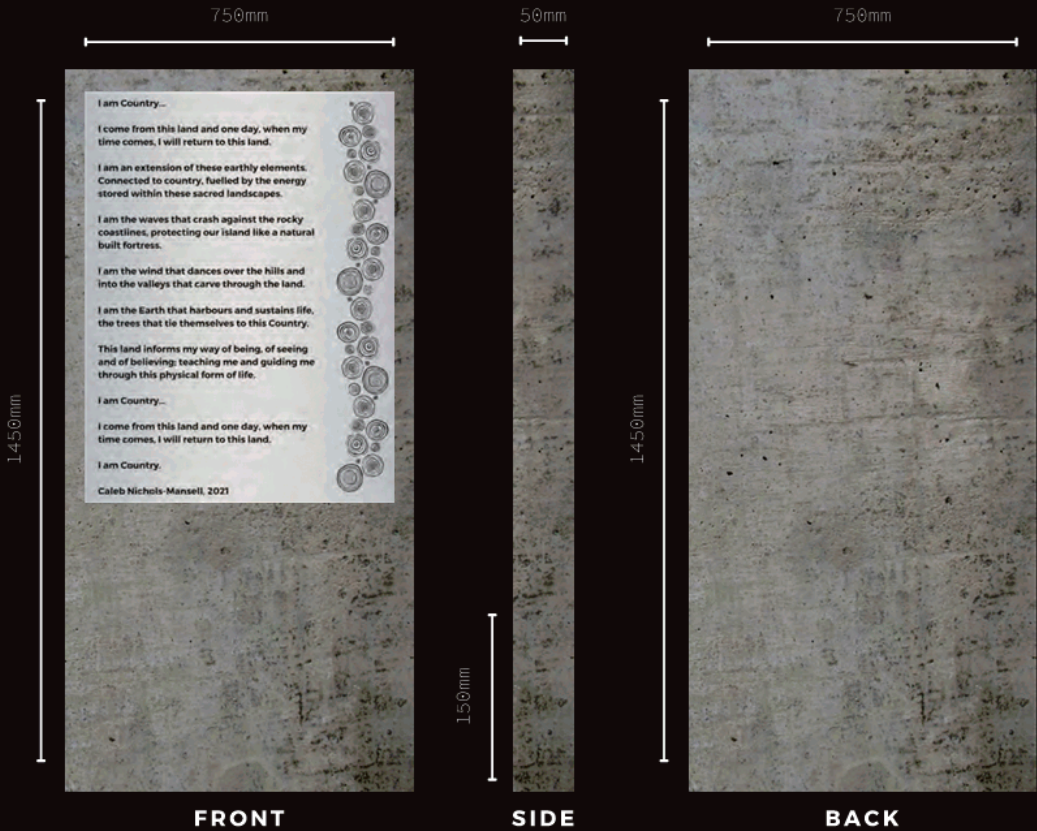
ARTISTIC RENDER

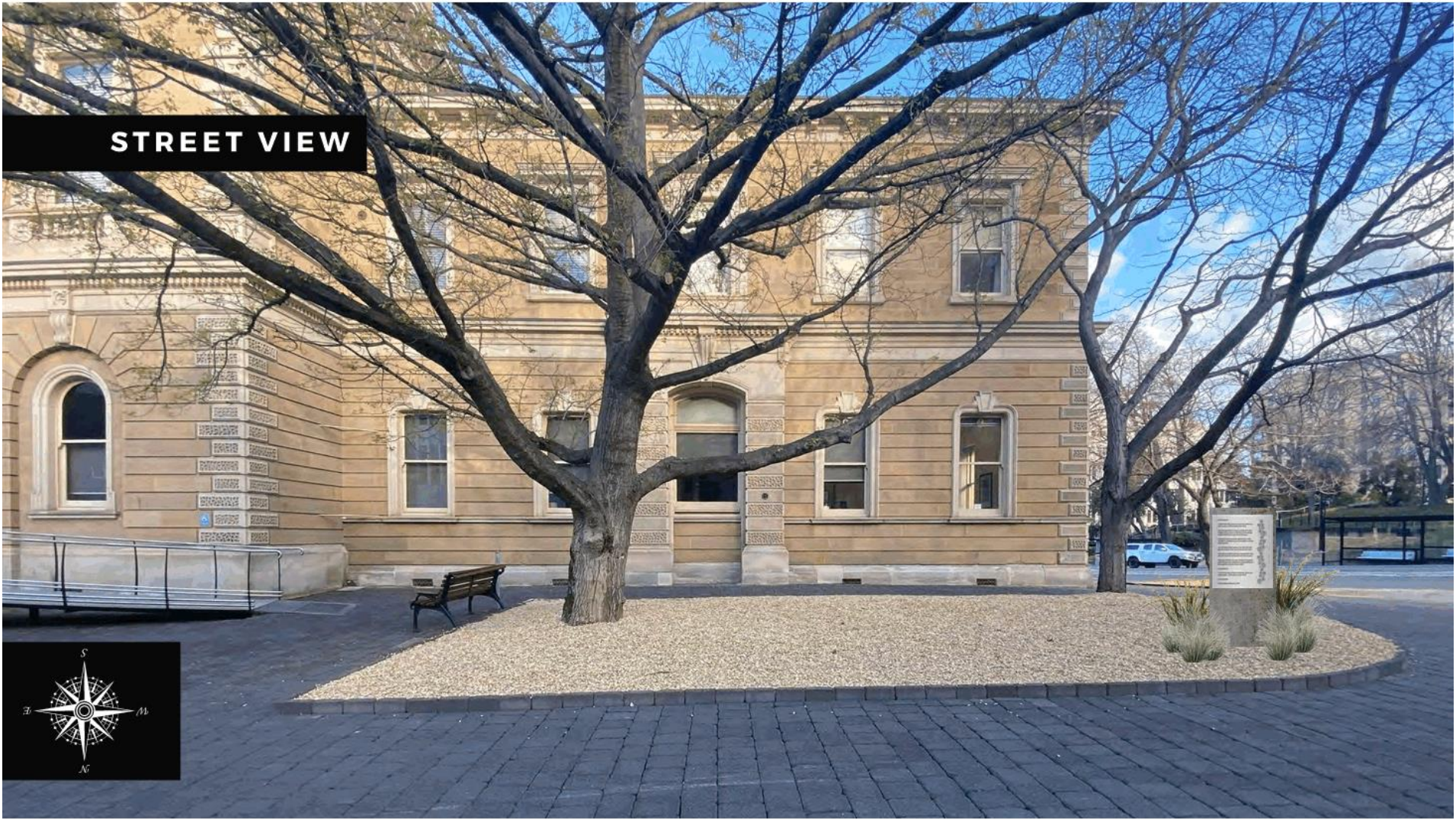
Steel Plate | 65 x 80 x 1 cm

Artwork and text to be engraved. Engraving to be stained and then the steel plate coated in weatherproof and sealed. This will either be fastened by bolts or an appropriate surface adhesive.

Concrete Slab | 75 x 145 x 5 cm

Accounts for 5cm border around the top, bottom and sides of steel plate and leaves a 15cm footing which can be inserted into the ground or act as a stand with external footings anchoring the slab.





LANDSCAPED

x2 Lomandra
x4 Silver Tussock
x6 Dianella





Soil Classification for Disposal – Hobart Town Hall – August 2022



Environment Protection Authority Tasmania
Email - wastemanagement@epa.tas.gov.au

cc
Ken Betlehem
Architect and Urban Designer
City Of Hobart
16 Elizabeth Street, Hobart
Ph – 62382461, email betlehemk@hobartcity.com.au

5th August 2022

**Soil Classification for Disposal of Excavated Material at
50 Macquarie Street, Hobart – August 2022**

To whom it may concern,

Please see the following details for the sampling conducted at 50 Macquarie Street, Hobart. In the vicinity of a garden bed in front of Hobart Town Hall. This letter and data set relates to the sampling event conducted on the 28th June 2022.

The following PDF Laboratory results Certificate of Analysis (COA) plus corresponding ENMRG files will be forwarded separately.

1. EM2212575 – Primary Laboratory Results

See the following supporting information in order of appearance:

- Table 1 Volumes of material
- Figure 1 Site Plan on Satellite photo – approximate excavation area illustrated in red, boreholes numbered
- Figure 2 - Site Plan on Architect Plan – approximate excavation area illustrated in red, boreholes numbered
- Table 2 IB105 Soil Analytical Results Compared Against IB105 Investigation Limits (Dry Weight Concentrations) for Soil Disposal

Proposed excavations are intended at 50 Macquarie Street (Hobart Town Hall) in a garden bed fronting onto Macquarie Street, for the instillation of foundations for an Aboriginal Acknowledgement artwork piece. Minor excavations will be required for the foundations, and some of the excavated soil will be replaced in situ.

The approximate excavated area is highlighted in red in Figure 1 and Figure 2.

Soil Classification for Disposal – Hobart Town Hall – August 2022

The soil in this vicinity has been tested for common contaminants of urban soils (hydrocarbons and metals), given the historical use of Hobart CBD for light industrial activities throughout the late 1800s and early 1900s.

The soil is described as: a duplex soil featuring a sandy topsoil to around 0.4m depth, with a sandy clay of medium plasticity subsoil at depths below 0.4m below ground surface. This soil type is typical of that formed on Triassic sandstone sediments.

Three primary soil samples were collected from two excavated test holes, and two Quality Assurance samples were collected. The samples were analysed for common urban contaminants as follows, hydrocarbons; TPH/TRH, PAH, BTEXN, and a suite of 15 metals. The sampling density was 3 per 1m³, exceeding the IB105 minimum sampling density of 1 per 25m³. The samples were collected by Mark Downie (B.Agr.Sci) of Geo-Environmental Solutions, in accordance with the National Environmental Protection Measure (NEPM ASC 2013) and AS4482 sampling guidelines

The analytical results from these samples were then compared to The Environmental Protection Authority (EPA) Tasmania – *Information Bulletin 105* Classification and Management of Contaminated Soil for Disposal. The material is classified as Level 2 material due to elevated levels of Barium in one sample. Results of analysis are presented in Table 2. Analysis was undertaken by the NATA accredited laboratory, ALS Environmental in Springvale, Melbourne. Laboratory reports are forwarded separately to this letter. The Quality Assurance samples found no non-compliances between duplicate and primary sample, and no detections within the rinsate blank.

The excavated material is classified as Level 2 Material, low level contaminated soil. The volume of the material is estimated at **0.3m³ or 0.5t** (based on a bulking estimate of 1.6). It is intended that the Level 2 material will be transported by an approved Waste Transporting Company for disposal at Copping Waste Depot.

Yours faithfully,



Mark Downie B.Agr.Sci

Soil Scientist

Table 1 Volumes of material

Site ID	Classification (IB105)	Estimate Weight (tonnes)	Estimated Volume (m ³)	Samples collected
50 Macquarie Street	Level 2	0.5	0.3	TH01 0.1, TH01 0.4, TH02 0.1

Soil Classification for Disposal – Hobart Town Hall – August 2022

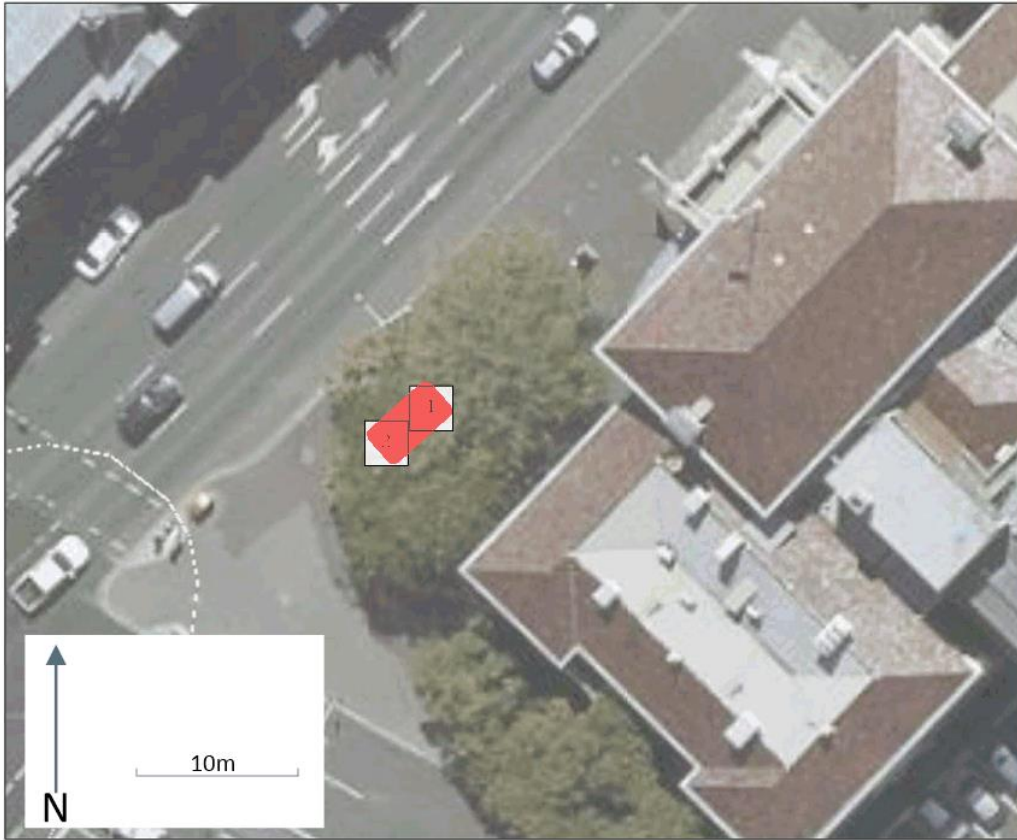


Figure 1 Site Plan on Satellite photo – approximate excavation area illustrated in red, boreholes numbered

Soil Classification for Disposal – Hobart Town Hall – August 2022

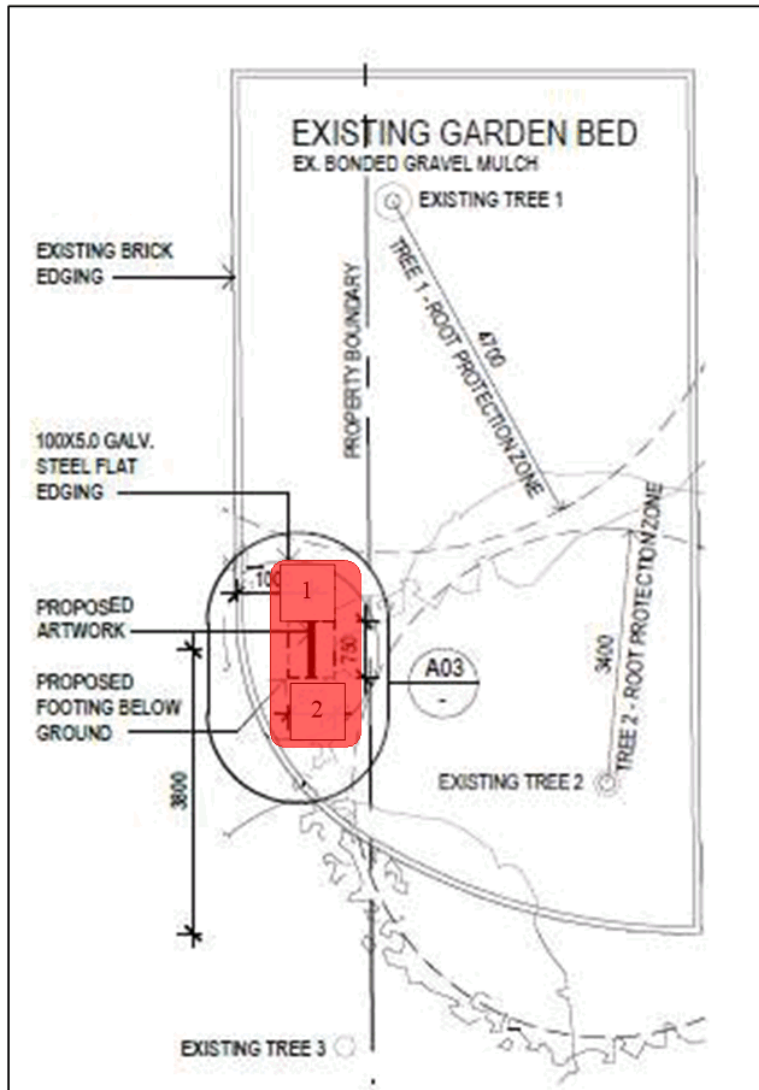


Figure 2 Site Plan on Architect Plan – approximate excavation area illustrated in red, boreholes numbered

Soil Classification for Disposal – Hobart Town Hall – August 2022

Table 2 IB105 Soil Analytical Results Compared Against IB105 Investigation Limits (Dry Weight Concentrations) for Soil Disposal.

Information Bulletin 105 Classification and Management of Contaminated Soil For Disposal		Arsenic	Barium	Beryllium	Cadmium	Chromium Total	Copper	Cobalt	Lead	Manganese	Mercury	Nickel	Selenium	Zinc	Benzo(a)pyrene	C6 - C9 Fraction	C10 - C36 Fraction (sum)	Sum of polycyclic aromatic hydrocarbons	Benzene	Toluene	Ethylbenzene	Total Xylenes
Unit		mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
LOR		50	1	2	5	5	2	5	5	5	0.1	2	5	5	0.5	10	50	0.5	0.2	0.5	0.5	0.5
Investigation Level Selected																						
IB105 Level 1		<20	<300	<2	<3	<50	<100	<100	<300	<500	<1	<60	<10	<200	<0.08	<65	<1000	<20	<1	<1	<3	<14
IB105 Level 2		20	300	2	3	50	100	100	300	500	1	60	10	200	0.08	65	1000	20	1	1	3	14
IB105 Level 3		200	3000	40	40	500	2000	200	1200	5000	30	600	50	14000	2	650	5000	40	5	100	100	180
IB105 Level 4		750	30000	400	400	5000	7500	1000	3000	25000	110	3000	200	50000	20	1000	10000	200	50	1000	1080	1800
28/06/2022	TH01 0.1-0.15 X	<5	50	<1	<1	11	58	8	16	241	<0.1	8	<5	78	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5	<0.5
28/06/2022	TH01 0.4-0.45	<5	890	<1	<1	6	<5	7	8	77	<0.1	8	<5	20	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5	<0.5
28/06/2022	TH02 0.1-0.2 X	<5	50	<1	<1	13	22	8	11	235	<0.1	10	<5	54	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5	<0.5



Proposed Signage Installation Project
at the Town Hall, Macquarie Street, Hobart

Statement of Heritage Impacts and
Archaeological Potential

Final Version

AUTHOR: Stuart Huys
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CLIENT:
Hobart City council

10.6.2022

CULTURAL
HERITAGE
MANAGEMENT
AUSTRALIA

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

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Executive Summary

Project Background

The Hobart City Council (HCC) is proposing to install Aboriginal Acknowledgement signage at the front of the Hobart Town Hall. The proposed position for the sign is in the garden area just to the south-west of the main entrance to the Town Hall, fronting Macquarie Street. Figure 1 shows the proposed location for the signage, with Plate 1 provides a street view for the proposed sign location.

The proposed location for the signage is situated within land that is governed by the *Sullivans Cove Planning Scheme 1997* (SCPS 1997). Additionally, the signage is located within the boundaries of the Hobart Town Hall, which is permanently listed on the Tasmanian Heritage Register (THR). CHMA Pty Ltd have been engaged by the HCC to prepare a Statement of Archaeological Potential and Statement of Heritage Impacts for the proposed signage. This report presents the findings.

Statement of Heritage Impacts and Management Recommendations

The proposed signage will be an engraved steel plate which will be affixed to a concrete slab. The concrete slab that measures 145cm in height, 75cm in width and 5cm thickness. The signage will not be affixed to the Town Hall building, but instead will be placed within the rock garden area just to the south-west of the main entrance to the Town Hall. The signage will have no physical impact on the building itself. Given the small scale of the signage, it is assessed that there will be a negligible change to the nature or appearance of the place. The location, bulk and appearance of the signage will not adversely affect the heritage values of the Town Hall (see section 3.1 for detailed discussions).

Management Recommendation

The erection of the proposed signage will have a negligible impact on the heritage values of the Town Hall. It is recommended that the Hobart City Council apply for a Certificate of Exemption for these works.

Statement of Archaeological Potential and Recommendations

The proposed position for the sign is in the garden area just to the south-west of the main entrance to the Town Hall, fronting Macquarie Street, between Macquarie Street and the Town Hall building. Within the existing rock garden there are two mature trees and the garden is surrounded by paving. There are a series of underground services in the immediate vicinity of the rock garden, including sewerage, water and optic fibre cable.

The current grid alignment of the major streets in the Hobart CBD, including Macquarie and Elizabeth Street is much the same as that shown in the early planning maps. However, the notable exception is that the planning maps show that the original

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alignment of Elizabeth Street terminated at the junction of Macquarie Street. It was only later in the mid 1800s that Elizabeth Street was extended down to the Franklin Wharf. The Town Hall building was completed in 1866. However, the early planning maps for Hobart show that there were a series of buildings constructed across the area now occupied by Franklin Square and the Hobart Town Hall. These buildings are confirmed as being the original Government House structures.

it is apparent that the location for the proposed signage avoids the foundation footprint of the original Government House building, which is situated further to the south-east. It is considered highly unlikely that there are any other early building foundation features in the area where the signage is proposed. The archaeological potential for this specific area is therefore assessed as being low. The footprint disturbance for the proposed signage is minimal, being confined to an area of less than 1m x 1m, with the maximum depth of the footings being 50cm. In consideration of the above, it is assessed that there is little to no potential for the signage to impact on any sub-surface archaeological features (see section 3.2 for detailed discussions).

Management Recommendations

It is assessed that the proposed installation of the signage has a very low potential for impacting on any historic heritage features. On this basis it is recommended that there should be no heritage constraints to these works proceeding. However, as per the Practice Note No 2 by the Tasmanian Heritage Council, processes must be followed should any unexpected archaeological features and/or deposits be revealed during works.

1.0 Project Background

1.1 Project Description

The Hobart City Council (HCC) is proposing to install Aboriginal Acknowledgement signage at the front of the Hobart Town Hall. The proposed position for the sign is in the garden area just to the south-west of the main entrance to the Town Hall, fronting Macquarie Street. Figure 1 shows the proposed location for the signage, with Plate 1 provides a street view for the proposed sign location.

The signage will be an engraved steel plate which will be affixed to a concrete slab. The concrete slab that measures 145cm in height, 75cm in width and 5cm thickness. The footing of concrete slab will be inserted into the ground to a depth of 15cm and may be separately anchored. The maximum depth of disturbance will be 50cm. The concept design for the proposed signage is presented in Appendix 2.

The proposed location for the signage is situated within land that is governed by the *Sullivans Cove Planning Scheme 1997* (SCPS 1997). Additionally, the signage is located within the boundaries of the Hobart Town Hall, which is permanently listed on the Tasmanian Heritage Register (THR).

CHMA Pty Ltd have been engaged by the HCC to prepare a Statement of Archaeological Potential and Statement of Heritage Impacts for the proposed signage. This report presents the findings.

1.2 Project Methodology

This assessment has been implemented in three broad stages.

Stage 1 (Background Research and Project Liaison)

Contact with Hobart City Council

On the 10.5.2022, Stuart Huys (CHMA) met with Sophie Calic from the Hobart City Council. The purpose of the meeting was to discuss the details of the development proposal and to generate an understanding as to the likely heritage assessment requirements for the project. As part of this initial contact, the HCC provided concept plans for the proposed traffic signal installation works, as well as heritage information pertinent to these works.

Collation of Background Information

As part of Stage 1 the following research was carried out and background information collated for this project.

- A review of the relevant heritage registers and the collation of information pertaining to heritage register entries for the study area and surrounds.
- Historic literature, site plans and records for the for the study area.

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

- Documentation and plans relating to the proposed installation of infrastructure associated with the Project.
- Planning and Regulatory requirements for heritage sites in Tasmania and the Hobart City Council Municipality.

Stage 2 (Field Inspection)

Stage 2 entailed the fieldwork component of the Assessment. The field inspection was undertaken on the 22.5.2022 by Stuart Huys (CHMA archaeologist). The primary purpose of the field inspection was to confirm the specific location for the installation of the signage, to ascertain the extent of potential impacts that the installation may have on heritage values, and to determine the potential archaeological sensitivity of these works.

Stage 3 (Preparation of Report)

Stage three of the project involved the production of this report which details the findings of the assessment and includes a Statement of Archaeological Potential and Statement of Heritage Impacts for the proposed scope of works specified in section 1.1. The report has been prepared by Stuart Huys from CHMA.

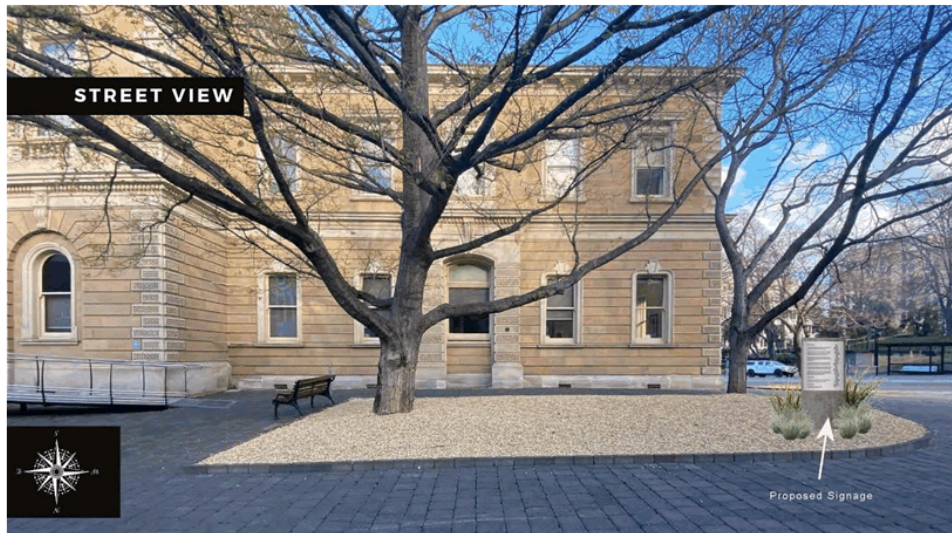


Plate 1: Street view showing the location of the proposed signage

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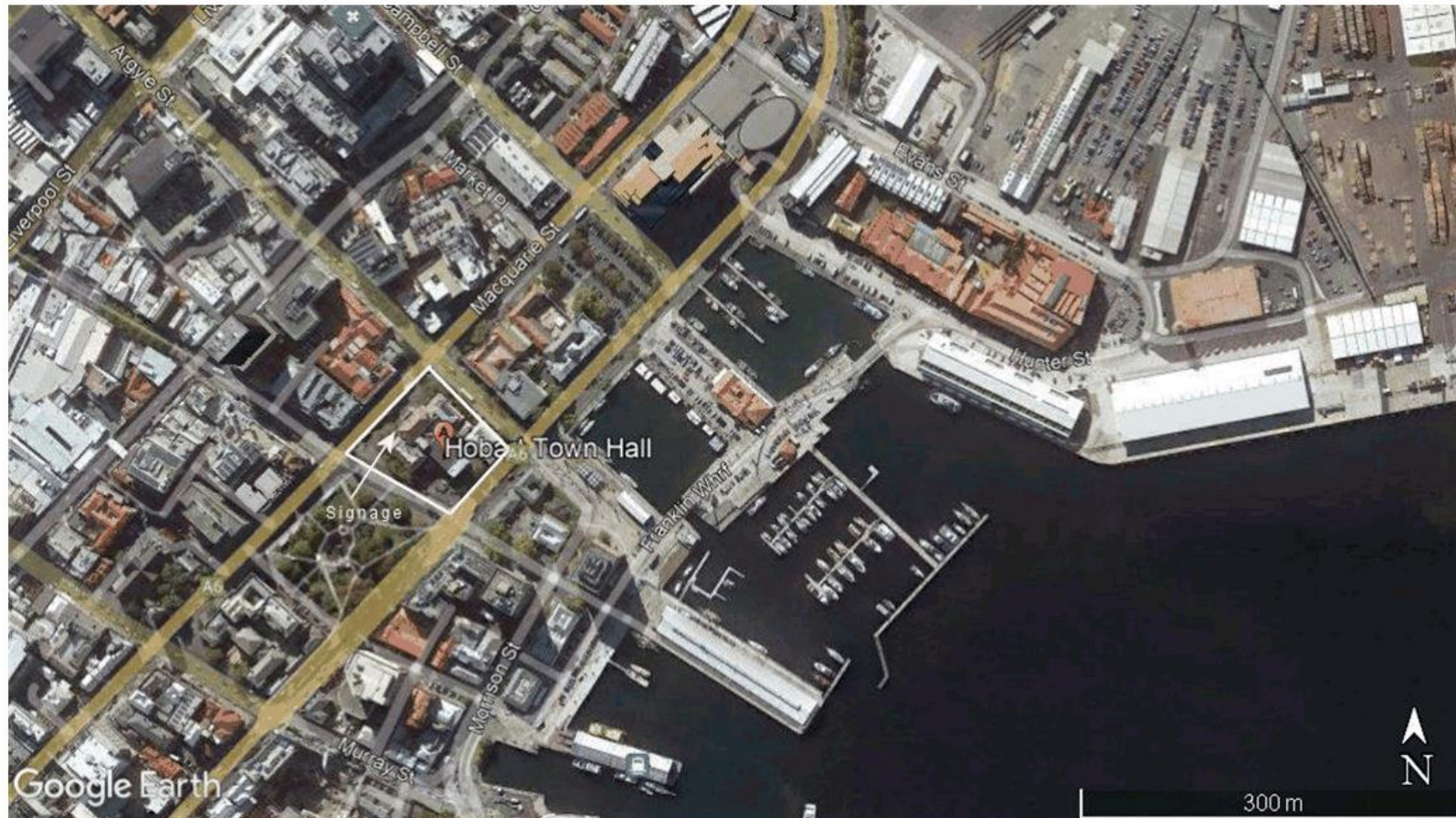


Figure 1: The location of the proposed signage installation at the Hobart Town Hall at 50 Macquarie Street Hobart

2.0 Statutory Controls and Legislative Requirements

As noted in section 1.1 of this report, the location of the proposed signage is situated within land that is governed by the *Sullivans Cove Planning Scheme 1997* (SCPS 1997). Additionally, the signage is located within the boundaries of the Hobart Town Hall, which is permanently listed on the Tasmanian Heritage Register (THR). The following provides a summary overview of the State and Local Government legislation and procedures that apply to this project.

2.1 State Legislation

Land Use Planning and Approvals Act 1993

This Act (LUPAA) is the cornerstone of the State Resource Management and Planning System (RMPS). It establishes the legitimacy of local planning schemes and regulates land use planning and development across Tasmania. With regard to historic heritage, LUPAA requires that planning authorities will work to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value" [Schedule 1 Part 2(g)].

Resource Planning and Development Commission Act 1997

The Resource Planning and Development Commission (now referred to as the Tasmanian Planning Commission) is responsible for overseeing Tasmania's planning system, approving planning schemes and amendments to schemes and assessing Projects of State Significance. In terms of heritage management, the TPC will consider the establishment of heritage overlays, precincts or areas as part of the creation of planning schemes.

Resource Management and Planning Appeal Tribunal Act 1993

The Resource Management and Planning Appeal Tribunal determine planning appeals and enforce the Acts within the RMPS. The Tribunal plays an important role in the management of heritage places through its determinations on proposed development on, or near to, places of heritage significance.

Historic Cultural Heritage Act 1995

The Historic Cultural Heritage Act 1995 (HCH Act) is the key piece of Tasmanian legislation for the identification, assessment and management of historic cultural heritage places. The stated purpose of the HCH Act is to promote the identification, assessment, protection and conservation of places having historic cultural heritage significance and to establish the Tasmanian Heritage Council". The HCH Act also includes the requirements to:

- establish and maintain the Tasmanian Heritage Register (THR);
- provide for a system for a system of approvals for work on places on the Register;

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- provide for Heritage Agreements and assistance to property owners;
- provide for protection of shipwrecks;
- provide for control mechanisms and penalties for breaches of the Act.

Under the HCH Act, "conservation" in relation to a place is defined as:

- the retention of the historic cultural heritage significance of the place; and
- any maintenance, preservation, restoration, reconstruction and adaption of the place.

The definition of "place" under the HCH Act includes:

- a site, precinct or parcel of land;
- any building or part of a building;
- any shipwreck;
- any item in or on, or historically or physically associated or connected with, a site precinct or parcel of land where the primary importance of the item derives in part from its association with that site, precinct or parcel of land; and
- any equipment, furniture, fittings, and articles in or on, or historically or physically associated or connected with any building or item.

The Act created the Tasmanian Heritage Council (THC), which came into existence in 1997 and operates within the State RMPS. The THC is a statutory body, separate from government, which is responsible for the administration of the HCH Act and the establishment of the Tasmanian Heritage Register (THR), which lists all places assessed as having heritage values of state significance. The THC also assesses works that may affect the heritage significance of places and provides advice to state and local government on heritage matters. The primary task of the THC is as a resource management and planning body, which is focused on heritage conservation issues. Any development on heritage-listed places requires the approval of the THC before works can commence.

Heritage Tasmania (HT), which is part of the Department of Primary Industry, Parks, Water and the Environment, also plays a key role in fulfilling statutory responsibilities under the HCH Act. HT has three core roles:

- co-ordinating historic heritage strategy and activity for the State Government;
- supporting the Tasmanian Heritage Council to implement the HCH Act; and
- facilitating the development of the historic heritage register.

Works to places included in the THR require approval, either through a Certificate of Exemption for works which will have no or negligible impact, or through a discretionary permit for those works which may impact on the significance of the place.

Discretionary permit applications are lodged with the relevant local planning authority.

On receipt, the application is sent to the Heritage Council, which will firstly decide

whether they have an interest in determining the application. If the Heritage Council has no interest in the matter, the local planning authority will determine the application. If the Heritage Council has an interest in determining the application, a number of matters may be relevant to its decision. This includes the likely impact of the works on the significance of the place; any representations; and any regulations and works guidelines issued under the HCH Act. The Heritage Council may also consult with the planning authority when making a decision.

In making a decision, the Heritage Council will exercise one of three options: consent to the discretionary permit being granted; consent to the discretionary permit being granted subject to certain conditions; or advise the planning authority that the discretionary permit should be refused. The Heritage Council's decision is then forwarded to the planning authority, which will incorporate the decision into any planning permit

Works Guidelines for Historic Heritage Places 2015

The Tasmanian Heritage Council and Heritage Tasmania have issued Works Guidelines for Historic Heritage Places. The guidelines provide a general reference for the types of works which may be exempt, or those where a permit will be required. They also define appropriate outcomes for a range of different works and development scenarios. Although specifically designed for places included in the THR, the guidelines provide useful advice for the management of heritage places generally.

2.2 Local Planning Schemes

In accordance with the requirements of the *Land Use Planning and Approvals Act 1993* (LUPAA), Local Planning Schemes have been established throughout Tasmania in accordance with regional divisions of the state.

Development activities in Hobart is governed by two planning schemes: *the Hobart Interim Planning Scheme 2015* (HIPS 2015) and *the Sullivans Cove Planning Scheme 1997* (SCPS 1997). Both schemes are overseen by the Hobart City Council. The proposed works area is situated within land that is governed by the *Sullivans Cove Planning Scheme 1997* (SCPS 1997).

The Sullivans Cove Planning Scheme 1997

The Sullivans Cove Planning Scheme 1997 (The Scheme) has been prepared in accordance with the provisions of the *Land Use Planning and Approvals Act 1993*. The Scheme applies to all land and water within the Scheme Boundary, referred to in this Scheme as 'The Planning Area'. This area is shown in Figure 2.

The Planning Area is divided into 'Activity Areas' as shown on Figure 2. The Hobart Town Hall, where the signage is proposed to be erected is situated within Activity Area 2, which is a mixed use Activity Area. The 'Sullivans Cove Mixed Use' Activity Area comprises the land stretching from Battery Point across the central Cove area to the

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north side of Hunter Street, and beyond to the Liverpool Street extension. This Activity Area is Hobart's major tourist destination and has a readily identifiable image as a focus for cultural activities and supports a wide range of other uses which contribute to its character and vitality.

Table 1 presents the objectives and performance criteria that apply to all use and development in this Activity Area.

Table 1: Objectives and performance criteria that apply to all use and development in Activity Area 2

Objective	Performance Criteria
(a) To ensure that activities within the Cove respect the cultural heritage and character of the Activity Area.	<ul style="list-style-type: none"> • All use and development within the Activity Area must demonstrably contribute to, and enhance the cultural heritage, built form (bulk, height, volume, urban detail) and spatial characteristics of the activity area. • Activities requiring large, undifferentiated floor areas shall be discouraged in the activity area, except where such activities can be accommodated within existing buildings. • New development north of Brooker Avenue must be designed in a manner which protects the cultural heritage and landscape qualities of the Domain including the setting of the Cenotaph.
(b) To ensure that the amenity, character and cultural heritage values of the Cove's roads and other public spaces are conserved and enhanced.	<ul style="list-style-type: none"> • Use and development on road reserves, public parks and other public spaces within the activity area shall only be 'permitted' where they do not detract from the space's amenity or heritage value.
(c) To encourage use and development which generate pedestrian movement through the activity area.	<ul style="list-style-type: none"> • Outdoor dining and other outdoor pedestrian activities are encouraged in appropriate locations. • Activities which generate pedestrian traffic are to be encouraged particularly along Salamanca Place, Hunter Street, the western side of Morrison Street and the block bounded by Davey, Elizabeth, Morrison and Argyle Streets. • All use and development shall facilitate pedestrian access, circulation, amenity and safety within the Cove. • All use and development must facilitate access for the disabled and other pedestrians with restricted mobility. • Parking and vehicle movement within public urban spaces intended primarily to facilitate pedestrian movement shall be discouraged where it conflicts with

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Objective	Performance Criteria
	pedestrian movement and safety.
(d) To encourage the further development of the Activity Area as a tourist destination.	<ul style="list-style-type: none"> The existing mix of tourist-oriented uses and facilities, including shops, restaurants and hotels shall continue to be encouraged.
(e) To promote the use of the roads, other public spaces and buildings within the area for festivals and other public gatherings.	<ul style="list-style-type: none"> Markets and Cultural and Community Events shall be encouraged in spaces designated as having a primarily 'pedestrian' function.
(f) To ensure that the Activity Area's primary function as a place for a range of arts, cultural, civic, recreational and entertainment activities, is strengthened together with its role as a shop window for quality Tasmanian produced goods.	<p>Arts and Cultural Activities:</p> <ul style="list-style-type: none"> Arts and Cultural activities, including small 'in-shop' artist workshops, shall be promoted throughout the Activity Area. In particular, such activities will be encouraged along primary pedestrian routes in the Cove. <p>Retail Activities:</p> <ul style="list-style-type: none"> A diverse, but balanced, mix of retail activities including art and craft centres, shops and eating establishments shall be promoted, especially in the Salamanca area, to reinforce the role of the Cove as the City's 'cultural precinct'.
(g) To encourage offices, administrative and smaller scale activities in locations where they reinforce rather than conflict with more active uses that characterise the attractiveness to visitors walking around this part of the Cove.	<p>Office and Educational Activities:</p> <ul style="list-style-type: none"> Office uses, including financial institutions, consulting suites and other administrative activities shall be encouraged to locate in existing buildings within the Cove. Office uses and smaller education activities proposed in retail areas of the Cove shall be encouraged to locate within existing buildings on the first floor or above. Large non retail or visitor related activities such as offices will be encouraged to locate within existing office buildings, particularly in the Macquarie Street - Davey Street area. Any education centre activity of a significant scale should focus on the existing Centre of arts or other locations where they would not replace uses that contribute to a more active street frontage. Public display offices shall be discouraged from locating in the centre of retail areas.

Conservation of the cultural heritage values of Sullivans Cove is the primary objective of the Scheme. Where there is an apparent conflict with other objectives, the conservation of cultural heritage values takes precedence. This schedule applies to conservation of

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the cultural heritage values of identified places of cultural significance, including spaces, buildings and objects, and conservation of patterns of continuing or historic use. It also applies to the conservation of archaeologically sensitive sites and the conservation of a recognisable historic character in the areas where authentic historic fabric and spaces remain.

Schedule 1 outlines the stated objectives for the conservation of cultural heritage values within the Scheme Boundary. These are outlined below.

- To provide the mechanisms to allow the conservation of heritage values.
- To provide an incentive for 'building or works' to be carried out in a manner which is compatible with conservation of cultural heritage values.
- To ensure that the recognisable historic character of Sullivans Cove is not compromised by new development which overwhelms the places of cultural significance, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms.
- To encourage new development to be recognisable as new, but not individually prominent. Such development must reflect a "good neighbour" relationship to places of identified cultural value.

Schedule 1 also provides a series of controls that apply to the carrying out of building works on places of Cultural Significance (22.4) and excavation works within Places of Archaeological Sensitivity (22.6). Places of Cultural Significance are identified in Table 1 and Figure 5 of this Schedule, with the Places of Archaeological Sensitivity identified in Table 2 and Figure 5a. The Hobart Town Hall is identified in Table 1 as a place of Cultural Significance and in Table 2 as a place Archaeological Sensitivity.

For places of Cultural Significance, Clause 22.4.4 states that 'Building or works' on places of cultural significance is 'permitted' in respect to this Schedule where it can be demonstrated that the following 'deemed to comply' provisions have been satisfied:

- The 'building or works' are related to the conservation of a place of cultural significance and are to be undertaken in accordance with a Conservation Plan accepted by the Planning Authority as satisfying the submission requirements for an application.

'Building or works' on places of cultural significance which cannot satisfy the 'deemed to comply' provisions of Clause 22.4.4 may be approved at the discretion of the Planning Authority. The following criteria must be taken into consideration in the assessment of all proposals to undertake 'building or works' on places of cultural significance:

- 'Building or works' must complement and contribute to the cultural significance, character and appearance of the place and its setting;
- 'Building or works' must be in compliance with the conservation strategy of an approved Conservation Plan, where required and/or provided;
- The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any place of cultural significance;

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

- 'Building or works' must not reduce the apparent authenticity of places of cultural significance by mimicking historic forms;
- 'Building or works' may be recognisable as new but must not be individually prominent;
- The painting of previously unpainted surfaces is discouraged.

For places of Archaeological Sensitivity, clause 22.6.4 states that

"Those works which constitute the excavation of land on any place of cultural significance (as identified in Table 1), including those identified in Table 2, are 'permitted' where a statement is provided by a qualified archaeologist that either the site has been surveyed previously and found not to be of archaeological significance or that the nature of the 'building or works' will not result in destruction of any aspects of items of archaeological significance".

Having regard to the contents and recommendations of an Archaeological Sensitivity Report accepted by the Planning Authority pursuant to Clause 22.6.3 the following criteria must be taken into consideration in the assessment of all proposals to develop places of cultural significance listed in Table 2 or that are considered likely to be of archaeological interest or significance:

- The likelihood of the proposed 'building or works' resulting in the removal or destruction of items of archaeological significance.
- The cultural significance of the site. • Evidence of an adequate archaeological reconnaissance and site sampling prior to the approval or carrying out of works.
- The need to reasonably protect potential archaeological significance during the design, and carrying out of works.
- The need to undertake an archaeological 'watching brief' to be required during the carrying out of works.

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

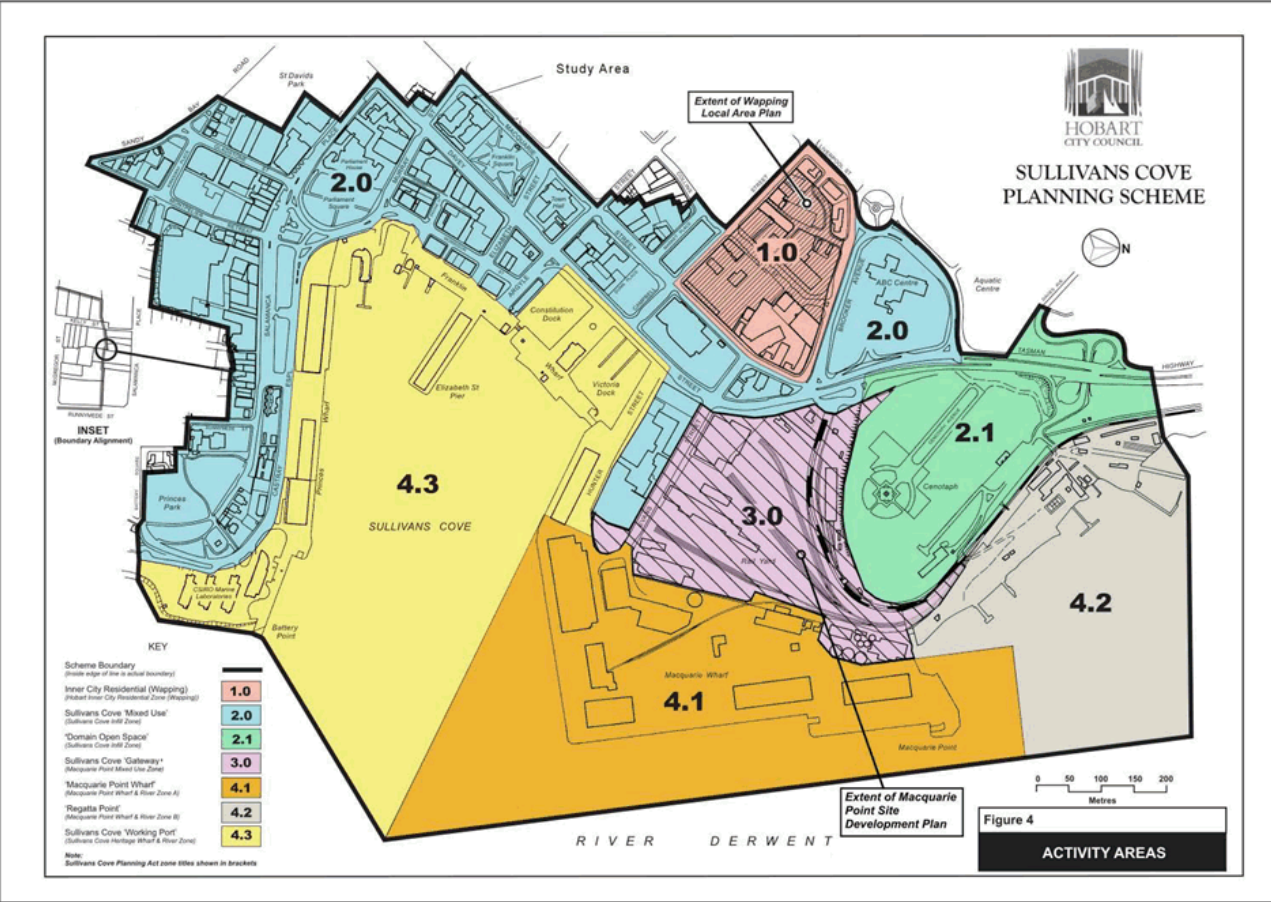


Figure 2: Sullivans Cove Planning Scheme Activity Areas showing the Town Hall within Activity Area 2, which is a mixed use Activity Area

3.0 Statement of Heritage Impacts, Statement of Archaeological Potential and Management Recommendations

3.1 Statement of Heritage Impacts and Management Recommendations

The proposed position for the sign is in the garden area just to the south-west of the main entrance to the Town Hall, fronting Macquarie Street (see Plates 2-4).

The Town Hall is permanently registered on the Tasmanian Heritage Register (THR ID2466). The building was designed by Henry Hunter in 1864 and was built between 1864 and 1866. It is a sandstone building with a central section and flanking wings forming a grand palace front. The Datasheet entry for the Town Hall notes that it is of high historic cultural heritage significance as a place that has featured importantly in the development of the cultural, social and governmental life of Hobart. It is also of historic heritage significance because of its ability to demonstrate the principal characteristics of a Victorian Academic Classical public building, its construction method, design, fabrication and operation. Whilst the significance of the Town Hall relates primarily to the building, registration applies to the whole of the title of the property. Heritage Tasmania (HT) has advised that the title also includes a registration for the Carnegie Building (THR ID2156) and that there is also a former caretaker's cottage between the two buildings that is not mentioned on either registration, as well as a hydro substation; these are both in the same architectural style as the Carnegie building.

Works to places included in the THR require approval, either through a Certificate of Exemption for works which will have no or negligible impact, or through a discretionary permit for those works which may impact on the significance of the place. HT advise that, any works on the site will need to be assessed against both registrations (advice provided on the 9.6.2022). The Datasheet entry for the Town Hall and the Carnegie building are provided in Appendix 1.

The Town Hall is also identified in Table 1 of Schedule 1 in the *Sullivans Cove Planning Scheme 1997* (The Scheme) as a place of Cultural Significance. For places of Cultural Significance, Clause 22.4.4 states that 'Building or works' on places of cultural significance is 'permitted' in respect to this Schedule where it can be demonstrated that the following 'deemed to comply' provisions have been satisfied:

- The 'building or works' are related to the conservation of a place of cultural significance and are to be undertaken in accordance with a Conservation Plan accepted by the Planning Authority as satisfying the submission requirements for an application.

'Building or works' on places of cultural significance which cannot satisfy the 'deemed to comply' provisions of Clause 22.4.4 may be approved at the discretion of the Planning

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

Authority. The following criteria must be taken into consideration in the assessment of all proposals to undertake 'building or works' on places of cultural significance:

- 'Building or works' must complement and contribute to the cultural significance, character and appearance of the place and its setting;
- 'Building or works' must be in compliance with the conservation strategy of an approved Conservation Plan, where required and/or provided;
- The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any place of cultural significance;
- 'Building or works' must not reduce the apparent authenticity of places of cultural significance by mimicking historic forms;
- 'Building or works' may be recognisable as new but must not be individually prominent;
- The painting of previously unpainted surfaces is discouraged.

The proposed signage will be an engraved steel plate which will be affixed to a concrete slab. The concrete slab that measures 145cm in height, 75cm in width and 5cm thickness. The signage will not be affixed to the Town Hall building, but instead will be placed within the rock garden area just to the south-west of the main entrance to the Town Hall. The signage will have no physical impact on the building itself. Given the small scale of the signage, it is assessed that there will be a negligible change to the nature or appearance of the place. The location, bulk and appearance of the signage will not adversely affect the heritage values of the Town Hall (see Plate 2).

Management Recommendation

The erection of the proposed signage will have a negligible impact on the heritage values of the Town Hall. It is recommended that the Hobart City Council apply for a Certificate of Exemption for these works.

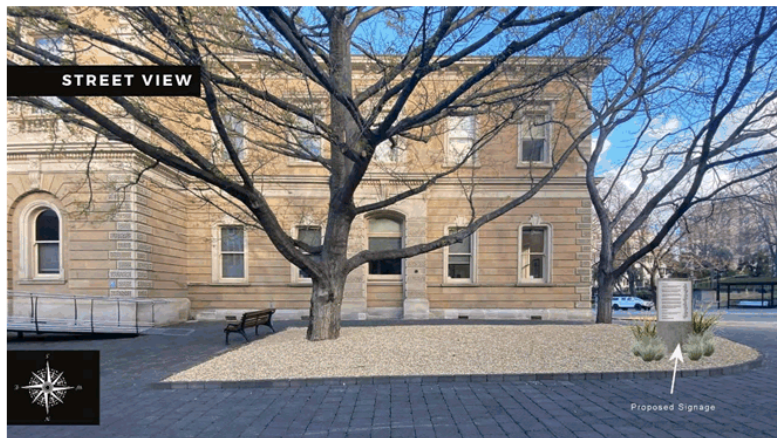


Plate 2: Street view showing the location and scale of the proposed signage

3.2 Statement of Archaeological Potential and Management Recommendations

The proposed position for the sign is in the garden area just to the south-west of the main entrance to the Town Hall, fronting Macquarie Street, between Macquarie Street and the Town Hall building (see Plates 3-4). Within the existing rock garden there are two mature trees and the garden is surrounded by paving. There are a series of underground services in the immediate vicinity of the rock garden, including sewerage, water and optic fibre cable.

The current grid alignment of the major streets in the Hobart CBD, including Macquarie and Elizabeth Street is much the same as that shown in the early planning maps. However, the notable exception is that the planning maps show that the original alignment of Elizabeth Street terminated at the junction of Macquarie Street. It was only later in the mid 1800s that Elizabeth Street was extended down to the Franklin Wharf. As noted previously, the Town Hall building was completed in 1866. The Town Grant Charts show the layout of the streets and the Town Hall (see Figure 3).

However, the early planning maps for Hobart show that there were a series of buildings constructed across the area now occupied by Franklin Square and the Hobart Town Hall (see Figure 4). These buildings are confirmed as being the original Government House structures. The official 'History' of Government House is that:

The first substantial Government House was built in 1807 in Macquarie Street on an area now occupied by Franklin Square, Elizabeth Street and the Town Hall. (The Governor of Tasmania).

However, Somerville (1944:114) has concluded there were two Government Houses both on Macquarie Street. The first a wooden building, near the entrance of the present Town Hall, was occupied by Governor David Collins, 9th March, 1804, till the close of 1807. The second, consisting of three rooms, built of brick adjoining the first, was occupied by Collins, December, 1807. This building with many alterations and additions gradually extended southwards across Lower Elizabeth-street and finally into the corner of the present Franklin Square. The building remained the vice-regal residence until 1859, when Government House moved to its current location at Pavilion Point. This move was foreshadowed and in 1833 the land was set aside for the Town Hall and Franklin Square. This allowed for the extension of Elizabeth Street to the waterfront. The alignment for the extension of Elizabeth Street cuts across the footprint of the Government House site.

Based on Figure 4, it is apparent that the location for the proposed signage avoids the foundation footprint of the original Government House building, which is situated further to the south-east. It is considered highly unlikely that there are any other early building foundation features in the area where the signage is proposed. The archaeological potential for this specific area is therefore assessed as being low. The footprint disturbance for the proposed signage is minimal, being confined to an area of less than 1m x 1m, with the maximum depth of the footings being 50cm. In consideration of the

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

above, it is assessed that there is little to no potential for the signage to impact on any sub-surface archaeological features.

Management Recommendations

It is assessed that the proposed installation of the signage has a very low potential for impacting on any historic heritage features. On this basis it is recommended that there should be no heritage constraints to these works proceeding. However, as per the Practice Note No 2 by the Tasmanian Heritage Council, processes must be followed should any unexpected archaeological features and/or deposits be revealed during works.

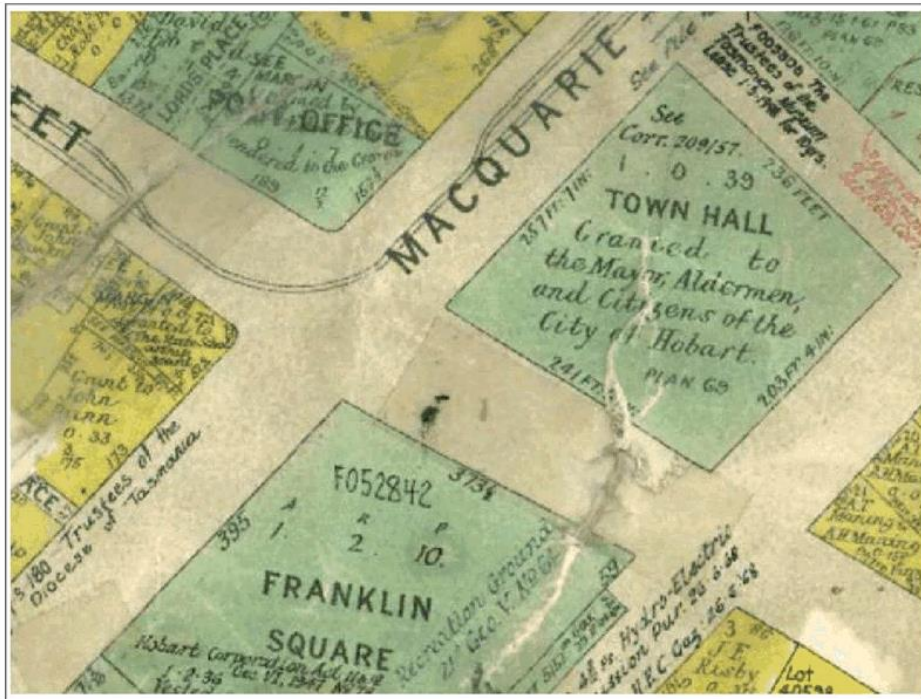


Figure 3: Town Grant Charts for the study area, showing the alignment of main streets and the position of the Town Hall (TheList accessed June 2022)

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

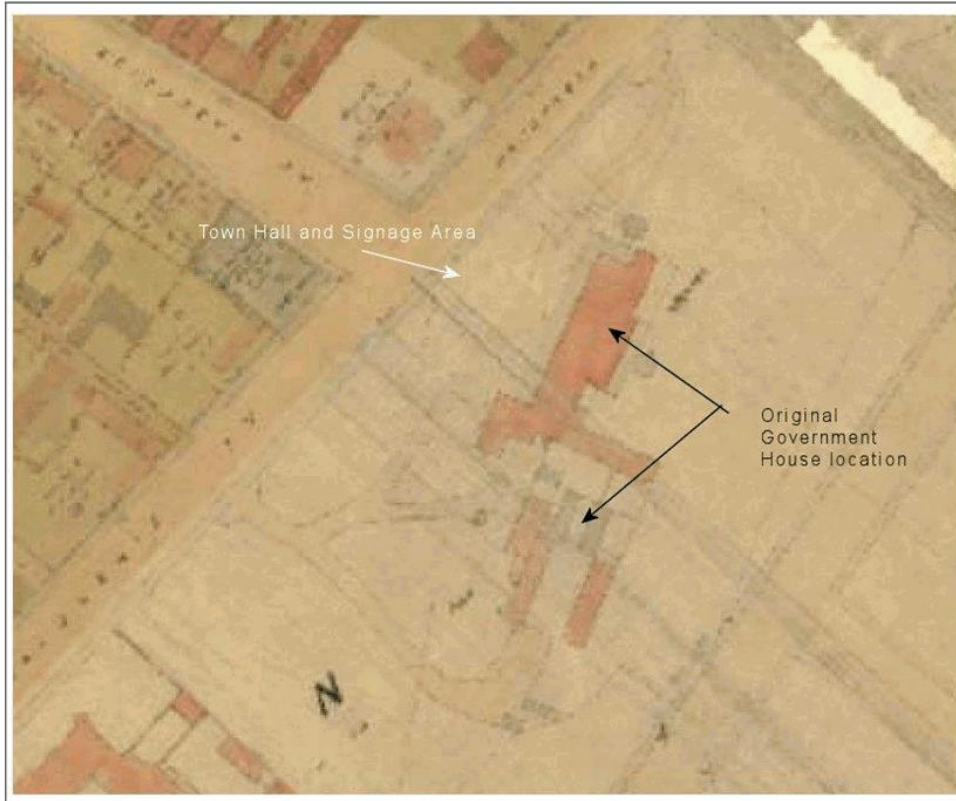


Figure 4: Sprent's Book Mosaic c.1845 showing the original Government House and the location of the proposed signage (TheList accessed June 2022)

Town Hall Aboriginal Acknowledgement Signage
Statement of Heritage Impacts and Archaeological Potential CHMA 2022

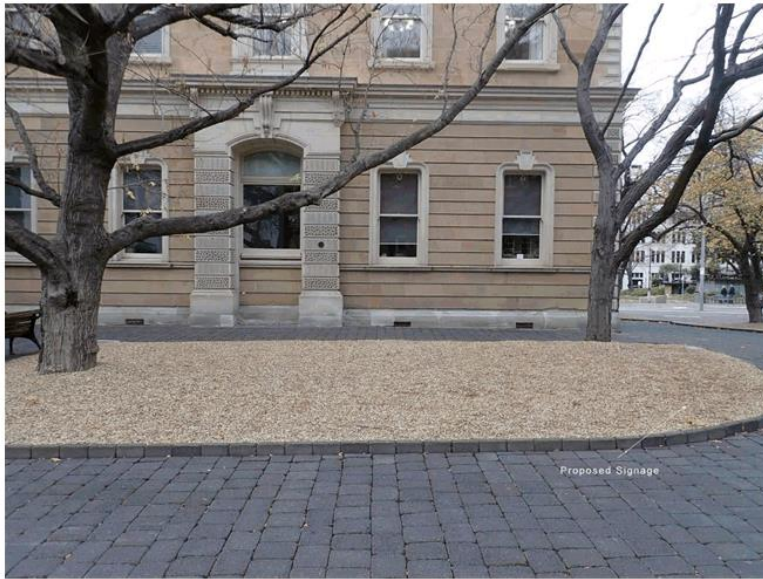


Plate 3: View east at the area where signage is proposed to be installed



Plate 4: View north at the area where signage is proposed to be installed

References Cited

Newitt, L. 1988. *Convicts and Carriageways: Tasmanian Road Development Until 1880*. Tasmanian Government Printer. Tasmania.

Robertson, W.G. 1919. *Hobart Streets*. Manuscript held in the Tasmanian Library, Tasmanian Archive and Heritage Office.

Solomon, R.J. c.1960. Sprent's Hobart, circa 1845. Papers and Proceedings of the Royal Society of Tasmania, vol. 101, pp. 49-67.

Somerville, J. 1944. *Government House in Hobart Town*. Papers and Proceedings of the Royal Society of Tasmania, pp. 109-123.

TheList accessed June 2022

Town Hall Aboriginal Acknowledgement Signage
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Appendix 1

Datasheet entries for the Town Hall and Carnegie Building

Tasmanian Heritage Register Datasheet



134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: Town Hall
Status: Permanently Registered
Tier: State

THR ID Number: 2466
Municipality: Hobart City Council
Boundary: Whole of Title

Location Addresses
50 MACQUARIE ST, HOBART 7000 TAS

Title References **Property Id**
142916/1 2567107



Untitled
No copyright on file



Untitled
No copyright on file

Statement of Significance: (non-statutory summary)

No Statement is provided for places listed prior to 2007

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Hobart Town Hall is of high historic cultural heritage significance as a place that has featured importantly in the development of the cultural, social and governmental life of Hobart.

b) The place possesses uncommon or rare aspects of Tasmania's history.

No Data Recorded

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

No Data Recorded

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Hobart Town Hall is of historic heritage significance because of its ability to demonstrate the principal characteristics of a Victorian Academic Classical public building, its construction method, design, fabrication and operation.

e) The place is important in demonstrating a high degree of creative or technical achievement.

No Data Recorded

- f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.
No Data Recorded
- g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.
No Data Recorded
- h) The place is important in exhibiting particular aesthetic characteristics.
No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

This building is a significant element in the urban streetscape.

Description:

A sandstone building with a central section and flanking wings forming a grand palace front. The Town Hall itself is located on the first floor of the central section behind the principal windows on the facade.

History:

Designed by Henry Hunter in 1864 the site has important associations with the growth and development of local government in Hobart.

Tasmanian Heritage Register Datasheet



134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: Carnegie Building / Former Public Library
Status: Permanently Registered
Tier: State

THR ID Number: 2156
Municipality: Hobart City Council
Boundary: Whole of Title

Location Addresses
50 Macquarie ST, Hobart 7000 TAS

Title References
142916/1

Property Id
2567107



Untitled
No copyright on file



Untitled
No copyright on file

Statement of Significance: (non-statutory summary)

No Statement is provided for places listed prior to 2007

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

- a) **The place is important to the course or pattern of Tasmania's history.**
No Data Recorded
- b) **The place possesses uncommon or rare aspects of Tasmania's history.**
No Data Recorded
- c) **The place has the potential to yield information that will contribute to an understanding of Tasmania's history.**
No Data Recorded
- d) **The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.**
The Carnegie Library is of historic heritage significance because of its ability to demonstrate the principal characteristics of a two storey brick and sandstone Public Library designed in the Federation Free Style.
- e) **The place is important in demonstrating a high degree of creative or technical achievement.**
No Data Recorded

- f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place. It also is of significance to the community as a library.

- g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

No Data Recorded

- h) The place is important in exhibiting particular aesthetic characteristics.

No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

This building is a significant element in the urban streetscape.

Description:

A well detailed and built library building of brick and sandstone. It features large internal spaces, one with a lantern. It also features a Blackwood stair.

History:

Associations with the growth and development of the public library in Hobart. Design by AC. Walker and D Salier.

Town Hall Aboriginal Acknowledgement Signage
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Appendix 2

Concept Design for the Aboriginal Acknowledgement Signage at Town Hall

CITY OF HOBART PUBLIC ART COMMISSION

TOWN HALL ACKNOWLEDGEMENT PLAQUE

DETAILED DESIGN V1.2

THE ARTIST

Caleb Nichols-Mansell is an early career mixed media artist and the Founder of Blackspace Creative Arts and Cultural Hub. He is a proud Tasmanian Aboriginal man with deep connections to country, community, culture, and spirit which all inform his practice and process as an artist and leader.

Caleb has an extensive portfolio in graphic design and digital art and has been commissioned by a number of leading institutes and organisations both within the state and nationally. Stepping outside of his comfort zone, he is beginning to experiment with large scale festival and public art installations as well as site responsive works which will be developed over the coming year.

Delving into and shining light on the politics of identity, land, and cultural heritage his artwork aims to generate conversation and evoke deep thinking whilst providing viewers with an intimate look at what it means to be Tasmanian Aboriginal man in modern day Tasmania.

THE CONCEPT

A contemporary approach to the typical Acknowledgement of Country.

My proposal invites the public to contemplate their own connection to Country whilst providing space and opportunity for them to acknowledge the Country that they live and work on.

I Am Country is an explorative written piece that encourages the reader to imagine the person as Country or Country as the person. It is a gentle and soft journey into the heart and spirit of indigeneity among Tasmanian Aboriginal people.

THE POEM

I am Country...

I come from this land and one day, when my time comes, I will return to this land.

I am an extension of these earthly elements. Connected to country, fuelled by the energy stored within these sacred landscapes.

I am the waves that crash against the rocky coastlines, protecting our island like a natural built fortress.

I am the wind that dances over the hills and into the valleys that carve through the land.

I am the Earth that harbours and sustains life, the trees that tie themselves to this Country.

This land informs my way of being, of seeing and of believing; teaching me and guiding me through this physical form of life.

I am Country...

I come from this land and one day, when my time comes, I will return to this land.

I am Country.

THE ARTWORK

The artwork takes inspiration from the water below the city that moves from kunanyi down to timtumilli minunya. This water carved through Country and existed long before the concrete structures that now enshroud it.

The circular, vibrational pattern also alludes to the circular knowledge systems that exist within our culture and have sustained our practices for thousands and thousands of years. These knowledges reverberate through generations keeping culture strong.



ARTWORK MOCK-UPS

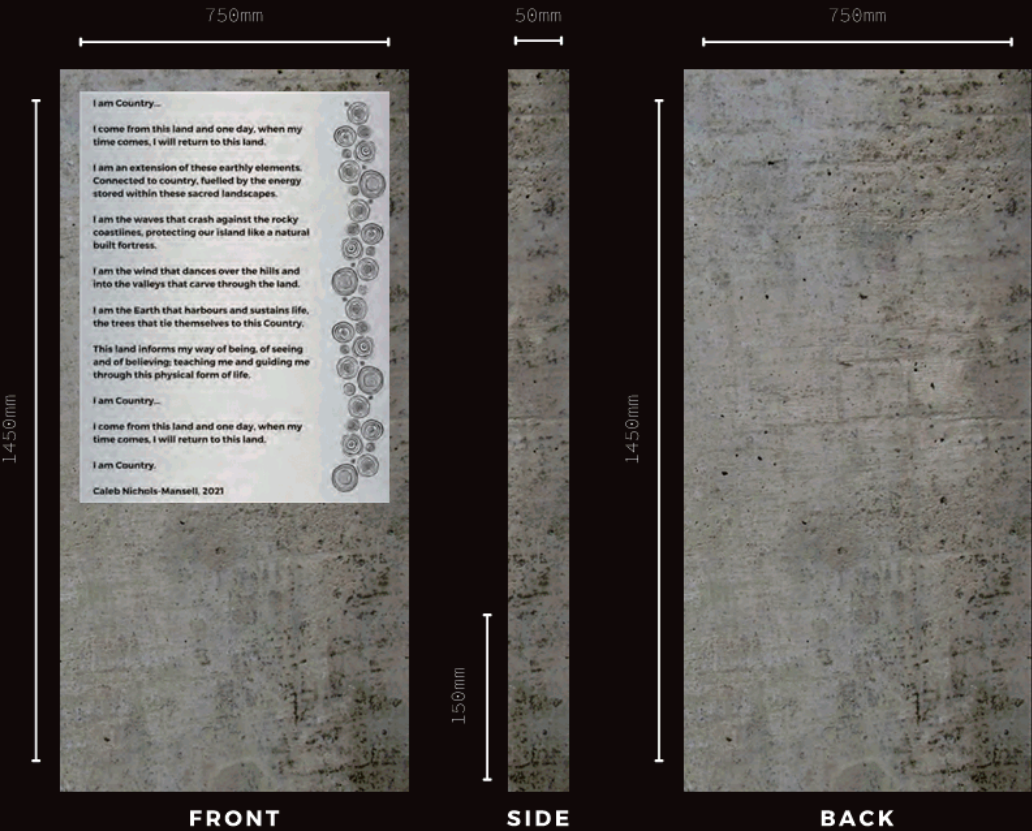
ARTISTIC RENDER

Steel Plate | 65 x 80 x 1 cm

Artwork and text to be engraved. Engraving to be stained and then the steel plate coated in weatherproof and sealed. This will either be fastened by bolts or an appropriate surface adhesive.

Concrete Slab | 75 x 145 x 5 cm

Accounts for 5cm border around the top, bottom and sides of steel plate and leaves a 15cm footing which can be inserted into the ground or act as a stand with external footings anchoring the slab.





LANDSCAPED

x2 Lomandra
x4 Silver Tussock
x6 Dianella







Ken Betlehem, Architect & Urban Designer
City Of Hobart, Community Programs
Hobart Council Centre, 16 Elizabeth Street, Hobart

BRIEF LETTER REPORT – Assessment of soil for contamination, 50 Macquarie Street, Hobart.

5th August, 2022.

This letter report presents the findings of a limited scope soil assessment undertaken by Geo-Environmental Solutions Pty. Ltd. (GES) at 50 Macquarie Street, Hobart, Tasmania – hereby referred to as 'The Site'. The site location and investigation area is presented in Figure 1 and an aerial photograph is presented in Figure 2. GES was commissioned by Ken Betlehem, Architect & Urban Designer at Hobart City Council to conduct the site assessment.

The site is situated on the southern fringe of the Hobart Central Business District, an area of historical light industrial activity. This assessment will compare contamination against E2.6.2 Excavation code of the Potentially Contaminated Land Code which will account for any future potential contact or excavation of earth such as digging for foundations for signage/artwork installations.

Contaminants Of Potential Concern (COPC) that have been considered for the investigation area include a suite of contaminants common in urban environments, and include the following:

- Total Petroleum/Recoverable Hydrocarbons (TPH/TRH);
- Mono Aromatic hydrocarbons: Benzene, Toluene, Ethylbenzene, Xylene, Naphthalene (BTEXN);
- Polynuclear Aromatic Hydrocarbons (PAHs); and
- 15 Metals

Sample depths were 0.10-0.15m Below Ground Surface (BGS) and 0.40-0.45m BGS in Test Hole 1, and at 0.10-0.20m BGS in Test Hole 2, sample depths are indicated on all sample ID's, including the Certificates of Analysis (COA) presented in Appendix 1.

Site details are presented in Table 1.

Table 1 Site Details

SITE LOCATION:
50 Macquarie Street, Hobart, Tasmania, Australia
INVESTIGATION AREA
Part of the site to encompass proposed excavations for artwork instillation (see Figure 2 and Figure 3), This encompasses an existing garden bed on the Macquarie Street frontage of Hobart Town Hall.
SITE ELEVATION & GRADIENT
Approximately 9 m AHD, 5% gentle slope to the east and north east.
SITE SURFACING
The site surface features an existing garden bed covered with ornamental pebbles
TITLE REFERENCES
The title references: 142916/1 , PID 2567107
SITE OWNER
Local Government Authority
PREVIOUS LANDUSE
Garden bed in front of Hobart Town Hall
SITE SURROUNDING LAND ZONING
<i>Sullivans Cove Planning Zone – Sullivans Cove Mixed Use</i>
PROPOSED LAND USE
Proposed artwork installation, including excavation for foundations.

A site walkover was completed by GES staff on the 28th June 2022. No obvious signs of contamination such as staining or odour was observed. Images are presented in Appendix 2.

GES undertook soil sampling in accordance with Australian Standard AS4482.2 on the 28th of June 2022, and samples were sent to NATA approved laboratory, ALS Environmental in Springvale, Victoria. Sampling locations are illustrated in Figure 3 and Figure 4.

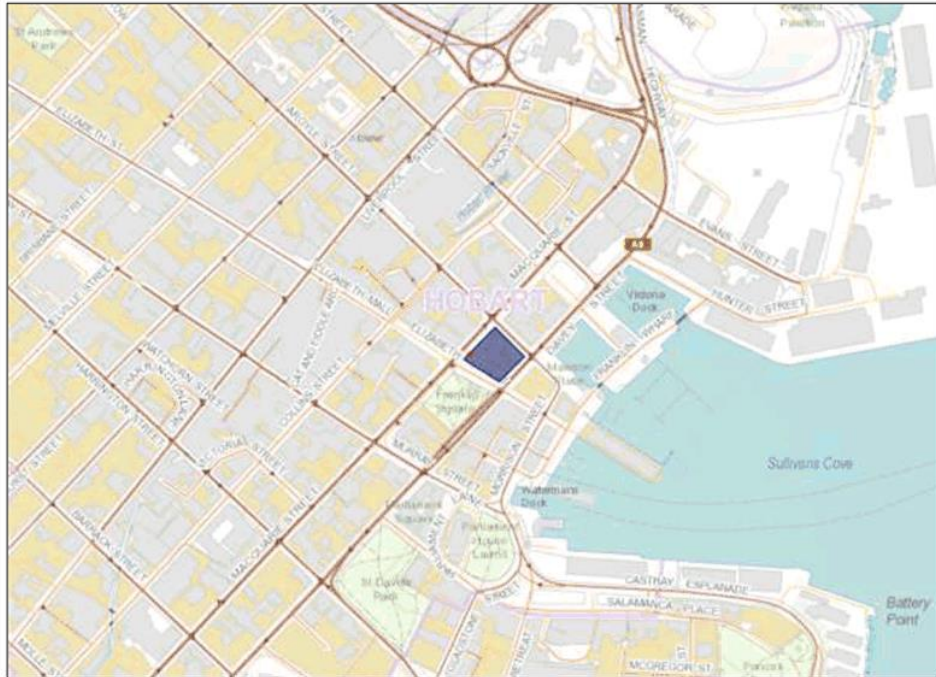


Figure 1 Site Location (Image C/O the LIST)



Figure 2 Existing Site Layout (Image C/O Google Earth)

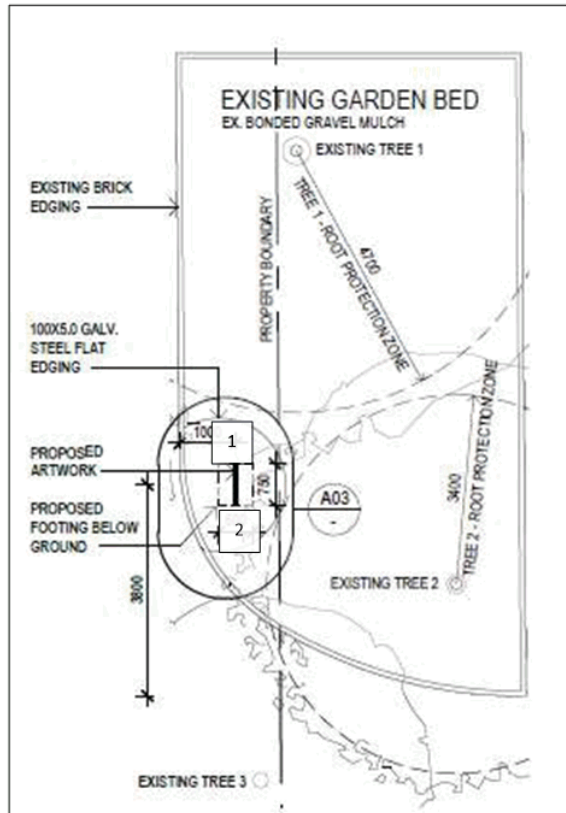


Figure 3 - Borehole Plan – Background of Architect Site Plan (Boreholes numbered within white squares)

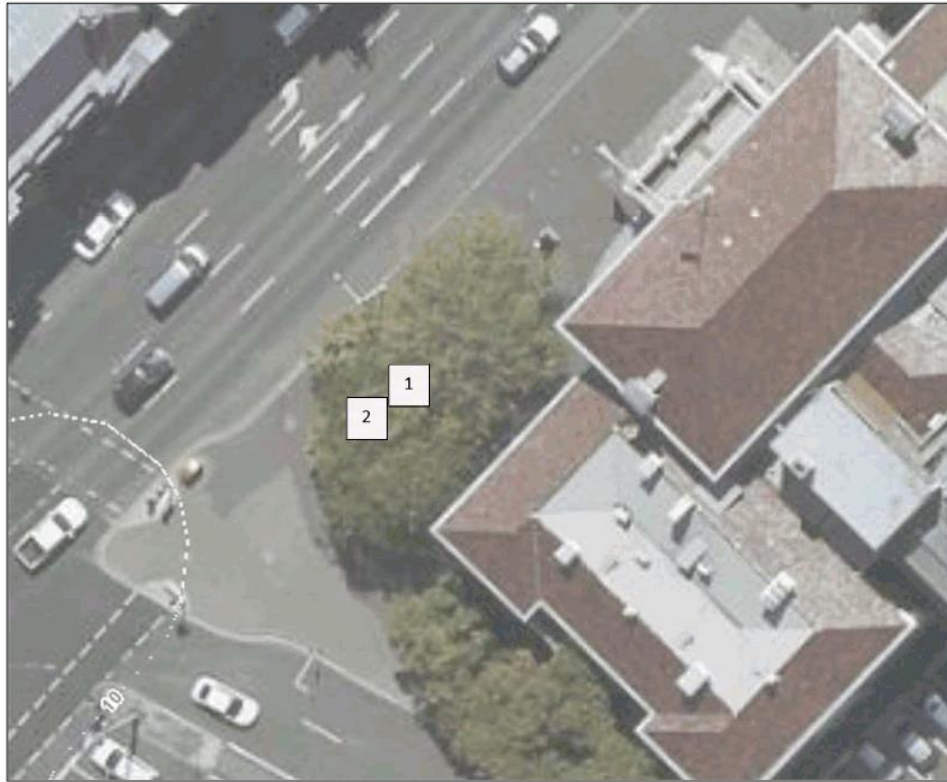


Figure 4 - Borehole Plan – Background of Aerial Photo (Boreholes numbered within white squares)

Soil Classification for Disposal

The analytical results were compared to The Environmental Protection Authority (EPA) Tasmania – *Information Bulletin 105* Classification and Management of Contaminated Soil for Disposal. The material is classified as Level 2 material due to elevated levels of Barium in one sample. Results of analysis are presented in Table 2. A soil classification for disposal letter has been compiled by GES, for disposal of Level 2 Material at Southern Waste Solutions premises at Copping.

Human Health Risks

Results are compared against NEPM ASC 2013 and CRC CARE 2010 guidelines and presented in Table 3 through to Table 6. These tables show no risks to human health for soil contact (dermal), soil ingestion/inhalation or soil vapour inhalation, at recreational and commercial land use guideline levels. The site is suitable for construction work and ongoing commercial and recreational land use.

Ecological Risks

Results are compared against NEPM ASC 2013 guidelines and presented in Table 7 and Table 8. These results show one exceedance of EIL guidelines for Copper in sample TH01 0.1. A risk to ecological receptors may be present if the soil is to come into contact with any ecological receptors. For any excavation works on site a Soil Water Management Plan (SWMP) will be required to reduce the risk of any soil from the site impacting ecological receptors.

Quality Assurance

A Duplicate split sample was collected for QA purposes and is presented in Table 9. A Rinsate Blank sample was collected for QA purposes and is presented in Table 10. There were no QA non-compliances observed.

Kind regards,



Mark Downie B.Agr.Sc

Soil Scientist

Table 2 – IB105 Soil Classification for Disposal

Information Bulletin 105 Classification and Management of Contaminated Soil For Disposal		Arsenic	Barium	Beryllium	Cadmium	Chromium Total	Copper	Cobalt	Lead	Manganese	Mercury	Nickel	Selenium	Zinc	Benz(a)pyrene	Cr - Cr Fraction	Cr - Cr Fraction (sum)	Sum of polycyclic aromatic hydrocarbons	Benzene	Toluene	Ethylbenzene	Total Xylenes
Unit		mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
LOR		50	1	2	5	5	5	5	5	5	0.1	2	5	5	0.5	10	50	0.5	0.2	0.5	0.5	0.5
Investigation Level Selected																						
IB105 Level 1		<20	<300	<2	<3	<50	<100	<100	<300	<500	<1	<60	<10	<200	<0.08	<65	<1000	<20	<1	<1	<3	<14
IB105 Level 2		20	300	2	3	50	100	100	300	500	1	60	10	200	0.08	65	1000	20	1	1	3	14
IB105 Level 3		200	3000	40	40	500	2000	200	1200	5000	30	600	50	14000	2	650	5000	40	5	100	100	180
IB105 Level 4		750	30000	400	400	5000	7500	1000	3000	25000	110	3000	200	50000	20	1000	10000	200	50	1000	1000	1800
28/06/2022	TH01 0.1-0.15 X	<5	50	<1	<1	11	58	8	16	241	<0.1	8	<5	78	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5	<0.5
28/06/2022	TH01 0.4-0.45	<5	890	<1	<1	6	<5	7	8	77	<0.1	8	<5	20	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5	<0.5
28/06/2022	TH02 0.1-0.2 X	<5	50	<1	<1	13	22	8	11	235	<0.1	10	<5	54	<0.5	<10	<50	<0.5	<0.2	<0.5	<0.5	<0.5

Table 3 – Health Investigation Levels for dust inhalation and soil ingestion (NEPM ASC 2013)

Bold - Indicates LOR Exceedance in Non Metallic Compounds		EA055: Moisture Content																EA055T: Total Recoverable Mercury by PIMS	EP075/510/018: Polynuclear Aromatic Hydrocarbons																		
NEPM Health Investigation Levels (HIL's)		Moisture Content																																			
Dust Inhalation and Soil Ingestion Assessment																																					
X - Indicates Sample Within Proposed Excavation Zone																																					
Units			Arsenic	Barium	Beryllium	Boron	Cadmium	Chromium Total	Cobalt	Copper	Lead	Manganese	Nickel	Selenium	Vanadium	Zinc	Mercury	Naphthalene	Acenaphthylene	Acenaphthene	Fluorene	Phenanthrene	Anthracene	Fluoranthene	Pyrene	Benz(a)anthracene	Chrysene	Benz(b)fluoranthene	Benz(k)fluoranthene	Benz(a)pyrene	Indeno(1,2,3-cd)pyrene	Dibenz(a,h)anthracene	Benz(g,h,i)perylene	PAHs	Benz(a)anthracene: 75% (HIL)		
LOR		1	50	1	2	5	5	5	5	5	5	5	5	5	5	0.1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
HIL A Low Density Residential	<input checked="" type="checkbox"/> HIL A		100		40	4500	70		100	4000	300	3600	400	200		7400	40																			300	3
HIL B Medium/High Density Residential	<input checked="" type="checkbox"/> HIL B		500		90	40000	150		600	50000	1200	14000	1200	1400		60000	120																			400	4
HIL C Recreational	<input checked="" type="checkbox"/> HIL C		300		90	20000	90		300	17000	600	19000	1200	700		30000	30																			400	3
HIL D Commercial/Industrial	<input checked="" type="checkbox"/> HIL D		5000		500	300000	900		4000	240000	2500	60000	8000	10000		400000	730																			4000	40
HIL E ROW	<input type="checkbox"/> HIL E		3000		500	300000	900		4000	240000	2500	60000	8000	10000		730																				400	40
Sample date	Sample ID																																				
28/06/2022	TH01 0.1-0.15 X	23.8	<5	50	<1	<50	<1	11	8	58	16	241	8	<5	38	78	<0.1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5		
28/06/2022	TH01 0.4-0.45	17.1	<5	890	<1	<50	<1	6	7	<5	8	77	8	<5	7	20	<0.1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5		
28/06/2022	TH02 0.1-0.2 X	19.6	<5	50	<1	<50	<1	13	8	22	11	235	10	<5	28	54	<0.1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5		

Table 4 Health Screening Levels for dermal contact hazard (CRC CARE 2010)

CRC CARE Health Screening Level Dermal Contact Hazard from Soil Hydrocarbons'		EP080: BTEXN					EP080/071: TRH			
		Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	C6 - C10 Fraction	>C10 - C16 Fraction	>C16 - C34 Fraction	>C34 - C40 Fraction
Units		mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
LOR		0.2	0.5	0.5	0.5	1	10	50	100	100
HSL A Low Density Residential		100	14000	4500	12000	1400	4400	3300	4500	6300
HSL B High Density Residential		140	21000	5900	17000	2200	5600	4200	5800	8100
HSL C Recreational		120	18000	5300	15000	1900	5100	3800	5300	7400
HSL D Commercial/Industrial		430	99000	27000	81000	11000	26000	20000	27000	38000
Intrusive Maintenance Worker		1100	120000	85000	130000	29000	82000	62000	85000	120000
Date	Sample									
28/06/2022	TH01 0.1-0.15 X	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	110	<100
28/06/2022	TH01 0.4-0.45	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	<100	<100
28/06/2022	TH02 0.1-0.2 X	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	<100	<100

Table 5 Indoor Vapour Risk at commercial land use (NEPM ASC 2013)

Soil Hydrocarbon HSL's for Assessing Indoor Vapour Intrusion (NEPM 2013)					EP080: BTEXN					EP080/071: TRH	
Soil Sample Analysis					Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	F1	F2
Bold - Indicates LOR Exceedances											
Colour Shading - Indicates HSL Exceedances: >1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x											
Sample ID	Sample Date	Depth Class	Grain Class	HSL	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
					LOR 0.2	LOR 0.5	LOR 0.5	LOR 0.5	LOR 1	LOR 10	LOR 50
TH01 0.1-0.15	28/06/2022	0 - 1	SAND	C	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
TH01 0.4-0.45	28/06/2022	0 - 1	SAND	C	<0.2	<0.5	<0.5	<0.5	<1	<10	<50
TH02 0.1-0.2	28/06/2022	0 - 1	SAND	C	<0.2	<0.5	<0.5	<0.5	<1	<10	<50

Table 6 Trench Worker Vapour Risk (CRC CARE 2010)

CRC CARE Health Screening Level Assessment for PHC Inhalation Risk To Trench Workers From Soil Sample Analysis					EPO80: BTEXN					EPO80/071: TRH	
Bold - Indicates LOR Exceedances					Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	C6 - C10 Fraction	>C10 - C16 Fraction
Dark Grey Shading - Indicates HSL Exceedances: >1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x											
Sample ID	Sample Date	Depth Class	Grain Class	mg/kg LOR 0.2	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 1	mg/kg LOR 10	mg/kg LOR 50	
TH01 0.1-0.15	28/06/2022	0 to 2m	SAND	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	
TH01 0.4-0.45	28/06/2022	0 to 2m	SAND	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	
TH02 0.1-0.2	28/06/2022	0 to 2m	SAND	<0.2	<0.5	<0.5	<0.5	<1	<10	<50	

Table 7 Ecological Investigation Levels (NEPM ASC 2013)

NEPM Ecological Investigation Levels for Soil						Copper (CEC)	Copper (pH)	Nickel	Zinc	Chromium III	Lead	Arsenic	Naphthalene
Bold - Indicates LOR Exceedances													
X - Indicates Sample Within Inferred Excavation													
Colour Shading - Indicates EIL Exceedances: >1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x													
Sample ID	Sample Date	EIL Land Use Sensitivity Class	Soil CEC (cmolc/kg)	Soil pH	Soil Texture Class (fine / coarse)	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
TH01 0.1-0.15 X	28/6/22	URBAN	20	4.5 (3)	C	58	58	8	78	11	16	<5	<1
TH01 0.4-0.45	28/6/22	URBAN	35	4.5 (3)	F	<5	<5	8	20	6	8	<5	<1
TH02 0.1-0.2 X	28/6/22	URBAN	20	4.5 (3)	C	22	22	10	54	13	11	<5	<1

Table 8 Ecological Screening Levels (NEPM ASC 2013)

NEPM Ecological Screening Levels for Soil					BTEX				PAH	TRH			
Bold - Indicates LOR Exceedances X - Indicates Sample has been Excavated Colour Shading - Indicates ESL Exceedances: >1 x, * 2-5 x, ** 5-20 x, *** 20-50 x, **** >50 x					Benzene	Toluene	Ethylbenzene	Xylenes	Benzo(a)pyrene	F1 (G - C10)	F2 (>C10 - C16)	F3 (>C16 - C34)	F4 (>C34 - C40)
Sample ID	Sample Date	Soil Texture Class (fine / coarse)	Land Use										
					mg/kg LOR 0.2	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 0.5	mg/kg LOR 10	mg/kg LOR 50	mg/kg LOR 100	mg/kg LOR 100
TH01 0.1-0.15 X	28/6/22	C	URBAN		<0.2	<0.5	<0.5	<0.5	<0.5	<10	<50	110	<100
TH01 0.4-0.45	28/6/22	F	URBAN		<0.2	<0.5	<0.5	<0.5	<0.5	<10	<50	<100	<100
TH02 0.1-0.2 X	28/6/22	C	URBAN		<0.2	<0.5	<0.5	<0.5	<0.5	<10	<50	<100	<100

DupEzator Comparison	Sample	Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of										Metric: Count (or length) of
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Table 10 Rinsate Blank Results

Quality Control Blanks		Concentration (mg/L)																																			
		Asenic	Beryllium	Barium	Cadmium	Chromium	Cobalt	Copper	Lead	Manganese	Nickel	Tellurium	Vanadium	Zinc	Boron	Mercury	Benzene	Toluene	Ethylbenzene	m,p-xylene	o-xylene	Total Xylenes	Sum of BTEX	Naphthalene	Oil - Oil Fraction	ClB - ClA fraction	ClA - C2B fraction	C2B - ClB fraction	ClB - ClB fraction (sum)	Oil - ClB fraction	Oil - ClB fraction minus BTEX (F1)	ClB - ClB fraction	ClC - ClA fraction	ClA - ClB fraction	ClC - ClB fraction (sum)	ClB - ClB fraction minus BTEX (F1)	
Unit	LOD	mg/L 0.001	mg/L 0.001	mg/L 0.001	mg/L 0.0001	mg/L 0.001	mg/L 0.001	mg/L 0.001	mg/L 0.001	mg/L 0.001	mg/L 0.001	mg/L 0.01	mg/L 0.01	mg/L 0.005	mg/L 0.01	mg/L 0.0001	mg/L 1	mg/L 2	mg/L 2	mg/L 2	mg/L 2	mg/L 2	mg/L 1	mg/L 5	mg/L 20	mg/L 20	mg/L 100	mg/L 50	mg/L 50	mg/L 20	mg/L 20	mg/L 100	mg/L 100	mg/L 100	mg/L 100	mg/L 10	mg/L 10
Date	Sample	28/06/2022	RINSAFE	<0.001	<0.001	<0.001	<0.001	<0.001	<0.001	<0.001	<0.001	<0.01	<0.01	<0.005	<0.01	<0.0001	<1	<2	<2	<2	<2	<2	<1	<5	<20	<50	<100	<50	<50	<20	<20	<100	<100	<100	<100	<10	<10

Geo-Environmental Solutions, 29 Kirksway Place, Battery Point, 7004. Ph: 6223 1839. Email office@geosolutions.net.au

APPENDIX 1 – Laboratory Certificates of Analysis

			
CERTIFICATE OF ANALYSIS			
Work Order	EM2212575	Page	1 of 8
Client	GEO-ENVIRONMENTAL SOLUTIONS	Laboratory	Environmental Division Melbourne
Contact	M. DOWNE	Contact	Kate Davis
Address	29 KIRKSWAY PLACE BATTERY POINT TASMANIA, AUSTRALIA 7004	Address	4 Westall Rd Springvale VIC Australia 3171
Telephone	---	Telephone	+61-3-8549 9800
Project	TOWN HALL	Date Samples Received	01-Jul-2022 12:25
Order number	---	Date Analysis Commenced	04-Jul-2022
C-C number	---	Issue Date	06-Jul-2022 16:22
Sample	M. DOWNE		
Site	---		
Quote number	EN222		
No. of samples received	5		
No. of samples analysed	5		

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:


- General Comments
- Analysis Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories
 This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signature	Position	Accreditation Category
Debra Fernando	Laboratory Coordinator	Melbourne Inorganics, Springvale, VIC
Nancy Wang	2IC Organic Chemical	Melbourne Organics, Springvale, VIC

RIGHT SOLUTIONS · RIGHT PARTNER

	
Page	2 of 8
Work Order	EM2212575
Client	GEO-ENVIRONMENTAL SOLUTIONS
Project	TOWN HALL

General Comments

The analytical procedures used by ALS have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are fully validated and are often at the client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to laboratory sample extractions/dilution and/or insufficient sample for analysis.

Where the LOR is a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

When sampling time information is not provided by the client, sampling dates are shown without a time component. In these instances, the time component has been assumed by the laboratory for processing purposes.

Where a result is required to meet compliance limits the associated uncertainty must be considered. Refer to the ALS Contract for details.

Key:

- CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
- LOR = Limit of reporting
- + = This result is calculated from individual analysis determinations at or above the level of reporting
- n = ALS is not NATA accredited for these tests
- = Indicates an estimated value

- EP015 (SM): Where reported, Benzo(a)pyrene Toxicity Equivalent Quotient (TEQ) per the NEPM (2013) is the sum total of the concentration of the eight carcinogenic PAHs multiplied by their Toxicity Equivalence Factor (TEF) relative to Benzo(a)pyrene. TEF values are provided in brackets as follows: Benzo(a)anthracene (0.1), Chrysene (0.01), Benzo(b)fluoranthene (0.1), Benzo(a)pyrene (1.0), Indeno(1,2,3-cd)pyrene (0.1), Dibenz(a,h)anthracene (0.1), Benzo(g,h,i)perylene (0.01). Less than LOR results for TEQ Zero are treated as zero.
- Benzo(a)pyrene Toxicity Equivalent Quotient (TEQ) per the NEPM (2013) is the sum total of the concentration of the eight carcinogenic PAHs multiplied by their Toxicity Equivalence Factor (TEF) relative to Benzo(a)pyrene. TEF values are provided in brackets as follows: Benzo(a)anthracene (0.1), Chrysene (0.01), Benzo(b)fluoranthene (0.1), Benzo(a)pyrene (1.0), Indeno(1,2,3-cd)pyrene (0.1), Dibenz(a,h)anthracene (0.1), Benzo(g,h,i)perylene (0.01). Less than LOR results for TEQ Zero are treated as zero, for TEQ 10000 are treated as half the reported LOR, and for TEQ LOR are treated as being equal to the reported LOR. Note: TEQ 10000 and TEQ LOR will calculate as 0.00000 and 1.00000 respectively for samples with non-detects for all of the eight TEQ PAHs.
- EP015 (SM): Where reported, Total Xylenes is the sum of the reported concentrations of m,p-xylene and o-xylene at or above the LOR.
- EP015 (SM): Where reported, Total Creosol is the sum of the reported concentrations of 2-Methylphenol and 3- & 4-Methylphenol at or above the LOR.
- 6000P: EM2212575/00 Four metals spike recovery for chromium, copper, lead and vanadium due to sample matrix. There is insufficient sample to confirm the results.

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 Work Order: EM2212976
 Client: GEO-ENVIRONMENTAL SOLUTIONS
 Project: TOWN HALL

**Analytical Results**

Substrate: SOL, (Matrix: SOL)		Sample ID		TH01 0.1-0.15	TH01 0.4-0.45	TH02 0.1-0.2	DUPLICATE	
		Sampling date / time		28-Jun-2022 00:00	28-Jun-2022 00:00	28-Jun-2022 00:00	28-Jun-2022 00:00	
Compound		CAS Number	LOD	Result	Result	Result	Result	
EA001: Moisture Content (Dried @ 105-110°C)								
Moisture Content			%	23.8	17.1	19.6	18.1	
EG001:ED001: Total Metals by ICP-AES								
Arsenic	7440-39-2	5	mg/kg	<1	<1	<1	<1	
Barium	7440-39-2	10	mg/kg	82	890	30	40	
Beryllium	7440-41-7	1	mg/kg	<1	<1	<1	<1	
Boron	7440-42-8	30	mg/kg	<10	<10	<10	<10	
Cadmium	7440-43-8	1	mg/kg	<1	<1	<1	<1	
Chromium	7440-47-3	2	mg/kg	11	6	13	12	
Cobalt	7440-48-4	2	mg/kg	8	7	8	8	
Copper	7440-50-8	5	mg/kg	88	<15	22	18	
Lead	7439-92-1	5	mg/kg	18	8	11	10	
Manganese	7439-96-5	5	mg/kg	241	77	235	200	
Nickel	7440-02-0	2	mg/kg	8	8	10	8	
Selenium	7782-49-2	5	mg/kg	<1	<1	<1	<1	
Vanadium	7440-02-0	5	mg/kg	38	7	29	47	
Zinc	7440-66-8	5	mg/kg	70	28	54	42	
EG001: Total Recoverable Mercury by FIMS								
Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	<0.1	<0.1	
EP075/SIM.D: Polynuclear Aromatic Hydrocarbons								
Naphthalene	91-20-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Acenaphthylene	208-86-8	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Acenaphthene	85-32-9	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Fluorene	86-73-7	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Phenanthrene	85-81-6	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Anthracene	120-12-7	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Fluoranthene	208-44-0	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Pyrene	125-30-2	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Benzo[a]fluorene	56-55-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Chrysene	218-01-6	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Benzo[b]fluoranthene	205-99-2	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Benzo[k]fluoranthene	207-99-9	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Benzo[a]pyrene	50-32-6	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Indeno[1,2,3-cd]pyrene	180-39-5	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Dibenz[a,h]anthracene	69-70-5	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	

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 Work Order: EM2212976
 Client: GEO-ENVIRONMENTAL SOLUTIONS
 Project: TOWN HALL

**Analytical Results**

Substrate: SOL, (Matrix: SOL)		Sample ID		TH01 0.1-0.15	TH01 0.4-0.45	TH02 0.1-0.2	DUPLICATE	
		Sampling date / time		28-Jun-2022 00:00	28-Jun-2022 00:00	28-Jun-2022 00:00	28-Jun-2022 00:00	
Compound		CAS Number	LOD	Result	Result	Result	Result	
EP075/SIM.D: Polynuclear Aromatic Hydrocarbons - Continued								
Benzo[a]pyrene	50-32-6	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Sum of polycyclic aromatic hydrocarbons				<0.5	<0.5	<0.5	<0.5	
Benzo[a]pyrene TEG (sum)				<0.5	<0.5	<0.5	<0.5	
Benzo[a]pyrene TEG (half LOD)				0.6	0.6	0.6	0.6	
Benzo[a]pyrene TEG (LOD)				1.2	1.2	1.2	1.2	
EP000/011: Total Petroleum Hydrocarbons								
C6 - C9 Fraction		10	mg/kg	<10	<10	<10	<10	
C10 - C14 Fraction		50	mg/kg	<50	<50	<50	<50	
C15 - C18 Fraction		100	mg/kg	<100	<100	<100	<100	
C19 - C24 Fraction		100	mg/kg	<100	<100	<100	<100	
C19 - C24 Fraction (sum)		50	mg/kg	<50	<50	<50	<50	
EP000/011: Total Recoverable Hydrocarbons - NCPM 2013 Fractions								
C6 - C18 Fraction		10	mg/kg	<10	<10	<10	<10	
C6 - C18 Fraction minus BTEX (P)		10	mg/kg	<10	<10	<10	<10	
C10 - C18 Fraction		50	mg/kg	<50	<50	<50	<50	
C10 - C18 Fraction		100	mg/kg	<100	<100	<100	<100	
C10 - C18 Fraction		100	mg/kg	<100	<100	<100	<100	
C10 - C18 Fraction (sum)		50	mg/kg	<50	<50	<50	<50	
C10 - C18 Fraction minus Naphthalene (F)		50	mg/kg	<50	<50	<50	<50	
EP000: BTEX								
Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	<0.2	<0.2	
Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
meta- & para-Xylene	106-38-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
ortho-Xylene	88-47-6	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Sum of BTEX		0.2	mg/kg	<0.2	<0.2	<0.2	<0.2	
Total Xylenes		0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	
Naphthalene	91-20-3	1	mg/kg	<1	<1	<1	<1	
EP075/SIM.D: Phenolic Compound Substrates								
Phenol	13127-88-3	0.5	%	92.8	92.4	92.3	95.1	
2-Chlorophenol	95051-75-6	0.5	%	95.4	93.3	95.5	94.9	
2,4-Dichlorophenol	118-79-6	0.5	%	95.2	76.1	78.9	78.2	

Page 5 of 9
 Work Order: EM2212176
 Client: GEO-ENVIRONMENTAL SOLUTIONS
 Project: TOWN HALL

**Analytical Results**

Substrate: SOL, (Matrix: SOL)		Sample ID:		TH01 0.1-0.15	TH01 0.4-0.45	TH02 0.1-0.2	DUPLICATE	
		Sampling date / time		28-Jun-2022 00:00	28-Jun-2022 00:00	28-Jun-2022 00:00	28-Jun-2022 00:00	
Compound		CAS Number	LOD	Unit	Result	Result	Result	Result
EP075/3M/1: PAH Screenings								
3-Fluorenylphenyl	321-60-8	0.5	%	89.8	87.7	88.3	88.7	---
Anthracene-413	1719-90-4	0.5	%	110	120	120	113	---
4-Toluenylphenyl	1719-61-0	0.5	%	100	103	96.6	102	---
EM2212176/3M/1: PAH Screenings								
1,2-Dichlorobenzene-08	106-46-7	0.2	%	96.1	110	90.1	100	---
Toluene-08	107-10-8	0.2	%	89.8	103	96.2	99.3	---
4-Bromochlorobenzene	100-00-4	0.2	%	93.4	100	89.4	104	---

Page 6 of 9
 Work Order: EM2212176
 Client: GEO-ENVIRONMENTAL SOLUTIONS
 Project: TOWN HALL

**Analytical Results**

Substrate: WATER (Matrix: WATER)		Sample ID:		RMSATE				
		Sampling date / time		28-Jun-2022 00:00				
Compound		CAS Number	LOD	Unit	Result			
EM2212176/3M/1: Dissolved Metals by ICP-MS								
Arsenic	7440-39-2	0.001	mg/L	<0.001	---	---	---	---
Boron	7440-42-4	0.001	mg/L	<0.001	---	---	---	---
Barium	7440-39-8	0.001	mg/L	<0.001	---	---	---	---
Beryllium	7440-41-7	0.001	mg/L	<0.001	---	---	---	---
Cadmium	7440-43-8	0.0001	mg/L	<0.0001	---	---	---	---
Cobalt	7440-48-4	0.001	mg/L	<0.001	---	---	---	---
Chromium	7440-47-3	0.001	mg/L	<0.001	---	---	---	---
Copper	7440-50-8	0.001	mg/L	<0.001	---	---	---	---
Manganese	7439-96-5	0.001	mg/L	<0.001	---	---	---	---
Molybdenum	7440-32-0	0.001	mg/L	<0.001	---	---	---	---
Lead	7439-92-1	0.001	mg/L	<0.001	---	---	---	---
Selenium	7782-49-2	0.001	mg/L	<0.001	---	---	---	---
Vanadium	7440-42-0	0.001	mg/L	<0.001	---	---	---	---
Zinc	7440-66-8	0.0001	mg/L	<0.0001	---	---	---	---
EM2212176/3M/1: Dissolved Mercury by FIMS								
Mercury	7439-97-6	0.0001	mg/L	<0.0001	---	---	---	---
EM2212176/3M/1: Polynuclear Aromatic Hydrocarbons								
Naphthalene	91-20-3	1.0	µg/L	<1.0	---	---	---	---
Acenaphthylene	218-96-9	1.0	µg/L	<1.0	---	---	---	---
Acenaphthene	83-32-9	1.0	µg/L	<1.0	---	---	---	---
Fluorene	86-73-7	1.0	µg/L	<1.0	---	---	---	---
Phenanthrene	85-81-8	1.0	µg/L	<1.0	---	---	---	---
Anthracene	120-12-7	1.0	µg/L	<1.0	---	---	---	---
Fluoranthene	216-44-0	1.0	µg/L	<1.0	---	---	---	---
Pyrene	129-00-0	1.0	µg/L	<1.0	---	---	---	---
Benzo[a]anthracene	56-95-3	1.0	µg/L	<1.0	---	---	---	---
Chrysene	218-01-0	1.0	µg/L	<1.0	---	---	---	---
Benzo[b]fluoranthene	205-99-2	1.0	µg/L	<1.0	---	---	---	---
Benzo[k]fluoranthene	207-08-9	1.0	µg/L	<1.0	---	---	---	---
Benzo[e]pyrene	50-32-6	0.5	µg/L	<0.5	---	---	---	---
Indeno[1,2,3-cd]pyrene	193-39-5	1.0	µg/L	<1.0	---	---	---	---
Dibenz[a,h]anthracene	53-75-3	1.0	µg/L	<1.0	---	---	---	---
Benzo[g,h,i]perylene	191-24-2	1.0	µg/L	<1.0	---	---	---	---
* Sum of polycyclic aromatic hydrocarbons	---	0.5	µg/L	<0.5	---	---	---	---

Page 7 of 9
 Work Order: EM2212976
 Client: GEO-ENVIRONMENTAL SOLUTIONS
 Project: TOWN HALL

**Analytical Results**

Substrate: WATER (Matrix: WATER)		Sample ID	RINSTATE					
Compound		CAS Number	LOD	Unit	Sampling date / time	29-Jun-2022 00:00		
					EM2212976-001	Result		
EP075/SMD: Polynuclear Aromatic Hydrocarbons - Cohnrad								
1 Benzo[a]pyrene TQ (pm)								
			3.5	µg/L	<0.5			
EP005/S11: Total Petroleum Hydrocarbons								
			20	µg/L	<20			
			50	µg/L	<50			
			100	µg/L	<100			
			50	µg/L	<50			
			50	µg/L	<50			
EP005/S11: Total Recoverable Hydrocarbons - NEPM 2013 Fractions								
			20	µg/L	<20			
			20	µg/L	<20			
			100	µg/L	<100			
			100	µg/L	<100			
			100	µg/L	<100			
			100	µg/L	<100			
			100	µg/L	<100			
			100	µg/L	<100			
EP005: BTEX								
			1	µg/L	<1			
			2	µg/L	<2			
			2	µg/L	<2			
			2	µg/L	<2			
			2	µg/L	<2			
			1	µg/L	<1			
			1	µg/L	<1			
EP075/SMD: Phenolic Compound Summaries								
			1.0	%	30.7			
			1.0	%	63.4			
			1.0	%	95.9			
Lab-Specific PAH Summaries								
			1.0	%	96.1			
			1.0	%	87.8			
			1.0	%	90.3			

Page 8 of 9
 Work Order: EM2212976
 Client: GEO-ENVIRONMENTAL SOLUTIONS
 Project: TOWN HALL

**Analytical Results**

Substrate: WATER (Matrix: WATER)		Sample ID	RINSTATE					
Compound		CAS Number	LOD	Unit	Sampling date / time	29-Jun-2022 00:00		
					EM2212976-001	Result		
EP005: TPH/VIS/TEX Summaries								
			2	%	115			
			2	%	188			
			2	%	115			

Page 6 of 9
Work Order: EM2212576
Client: GEO-ENVIRONMENTAL SOLUTIONS
Project: TOWN HALL



Surrogate Control Limits

Substrate: SOIL		Recovery Limits (%)	
Compound	CAT (mg/kg)	Low	High
EPG/SIMS: Phenolic Compound Surrogates			
Phenol-d8	15127-68-3	94	129
2-Chlorophenol-d8	6881-73-6	89	121
2,4,6-Trichlorophenol	118-79-6	34	122
EPG/SIMS: PAH Surrogates			
2-Fluorobiphenyl	321-60-8	81	129
Anthracene-d10	1719-06-8	82	130
4-Terphenyl-d14	1718-61-0	67	133
EPG/SIMS: PCB/PCB Surrogates			
1,2-Dichlorobenzene-d8	17960-07-0	91	129
Toluene-d8	2837-28-5	95	129
4-Bromofluorobenzene	480-00-4	96	124
Substrate: WATER		Recovery Limits (%)	
Compound	CAT (mg/L)	Low	High
EPG/SIMS: Phenolic Compound Surrogates			
Phenol-d8	15127-68-3	70	91
2-Chlorophenol-d8	6881-73-6	30	114
2,4,6-Trichlorophenol	118-79-6	26	133
EPG/SIMS: PAH Surrogates			
2-Fluorobiphenyl	321-60-8	95	127
Anthracene-d10	1719-06-8	44	132
4-Terphenyl-d14	1718-61-0	44	124
EPG/SIMS: PCB/PCB Surrogates			
1,2-Dichlorobenzene-d8	17960-07-0	73	129
Toluene-d8	2837-28-5	70	129
4-Bromofluorobenzene	480-00-4	71	128

Appendix 2 – Site Photographs









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

31 August 2022

Ken Betlehem
Hobart City Council
16 Elizabeth St

mailto:betlehemk@hobartcity.com.au

Dear Sir/Madam

**50 MACQUARIE STREET, HOBART & ADJACENT ROAD RESERVE
GMC - +/-1300(H) X 750(W) X 75(D) ARTWORK PROPOSED TO BE INSTALLED INTO
EXISTING GARDEN BED IN FRONT OF THE TOWN HALL ON MACQUARIE STREET
NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-
22-60**

Site Address:

50 Macquarie Street and adjacent road reserve

Description of Proposal:

Signage

Applicant Name:

Ken Betlehem
City of Hobart

PLN (if applicable):

N/a

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

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

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

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

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

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

Yours faithfully



(Glenn Doyle)

HEAD OF CITY PROJECTS

Relevant documents/plans:

Drawing 201 dated 28/06/2022



City of Hobart

INSTRUMENT OF DELEGATION

General Delegation

Head of City Projects

Section 64 of the Local Government Act 1993

I, Kelly Grigsby, Chief Executive Officer, being the General Manager as appointed by Council pursuant to Section 61 of the *Local Government Act 1993 (Tas)* ("the Act") hereby delegate pursuant to Section 64 of the Act, the following powers and functions to the Head of City Projects:

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 pursuant to that section is recommended for refusal by Council officers.

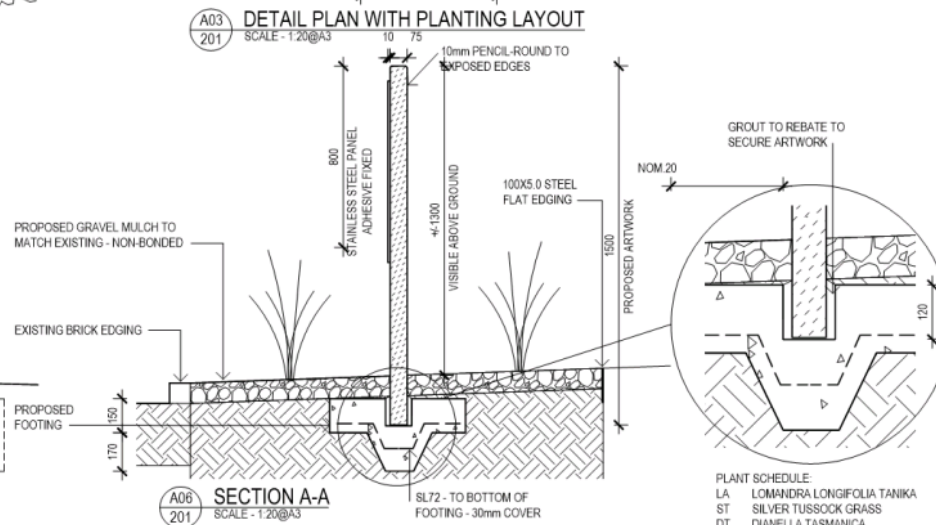
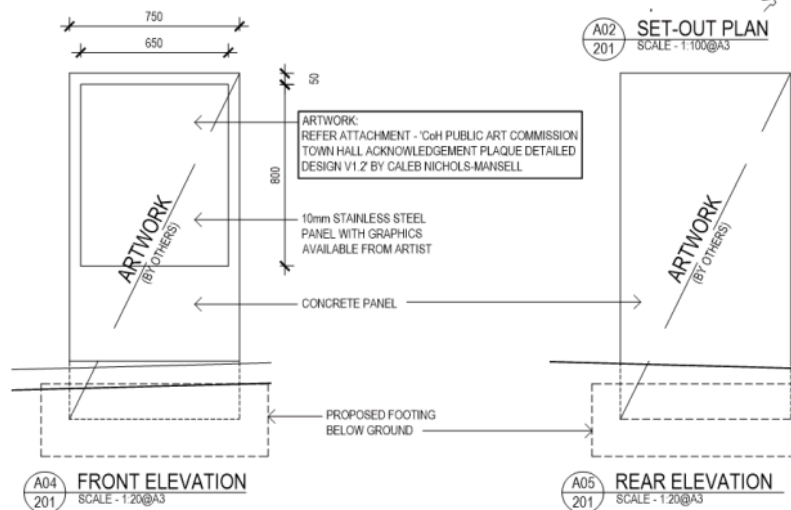
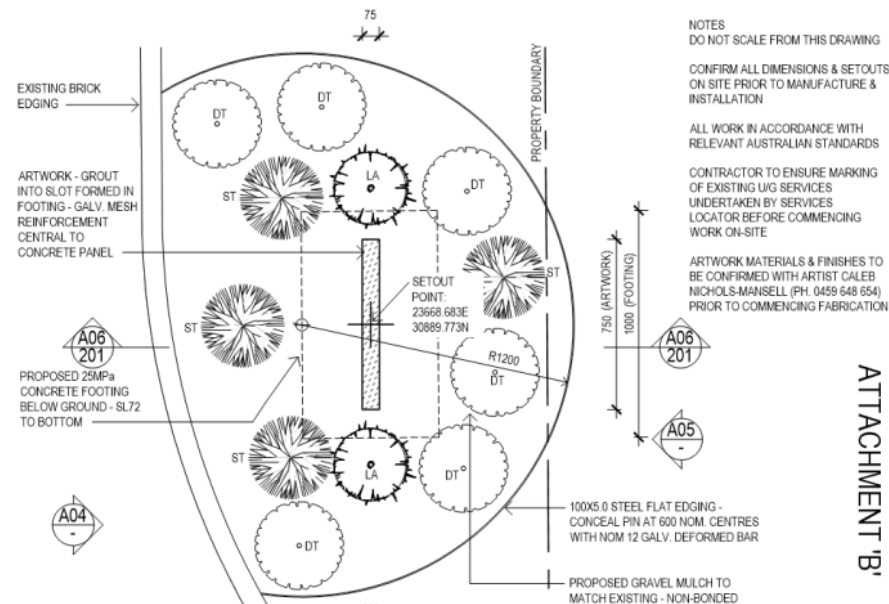
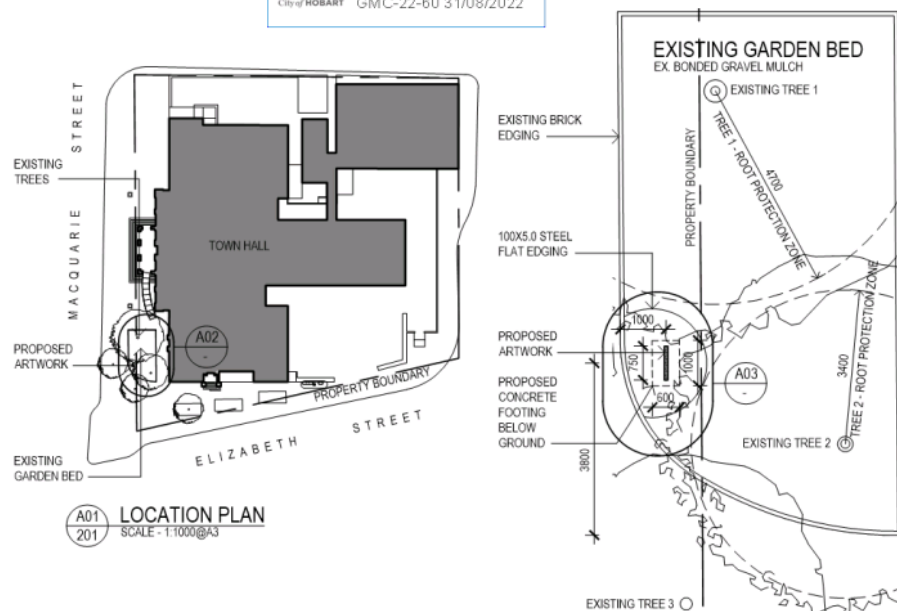
Dated this 24th day of February 2022



SIGNED

Kelly Grigsby
(Chief Executive Officer)

Being the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993 (Tas)*



NOTES
DO NOT SCALE FROM THIS DRAWING

CONFIRM ALL DIMENSIONS & SETOUTS
ON SITE PRIOR TO MANUFACTURE &
INSTALLATION

ALL WORK IN ACCORDANCE WITH
RELEVANT AUSTRALIAN STANDARDS

CONTRACTOR TO ENSURE MARKING
OF EXISTING U/G SERVICES
UNDERTAKEN BY SERVICES
LOCATOR BEFORE COMMENCING
WORK ON-SITE

ARTWORK MATERIALS & FINISHES TO
BE CONFIRMED WITH ARTIST CALEB
NICHOLS-MANSELL (PH. 0459 648 654)
PRIOR TO COMMENCING FABRICATION

ATTACHMENT 'B'

REV	REVISION/ISSUE DESCRIPTION	DATE
1	DRAFT FOR COMMENT	27/06/2022
2	FOR FABRICATOR COSTING	16/06/2022
3	REVISED FOR COSTING	28/06/2022



HOBART COUNCIL CENTRE
16 ELIZABETH STREET
GPO BOX 503
T: (02) 6238 2711
F: (02) 6234 9787
E: hcc@hobartcity.com.au
www.hobartcity.com.au



ISSUE: COSTING

PROJECT DESCRIPTION ABORIGINAL ACKNOWLEDGEMENT - TOWN HALL		DRAWING KB		RFS NUMBER RFS 22-0010	
DRAWING TITLE SITE PLAN		GT		FILE	
CLIENT COMMUNITY PROGRAMS		GT DECON A		SHEET SIZE A3	
DATE 20-06-2022		SHEET NUMBER 201		REVISION C	
SCALE					

Application Referral Cultural Heritage - Response

From:	Sarah Waight
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	50 MACQUARIE STREET, HOBART ADJACENT ROAD RESERVE
Proposal:	Signage
Application No:	PLN-22-593
Assessment Officer:	Michael McClenahan,

Referral Officer comments:

The proposal is located on a place that is heritage listed in Table 1 (Town Hall, site 60). The proposal must be assessed against Schedule 1 and Schedule 4 of the *Sullivans Cove Planning Scheme 1997*. The site is also a Place of Archaeological Sensitivity, (Town Hall, site 40).

The proposal is for a sign/artwork attached to a concrete panel approx 1.3 metres above ground level and 750mm wide and a depth of 75mm to be located within an existing gravel garden bed on a concrete foundations. When facing the Town Hall, this is the existing gravel garden bed that is to the right with two existing trees.

The works must be assessed against the following provisions of the *Sullivans Cove Planning Scheme 1997*:

Clause 22.4.5 'Discretionary' 'Buildings or Works' on a Place of Cultural Significance
 Clause 22.6.5 'Discretionary' 'Buildings or Works' on a Places of Archaeological Potential
 Clause 25.11 Signs on Places of Cultural Significance

The application is supported by a Statement of Heritage Impacts and Archaeological Potential by Stuart Huys of Cultural Heritage Management Australia, dated 10.6.2022.

The above report makes the following conclusions:

"The signage will have no physical impact on the building itself. Given the small scale of the signage, it is assessed that there will be a negligible change to the nature or appearance of the place. The location, bulk and appearance of the signage will not adversely affect the heritage values of the Town Hall", and.

'It is assessed that the proposed installation of the signage has a very low potential for impacting on any historic heritage features. On this basis it is recommended that there should be no heritage constraints to these works proceeding. However, as per the Practice Note No 2 by the Tasmanian Heritage Council, processes must be followed should any unexpected archaeological features and/or deposits be revealed during works.'

The provisions of the scheme state:

22.4.5 'Discretionary' 'Building or Works'
 'Building or works' on places of cultural significance which cannot satisfy the 'deemed to

comply' provisions of Clause 22.4.4 may be approved at the discretion of the Planning Authority.

The following criteria must be taken into consideration in the assessment of all proposals to undertake 'building or works' on places of cultural significance:

- 'Building or works' must complement and contribute to the cultural significance, character and appearance of the place and its setting;*
- 'Building or works' must be in compliance with the conservation strategy of an approved Conservation Plan, where required and/or provided;*
- The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any place of cultural significance;*
- 'Building or works' must not reduce the apparent authenticity of places of cultural significance by mimicking historic forms;*
- 'Building or works' may be recognisable as new but must not be individually prominent;*
- The painting of previously unpainted surfaces is discouraged.*

Response:

In terms of the above clause, all dot points must be considered. The proposed sign/artwork is of a modest scale and located some distance from the Town Hall building itself and although located to the front of this important and significant building, it is sited appropriately and of an appearance that will not affect the heritage values of the place. Also it is clearly new, but is not overly apparent or individually prominent and has a negligible change to the appearance and character of the place. In this regard the conclusions reached in the applicant's supporting documentation are considered appropriate. The proposal is considered to satisfy clause 22.4.5.

22.6.5 'Discretionary' 'Building or Works'

Having regard to the contents and recommendations of an Archaeological Sensitivity Report accepted by the Planning Authority pursuant to Clause 22.6.3 the following criteria must be taken into consideration in the assessment of all proposals to develop places of cultural significance listed in Table 2 or that are considered likely to be of archaeological interest or significance:

- The likelihood of the proposed 'building or works' resulting in the removal or destruction of items of archaeological significance.*
- The cultural significance of the site.*
- Evidence of an adequate archaeological reconnaissance and site sampling prior to the approval or carrying out of works.*
- The need to reasonably protect potential archaeological significance during the design, and carrying out of works.*
- The need to undertake an archaeological 'watching brief' to be required during the carrying out of works.*

Response:

The area in which the sign/artwork is to be located is an area that has been refurbished and altered over time with different variations of landscaping and surface treatments. While the depth to which such interventions have occurred is unknown, it is considered that there is a low likelihood of removal or destruction of items of archaeological significance. In this regard the research and therefore conclusions reached in the supporting documentation is considered appropriate. The proposal satisfies clause 22.6.5, but it is recommended that a condition be included, should a permit be issued, that requires, in the unlikely event, any finds to be reported to Council.

25.11 Signs on Places of Cultural Significance

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

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

Response:

The sign is classified under the Scheme as an 'interpretation sign'. In terms of the above dot points of clause 25.11, the proposal is modest in scale, has appropriate materials, colours and finishes such that it does not detract from the heritage values of the place. It allows the architecture of the Town Hall to remain prominent and is not illuminated and not fixed to the historic fabric and does not obscure any other sign. In this regard the proposal is considered to satisfy clause 22.11 of the Scheme.

The proposal is considered acceptable when assessed against Schedule 1 Conservation of Cultural Heritage Values and Schedule 4 Signs in relation to signs on places of cultural significance.

Sarah Waight
Senior Cultural Heritage Officer
13 October 2022

7.2 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.2.1 1 QUEENS WALK AND ADJACENT ROAD RESERVE - PARTIAL DEMOLITION, 150 MULTIPLE DWELLINGS (85 EXISTING, 65 NEW), CARPARKING, LANDSCAPING INCLUDING TREE REMOVAL, AND ASSOCIATED WORKS PLN-22-146 - FILE REF: F22/105890

Address:	1 Queens Walk and Adjacent Road Reserve
Proposal:	Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New) Carparking, Landscaping including Tree Removal and Associated Works
Expiry Date:	26 October 2022
Extension of Time:	Not applicable
Author:	Cameron Sherriff

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, 150 multiple dwellings (85 existing, 65 new), car parking, landscaping including tree removal, and associated works, at 1 Queens Walk and adjacent road reserve, 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-22-146 - 1 QUEENS WALK NEW TOWN TAS 7008 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

Advice

The approved use is multiple dwellings for social housing, which will

be managed as a collective by one entity. Social housing is housing that is provided for individuals that would otherwise face financial hardship if required to secure housing on the open market, or would be unable to secure such housing. The use of this site is not suitable for a strata scheme to create individual lots for each multiple dwelling. Further planning permission would be required to support the creation of a strata scheme of this nature.

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 2022/00784-HCC dated 03/06/2022 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 17

The external lighting of the vehicle parking area within the Selfs Point Road Road reservation must be baffled to ensure emission of light does not adversely affect the amenity of adjoining residential areas.

Reason for condition

To ensure that the non-residential use does not unreasonably impact residential amenity.

PLN s1

The parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, within the 1 Queens Walk site must achieve compliance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

Reason for condition

To ensure parking and vehicle circulation and pedestrian paths within

the site are safe for use at all times.

ENG sw1

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

Existing and proposed stormwater connections were discussed during the assessment process. Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), provide details of stormwater drainage for the whole site. It must be demonstrated that all site stormwater is connected to the public stormwater system.

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.

SW 6

The new stormwater infrastructure must be designed and constructed prior to occupancy or the commencement of the approved use (whichever occurs first).

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), detailed engineering drawings for both the residential development site 1 Queens Walk, and the new car park on public land, must be submitted and approved as a Condition Endorsement. The detailed engineering drawings must be certified by a suitably qualified and experienced civil engineer and must:

1. be substantially in accordance with the Local Government Association of Tasmania: Tasmanian Municipal Standard Drawings (May 2020), as varied by the City of Hobart's published departures from those Drawings;
2. clearly distinguish between public and private infrastructure;
3. show in both plan and long-section the proposed stormwater

mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings;

4. include the associated calculations and catchment area plans. The stormwater system (including defined overland flow paths) must cater for all 1% AEP event flows as at 2100 (i.e including climate change loading) from a fully developed catchment. The main itself must be sized to accommodate at least the 5% AEP event flows from a fully- developed catchment;

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

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 via the City of Hobart's online request form which is available on its website and approved. The detailed engineering drawings must include:

1. evidence that the whole site is drained to the public stormwater system (as discussed during assessment, see notes below*), and the catchment area for each stormwater connection (existing and proposed);
2. the location of the proposed connections and all existing connections;
3. the size and design of the connection such that it is appropriate to safely service the development;

4. long-sections of the proposed connections clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure; and
5. connections which are free-flowing gravity driven.

All work required by this condition must be undertaken in accordance with the approved detailed engineering drawings. The approved stormwater connections documents must be included in your plumbing permit application document set and listed in accompanying forms.

Advice:

Under section 20 of the Urban Drainage Act 2013 if more than one stormwater connection is required for a property, the consent of the General Manager must be sought. It is Council's preference to limit the site proper to two (2) connections, the need for a third requires demonstration.

**Note: Submitted plan 21E54-3 C102 Rev H, 104-107 H. Tower B and C appear to drain to ground, Tower D assumed to the known connection point, and Tower A to an outfall (not recorded) towards road but not connected to PSS. Proposed Towers E & F drainage is shown into system.*

SW 8

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

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

A maintenance management schedule (including life cycle costs of components) must also be submitted and the facility must be maintained in accordance with this schedule.

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 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.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), physical controls (as defined by AS/NZS 2890.1:2004) must be installed where and how required by the Australian Standard. This includes (vehicular) barriers compliant with the Australian Standard AS/NZS 1170.1:2002, to prevent vehicles running off the edge of a parking (trafficable) area. Physical controls installed must;

1. Not limit the parking area approved by this permit, and
2. Be in accordance with the Australian Standard AS/NZS 2890.1:2004.

Reason for condition

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

ENG 3a

Prior to first occupation or commencement of use (whichever occurs first) of any of the new dwellings, the paths, parking areas and all other pedestrian and parking infrastructure on both 1 Queens Walk and Council land (including, circulation roadways, parking modules, aisles, spaces and traffic islands) must be constructed in accordance with the plans which form part of this permit, prepared by *Aldanmark* titled *Queens Walk Community Housing* lodged on 19/8/2022 with the City of Hobart.

Any departure from the approved design documentation, and any works which are not detailed, must be:

1. Approved by the Director City Life, via a Condition Endorsement application, and/or
2. Be designed and constructed in accordance with the Australian Standard AS/NZ 2890.1:2004.

Reason for condition

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

ENG 4

Prior to first occupation or commencement of use (whichever occurs first), all parking areas (including circulation roadways, parking modules, aisles, and spaces) approved by this permit must be constructed to a sealed standard (i.e., spray seal, asphalt, concrete, pavers, or equivalent Council approved) and surface(s) drained to the Council's stormwater infrastructure.

Reason for condition

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

ENG 5

The number of car parking spaces approved for use on the 1 Queens Walk site by this permit is 97, comprised of 57 new parking spaces in addition to the existing 40 spaces. A further 40 parking spaces are approved in a publicly- accessible car park adjacent to the Selfs Point Road reservation.

Prior to first occupation or commencement of use (whichever occurs first);

1. All car 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, and
2. Signage in accordance with Australian Standards AS/NZS

1742.11:2016 must be erected at the entrance to private car parking facility to indicate access to the area is for authorised users only.

Reason for condition

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

ENG 5b

The number of bicycle parking spaces approved for use on the 1 Queens Walk site by this permit is Seventy (70).

Reason for condition

To clarify the scope of the permit.

ENG 6

The number of motorcycle parking spaces approved for use on the 1 Queens Walk site by this permit is Six (6).

Prior to first occupation or commencement of use (whichever occurs first);

1. All motorcycle parking spaces must be constructed and delineated (by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers) in accordance with Australian Standards AS/NZS 2890.1:2004, and
2. Signage in accordance with Australian Standards AS/NZS1742.11:2016 must be erected at each motorcycle parking space to indicate the parking space is designated for motorcycle use only.

Reason for condition

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

ENG 9

The number of car parking spaces for people with disabilities

approved for use on the 1 Queens Walk site by this permit is Six (6).

Prior to first occupation or commencement of use (whichever occurs first), all car parking spaces for people with disabilities must be constructed and delineated in accordance with AS/NZS 2890.6:2009.

Reason for condition

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

ENG 1

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

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

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 Queens Walk highway reservation must be designed and constructed in general accordance with:

- Footpath - Urban Roads Footpaths TSD-R11-v3.

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. Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings;
2. Show swept path templates in accordance with AS/NZS 2890.1 2004 (B85 or B99 depending on use, design template);
3. 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;
4. Show that vehicular and pedestrian sight lines are met as per AS/NZS 2890.1 2004.
5. 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.

Permit to Construct Public Infrastructure will need to be applied at least 14 days before carrying out the works.

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.

ENG s1

Detailed design drawings of all bicycle parking provisions must be submitted and approved as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* (including demolition) or commencement of works (e.g., site disturbance) (whichever occurs first).

The detailed design drawings submitted must;

1. be in accordance with AS/NZS 2890.3:2015,
2. be prepared/or certified by a suitably qualified engineer,
3. demonstrate that the design will provide safe and efficient access, and enable safe, easy and efficient use, and
4. show typical civil and structural details, sections, dimensions, and other engineering details as Council deem necessary to satisfy the above requirements.

Prior to first occupation or commencement of use (whichever occurs first), all bicycle parking must be constructed in accordance with the drawings approved by this condition and Condition ENG 5b.

Reason for condition

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

ENV s1

The western, northern and southern facades of Building E/Tower 1 must be designed and constructed to achieve a noise level reduction of Rw 50, and the eastern facade must be designed and constructed

to achieve a noise level reduction of Rw 45.

Documentation submitted for building consent must be certified, by a suitably qualified person, as demonstrating compliance with the above requirements.

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 minimise the adverse effects of noise from roads

HER 14

Detailed drawings and documentation must be submitted showing the light weight timber pergola structure proposed for the ground floor western elevations of the existing apartment blocks. Drawings must include details of roof junctions and the fixing points of the pergolas onto the buildings.

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

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 ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural

heritage significance.

HER 17c

The external colours, materials and finishes of the approved development must be substantially in accordance with the approved plans. Any substantial change in the colours, materials and finishes requires further approval.

Reason for condition

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

HER 20

Prior to occupancy or the commencement of the use (whichever occurs first), the site must be landscaped in substantial accordance with the submitted Landscaping Plan.

Prior to occupancy or the commencement of the use (whichever occurs first), confirmation from a suitably qualified landscape expert that all landscaping works required by this condition have been implemented, must be submitted.

The vegetation which is planted on the site pursuant to the landscaping plan must be maintained and must not be disturbed. If any vegetation dies or is destroyed, replacement vegetation of a similar size must be planted within 30 days of the death or destruction.

Reason for condition

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

ENVHE 4

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

A Demolition and Construction Environmental Management Plan must be submitted and approved prior to the commencement of works and prior to the issue of any approval under the *Building Act 2016*.

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

1. Details of the proposed demolition and construction methodologies and expected likely timeframes.
2. The proposed days and hours of work and proposed hours of activities likely to generate significant noise emissions (including volume and timing of heavy vehicles entering and leaving the site, rock breaking and concrete pouring).
3. Details of potential environmental impacts associated with the demolition and construction works including noise, vibration, erosion and pollution (air, land and water).
4. Details of proposed measures to avoid or mitigate all identified potential environmental impacts during demolition and construction works including, but not limited to:
 - a. A noise management plan certified by a suitably qualified person as being generally consistent with AS 2436-2010 - *Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites* and the *Interim Construction Noise Guidelines* (New South Wales Department of Environment and Climate Change, July 2009).
 - b. A soil and water management plan including:
 - i. measures to minimise erosion and the discharge of contaminated stormwater off-site;
 - ii. measures to minimise dust emissions from the site;
 - iii. measures to manage the disposal of surface and groundwater from excavations (if relevant); and
 - iv. measures to prevent soil and debris being carried onto the street.
5. Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures.

A copy of the approved Demolition and Construction Environmental Management Plan must be kept on site for the duration of the works and be available for inspection.

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 minimise the impact of construction works

OPS 4

The trees on Council land that are to be retained around the perimeter of the development site, as per RETENTION PLAN 01 drawing no. 21387-DA-007, must be protected from damage. No vehicular access, excavation, placement of fill, storage of materials or soil disturbance is to occur within the tree protection zones as defined in AS4970 Protection of trees on development sites. There must be no pruning, lopping or other damage to the street trees including trunks and roots.

Prior to the issue of any approval under the *Building Act 2016*, details of the street tree protection measures to be used must be clearly noted on a tree protection plan, submitted and approved as a condition endorsement. All works must be undertaken in accordance with the approved tree protection plan.

Advice:

Once the plan showing tree protection measures has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). It is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

Reason for condition

Conservation of areas of significant vegetation or individual trees that have important aesthetic, heritage and environmental values.

OPS 5

Before works commence, tree protection measures in accordance with the condition OPS 4 tree protection plan must be installed, to the satisfaction of the City's Arboriculture and Nursery Unit.

Once the tree protection measures are in place, please contact the City's Program Leader Arboriculture and Nursery on 0408 073 326 to arrange a site inspection for sign-off.

Reason for condition

Conservation of areas of significant vegetation or individual trees that have important aesthetic, heritage and environmental values.

OPS s1

Please make contact with the City's Program Leader Parks and Reserves (6238 3711) before construction commences on the new carpark and footpath on the northern side of Queens Walk.

Reason for condition

To maintain the amenity of the City's Parks and Reserves.

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require an occupational licence for use of Hobart City Council highway reservation (e.g. outdoor seating, etc). Click [here](#) for more information.

You may require an occupational license for structures in the Hobart City Council highway reservation, in accordance with conditions to be established by the Council. Click [here](#) for more information.

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

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

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

STORMWATER

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

REDUNDANT CROSSEOVERS

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

COUNCIL RESERVES

This permit does not authorise any works on the adjoining Council open space reserve land. Any act that causes, or is likely to cause, damage to Council's land may be in breach of Council's Public Spaces By-law and penalties may apply. A permit is required for works on Council land. The by-law is available [here](#).

WORK PLACE HEALTH AND SAFETY

As stated in the 'Potentially Contaminated Land Code Environmental Site Assessment - July 2022' prepared by EM&C for 1 Queens Walk, New Town, Tasmania:

If soil is to be excavated and removed from the northern side of Queens Walk, during development of the proposed car park, soil should be treated as potentially contaminated with a Controlled Waste, due to low levels of Benzo(a)pyrene being reported in sample SB04. Removal of this material from the site should be completed in accordance with Environment Protection Authority (EPA) "Information Bulletin 105 Classification and Management of Contaminated Soil for Disposal (IB105), 2018.

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 City Resilience 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-22-146 - 1 QUEENS WALK NEW TOWN TAS
7008 - Planning Committee or Delegated Report ↓



Attachment B: PLN-22-146 - 1 QUEENS WALK NEW TOWN TAS
7008 - CPC Agenda Documents ↓ 

- Attachment C: PLN-22-146 - 1 QUEENS WALK NEW TOWN TAS
7008 - Planning Referral Officer Development
Engineering Report ↓ 
- Attachment D: PLN-22-146 - 1 QUEENS WALK NEW TOWN TAS
7008 - Planning Referral Officer Cultural Heritage
Report ↓ 
- Attachment E: PLN-22-146 - 1 QUEENS WALK NEW TOWN TAS
7008 - Planning Referral Officer Environmental
Development Planner Report ↓ 
- Attachment F: PLN-22-146 - 1 QUEENS WALK NEW TOWN TAS
7008 - Urban Design Advisory Panel Report ↓ 
- Attachment G: PLN-22-146 - 1 QUEENS WALK NEW TOWN TAS
7008 - Housing Choices Tasmania Response to
Representations ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	25 October 2022
Expiry Date:	26 October 2022
Application No:	PLN-22-146
Address:	1 QUEENS WALK , NEW TOWN ADJACENT ROAD RESERVE
Applicant:	(ERA Planning and Environment) Level 1, 125a Elizabeth Street
Proposal:	Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works
Representations:	Three (3)
Performance criteria:	Inner Residential Zone Use and Development Standards; Potentially Contaminated Land Code; Road and Railway Assets Code; Parking and Access Code; Stormwater Management Code; Attenuation Code; Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works, at 1 Queens Walk and Adjacent Road Reserve, New Town.

1.2 More specifically the proposal includes:

- the further development of the Housing Tasmania site at 1 Queens Walk, adding two new multi-storey buildings contributing 65 additional dwellings and bringing the total number of dwellings on the site to 150 (86 existing across four separate, multi-storey buildings).
- Associated vehicle parking is also proposed, increasing the on-site total from 40 to 97, with forty additional new spaces nearby within the adjacent Self's Point road reservation, together with a pedestrian path on the western side of Queens Walk and a pedestrian refuge within the Queens Walk road reserve.
- Substantial landscaping is also proposed throughout the refreshed site that will incorporate play and recreation spaces, as well as social event spaces, gardens, parking areas for cars, motorcycles and bicycles and practical facilities such as clotheslines and waste bin storage.
- Building E, at the north-western end of the site, containing 38 dwellings at 19.75m tall (six storeys - RL23.60). This building is comprised of three towers joined by internal circulation areas in between.
- Building F, on the eastern side of the site, containing 27 dwellings at 14.7m tall (four storeys - RL25.15, comprised of three towers joined by circulation areas in between.
- Building E contains 21 one-bedroom dwellings and 17 two-bedroom dwellings.
- Building F contains 20 one-bedroom dwellings and 7 two-bedroom dwellings.
- All dwellings include small balconies ranging between 7 to 10m² in area.
- Materials to match the existing buildings on the site are proposed, including: textured concrete; coloured cement sheet; mesh panelling, tile and powdercoated window frames.

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

- 1.3.1 Inner Residential Zone - Residential Density for Multiple Dwellings; Setbacks and Building Envelope; Private Open Space; Sunlight to Private Open Space of Multiple Dwellings; Waste Storage
- 1.3.2 Recreation Zone - Hours of Operation; Noise; External Lighting; Commercial and Patron Vehicle Movements; Discretionary Use
- 1.3.3 Potentially Contaminated Land Code - Excavation
- 1.3.4 Road and Railway Assets Code - Existing Road Accesses and Junctions; Development Adjacent to Roads and Railways; Road Accesses and Junctions; Sight Distances at Accesses, Junctions and Level Crossings
- 1.3.5 Parking and Access Code - Number of Parking Spaces; Layout of Parking Areas; Lighting of Parking Areas; Design of Bicycle Parking Spaces; Siting of Car Parking
- 1.3.6 Stormwater Management Code - Stormwater Drainage and Disposal

- 1.3.7 Attenuation Code - Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm
- 1.3.8 Historic Heritage Code - Demolition on a Listed Place; Buildings and Works on a Listed Place
- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 05/09 and 19/09/2022.
- 1.5 The application was considered by the Urban Design Advisory Panel at its meeting of 22 June 2022. In the context of the provisions on which they were asked to comment, the Panel was broadly supportive of the proposal.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council, because the proposed buildings exceed three storeys in height.

2. Site Detail



Fig. 1: Aerial view of the subject property and surrounds. The development 'site' also includes the adjacent Queens Walk and Selfs Point Road road reserves (Source: Council ArcGIS).

- 2.1 1 Queens Walk, New Town (Fig. 1) is located between Brooker Highway to the south-west, Queens Walk and Selfs Point Road to the north and east, and the north-western end of the Cornelian Bay sportsfields to the south-east. It comprises a single title of 1.3 hectares in area. There is a rectangular substation 'island' title of 43m² within the site.
- 2.2 The site currently houses 86 multiple dwellings across four multi-storey 'tower' buildings. There is also car parking and landscaping within the site, and there are several large established trees around the outer edges of the site, some of which blend with other large trees growing in the adjacent road and highway reservations.
- 2.3 The site is surrounded primarily by sportsfields, being Rugby Park to the north, Cornelian Bay sportsfields to the southeast and the Queens Walk sportsfields and Hockey Centre opposite Brooker Highway to the west and south-west. To the east, across Queens Walk lies the Cornelian Bay cemetery site. As far as residential uses go, the site sits on its own in terms of use and zoning (Fig. 2).

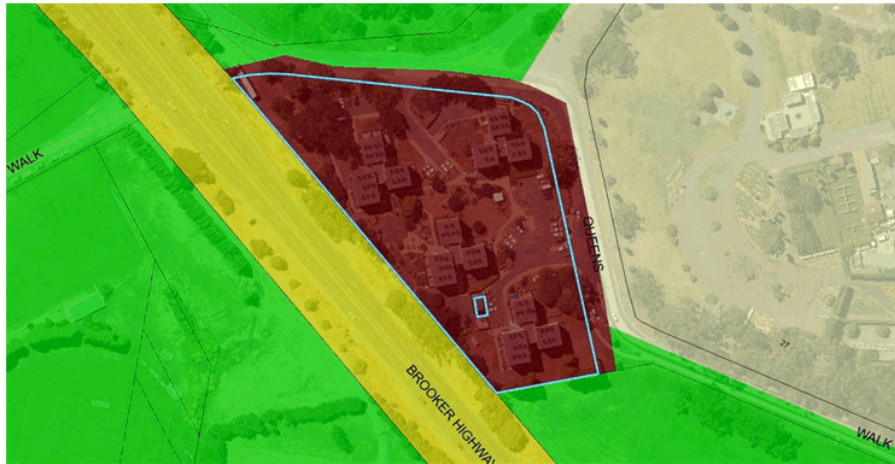


Fig. 2: Showing the zoning of the site. The red is the Inner Residential zone. The darker yellow is the Utilities zone, the lighter yellow is the Community Purpose zone and the bright green is the Recreation zone.

- 2.4 In terms of heights of the existing residential tower buildings on the site, these range from RL20.43 (Building B); RL21.83 (Building A); RL23.67 (Building C); and RL24.44 (Building D).
- 2.5 The site is subject to the Potentially Contaminated Land Code because it is identified as being potentially contaminated (2007 petroleum tanker spill) – Fig. 3.



Fig. 3: The magenta hatching denotes that the site is considered to be potentially contaminated land.

- 2.6 The site is individually heritage listed under the Hobart Interim Planning Scheme 2015 (Fig. 4).



Fig. 4: Showing the heritage status of the site and surrounds. Red is individually listed under the planning scheme.

- 2.7 Most of the site is subject to the Attenuation Code because of its proximity to the Cornelian Bay Cemetery crematorium (Fig. 5).



Fig. 5: The site is also mostly subject to the attenuation code buffer attributed to the adjacent cemetery's crematorium.

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works, at 1 Queens Walk and Adjacent Road Reserve, New Town.

3.2 More specifically the proposal is for:

- The further development of the Housing Tasmania site at 1 Queens Walk, adding two new multi-storey buildings contributing 65 additional dwellings and bringing the total number of dwellings on the site to 150 (86 existing across four separate, multi-storey buildings).
- Associated vehicle parking is also proposed, increasing the on-site total from 40 to 97, with forty additional new spaces nearby within the adjacent Self's Point road reservation, together with a pedestrian path on the western side of Queens Walk and a pedestrian refuge within the Queens Walk road reserve.
- Substantial landscaping is also proposed throughout the refreshed site that will incorporate play and recreation spaces, as well as social event spaces, gardens, parking areas for cars, motorcycles and bicycles and practical facilities such as clotheslines and waste bin storage.
- Building E, at the north-western end of the site, containing 38 dwellings at 19.75m tall (six storeys - RL23.60). This building is comprised of three towers joined by internal circulation areas in between.
- Building F, on the eastern side of the site, containing 27 dwellings at 14.7m tall (four storeys - RL25.15, comprised of three towers joined by circulation areas in between.
- Building E contains 21 one-bedroom dwellings and 17 two-bedroom dwellings.
- Building F contains 20 one-bedroom dwellings and 7 two-bedroom dwellings.
- All dwellings include small balconies ranging between 7 to 10m² in area.
- Materials to match the existing buildings on the site are proposed, including: textured concrete; coloured cement sheet; mesh panelling, tile and powdercoated window frames.

3.3 Excerpts of the proposal follow at Figures 6, 7 and 8, below:

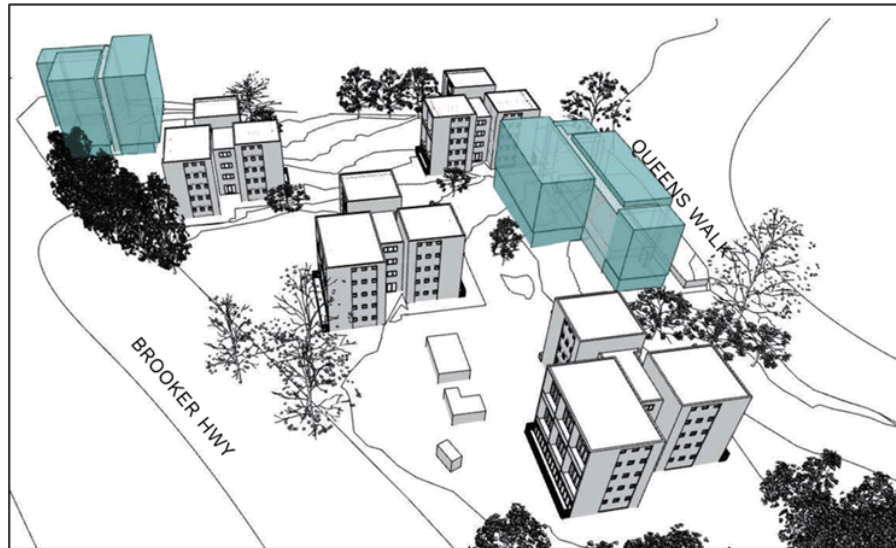


Fig. 6: Massing study showing the proposed buildings integrating with the existing site patterns of form, outlook and alignment. Building E is to the top left; Building F to the right. (Source: Cumulus).

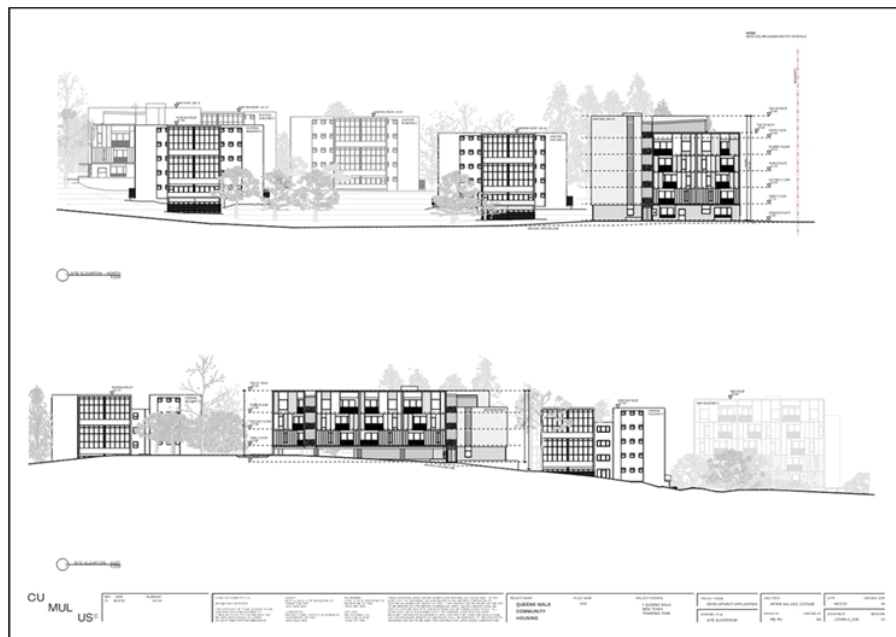


Fig. 7: Site elevations depicting the proposed buildings within the site – Building E is to the right of the top (north) elevation, with Building F in the background on the left. Building F is central on the bottom (east) elevation, with Building E greyed out on the right. (Source: Cumulus).



Fig. 8: Excerpt from a submitted locality plan indicating the location of the proposed car parking area within Self's Point Road close to 1 Queens Walk (Source: Aldanmark).

- 3.4 Plates 1 to 6 below, provide an indication of the location of the various elements in the proposal and how they fit into the overall site.



Plate 1: The north-western end of the site where the proposed Building E is to be located as viewed from across Queens Walk. The taller trees in the centre of the image will make way for the development (Source: Planner's photo).



Plate 2: The north-western end of the site where the proposed Building E is to be located, as viewed from the road verge adjacent to the Brooker Highway. The existing, taller trees currently provide an effective screen of the complex, but will be removed as part of the development (Source: Planner's photo).



Plate 3: The eastern access point to the site from Queens Walk, where the proposed Building F is proposed to be located between the existing Building D (to the left and out of the image), and Building A to the right (Source: Planner's photo).



Plate 4: Looking towards the site and location of the proposed Building F from the south along Queens Walk. Existing Building D is to the left of the image (Source: Planner's photo).



Plate 5: Looking towards the site of the proposed public vehicle parking area (and 1 Queens Walk) in the road reserve to the northern side of Selfs Point Road. The driveway running through the middle of the gravel area is the current access to Rugby Park, and the proposed parking area will commence on the western side of this (Source: Planner's photo).



Plate 6: The proposed vehicle parking area will extend beyond the current gravel area and partially into the vegetated area further to the west (Source: Planner's photo).

4. Background

- 4.1 Originally completed in 1960, the existing buildings on the site were most recently refurbished in 2013/2014. Refurbishment works included external renovations that changed the colour and external finish of the buildings, added privacy elements to the facades and solar cells to the roofs.
- 4.2 General Manager's Consent was granted for the current proposal, due to the works in the adjacent road reserve, in May 2022 (GMC-22-23).

- 4.3 The application was considered by the Urban Design Advisory Panel at its meeting of 22 June 2022. The application was referred to the Urban Design Advisory Panel at the request of the Council's Director – City Life. Otherwise, the application did not trigger any automatic referral criteria for Urban Design Advisory Panel consideration. Despite this, in the context of the provisions on which they were asked to comment, the Panel was broadly supportive of the general concept of further multi-storey infill development occurring on the site, however raised concerns regarding the particular proposal and the way in which it acknowledged and responded to the existing development on the site. The Panel's comments are provided in full as an attachment to this report.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between 05/09 and 19/09/2022.
- 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.

<p>General concern about the overall standard of management of the existing complex and a lack of consideration of current occupants, and how the proposal may exacerbate these issues. Residents have not been adequately consulted or listened to in the preparation of the proposed development. Comments and concerns include:</p>
<p>That the proposed development will further compromise the living standards and management of the existing complex, where it has been alleged with numerous examples that there is already a severe lack of or sub-standard maintenance regime and a general disregard for the well-being of current occupants.</p>
<p>The previous sense of community along with regular organised events, use of shared gardens for vegetable growing etc have gone by the wayside through lack of management and funding. Facilities were previously put in to encourage the sense of community, yet there are no allocations for using them anymore. How will the newly proposed shared spaces turn out to be any different?</p>

A lack of consultation and poor communication with current occupants about the proposed development. A feeling that their suggestions and requests weren't listened to. A lack of awareness by many about the proposed development – no availability of plans other than during the Council advertising period, during which time many residents wouldn't have been aware or have easy access to the plans.
Not knowing anything about any renovations until there was a fully formed proposal is disrespectful to the current residents. Suggested ideas for new features by HCT were trivial and requests for more serious and practical additions - safety, accessibility, recycling and compost, parking with lighting, functioning water/power/internet, and better connections/accessibility to local businesses and public transport, a dedicated area for deliveries/pickups - have been ignored.
An perception that aspects of the proposed new development won't be shared with current occupants.
Concern about loss of current personal garden space.
Concern about the impacts the proposed development will have on the function and management of the existing development. Comments and concerns include:
Adding 65 more apartments into this block will create a slum, with vehicles being parked on any and all accessible places. The current buildings are dilapidated and in serious need of re-fit/fixing (The fire alarms have even been disconnected from TFS notification, we all received a letter a few weeks ago telling us to call emergency services if an alarm was going off, this is a multi-level apartment complex, with majority ESL residents, the letter was only delivered in English. There are also no fire marshals), yet they are spending the money on attempting to build more apartments, instead of helping those who currently live there. There is zero care for the residents and zero help available.
The development should not go ahead until there is active care shown for the current residents and buildings.

This and any further permits/plans by Housing Choices Tasmania should be blocked indefinitely – as HCT is not currently managing their existing properties either individually or in the common areas, and they have no business with any increased responsibility until they can prove they can manage their existing portfolio and for an extended length of time. Until their properties are in a liveable standard and maintaining the requirements under the law, they should not be any approvals for planning, permits, or otherwise. Queens Walk is already severely neglected, and every day is turning closer to the property it was before 2013 with regular antisocial behaviours like drinking, drug use, and large gatherings of men loitering in the common areas and especially at night, catcalling and leering at women. It may not be a slum now, but chuck in 65 more apartments full of residents to neglect just 3 years after renovations and it is on the fast track. HCT took over management of nearly 500 properties just on the North-West coast late last year and should surely be focusing on those properties they already 'manage' first. I note there is an incredible need for additional housing, but this neglect is not the way to achieve that.

Parking, Traffic and Pedestrian safety concerns, both during and after construction. Comments and concerns include:

Insufficient and poorly located parking which for some won't be convenient to their dwellings. The spaces are not currently formally allocated. There are already too few spaces and many will be lost to the new residents.

The traffic/parking study uses outdated information and overlooks the degree to which the area becomes congested, particularly on weekends which haven't been included in the study. Assumptions have been made about the ease accessibility to public transport and on foot to nearby places, and there has been a failure to recognise that many current residents of the complex have mobility issues.

Residents were not informed of the tracking of vehicles for the traffic/parking study – this is an invasion of privacy.

Safety concerns for pedestrian access to the Brooker Highway and Queens Walk. There is a lack of formal pathways and no lighting of the space.

Impacts of the construction of the development upon the current residents, buildings and Queens Walk and its traffic. There are no details of timelines of how the works will impact living standards and movement around the complex, including car parking. There is no way a year or potentially more of construction disruption would be worth current residents being left in the same dilapidated buildings they have been suffering through for years.

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 and the Recreation zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use within the Inner Residential Zone is Residential (Multiple Dwelling), while there is no formal use occurring within the Recreation Zone. The proposed uses are Residential (Multiple Dwelling) and Vehicle Parking. The existing Residential (Multiple Dwelling) use is a Permitted use in the Inner Residential zone. The proposed Residential (Multiple Dwelling) use is a Permitted use in the Inner Residential zone, while the proposed Vehicle Parking use is a Discretionary use in the Recreation Zone.

As a Discretionary use in the Recreation Zone, the proposed Vehicle Parking requires assessment against the applicable Zone Purpose Statements at Clause 18.1.1 of the Scheme.

18.1.1.1 To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.

18.1.1.2 To encourage open space networks that are linked through the provision of walking and cycle trails.

18.1.1.3 To recognise and protect areas for public recreation and open space.

18.1.1.4 To provide for community service uses such as indoor sports facilities and community halls and other uses such as cemeteries in an open setting.

18.1.1.5 To maintain an appropriate level of amenity for residential uses in the nearby residential zones without unreasonable restriction or constraint on the nature and hours of activities in the Recreation Zone.

The proposed parking will be available for use by the public utilising existing surrounding land-uses. There is a known under supply of parking in the area,

particularly during events occurring at Rugby Park and Cornelian Bay Sports Ground. The proposed parking will complement the recreation uses of the surrounding land, assisting to alleviate this undersupply. There is also the added benefit of the car park's relatively close proximity to the nearby Inner-City Cycleway, where it may assist to promote the increased use of this existing cycling and walking link.

The proposed vehicle car parking will complement the passive and organised recreational uses occurring in the nearby area and in an overall sense is consistent with the zone purpose statements.

6.4 The proposal has been assessed against:

- 6.4.1 Part D - 11 Inner Residential Zone
- 6.4.2 Part D - 18 Recreation Zone
- 6.4.3 E2.0 Potentially Contaminated Land Code
- 6.4.4 E5.0 Road and Railway Assets Code
- 6.4.5 E6.0 Parking and Access Code
- 6.4.6 E7.0 Stormwater Management Code
- 6.4.7 E9.0 Attenuation Code
- 6.4.8 E13.0 Historic Heritage Code
- 6.4.9 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 Inner Residential Zone:

Residential Density for Multiple Dwellings - D11.4.1 P1
Setbacks and Building Envelope - D11.4.2 P1; P3
Private Open Space - D11.4.3 P1; P2
Sunlight to Private Open Space of Multiple Dwellings - D11.4.4 P1
Waste Storage - D11.4.8 P1

6.5.2 Recreation Zone:

Hours of Operation - D18.3.1 P1

Noise - D18.3.2 P1

External Lighting - D18.3.3 P1

Commercial and Patron Vehicle Movements - D18.3.4 P1

Discretionary Use - D18.3.5 P1

6.5.3 Potentially Contaminated Land Code:

Excavation - E2.6.2 P1

6.5.4 Road and Railway Assets Code:

Existing Road Accesses and Junctions - E5.5.1 P3

Development Adjacent to Roads and Railways - E5.6.1 P1

Road Accesses and Junctions - E5.6.2 P2

Sight Distances at Accesses, Junctions and Level Crossings - E5.6.4 P1

6.5.5 Parking and Access Code:

Number of Parking Spaces - E6.6.1 P1

Layout of Parking Areas - E6.7.5 P1

Lighting of Parking Areas - E6.7.7 P1

Design of Bicycle Parking Spaces - E6.7.10 P1; P2

Siting of Car Parking - E6.7.12 P1

6.5.6 Stormwater Management Code:

Stormwater Drainage and Disposal - E7.7.1 P2

6.5.7 Attenuation Code:

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

6.5.8 Historic Heritage Code:

Demolition on a Listed Place - E13.7.1 P1

Building and Works on a Listed Place - E13.7.2 P1; P2; P3; P4; P6

6.6 Each performance criterion is assessed below.

6.7 Residential Density for Multiple Dwellings - D11.4.1 P1

- 6.7.1 The acceptable solution A1 at clause D11.4.1 requires multiple dwelling developments to have a site area per dwelling of not less than 200m².
- 6.7.2 The proposal results in a total of 150 dwellings on the 1.312 hectare site, equating to a density of 87.5m² per dwelling.
- 6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.7.4 The performance criterion P1 at clause D11.4.1 provides as follows:
- Multiple dwellings must only have a site area per dwelling less than 200m² if:*
- (a) the development contributes to a range of dwelling types and sizes appropriate to the surrounding area; or*
- (b) the development provides for a specific accommodation need with significant social or community benefit.*
- 6.7.5 The proposal is for social housing. It will have a significant community benefit in the provision of housing for those in need. P1(b) is met. Advice is included in the GEN condition indicating that the approved use is for social housing only.
- 6.7.6 The proposal complies with the performance criterion.
- 6.8 Setbacks and Building Envelope - D11.4.2 P1
- 6.8.1 The acceptable solution A1 at clause D11.4.2 requires dwellings to have a setback to a primary frontage of 3m or not less than the front setback of any existing dwelling on the site; and a setback to a secondary frontage of 2m or not less than the front setback of any existing dwelling on the site.
- 6.8.2 The new Building E in the proposal reduces the prevailing setback of the buildings on the site to 1.8m to the primary Brooker Highway frontage and 1.4m to the secondary Queens Walk frontage. Building F satisfies the 2m minimum setback to a secondary frontage standard.
- 6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

- 6.8.4 The performance criterion P1 at clause D11.4.2 provides as follows:

A dwelling must have a setback from a frontage that is compatible with the streetscape having regard to any topographical constraints.

- 6.8.5 There are no notable topographical constraints affecting the site or directly influencing the proposed frontage setback for building E from the Brooker Highway and Queens Walk.

Building E is sited on the narrow, north-western corner of the site between Queens Walk and Brooker Highway. The proposed building angles away from these frontage boundaries, and as such where non-compliant, the extent of encroachment into the permitted setbacks for both frontages are minor and occur for a limited extent of the building.

The Brooker Highway streetscape is predominantly characterised by the open spaces of Rugby Park, the Cornelian Bay Sports Grounds to the east and Queens Walk Oval to the west. The existing buildings on the subject site contrast with this overall streetscape character, however their solid forms are effectively softened by existing stands of established trees, both native and introduced, particularly along the Brooker Highway and Queens Walk frontages and within and adjacent to the north-western and south-eastern ends of the site.

The height of the established trees within and around the site is such that when viewed from eye level they sit above the height of the existing towers on the site. Building E is both consistent with the height of the existing buildings on the site (around 20 m) as well as sitting within the RL of the existing buildings on site which range between 21.83 m – 25.15 m.

Some of the existing trees are proposed to be removed from the site to make way for the proposed development, which is to some extents given the prevailing streetscape character an unfortunate outcome, however the proposed comparative relative height and the orientation of the buildings combined with the retention of a number of the established trees along the frontages, together with the proposed landscaping throughout the site that will assist to provide softening within and around the proposed new buildings, will ensure that proposed building E does not in the prevailing circumstances have an unreasonable or incompatible impact upon the existing streetscape character.

- 6.8.6 The proposal complies with the performance criterion.

6.9 Setbacks and Building Envelope - D11.4.2 P3

- 6.9.1 The acceptable solution A3 at clause D11.4.2 requires development to be sited within the shape of the acceptable building envelope, as it is defined by the characteristics of the site. The envelope commences from the applicable, acceptable front setback. From the side and rear boundaries, the envelope extends to 3m above ground level, then extends upwards and inwards at 45 degrees until it reaches the point 9.5m above ground level, where the envelope is then squared off. The envelope shape extends forward to the front setback line. Minimum setbacks within the envelope are 1.5m, or may be less than 1.5m provided that to side boundaries the length of the wall is no more than 9m or one third the length of the boundary line (whichever is the lesser), or that the building does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property.
- 6.9.2 The proposal includes both multi-storey buildings extending outside the shape of the permitted building envelope, primarily in terms of overall height where Building E has a height of 19.75m and Building F has a height of 14.7m.
- 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 P3 at clause D11.4.2 provides as follows:

The siting and scale of a dwelling must:

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

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

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

(iii) overshadowing of an adjoining vacant property; and

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

(b) provide separation between dwellings on adjoining properties that is

consistent with that existing on established properties in the area.

- 6.9.5 The proposed development will result in no unreasonable loss of amenity to adjoining properties. The location and layout of the 1 Queens Walk site is such that it only adjoins one property, being the Council-owned Cornelian Reserve sports fields at 20 Queens Walk. The proposed buildings are sited away from this adjoining site and would for the most part likely be shielded from view from it by existing buildings on the site. The proposed buildings will have a minimum setback of 50m from Cornelian Reserve. No adverse visual impact will occur as a result of the development when viewed from this adjoining property. There are no dwellings on this adjoining property.
- 6.9.6 The Urban Design Advisory Panel comments with respect to height and bulk are noted, however, as detailed above, the performance criteria focusses on the impact of the proposed buildings primarily on the residential amenity of adjoining neighbours. The Panel's comments, in contrast, are focused on whether the proposed buildings' bulk and height are an appropriate design response in the context of the site.
- 6.9.7 The proposal complies with the performance criterion.
- 6.10 Private Open Space - D11.4.3 P1
- 6.10.1 The acceptable solution A1 at clause D11.4.3 requires dwellings to have: (a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 40m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).
- 6.10.2 The majority of the proposed new dwellings have finished floor levels entirely more than 1.8m above finished ground level. The proposal includes each dwelling having a balcony area of private open space varying in area from 7m² to 10m².
- 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 P1 at clause D11.4.3 provides as follows:

Dwellings must have:

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

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

(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and

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

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

- 6.10.5 The strategy for private open space allocation for each of the proposed dwellings is consistent with the approach already established throughout the existing development on the site. The extent of private open space provided to each dwelling is complementary to their size, and whilst in themselves provide reduced opportunity for outdoor recreation, operational needs and the planting of gardens and landscaping, these areas will be offset by the proposed landscape strategy for the overall site, which will include play and recreation spaces, gardens and clotheslines. Having such shared areas is an important feature of the model of accommodation provided on the site and together the shared and private spaces will provide valuable areas for the occupants of the site. Additionally, there are ample additional opportunities for recreation within the adjacent Cornelian Bay reserve area, which is easily accessible from the subject site.

A landscaping condition is recommended to ensure the landscaping is undertaken prior to first use of the new dwellings.

- 6.10.6 The proposal complies with the performance criterion.

6.11 Private Open Space - D11.4.3 P2

- 6.11.1 The acceptable solution A2 at clause D11.4.3 requires a dwelling to have private open space that: (a) is in one location and is not less than: (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a

finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; (d) has a gradient not steeper than 1 in 10; and (e) is not used for vehicle access or parking.

6.11.2 The majority of the proposed new dwellings have finished floor levels entirely more than 1.8m above finished ground level. The proposal includes each dwelling having a balcony area of private open space varying in area from 7m² to 10m².

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

6.11.4 The performance criterion P2 at clause D11.4.3 provides as follows:

A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:

(a) conveniently located in relation to a living area of the dwelling; and

(b) orientated to take advantage of sunlight.

6.11.5 Each proposed balcony private open space area is accessed directly from the associated dwelling's open plan living/dining/kitchen area. Across the two proposed new buildings, the balconies are located on the northern, eastern, and western elevations, ensuring access to all day, morning, or afternoon sunlight. It is considered that as a result, the spaces have been located to take best advantage of available sunlight based on the orientation of the dwellings within each proposed building.

The overall landscape strategy for the site will support and complement the areas of private open space allocated to each dwelling. While the private areas will provide for some practical extension of each dwelling for outdoor occupation, there will be additional opportunities for children's play, entertaining and outdoor relaxation provided at ground level throughout the site as part of the overall redevelopment of this communal space. As also previously mentioned, there are ample additional opportunities for recreation within the adjacent Cornelian Bay reserve area, which is close to and easily accessible from the subject site.

A landscaping condition is recommended to ensure the landscaping is undertaken prior to first use of the new dwellings.

6.11.6 The proposal complies with the performance criterion.

6.12 Sunlight to Private Open Space of Multiple Dwellings - D11.4.4 P1

6.12.1 The acceptable solution A1 at clause D11.4.4 requires a multiple dwelling that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 11.4.3, to satisfy (a) or (b), unless excluded by (c): (a) the multiple dwelling is contained within a line projecting: (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal. (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight within the hours of 9.00am to 3.00pm on 21st June. (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.

6.12.2 The westerly-oriented private open space balconies in both proposed buildings do not receive 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.

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

6.12.4 The performance criterion P1 at clause D11.4.4 provides as follows:

A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 11.4.3 of this planning scheme.

6.12.5 As a function of their orientation and the placement of existing buildings, the balconies located on the western elevations of the proposed buildings gain reasonable access to afternoon sunlight throughout the year. Whilst exposure to direct sunlight is reduced during winter, for the most part there is still some sunlight received to the majority of these spaces around this time.

Given the proposal's focus on the provision of shared open space areas

throughout the site as part of the landscape strategy, there is additional scope for occupants to recreate and gain benefit from these areas at ground level where direct sunlight will be received throughout the year, including on June 21. In an overall sense, the degree of overshadowing experienced within the site is not considered to cause an unreasonable loss of amenity for the dwellings due to the additional opportunities for access to sunlight elsewhere on the site and within adjacent and nearby open space areas.

6.12.6 The proposal complies with the performance criterion.

6.13 Waste Storage for Multiple Dwellings - D11.4.8 P1

6.13.1 The acceptable solution A1 at clause D11.4.8 requires multiple dwellings to have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling, either in (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) a common storage area with an impervious surface that: (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.

6.13.2 The proposal includes shared waste bins in addition to those existing accommodated within enclosed storage areas. A waste management strategy for the site has been prepared in consultation with Council's Waste Management Officer. There are currently no recycling bins provided on the site due to issues caused by tenants contaminating recycling bins with general waste. This restriction will continue as part of the proposed development.

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

6.13.4 The performance criterion P1 at clause D11.4.8 provides as follows:

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

(a) capable of storing the number of bins required for the site;

(b) screened from the frontage and any dwellings; and

(c) if the storage area is a common storage area, separated from any

dwellings to minimise impacts caused by odours and noise.

- 6.13.5 The waste management strategy for the site includes all bins (existing and new) to be accommodated in enclosed storage areas setback at least 4.5 m from a frontage and at least 5.5 m from any dwelling. The enclosures total 51 m² in area. An additional 10 x 660 L bins will be provided to service the 65 new apartments.

On review of the application the Council's Waste Services Officer advised:

The waste unit have had discussions with the developer.

We currently service this property.

We have agreed to continue to service, we will provide additional bins to cater for the new units being built.

- 6.13.6 The proposal complies with the performance criterion.

6.14 Hours of Operation - D18.3.1 P1

- 6.14.1 The acceptable solution A1 at clause D18.3.1 requires the hours of operation of a use within 50 m of a residential zone must be within: (a) 7.00 am to 8.00 pm Mondays to Fridays inclusive; (b) 8.00 am to 6.00 pm Saturdays; (c) 10.00 am to 5.00 pm Sundays and Public Holidays; except for office and administrative tasks.

- 6.14.2 The proposal includes publicly available vehicle parking with no restriction on access.

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

- 6.14.4 The performance criterion P1 at clause D18.3.1 provides as follows:

Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

- 6.14.5 The proposed vehicle parking area commences approximately 24m from the Inner Residential Zone of 1 Queens Walk. The parking area will be

available for use 24 hours per day / seven days per week. The parking is within a road reserve that is already in part characterised by an open graveled verge where vehicles can informally park. The formalised area will primarily be used by people who already visit the area to use the nearby recreation facilities or are visitors to the multiple dwellings at 1 Queens Walk. Typically it would be expected that the most active part of the use of vehicle parking areas would be limited to the entering or leaving the car park by vehicles which would be primarily during daylight hours. The proposed vehicle parking area has a setback of just over 30 m from the nearest residential building on 1 Queens Walk and is physically separated from the site by Selfs Point Road and Queens Walk. The proposed vehicle parking area is not considered to present an unreasonable threat to the residential amenity of 1 Queens Walk.

6.14.6 The proposal complies with the performance criterion.

6.15 Noise - D18.3.2 P1

6.15.1 The acceptable solution A1 at clause D18.3.2 requires Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am; (c) 65dB(A) (LMax) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

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

6.15.2 The proposal includes the unrestricted use of the vehicle parking area by members of the public, where some vehicles could have the potential for noise impact.

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

6.15.4 The performance criterion P1 at clause D18.3.2 provides as follows:

Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.

- 6.15.5 Additional noise generated by the use of the proposed vehicle parking area would be expected to occur primarily during daylight hours, and would be associated with visitors and participants of the various uses and public open spaces in the area, as well as by visitors to 1 Queens Walk. As the vehicle parking area is setback over 30 m from the nearest sensitive use it is considered that with appropriate and responsible use any noise emissions will not cause environmental harm.
- 6.15.6 The proposal complies with the performance criterion.
- 6.16 External Lighting - D18.3.3 P1
- 6.16.1 The acceptable solution A1 at clause D18.3.3 requires external lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must comply with all of the following: (a) be turned off between 9:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.
- 6.16.2 The proposal includes security lighting for the proposed vehicle parking area.
- 6.16.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.16.4 The performance criterion P1 at clause D18.3.3 provides as follows:
- External lighting, other than flood lighting of sport and recreation facilities, within 50m of a residential zone must not adversely affect the amenity of adjoining residential areas R1, having regard to all of the following:*
- (a) level of illumination and duration of lighting;*
- (b) distance to habitable rooms in an adjacent dwelling.*
- 6.16.5 Although not detailed in the application, the applicant acknowledges that a condition can be placed on the permit to ensure the security lighting is baffled and does not cause emission of light outside of the zone.
- 6.16.6 With the inclusion of a condition requiring baffling of the proposed security lighting the proposal can achieve compliance with the performance

criterion.

6.17 Commercial and Patron Vehicle Movements - D18.3.4 P1

6.17.1 The acceptable solution A1 at clause D18.3.4 requires commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50m of a residential zone must be within the hours of: (a) 7.00 am to 9.00 pm Mondays to Fridays inclusive; (b) 8.00 am to 7.00 pm Saturdays; (c) 10.00 am to 6.00 pm Sundays and Public Holidays.

6.17.2 The proposal includes 24 hour a day, seven day a week access to the proposed vehicle parking area.

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

6.17.4 The performance criterion P1 at clause D18.3.4 provides as follows:

Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50 m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:

(a) the time and duration of commercial vehicle movements;

(b) the number and frequency of commercial vehicle movements;

(c) the size of commercial vehicles involved;

(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);

(e) noise reducing structures between vehicle movement areas and dwellings;

(f) the level of traffic on the road;

(g) the potential for conflicts with other traffic.

6.17.5 For the most part, additional noise from the use of the vehicle parking area will be primarily during daylight hours, will be associated with the

existing uses in the area when the area would typically be most heavily utilised. The vehicle parking area is setback over 30 m from the nearest sensitive use. The application documents include a traffic impact assessment that demonstrates the vehicle parking will not conflict with other traffic in the area. With appropriate and responsible use any additional traffic will not have an unreasonable impact upon the residential amenity of the site.

6.17.6 The proposal complies with the performance criterion.

6.18 Discretionary Use - D18.3.5 P1

6.18.1 There is no acceptable solution for discretionary use in the Recreation Zone.

6.18.2 The proposal includes Vehicle Parking in the Council-owned Road Reservation near 1 Queens Walk. Vehicle Parking is a Discretionary Use in the Zone.

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

6.18.4 The performance criterion P1 at clause D18.3.5 provides as follows:

Discretionary use must complement and enhance the use of the land for recreational purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use.

6.18.5 The proposed vehicle parking will assist to alleviate the undersupply of car parking during key events held at the nearby sporting grounds with a more formalised and maintainable facility, as opposed to what is currently provided by the gravel verge. Additionally, the proximity of the car parking to the nearby cycleway will complement and promote its usage. Although a discretionary use in the zone, the proposed vehicle parking will not displace any existing recreational opportunity in the area but in turn will assist to improve the overall experience of users of the Recreation zoned land and facilities in the area.

6.18.6 The proposal complies with the performance criterion.

6.20 Excavation - E2.6.2 P1

6.20.1 There is no acceptable solution for excavation of potentially contaminated

land.

6.20.2 The proposal includes excavation for the proposed development upon which there was a petroleum tanker spill in November 2007. The site was cleaned up under the management of the Environmental Protection Authority on the basis of an Environmental Site Assessment. The EPA indicated no ongoing human health environmental risk based on current use of the spill area. However, as there was residual soil contamination in the vicinity of services, Council was advised to enter this site into our Contaminated Sites Register.

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

6.20.4 The performance criterion P1 at clause E2.6.2 provides as follows:

Excavation does not adversely impact on health and the environment, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) a plan to manage contamination and associated risk to human health and the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before excavation commences; and

(iii) a statement that the excavation does not adversely impact on human health or the environment.

6.20.5 The Council's Environmental Health Officer advises:

Reviewed PCLC ESA report prepared by Simon Chislett for this application.

Conclusion:

At the completion of this PCLC ESA and subject to the statement of limitations included within Section 9 the report concludes that the proposed development identified in development application PLN-22-146:

- Does not pose unacceptable level of risk to workers involved in

redeveloping the site or future users of the site, including the excavation works identified for this development.

- Does not present an environmental risk from excavation during redevelopment of the site, with standard dust, sediment control and hygiene practices in place.
- No specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment.
- If soil is to be excavated and removed from the northern side of Queens Walk, during development of the proposed car park, soil should be treated as potentially contaminated with a Controlled Waste, due to low levels of Benzo(a)pyrene being reported in sample SB04.

Removal of this material from the site should be completed in accordance with Environment Protection Authority (EPA) "Information Bulletin 105 Classification and Management of Contaminated Soil for Disposal (IB105), 2018".

The proposed future land use is identified as high-density residential land use, and the site has been assessed as suitable for this land use.

6.20.6 The proposal complies with the performance criterion.

6.21 Existing Road Accesses and Junctions - E5.5.1 P3

6.21.1 The acceptable solution A3 at clause E5.5.1 requires the annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, to not increase by more than 20% or 40 vehicle movements per day, whichever is the greater, in order to ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

6.21.2 The proposal includes an increase to the AADT of more than 20%/40 vehicle movements to and from the site.

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

6.21.4 The performance criterion P3 at clause E5.5.1 provides as follows:

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

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

6.21.5 The Council's Development Engineer advises:

- (a) the increase in traffic caused by the use;

- "There is a strong correlation between the RTA Guide trip generation rate of 0.29 peak hour trips per unit, with the current 85-unit generation rate of 0.2 peak hour trips per unit. This assessment will consider the worst-case scenario, based on the RTA Guide trip generation rate, where the 150 units could generate 44 peak hour vehicular movements." - Hubble Traffic TIA dated January 2022, page 12

- "Section 6.1 of this assessment determined through on-site traffic survey, that the current units generate a low number of vehicle movements, with a maximum of 17 vehicles in the morning peak hour period. The current number of vehicles generated by the development site is not causing any safety or traffic efficiency issues to motorists travelling on Queens Walk." - Hubble Traffic TIA dated January 2022, page 19

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

- "The survey was undertaken between 7:00am to 10:00am, and found the precinct generated 65 movements, with 43 using a motor vehicle, which represents 66 percent of movements. The highest number of vehicle trips generated in any one-hour period was 17, or 0.2 peak hour trips per unit." - Hubble Traffic TIA dated January 2022, page 11

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

- "The simplest method to evaluate the impact of vehicles entering and leaving Queens Walk at the Selfs Point Road junction, is to use SIDRA traffic modelling software." - Hubble Traffic TIA dated January 2022, page 16

- "Traffic modelling demonstrates the junction (at Queens Walk and Selfs Point Road) is operating at the highest level of traffic efficiency for a give way control, with all motorists receiving level of service A." - Hubble Traffic TIA dated January 2022, page 16

(d) the nature and category of the road;

- "Queens Walk (Road) within the surrounding road network operates as a minor urban collector, transferring traffic flow between two State Roads, the Domain and Brooker Highway." - Hubble Traffic TIA dated January 2022, page 13

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

- "The road (Queens Walk Road) supports one traffic lane in each direction and operates under the 50 km/h urban default speed limit." - Hubble Traffic TIA dated January 2022, page 14

(f) any alternative access to a road;

- No alternative accesses are proposed for the development.

(g) the need for the use;

- No changes to the the subject sites existing Use Class has been proposed.

(h) any traffic impact assessment; and

- Hubble Traffic TIA dated January 2022 was submitted, and duly reviewed.

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

- Consent, under GMC-22-23, appears to have been granted by the City's Road authority.

Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed 'intensification' of the subject site's accesses may be accepted under Performance Criteria E5.5.1 - P3.

6.21.6 The proposal complies with the performance criterion.

6.22 Development Adjacent to Roads and Railways - E5.6.1 P1

6.22.1 The acceptable solutions A1.1 and A1.2 at clause E5.6.1 require new buildings, other road or earth works, and building envelopes on new lots to be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h, except if for new buildings located within a row of existing buildings and setback no closer than the immediately adjacent building; or an extension which extends no closer than (i) the existing building; or (ii) an immediately adjacent building, to ensure that development adjacent to category 1 or category 2 roads or the rail network: (a) ensures the safe and efficient operation of roads and the rail network; (b) allows for future road and rail widening, realignment and upgrading; and (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

6.22.2 The proposal includes the new building ('Building E') and earthworks proposed within 50m of a category 1 or category 2 road with a speed limit of more than 60km/h, and Building E would have a lesser setback from the road than the adjacent apartment building

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

6.22.4 The performance criterion P1 at clause E5.6.1 provides as follows:

The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;*
- (b) the existing setback of buildings on the site;*
- (c) the frequency of use of the rail network;*
- (d) the speed limit and traffic volume of the road;*

- (e) any noise, vibration, light and air emissions from the rail network or road;*
- (f) the nature of the road;*
- (g) the nature of the development;*
- (h) the need for the development;*
- (i) any traffic impact assessment;*
- (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and*
- (k) any written advice received from the rail or road authority.*

6.22.5 The Council's Environmental Development Planner advises:

With regard to E5.6.1, the proposal does not comply with acceptable solution A1.1 and A1.2 because a new building ('Building E') and earthworks are proposed within 50m of a category 1 or category 2 road with a speed limit of more than 60km/h, and Building E would have a lesser setback from the road than the adjacent apartment building.

Performance criterion P1 states the following:

The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;*
- (b) the existing setback of buildings on the site;*
- (c) the frequency of use of the rail network;*
- (d) the speed limit and traffic volume of the road;*
- (e) any noise, vibration, light and air emissions from the rail network or road;*
- (f) the nature of the road;*
- (g) the nature of the development;*
- (h) the need for the development;*
- (i) any traffic impact assessment;*
- (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use;*
and
- (k) any written advice received from the rail or road authority.*

A Noise Impact Assessment was submitted with the application.

The Assessment included consideration of future widening of the Brooker Avenue carriageway to increase the number of traffic lanes from 4 to 6 based on advice from the Department of State Growth.

The Assessment makes reference to the Tasmanian *Environment Protection Policy (Noise) 2009* ('the Noise EPP') which in turn refers to the development of a transport noise strategy to improve transport noise outcomes and assist in implementation of the Noise EPP.

The Assessment indicates that a transport noise strategy has since been developed; the DIER *Tasmanian State Road Traffic Noise Management Guidelines* (2011), which state the following criteria, applicable at the nearest residential facade:

- Design Target: 63 dBA, L¹⁰ (18 hour)
- Operational Upper Limit: 68 dBA, L¹⁰ (18 hour)

Where these levels are exceeded, the Guidelines also state secondary criteria for alternative outdoor habitable space, and for internal noise levels.

The Assessment report states the following:

The Guidelines note, regarding the Tas Noise EPP criteria, that 'outdoor living' areas are not necessarily applicable on the side of a residence facing the roadway. As such, they apply the following, under Principle 9. Note that a level difference of 2 dB is applied to account for the difference between the L10 18-hour metric utilised in the Guidelines and the Leq 16-hour metric utilised in the Noise EPP.

"Principle 9: The Department adopts LA10 (18 hour) 52 dB(A) as an alternative external target noise level, with assessment against this criterion to be in any outdoor living area located on the side of the building opposite to the facade most exposed to traffic noise (or in the case of an approved but not yet built building, 1m from the most exposed edge of the approved building envelope)."

It is noted that this level is taken from the Noise EPP criterion of 50 dBA for moderate annoyance - the Guidelines' level of 52 dBA, L1018-hour is equivalent to the 50 dBA Leq16-hour criterion used in the Noise EPP...

As such, the applicable criteria for this project are taken as:

*Design Target $L_{10\ 18\text{-hour}} \leq 63\text{ dBA}$, and
Operational Upper Limit $L_{10\ 18\text{-hour}} \leq 68\text{ dBA}$, or
Alternative Outdoor Living Areas $L_{10\ 18\text{-hour}} \leq 52\text{ dBA}$, and
Indoor Amenity $Leq_{16\text{-hour}} \leq 35\text{ dBA}$.*

where, if the operational upper limit is exceeded, mitigation measures are required to achieve compliance with both the alternative outdoor living area criteria, and the indoor amenity criteria.

Existing traffic noise was monitored and the 16-hour Leq was determined to be 70 dBA at the nearest point of the proposed building adjacent the highway (i.e. above the design target and operational upper limit).

Modelling was carried out for both the existing highway, and the extended highway. The difference at the proposed residential building was an increase of 0-2dBA for the widened highway. The modelling showed the nearest parts of the proposed building would be subject to noise levels of over 68dBA, with the vast majority of the building facade subject to 52-68dBA. The highest predicted noise level at the nearest point of the building was 71dBA. On the side of the proposed building facing away from the highway, some areas were modelled to experience levels above 52dBA, and some below 52dBA.

The noise report indicates that for an external noise level of 71dBA, the minimum facade sound reduction required on the northern, southern and western facades of Tower 1 is R_w 50 to achieve the internal noise criterion of 35dBA, and R_w 45 for the eastern wall. This is considered adequate for traffic noise to not cause an unreasonable amenity impact on future residents inside the buildings.

While outdoor areas (including decks for the western building) would experience noise levels generally above the Noise EPP and traffic guideline indicator/recommended levels, there will be significant areas of the site where noise levels would comply, including communal outdoor spaces. This is considered reasonable.

With regard to potential noise impact, the exercise of discretion is

recommended subject to a condition requiring the northern, southern and western facades of Tower 1 being constructed to achieve Rw 50 and the eastern wall constructed to achieve Rw 45, with the building drawings being certified by an acoustic engineer or other suitably qualified person as being adequate to achieve the Rw ratings.

6.22.6 Council's Development Engineer advises:

(a) the proposed setback;

- "The adjacent existing building, Manna Gum, is set back 2.6m from the highway boundary. Tower 1 has a setback of 1m. Such a distance change will have negligible impact on the external noise levels and as a result, Tower 1 will be exposed to the same noise as Manna Gum. Only the south-west corner bedroom is closer to the boundary than Manna Gum and hence only 8% of the building does not meet the Acceptable Solution (A1.2) setback requirements." - NVC Noise Impact Assessment dated July 2022, page 5

(b) the existing setback of buildings on the site;

- "The site boundary to the Brooker Highway is shown in red in Figure 1.1 and indicates Tower 1 is slightly closer to the boundary than the existing towers." - NVC Noise Impact Assessment dated July 2022, page 2

(c) the frequency of use of the rail network;

- N/A

(d) the speed limit and traffic volume of the road;

- "Speed limit: 80km/hr" - NVC Noise Impact Assessment dated July 2022, page 3

- "The Brooker Highway is the major road route north from Hobart. It carries high traffic volumes, which are relatively consistent across the period 0600 - 1900 hours. During the night time, volumes drop significantly which consequently, results in a drop in noise levels." - NVC Noise Impact Assessment dated July 2022, page 6

(e) any noise, vibration, light and air emissions from the rail network or road;

- "Noise emissions have been predicted from the highway with a measurement on site confirming the veracity of the predictions. Using AS2107 to define the internal noise level standard for the building, a building facade performance of Rw45 is required to meet the standard." - NVC Noise Impact Assessment dated July 2022, page 6

(f) the nature of the road;

- "The Domain Highway is a State Road managed by the Department of State Growth, and during the morning and evening peak periods the highway carries substantial traffic flow, with 2,400 two-way traffic movements (traffic data sourced from the State Growth traffic database)." - Hubble Traffic TIA dated January 2022, page 17

(g) the nature of the development;

- Residential in nature.

(h) the need for the development;

- N/A

(i) any traffic impact assessment;

- Hubble Traffic TIA dated January 2022 was submitted, and duly reviewed.

(j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and

- "A typical concrete panel and double glazed construction is shown to meet the required level of performance, whilst a dry wall construction requires a staggered or double stud configuration." - NVC Noise Impact Assessment dated July 2022, page 6

(k) any written advice received from the rail or road authority.

- "The Department of State Growth (DSG) have subsequently provided feedback on the proposal, principally regarding the potential impact of future roadway expansions or alterations in the vicinity of the site." - NVC Noise Impact Assessment dated July 2022, page 1

Based on the above assessment and given the submitted documentation, the proposed building setback meets the relevant requirements of a performance based solution and therefore may be accepted under

Performance Criteria E5.6.1 - P1.

6.22.7 In addition to the above assessment, the application has also been referred to and considered by State Growth in terms of the proposed development's proximity to the boundary shared with the Brooker Highway. There are future plans for the highway corridor to be widened and with this in mind the potential for noise impacts upon occupants of the proposed development was seen as a significant issue needing to be addressed as part of this application. The Applicant engaged in discussions with planners at State Growth, and a revised noise assessment was prepared for their consideration. State Growth confirmed that the assessment addressed the Department's strategic plans for the widening of the Brooker Highway to six lanes. A condition is recommended with respect to achieving the appropriate noise levels as set out in the revised noise assessment. State Growth is supportive of this condition.

6.22.8 The proposal complies with the performance criterion.

6.23 Road Accesses and Junctions - E5.6.2 P2

6.23.1 The acceptable solution A2 at clause E5.6.2 requires no more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less to ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

6.23.2 The proposal includes intensification of the use of the two existing accesses to the site, both of which provide entry and exit to two separate on site parking areas.

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

6.23.4 The performance criterion P2 at clause E5.6.2 provides as follows:

For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the nature and frequency of the traffic generated by the use;*
- (b) the nature of the road;*
- (c) the speed limit and traffic flow of the road;*

- (d) any alternative access to a road;*
- (e) the need for the access or junction;*
- (f) any traffic impact assessment; and*
- (g) any written advice received from the road authority.*

6.23.5 The Council's Development Engineer advises:

- (a) the nature and frequency of the traffic generated by the use;

- "During the morning peak hour, 263 two-way vehicles were recorded using Queens Walk, while Selfs Point Road generated 59 vehicle movements, and the Cemetery access generated 27 vehicle movements." - Hubble Traffic TIA dated January 2022, page 15

- "In the evening peak hour, 273 vehicles were recorded on Queens Walk, with 91 vehicles generated by Selfs Point Road, and 48 vehicles generated by the Cemetery." - Hubble Traffic TIA dated January 2022, page 15

- (b) the nature of the road;

- "Queens Walk (Road) within the surrounding road network operates as a minor urban collector, transferring traffic flow between two State Roads, the Domain and Brooker Highway." - Hubble Traffic TIA dated January 2022, page 13.

- (c) the speed limit and traffic flow of the road;

- "The road (Queens Walk Road) supports one traffic lane in each direction and operates under the 50 km/h urban default speed limit."
- Hubble Traffic TIA dated January 2022, page 14.

- (d) any alternative access to a road;

- No alternatives proposed.

- (e) the need for the access or junction;

- As per the requirements under clause E6.7.14, access to a road is necessary, and the development has proposed the 'existing access points' shall be retained in principal.

- (f) any traffic impact assessment; and

- Hubble Traffic TIA dated January 2022 was submitted, and duly reviewed.

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

- Consent, under GMC-22-23, appears to have been granted by the City's Road authority.

Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed number of accesses appear to meet the relevant requirements of a performance based solution and therefore may be accepted under Performance Criteria E5.6.2 - P2. This is in principal due to the retaining of the 'existing access points', and the preservation of an A Level of Service (LOS).

6.23.6 The proposal complies with the performance criterion.

6.24 Sight Distances at Accesses, Junctions and Level Crossings - E5.6.4 P1

6.24.1 The acceptable solution A1 at clause E5.6.4 requires sight distances at: (a) an access or junction to comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings to comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia to ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

6.24.2 The proposal includes intensified use of existing accesses where sight distances are non-compliant.

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

6.24.4 The performance criterion P1 at clause E5.6.4 provides as follows:

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

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

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

6.24.5 The Council's Development Engineer advises:

- (a) the nature and frequency of the traffic generated by the use;

- "During the morning peak hour, 263 two-way vehicles were recorded using Queens Walk, while Selfs Point Road generated 59 vehicle movements, and the Cemetery access generated 27 vehicle movements." - Hubble Traffic TIA dated January 2022, page 15

- "In the evening peak hour, 273 vehicles were recorded on Queens Walk, with 91 vehicles generated by Selfs Point Road, and 48 vehicles generated by the Cemetery." - Hubble Traffic TIA dated January 2022, page 15

- (b) the frequency of use of the road or rail network;

- "During the morning peak hour, 263 two-way vehicles were recorded using Queens Walk, while Selfs Point Road generated 59 vehicle movements, and the Cemetery access generated 27 vehicle movements." - Hubble Traffic TIA dated January 2022, page 15

- (c) any alternative access;

- No alternatives proposed.

- (d) the need for the access, junction or level crossing;

- As per the requirements under clause E6.7.14, access to a road is necessary, and the development has proposed the 'existing access points' shall be maintained in principal.

- (e) any traffic impact assessment;

- Hubble Traffic TIA dated January 2022 was submitted, and duly reviewed.

- (f) any measures to improve or maintain sight distance; and

- "The view for drivers looking south can be enhanced with the lower tree branches being removed as shown in photograph 8.6B." - Hubble Traffic TIA dated January 2022, page 15

(g) any written advice received from the road or rail authority.

- Consent, under GMC-22-23, appears to have been granted by the City's Road authority.

Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed sight distances appear to meet the relevant requirements of a performance based solution and therefore may be accepted under Performance Criteria E5.6.4 - P1.

6.24.6 The proposal complies with the performance criterion.

6.25 Number of Parking Spaces - E6.6.1 P1

6.25.1 The acceptable solution A1 at clause E6.6.1 requires the provision of on site car parking at a rate no more or no less than that specified for the scale of the use in Table E6.1. For single bedroom multiple dwellings, the requirement is for one space per dwelling. For dwellings of two or more bedrooms, the requirement increases to two spaces per dwelling. In addition, visitor parking spaces are required at a rate of one space per four dwellings.

6.25.2 The proposal includes an additional 57 on-site parking spaces, increasing the current total of 40 on-site spaces to 97 on-site spaces. In addition, 40 off-site public parking spaces are proposed nearby in the Selfs Point road reservation available for use by the general public and surrounding land uses, including visitors to 1 Queens Walk.

Currently there are 85 dwellings on the site, made up of 31 one-bedroom and 54 two-bedroom dwellings. The 40 on-site parking spaces represents a deficiency of 121 spaces based on current Scheme standards. Table E6.1 note (b) states that where an existing use or development is extended or intensified, the additional number of car parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of parking spaces is not reduced.

Based on the proposed 65 additional dwellings, made up of 41 one-bedroom and 24 two-bedroom dwellings, 106 additional spaces (89 private, 17 visitor) are required to meet the permitted standard. Taking into account the 57 additional on-site spaces proposed, the proposal therefore results in an overall deficiency of 49 spaces.

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

6.25.4 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.*

6.25.5 The Council's Development Engineer advises:

- Submitted documentation does not satisfy this requirement, a deficiency of car parking spaces is proposed as follows (only for the proposed 65 dwellings, part of this assessment);

- At 1 per 4 dwellings, thus 17 required, 17 visitor car parking spaces deficient, and

- At 1 per 1 bedroom dwelling and 2 per >2 bedroom dwelling, thus 72 required, 32 car parking spaces deficient.

Therefore a total deficiency of 49 car parking spaces is proposed, and a parking rate 0.876 per proposed dwelling.

- The empirical parking assessment indicates that the provision of 57 on-site car parking spaces will sufficiently meet the likely demands associated with the development, with the exception of on-site visitor parking.

- "Based on the Queensland social housing standard, the New Town site could be considered as site category A, due to the proximity to a high frequency bus route, and local community facilities, which is discussed in section 6.6 of this assessment. This means the 72 one-bedroom units and 78 two-bedroom units (combined number of existing and proposed units), are expected to generate a parking demand of 88 spaces." - Hubble Traffic TIA dated January 2022, page 7

- "Based on the RTA guide, this development is expected to generate a parking demand of 114 parking spaces for the tenants, not including visitor parking." - Hubble Traffic TIA dated January 2022, page 7

- "This parking survey data can be used to predict the parking demand for the additional units, based on the average parking demand of 0.6 spaces per unit, this means the parking demand for 150 units is predicted to be 90 car parking spaces." - Hubble Traffic TIA dated January 2022, page 8

- "Given the available data, it would be appropriate to expect that the provision of 97 on-site car parking spaces will meet the reasonable demand generated by the 150 units." - Hubble Traffic TIA dated January 2022, page 9

(b) the availability of on-street and public car parking in the locality;

- "In addition to the 97 on-site parking spaces, the development will provide 40 off-street parking spaces located within the Selfs Point Road reserve, opposite the development site. The parking spaces will be available for use by the general public and surrounding land-uses, including visitors to the social housing units." - Hubble Traffic TIA dated January 2022, page 9

(c) the availability and frequency of public transport within a 400m walking distance of the site;

- "Metro Bus services operate on Queens Walk directly outside of the housing complex, and along the Brooker Highway and Risdon Road." - Hubble Traffic TIA dated January 2022, page 4

- "METRO Tasmania runs 3 Metro bus routes (560, 561, and 562) that service Goodwood and Lutana, to Hobart City and Glenorchy areas, with all operating during the weekday, weekends, and public holidays. The metro bus service 562 is available directly outside of the development site, leaving every 30 minutes in the morning and hourly in the afternoon, with the other bus routes located within 350 metres on Risdon Road and within 600 metres on the Brooker Highway, providing further bus services. While the frequency of buses decreases slightly on weekends, there is still a good level of service." - Hubble Traffic TIA dated January 2022, page 18

(d) the availability and likely use of other modes of transport;

- "The complex is also in close proximity to the intercity cycleway, providing cycle access into the Hobart CBD." - Hubble Traffic TIA dated January 2022, page 4

(e) the availability and suitability of alternative arrangements for car parking provision;

- An alternative parking provision has been proposed, a new public car park facility, containing 40 car parking spaces, approved under GMC-22-23.

(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;

- N/A

(g) any car parking deficiency or surplus associated with the existing use of the land;

- A deficiency of 99 car parking spaces, with the exception of on-site visitor parking, has been identified with respect to the existing 85 existing dwellings and 40 car parking spaces (Residential Use Class), as per the current scheme's parking rate requirements.

(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;

- Substantial redevelopment of the subject site is proposed.

(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;

- N/A

(j) any verified prior payment of a financial contribution in lieu of parking for the land;

- N/A

(k) any relevant parking plan for the area adopted by Council;

- N/A

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; and

- No prohibiting impact, as per Cultural Heritage report assessment.

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code.

- No impact, as per Cultural Heritage Officer's assessment.

Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed parking provision(s) may be accepted under Performance Criteria E6.6.1 - P1. This is particularly due to the actual parking demands identified as likely to be generated by the development.

Furthermore, the proposal includes a contribution of 40 car parking spaces off-site that will increase the availability of public car parking in the locality.

6.25.6 The proposal complies with the performance criterion.

6.26 Layout of Parking Areas - E6.7.5 P1

6.26.1 The acceptable solution A1 at clause E6.7.5 requires the layout of car parking spaces, access aisles, circulation roadways and ramps to be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard to ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

6.26.2 The proposal includes a non-compliant parking area layout.

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

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

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

6.26.5 The Council's Development Engineer advises:

- Car Parking Space Dimensions (AS2890.1 Fig 2.2 = Class, 1A, 3):

- Submitted documentation appears able to satisfy this requirement,

dimensioned bays denoted & detailed

- Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side):

- Submitted documentation appears able to satisfy this requirement, not detailed albeit achievable

- Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance):

- Submitted documentation appears able to satisfy this requirement, >2.2m detailed (2.95m, see CL-2)

- Parking Space Gradient (5%):

- Submitted documentation appears able to satisfy this requirement, <5% detailed

- Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A, 3):

- Submitted documentation appears able to satisfy this requirement, deficient albeit swept path simulations provided

- Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide = >7m wide apron):

- N/A

- Parking Module Gradient (10% Performance):

- Submitted documentation appears able to satisfy this requirement, <10% including passing areas

- Circulation Roadway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m):

- Submitted documentation appears able to satisfy this requirement, <25% & >3m detailed

- Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag = >2m transition):

- Submitted documentation appears able to satisfy this requirement,

longitudinal sections provided

- Physical Controls (AS2890.1 Section 2.4.5.4):

- Submitted documentation appears able to satisfy this requirement, Concrete Wheel Stops shown

- Single-sided Aisle Widening (AS2890.1 Fig 2.3 = 0.3m extra):

- Submitted documentation appears able to satisfy this requirement

- "Jockey Parking" Tandem Bay Configuration (Performance Assessment):

- N/A

Submitted documentation appears to meet the relevant parameters for a performance based solution and therefore may be accepted under Performance Criteria E6.7.5 - P1 given the typical configuration of the off-street car park proposed. This is in principal due to the submitted detailed designs being prepared by a suitably qualified engineer and having demonstrated the layout of car parking spaces, access aisles, circulation roadways and ramps, are safe, ensure ease of access, egress, and manoeuvring on-site.

6.26.6 The proposal complies with the performance criterion.

6.27 Lighting of Parking Areas - E6.7.7 P1

6.27.1 The acceptable solution A1 at clause E6.7.7 requires parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, to be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting to ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which: (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.

6.27.2 The proposal includes lighting as part of the landscaping plan for the site where pathway, directional bollard and pole mounted luminaire lighting

have been incorporated.

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

- 6.27.4 The performance criterion P1 at clause E6.7.7 provides as follows:

Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:

- (a) enables easy and efficient use of the area;*
- (b) minimises potential for conflicts involving pedestrians, cyclists and vehicles;*
- (c) reduces opportunities for crime or anti-social behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points;*
- (d) prevents unreasonable impact on the amenity of adjoining users through light overspill;*
- (e) is appropriate to the hours of operation of the use.*

- 6.27.5 The proposed lighting is likely to be appropriate for the site and capable of compliance with the required standards, however to ensure this is the case it is recommended that a condition be placed on the requires the lighting to satisfy AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting. This requirement has been acknowledged by the applicant.

- 6.27.6 With the inclusion of a condition requiring lighting to be in accordance with the applicable standard the proposal can achieve compliance with the performance criterion.

6.28 Design of Bicycle Parking Spaces - E6.7.10 P1; P2

- 6.28.1 The acceptable solutions A1 and A2 at clause E6.7.10 require the design of bicycle parking facilities to comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building; and the design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard, to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping

and recreational trips by providing secure, accessible and convenient bicycle parking spaces.

6.28.2 The proposal includes reference to the accommodation of a minimum of 70 bicycles on the site as part of the development, however provision for only 41 spaces can be identified on the submitted plans. (Note that the planning scheme does not require any bike parking be provided for this use.)

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

6.28.4 The performance criteria at clause E6.7.10 provides as follows:

P1

The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:

(a) minimising the distance from the street to the bicycle parking area;

(c) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building;

(d) avoiding creation of concealment points to minimise the risk.

P2

The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.

6.28.5 The Council's Development Engineer advises:

- "With the development site located in close proximity to the intercity cycleway, the use of cycling will be promoted as an alternative transport mode, with the development providing a number of secured bicycle facilities to accommodate a minimum of 70 bicycles." - Hubble Traffic TIA dated January 2022, page 4

There appears to be 41 of 70 bicycle parking spaces shown on CUMULUS plans. The spaces are shown as follows;

- 17 New Bike Store spaces shown (proposed),
- 24 Existing Bicycle Racks spaces shown (existing),
- *16 New Bike Store spaces not shown (proposed), and
- *New Bike Store x2 with 0 spaces shown, however DEVENG has determined (using a 0.656 FA factor, including circulation, and at 0.61sq.m per space) the 2 stores are able to contain a max. of 15.38 spaces
- 13 spaces not shown (proposed).

The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:

(a) minimising the distance from the street to the bicycle parking area;

- Facilities shown appear to be located at a maximal distance from the public streets bordering the subject site.

(c) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building; and

- Facilities shown appear to be located in visible area suitable for passive surveillance.

(d) avoiding creation of concealment points to minimise the risk.

- Facilities shown appear to be located in an exposed space, thus requiring clear and open approach by persons/users.

The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.

- The design details provided do not demonstrate a convenient, efficient, and safe service for users, without conflicting with vehicular or pedestrian movements or the safety of building occupants.
- Further design details for all (46) proposed bicycle parking spaces, and proposed storage facilities shall be required.

Based on the above assessments of each performance based solution, with respect to the submitted design documentation, the

proposed bicycle parking provision(s) may be accepted under the Performance Criteria E6.7.10 - P1, P2. This is primarily due to the including of an Engineering permit condition that shall require sufficient design details be provided post planning.

6.28.6 The proposal complies with the performance criteria.

6.29 Siting of Car Parking - E6.7.12 P1

6.29.1 The acceptable solution A1 at clause E6.7.12 requires parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone to be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre, in order to ensure that the streetscape, amenity and character of urban areas is not adversely affected by siting of vehicle parking and access facilities.

6.29.2 The proposal includes some of the proposed car parking spaces extending beyond the building line of Building E.

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

6.29.4 The performance criterion P1 at clause E6.7.12 provides as follows:

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

- (a) there is a lack of space behind the building line to enable compliance with A1;*
- (b) it is not reasonably possible to provide vehicular access to the side or rear of the property;*
- (c) the gradient between the front and the rear of existing or proposed buildings is more than 1 in 5;*
- (d) the length of access or shared access required to service the car parking would constitute more than 75% of the depth of the relevant lot;*
- (e) the access driveway cannot be located at least 2.5 m from a*

habitable room window of a building defined as a residential building in the Building Code of Australia;

(f) the provision of the parking behind the building line would result in the loss of landscaped open space and gardens essential to the values or character of a Heritage Place or Precinct listed in the Heritage Code in this planning scheme;

(g) the provision of the parking behind the building line would result in the loss directly or indirectly of one or more significant trees listed in the Significant Trees Code in this planning scheme,

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

(i) does not visually dominate the site;

(ii) maintains streetscape character and amenity;

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

(iv) allows passive surveillance of the street.

6.29.5 Carparking between and in front of existing buildings is an existing characteristic of the Queens Walk complex. The proposed and revised carparking layout has been conceived in conjunction with the landscape strategy for the site. Landscaping has been utilised to provide screening of car parking areas. With the existing and proposed buildings being multi-storey, passive surveillance of the street is not compromised. The proposed car parking is not considered to visually dominate the site and in the circumstances has been satisfactorily located. Council's Cultural Heritage Officer has raised no concerns regarding the impact of car parking on the listed-place.

6.29.6 The proposal complies with the performance criterion.

6.30 Stormwater Drainage and Disposal - E7.7.1 P2

6.30.1 The acceptable solution A2 at clause E7.7.1 requires a stormwater system for a new development to incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if : (a) the size of new impervious area is more than 600 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.

6.30.2 The proposal includes a non-compliant method of treatment for the site.

- 6.30.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.30.4 The performance criterion P2 at clause E7.7.1 provides as follows:
- A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.*
- 6.30.5 The Council's Stormwater Engineers have confirmed the proposal shows a method of treatment that does not meet the permitted standard but is however compliant in terms of the performance criterion. Associated conditions have been recommended.
- 6.30.6 The proposal complies with the performance criterion.
- 6.31 Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm - E9.7.2 P1
- 6.31.1 There is no acceptable solution for development for a sensitive use in proximity to use with potential to cause environmental harm.
- 6.31.2 The proposal includes one of the proposed residential buildings within the specified attenuation distance of the Cornelian Bay crematorium and a small part of that building would also be within the specified attenuation distance of the Self's Point sewage treatment plant.
- 6.31.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.31.4 The performance criterion P1 at clause E9.7.2 provides as follows:
- Development for sensitive use, including subdivision of lots within a sensitive zone, must not result in potential to be impacted by environmental harm from use with potential to cause environmental harm, having regard to all of the following:*
- (a) the nature of the use with potential to cause environmental harm; including:*
- (i) operational characteristics;*
- (ii) scale and intensity;*

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

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

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

6.31.5 The Council's Environmental Development Planner advises:

Attenuation Code

The Code applies because sensitive use is proposed within the attenuation distances of activities listed in Table E9.1 and E9.2 of the Code. One of the proposed residential buildings would be within the attenuation distance of the Cornelian Bay crematorium and a small part of that building would be within the attenuation distance of the Self's Point sewage treatment plant.



Image 1: Approximate footprints of proposed buildings and carpark (blue dashed line indicates extent of attenuation area for the sewage treatment plant)

No Code exemptions apply.

The relevant standards are under clause E9.7.2. There is no acceptable solution for A1.

Performance criterion P1 states the following:

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

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

(i) operational characteristics;

(ii) scale and intensity;

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

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

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

Potential impacts from the crematorium are odours and particulates and potential impacts from the sewage treatment plant are odours.

At around 400m from the site, the proposed eastern building is right on the edge of the attenuation area for the sewage treatment plant, and may be slightly within or slightly outside the attenuation area.

There is no history of of odour complaints from existing residents about the STP, and at this distance no odour impacts are expected from the existing STP. Any future expansion or upgrade of the STP would require further assessment for odour impacts (most likely by the EPA as a Level 2 Activity).

The proposed eastern building would be set back by approximately 195m from the crematorium which has an attenuation distance of 300m. There is no history of odour complaints from existing residents about the crematorium, and the results of air quality

studies for other crematoria suggests that atmospheric emissions from the crematorium would be very unlikely to lead to an exceedance of air quality criteria.

The exercise of discretion is recommended with regard to the Attenuation Code.

6.31.6 The proposal complies with the performance criterion.

6.32 Demolition on a Listed Place - E13.7.1 P1

6.32.1 There is no acceptable solution for demolition works on a listed place.

6.32.2 The proposal includes (insert what the proposal includes, so far as relevant to the acceptable solution).

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

6.32.4 The performance criterion P1 at clause E13.7.1 provides as follows:

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

(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;

(b) there are no prudent and feasible alternatives;

(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;

(d) significant fabric is documented before demolition.

6.32.5 The Council's Cultural Heritage Officer advises:

E13.7.1 Demolition

Objective:

To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

Performance Criteria 1 of E13.7.1

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

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

The proposed demolition is restricted to vegetation, landscaping elements, and some fencing. This demolition is for the purposes of clearing the ground plane for the construction of the new buildings. There are no trees within the site which are listed under the Significant Tree Code E24.0 of HIPS 2015, and the statements of significance for the site do not reflect any landscaping or vegetation significance.

Some mature Eucalyptus trees (numbered T 47-51 on the Existing Tree Schedule of the Landscape Plan) are proposed for removal in the north-west corner of the site (see fig 1), whilst they contribute to the setting of the apartments, the retention of these trees is not a heritage requirement under the provisions of the scheme. It is also noted many native plantings are proposed as part of the future landscaping plans.

It is considered elements proposed for demolition will not result in loss of significant fabric, form, items, outbuildings, or landscape elements that contribute to the historic cultural heritage significance of the place.

E13.7.1 Performance Criteria 1 is considered satisfied



Fig. 1. Eucalyptus trees proposed for removal as seen from Brooker Hwy – image taken by Heritage Officer 04/09/2022

6.32.6 The proposal complies with the performance criterion.

6.33 Building and Works on a Listed Place - E13.7.2 P1; P2; P3; P4; P6

6.33.1 There is no acceptable solution for buildings and works on a Listed Place.

6.33.2 The subject site is Heritage-listed under the *Hobart Interim Planning Scheme 2015*.

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

6.33.4 The performance criteria P1; P2; P3; P4 and P6 at clause E13.7.2 provide as follows:

P1

Development must not result in any of the following:

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

(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

P2

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

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

P3

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

P4

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

P6

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

6.33.5 The Council's Cultural Heritage Officer advises:

E13.7.2 Buildings and Works other than Demolition

Objective:

To ensure that development at a heritage place is:

- (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and*
- (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.*

Performance Criteria 1 of E13.7.2

Development must not result in any of the following:

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

(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

The architectural design and detailing of the proposed apartment blocks complement the principal heritage characteristics of the listed place. The material palette on the whole reflects the original towers International Style design influences through the use of prefabricated materials, and finishes such as tiles and paving, but remains, recessive and subservient to the heritage place.

The fenestration and articulation of the new buildings is less formal than the existing but still provides a recognisable rhythm, vertical emphasis, and sits within a hooded form corresponding to the original towers. See fig 2 below.



Fig 2. To the left is an existing tower showing the façade treatment and fenestration (image taken by Heritage Officer), the centre and right image shows the proposed façade treatments and fenestration pattern of the proposed new buildings.

The proposed landscape design is contemporary but represents a sympathetic and considered response to the existing site context and the wider Cornelian Bay landscape with mass planting of native vegetation proposed. A condition of permit has been applied to make sure the landscaping plans are implemented within a specified amount of time post building completion.

Subject to the aforementioned condition Performance Criteria 1 of E13.7.2 is considered satisfied.

Performance Criteria 2 of E13.7.2

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

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

The design approach limits 65 dwellings into two buildings, it is considered that this minimises the visual impact on the existing heritage buildings, and reduces the removal of outdoor space. The design retains the high density approach of the existing buildings. In regards to setback and siting the constraints of the site must be acknowledged. As stated in the Heritage Consultant report these constraints include the site's shape, topography, easements, and the spacing of the existing towers. Another additional consideration is the road borders of Queens Walk, Selfs Point Road, and the high traffic Brooker Highway.

The new buildings are sited with appropriate curtilage given to the existing listed towers. The proposed new buildings are considered to be clearly detached from the c1960 towers, and are interpreted physically and visually as separate new developments within the site. The spatial character of the site will be changed, but the listed buildings will remain intact and free standing, with the site retaining the existing sufficient spacing between the existing buildings. The new buildings are positioned to the peripheries of the site, and not directly between the existing cluster arrangements of the 4 towers.

In regards to scale the existing towers on site range from 20.43m to 24.44m in height. The scale of the two new buildings is considered appropriate and proportional to the existing, with building E at the north-western end of the site proposed at 6 storeys (19.75m tall). Whilst building F on the eastern side of the site is proposed at 4 storeys (14.7m tall). See fig. 3. Site Elevation showing building E and fig. 4. Showing building F.

The bulk of building F which fronts onto Queens Walk was raised by the UDAP panel, whilst the Heritage Impact Statement indicates that the footprint of building F is larger than the existing towers to provide the required number of new dwellings in the minimum number of new towers. By consolidating the new dwellings to only two new buildings, it has maintained the existing sense of space between

buildings on the site. See fig. 4 below for footprints of existing / proposed buildings.

It is not considered necessary for building F to replicate the smaller footprints of the existing buildings. It is considered the approach to consolidate the required dwellings over two buildings has less impact, than if additional buildings with less bulk / smaller footprints were proposed throughout the site, which would encroach on the curtilage of the significant original towers. The layout and bulk of building F is considered appropriate as it retains the required negative space to be able to experience the existing listed buildings wholly, in their full extent and setting. Performance Criteria 2 of E13.7.2 is considered satisfied.

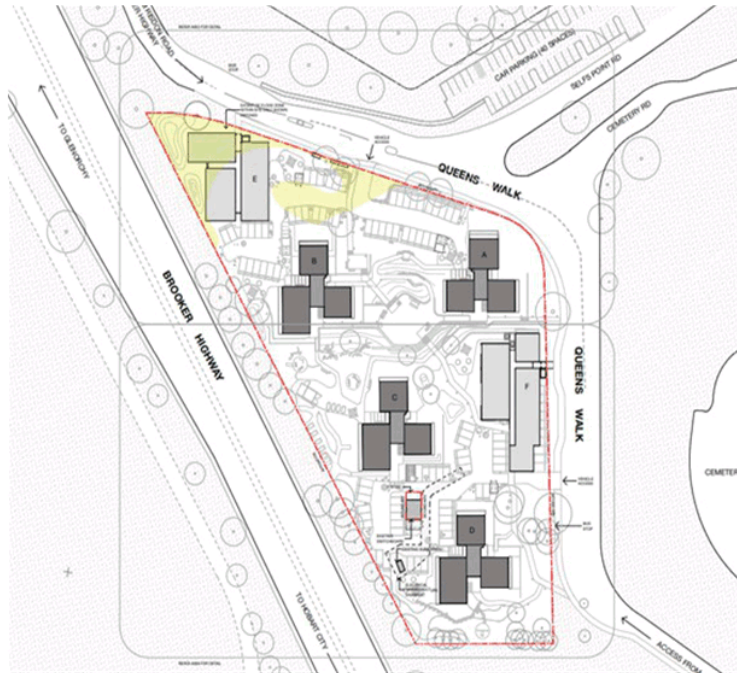
Fig. 3. Site Elevation – North proposed Building E to the right of the image.



Fig. 4. Site Elevation – East proposed Building F in centre foreground.



Fig.4. Overall Proposed Site Plan showing footprints of Buildings E and F in light grey.

**Performance Criteria 3**

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

The materials proposed are a mixture of solid and lightweight elements such as textured concrete hoods with recessed glazing, or perforated cement sheet. This is a contemporary interpretation of the existing articulation of materials. It is considered that materials, built form and fenestration are readily identifiable as new, and take reference from the original buildings rather than replicate.

The new buildings introduce a tiled podium type base, finished in a mottled green, this is considered appropriate and helps to incorporate and ground the new buildings into the landscape setting, and it also allows the heavy concrete bases of the listed buildings to be more visually prominent. See fig. 5 below. A condition of permit has been applied ensuring that all finalised colours and finishes are to the satisfaction of the Council Heritage Officer.

Subject to the aforementioned condition Performance Criteria 3 of E13.7.2 is considered satisfied.



Fig.5. Image to the left shows heavy concrete connection at ground level, image to right shows proposed less dominant approach to ground level finishes.

Performance Criteria 4 of E13.7.2

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

The Heritage Impact Statement describes light weight timber pergola structures to the ground floor western sides of the existing towers. It is acknowledged that in essence these structures will be reversible and unlikely to detract from the heritage significance of the towers. However detailed documentation of the structures is lacking, and a condition of permit has been applied that further documentation is required that shows the roof junctions and fixing points of the pergolas onto the western sides of the buildings. Subject to the aforementioned condition Performance Criteria 4 of E13.7.2 is considered satisfied.

Performance Criteria 6 of E13.7.2

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

There are no trees within the site which are listed as significant under E24.0 the Significant Tree Code of HIPS 2015, and the statements of significance for the site do not reflect any landscaping or vegetation significance. In addition the removal of vegetation is exempt under clause E13.4.1 (K, i) 6 of the Historic Heritage Code. It is however noted many native plantings are proposed as part of the future landscaping plans, including plantings between the roads reserves and buildings.

In conclusion the proposed works are considered to satisfy the relevant provisions of the Historic Heritage Code E13.0 of HIPS 2015, subject to the applied conditions. It is also advised that a Conservation Management Plan for the site should be prepared and adopted to guide any future works and development for the site.

6.33.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works, at 1 Queens Walk and Adjacent Road Reserve, New Town.
- 7.2 The application was advertised and received three representations. The representations raised concerns including the poor standard of living and management of the existing site, and that the proposed development may not resolve this; the impact of the development upon the existing complex, both during and after construction; that residents have not been properly communicated with about the proposal, and where suggestions have been made, these have been ignored; that parking already is and will be a continued problem both during and after construction; and traffic and pedestrian safety concerns both during and after construction.

There is some sympathy for the representors based on the concerns raised. Unfortunately however, many of these issues are not able to be controlled or influenced by the planning process. It is hoped that with the new development, the conditions of the existing complex, and its management, will in turn be improved. This is however ultimately up to the those managing the overall site. The alleged lack of or method of pre-application consultation with residents is of some concern, however any pre-application process followed by the developer is not relevant to the assessment of the planning application. The concerns raised regarding construction and traffic impacts are controllable through conditions of approval, which would generally be applied in order to ensure impacts such as these were appropriately managed. As with any development, it is not possible to completely rule out all impacts, although at least to some extent these impacts would be of a temporary nature. Pedestrian features have essentially been limited to the development site, with the addition of the refuge to improve crossing the road between 1 Queens Walk and the proposed vehicle parking area. Beyond this, footpaths and pathways outside of the development site are the responsibility of the Council and the potential for such things may need to be looked at separately for the future.

The concerns raised by the representors were passed on to the applicant, who has in turn sought comment from the developer. Their responses, and general overview of the intent of the proposal and the operation of the existing complex can be found in attachment G to this report.

- 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 Roads Engineers, Stormwater Engineers, Environmental Development Planner, Environmental Health Officer, Cultural Heritage Officer, Aboriculturalist, Parks Planner and Waste Services Officer. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 The application was considered by the Urban Design Advisory Panel at its meeting of 22 June 2022. The Panel's report is provided in full as an attachment to this report. The application was referred to the Urban Design Advisory Panel at the request of the Council's Director – City Life. Otherwise, the application did not trigger any automatic referral criteria for Urban Design Advisory Panel consideration. In the context of the provisions on which they were asked to comment, the Panel was broadly supportive of the general concept of further multi-storey infill development occurring on the site, however raised concerns regarding the particular proposal and the way in which it acknowledged and responded to the existing development on the site.
- 7.5 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works, at 1 Queens Walk and Adjacent Road Reserve, 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 Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works, at 1 Queens Walk and Adjacent Road Reserve, 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-22-146 - 1 QUEENS WALK NEW TOWN TAS 7008 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

Advice

The approved use is multiple dwellings for social housing, which will be managed as a collective by one entity. Social housing is housing that is provided for individuals that would otherwise face financial hardship if required to secure housing on the open market, or would be unable to secure such housing. The use of this site is not suitable for a strata scheme to create individual lots for each multiple dwelling. Further planning permission would be required to support the creation of a strata scheme of this nature.

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 2022/00784-HCC dated 03/06/2022 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 17

The external lighting of the vehicle parking area within the Selfs Point Road road reservation must be baffled to ensure emission of light does not

adversely affect the amenity of adjoining residential areas.

Reason for condition

To ensure that the non-residential use does not unreasonably impact residential amenity.

PLN s1

The parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, within the 1 Queens Walk site must achieve compliance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

Reason for condition

To ensure parking and vehicle circulation and pedestrian paths within the site are safe for use at all times.

ENG sw1

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

Existing and proposed stormwater connections were discussed during the assessment process . Prior to the issuing of any approval under the Building Act 2016 or commencement of works (whichever occurs first), provide details of stormwater drainage for the whole site. It must be demonstrated that all site stormwater is connected to the public stormwater system.

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.

SW 6

The new stormwater infrastructure must be designed and constructed prior to occupancy or the commencement of the approved use (whichever occurs first).

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), detailed engineering drawings for both the residential development site 1 Queens Walk, and the new car park on public land, must be submitted and approved as a Condition Endorsement. The detailed engineering drawings must be certified by a suitably qualified and experienced civil engineer and must:

1. be substantially in accordance with the Local Government Association of Tasmania: Tasmanian Municipal Standard Drawings (May 2020), as varied by the City of Hobart's published departures from those Drawings;
2. clearly distinguish between public and private infrastructure;
3. show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings;
4. include the associated calculations and catchment area plans. The stormwater system (including defined overland flow paths) must cater for all 1% AEP event flows as at 2100 (i.e including climate change loading) from a fully developed catchment. The main itself must be sized to accommodate at least the 5% AEP event flows from a fully-developed catchment;

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

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 via the City of Hobart's online request form which is available on its website and approved. The detailed engineering drawings

must include:

1. evidence that the whole site is drained to the public stormwater system (as discussed during assessment, see notes below*), and the catchment area for each stormwater connection (existing and proposed);
2. the location of the proposed connections and all existing connections;
3. the size and design of the connection such that it is appropriate to safely service the development;
4. long-sections of the proposed connections clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure; and
5. connections which are free-flowing gravity driven.

All work required by this condition must be undertaken in accordance with the approved detailed engineering drawings. The approved stormwater connections documents must be included in your plumbing permit application document set and listed in accompanying forms.

Advice: Under section 20 of the Urban Drainage Act 2013 if more than one stormwater connection is required for a property, the consent of the General Manager must be sought. It is Council's preference to limit the site proper to two (2) connections, the need for a third requires demonstration.

**Note: Submitted plan 21E54-3 C102 Rev H, 104-107 H. Tower B and C appear to drain to ground, Tower D assumed to the known connection point, and Tower A to an outfall (not recorded) towards road but not connected to PSS. Proposed Towers E & F drainage is shown into system.*

SW 8

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

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

A maintenance management schedule (including life cycle costs of components) must also be submitted and the facility must be maintained in

accordance with this schedule.

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 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.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), physical controls (as defined by AS/NZS 2890.1:2004) must be installed where and how required by the Australian Standard. This includes (vehicular) barriers compliant with the Australian Standard AS/NZS 1170.1:2002, to prevent vehicles running off the edge of a parking (trafficable) area. Physical controls installed must;

1. Not limit the parking area approved by this permit, and
2. Be in accordance with the Australian Standard AS/NZS 2890.1:2004.

Reason for condition

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

ENG 3a

Prior to first occupation or commencement of use (whichever occurs first) of any of the new dwellings, the paths, parking areas and all other pedestrian and parking infrastructure on both 1 Queens Walk and Council land (including, circulation roadways, parking modules, aisles, spaces and traffic islands) must be constructed in accordance with the plans which form part of this permit, prepared by *Aldanmark* titled *Queens Walk Community Housing* lodged on 19/8/2022 with the City of Hobart.

Any departure from the approved design documentation, and any works which are not detailed, must be:

1. Approved by the Director City Life, via a Condition Endorsement application, and/or
2. Be designed and constructed in accordance with the Australian Standard AS/NZ 2890.1:2004.

Reason for condition

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

ENG 4

Prior to first occupation or commencement of use (whichever occurs first), all parking areas (including circulation roadways, parking modules, aisles, and spaces) approved by this permit must be constructed to a sealed standard (i.e., spray seal, asphalt, concrete, pavers, or equivalent Council approved) and surface(s) drained to the Council's stormwater infrastructure.

Reason for condition

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

ENG 5

The number of car parking spaces approved for use on the 1 Queens Walk site by this permit is 97, comprised of 57 new parking spaces in addition to the existing 40 spaces. A further 40 parking spaces are approved in a publicly-accessible car park adjacent to the Selfs Point road reservation.

Prior to first occupation or commencement of use (whichever occurs first);

1. **All car 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, and**
2. **Signage in accordance with Australian Standards AS/NZS1742.11:2016 must be erected at the entrance to private car parking facility to indicate access to the area is for authorized users only.**

Reason for condition

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

ENG 5b

The number of bicycle parking spaces approved for use on the 1 Queens Walk site by this permit is Seventy (70).

Reason for condition

To clarify the scope of the permit.

ENG 6

The number of motorcycle parking spaces approved for use on the 1 Queens Walk site by this permit is Six (6).

Prior to first occupation or commencement of use (whichever occurs first);

1. All motorcycle parking spaces must be constructed and delineated (by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers) in accordance with Australian Standards AS/NZS 2890.1:2004, and
2. Signage in accordance with Australian Standards AS/NZS1742.11:2016 must be erected at each motorcycle parking space to indicate the parking space is designated for motorcycle use only.

Reason for condition

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

ENG 9

The number of car parking spaces for people with disabilities approved for use on the 1 Queens Walk site by this permit is Six (6).

Prior to first occupation or commencement of use (whichever occurs first), all car parking spaces for people with disabilities must be constructed and delineated in accordance with AS/NZS 2890.6:2009.

Reason for condition

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

ENG 1

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

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

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 Queens Walk highway reservation must be designed and constructed in general accordance with:

- Footpath - Urban Roads Footpaths TSD-R11-v3.

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. Be designed for the expected vehicle loadings. A structural certificate to note that driveway is suitable for heavy vehicle loadings;
2. Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template);
3. 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;
4. Show that vehicular and pedestrian sight lines are met as per AS/NZS 2890.1 2004.
5. 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.

Permit to Construct Public Infrastructure will need to be applied at least 14 days before carrying out the works.

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 affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

Reason for condition

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

ENG s1

Detailed design drawings of all bicycle parking provisions must be submitted and approved as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* (including demolition) or commencement of works (e.g., site disturbance) (whichever occurs first).

The detailed design drawings submitted must;

1. **be in accordance with AS/NZS 2890.3:2015,**
2. **be prepared/or certified by a suitably qualified engineer,**
3. **demonstrate that the design will provide safe and efficient access, and enable safe, easy and efficient use, and**
4. **show typical civil & structural details, sections, dimensions, and other engineering details as Council deem necessary to satisfy the above requirements.**

Prior to first occupation or commencement of use (whichever occurs first), all bicycle parking must be constructed in accordance with the drawings approved by this condition and Condition ENG 5b.

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with

the relevant Australian Standard.

ENV s1

The western, northern and southern facades of Building E/Tower 1 must be designed and constructed to achieve a noise level reduction of Rw 50, and the eastern facade must be designed and constructed to achieve a noise level reduction of Rw 45.

Documentation submitted for building consent must be certified, by a suitably qualified person, as demonstrating compliance with the above requirements.

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 minimise the adverse effects of noise from roads

HER 14

Detailed drawings and documentation must be submitted showing the light weight timber pergola structure proposed for the ground floor western elevations of the existing apartment blocks. Drawings must include details of roof junctions and the fixing points of the pergolas onto the buildings.

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

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

HER 17c

The external colours, materials and finishes of the approved development must be substantially in accordance with the approved plans. Any substantial change in the colours, materials and finishes requires further approval.

Reason for condition

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

HER 20

Prior to occupancy or the commencement of the use (whichever occurs first), the site must be landscaped in substantial accordance with the submitted Landscaping Plan.

Prior to occupancy or the commencement of the use (whichever occurs first), confirmation from a suitably qualified landscape expert that all landscaping works required by this condition have been implemented, must be submitted.

The vegetation which is planted on the site pursuant to the landscaping plan must be maintained and must not be disturbed. If any vegetation dies or is destroyed, replacement vegetation of a similar size must be planted within 30 days of the death or destruction.

Reason for condition

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

ENVHE 4

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

A Demolition and Construction Environmental Management Plan must be submitted and approved prior to the commencement of works and prior to the issue of any approval under the *Building Act 2016*.

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

1. Details of the proposed demolition and construction methodologies and expected likely timeframes.
2. The proposed days and hours of work and proposed hours of activities likely to generate significant noise emissions (including volume and timing of heavy vehicles entering and leaving the site, rock breaking and concrete pouring).
3. Details of potential environmental impacts associated with the demolition and construction works including noise, vibration, erosion and pollution (air, land and water).
4. Details of proposed measures to avoid or mitigate all identified potential environmental impacts during demolition and construction works including, but not limited to:
 - a. A noise management plan certified by a suitably qualified person as being generally consistent with AS 2436-2010 - *Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites* and the *Interim Construction Noise Guidelines* (New South Wales Department of Environment and Climate Change, July 2009).
 - b. A soil and water management plan including:
 - i. measures to minimise erosion and the discharge of contaminated stormwater off-site;
 - ii. measures to minimise dust emissions from the site;
 - iii. measures to manage the disposal of surface and groundwater from excavations (if relevant); and
 - iv. measures to prevent soil and debris being carried onto the street.
5. Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures.

A copy of the approved Demolition and Construction Environmental Management Plan must be kept on site for the duration of the works and be available for inspection.

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 minimise the impact of construction works

OPS 4

The trees on Council land that are to be retained around the perimeter of the development site, as per **RETENTION PLAN 01** drawing no. 21387-DA-007, must be protected from damage. No vehicular access, excavation, placement of fill, storage of materials or soil disturbance is to occur within the tree protection zones as defined in **AS4970 Protection of trees on development sites**. There must be no pruning, lopping or other damage to the street trees including trunks and roots.

Prior to the issue of any approval under the **Building Act 2016**, details of the street tree protection measures to be used must be clearly noted on a tree protection plan, submitted and approved as a condition endorsement. All works must be undertaken in accordance with the approved tree protection plan.

Advice:

Once the plan showing tree protection measures has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). It is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

Reason for condition

Conservation of areas of significant vegetation or individual trees that have important aesthetic, heritage and environmental values.

OPS 5

Before works commence, tree protection measures in accordance with the condition OPS 4 tree protection plan must be installed, to the satisfaction of the City's Arboriculture and Nursery Unit.

Once the tree protection measures are in place, please contact the City's Program Leader Arboriculture and Nursery on 0408 073 326 to arrange a site inspection for sign-off.

Reason for condition

Conservation of areas of significant vegetation or individual trees that have important aesthetic, heritage and environmental values.

OPS s1

Please make contact with the City's Program Leader Parks & Reserves (6238 3256) before construction commences on the new carpark and footpath on the northern side of Queens Walk.

Reason for condition

To maintain the amenity of the City's Parks and Reserves.

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require an occupational licence for use of Hobart City Council highway reservation (e.g. outdoor seating, etc). Click [here](#) for more information.

You may require an occupational license for structures in the Hobart City Council highway reservation, in accordance with conditions to be established by the Council. Click [here](#) for more information.

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

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

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

STORMWATER

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

information.

REDUNDANT CROSSOVERS

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

COUNCIL RESERVES

This permit does not authorise any works on the adjoining Council open space reserve land. Any act that causes, or is likely to cause, damage to Council's land may be in breach of Council's Public Spaces By-law and penalties may apply. A permit is required for works on Council land. The by-law is available [here](#).

WORK PLACE HEALTH AND SAFETY

As stated in the 'Potentially Contaminated Land Code Environmental Site Assessment - July 2022' prepared by EM&C for 1 Queens Walk, New Town, Tasmania:

If soil is to be excavated and removed from the northern side of Queens Walk, during development of the proposed car park, soil should be treated as potentially contaminated with a Controlled Waste, due to low levels of Benzo(a)pyrene being reported in sample SB04. Removal of this material from the site should be completed in accordance with Environment Protection Authority (EPA) "Information Bulletin 105 Classification and Management of Contaminated Soil for Disposal (IB105), 2018.

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.



(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: 17 October 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Development Engineering Report

Attachment D - Planning Referral Officer Cultural Heritage Report

Attachment E - Planning Referral Officer Environmental Development Planner Report

Attachment F - Urban Design Advisory Panel Minutes

Attachment G - Housing Choices Tasmania Response to Representations



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-146	Council notice date	25/05/2022
TasWater details			
TasWater Reference No.	TWDA 2022/00784-HCC	Date of response	03/06/2022
TasWater Contact	Phil Papps	Phone No.	0474 931 272
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	1 QUEENS WALK, NEW TOWN	Property ID (PID)	5523791
Description of development	Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Realm Studios	Site Plans / 21387-DA-002 & DD-003	C	18/02/2022
Realm Studios	Tree Removal Plan / 21387-DA-002 & DD-003	B	01/02/2022
Cumulus Architects	Site & Demolition Plans / 0_004 – 0_008	01	18/02/2022
Aldanmark	Civil Site Plans / 21 E 54-3 / C102 – C108	E	04/05/2022
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
<p>1. A suitably sized water supply with metered connection(s) and sewerage system and connection to the development must be designed and constructed to service the additional water and sewerage demands generated by the proposed development to TasWater's satisfaction and be in accordance with any other conditions in this permit.</p> <p>Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.</p>			
<p>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</p>			
<p>3. Prior to use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</p>			
TREES NEAR TASWATER INFRASTRUCTURE			
<p>4. The developer must ascertain the exact location of TasWater's water and sewerage infrastructure prior to the excavation of tree stumps/roots in their vicinity.</p>			
<p>5. Extreme care must be exercised when excavating tree stumps/roots in the vicinity of TasWater's</p>			



infrastructure to ensure no damage occurs. Tree roots which may have infiltrated TasWater pipe trenches and/or pipes must be cut prior to removal and not pulled using excavators or other machinery.

6. Any damage to TasWater's assets must be promptly reported to TasWater and shall be repaired by TasWater at the developer's cost.

Advice: Section 56X(1) of the Water and Sewerage Industry Act 2008 (No. 13 of 2008) states that a regulated entity (TasWater) may, by notice in writing, require the owner of any land to remove any tree on that land if the regulated entity reasonably decides that the tree is obstructing or damaging the regulated entity's works or that it is likely to obstruct or damage them. The developer should carefully consider the type of trees planted near TasWater pipes or within TasWater easements to avoid the possibility of their removal by TasWater at the owners cost.

DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,179.68 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.

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.

Boundary Trap Area

The proposed development is within a boundary trap area and the developer will need to provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drains. The boundary trap is to be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap.

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 #252814

Property

1 QUEENS WALK NEW TOWN TAS 7008

**People****Applicant ***

ERA Planning and Environment

Level 1, 125a Elizabeth Street
HOBART TAS 7000
03 6165 0443
clare@eraplanning.com.au**Owner ***

Housing Tasmania

GPO Box 125
HOBART TAS 7000
03 6165 0443
clare@eraplanning.com.au**Entered By**CLARE HESTER
1 / 125 A ELIZABETH STREET
HOBART TAS 7000
0429 359 636
clare@eraplanning.com.au**Use**

Multiple dwellings

Details

Have you obtained pre application advice?

☒ Yes

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

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you **MUST** include signed confirmation from the owner that they are aware of this application. *☒ No

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

☒ No

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

Details

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

Multiple dwellings

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

Multiple dwellings and vehicle parking

Estimated cost of development *

20000000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

Carparking on Site

Total parking spaces

Existing parking spaces

N/A

☒ Other (no selection chosen)

Other Details

Does the application include signage? *

☒ No

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

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☒ No

Documents

Required Documents

Title (Folio text and Plan and Appendix B Certificate of Title 152325-1 .pdf
Schedule of Easements) *

Plans (proposed, existing) * Appendix C 20220218_QUEENS WALK - DA-01_Cumulus.pdf

Supporting Documents

Traffic Impact Assessment	Appendix F Traffic Impact Assessment - Queens Walk FINAL.pdf
Landscape Plan	Appendix E 220218_21387 Queens Walk DA Plans_Rev C.pdf
Planning Report	Planning report_1 Queens Walk New Town_10 March 2022 .pdf
Heritage Report	Appendix H Purcell_Queens Walk_HIA_Final_20220207.pdf
HCT Landowner Consent	Appendix A HCT_Land Owner Consent_1 Queens Walk, Newtown.pdf
Design Statement	Appendix C Design Statement.pdf
Lighting Plan	Appendix C Lighting Plan.pdf
Civil Drawings	Appendix D 220221 CIV 21E54-3 D.pdf
Landscape Report	Appendix E 220201_21387 Queens Walk - DA Report_Rev B.pdf
Noise Assessment	Appendix G 1548-1 Planning Scheme Assessment.pdf



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
152325	1
EDITION	DATE OF ISSUE
2	20-Aug-2019

SEARCH DATE : 09-Jun-2021

SEARCH TIME : 02.26 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 152325
Derivation : For grantees see plan
Prior CT 142849/1

SCHEDULE 1

DIRECTOR OF HOUSING

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
40/5782 BURDENING EASEMENT: Right of Carriageway (appurtenant
to Lot 1 on Plan No.151507) over the Access Strip 3.
05 Wide shown on Plan No.152325
E61300 BURDENING ELECTRICITY INFRASTRUCTURE EASEMENT with
the benefit of a restriction as to user of land in
favour of Tasmanian Networks Pty Ltd over the land
marked Electricity Infrastructure Easement (Subject
to Provisions) Registered 20-Aug-2019 at noon

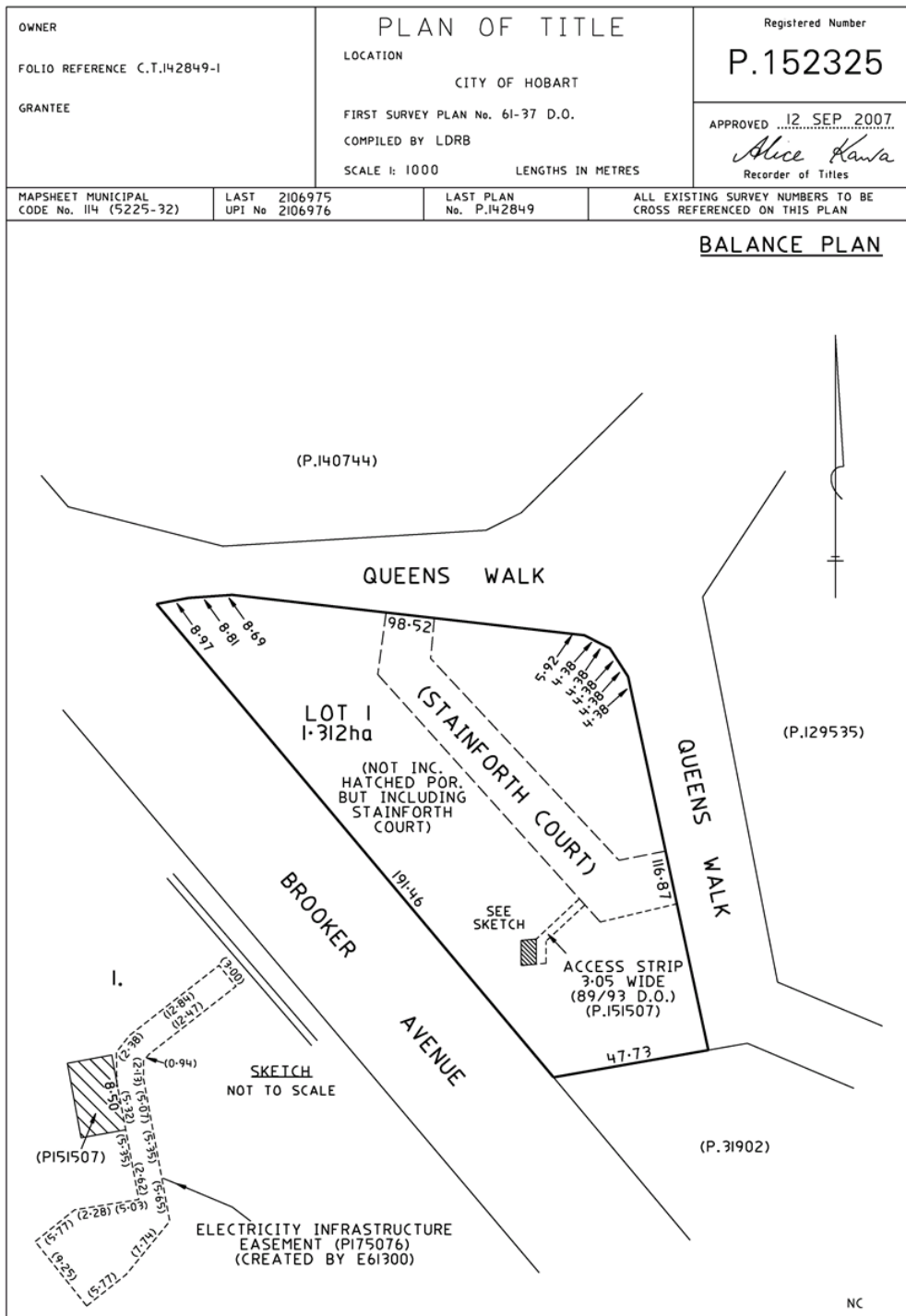
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Department of Communities Tasmania

GPO Box 65, HOBART TAS 7001 Australia
Ph: 1300 135 513
Web: www.communities.tas.gov.au



Contact: Kristy Warren
Phone: (03) 6166 3617
Email: kristy.warren@communities.tas.gov.au

The General Manager
City of Hobart
GPO Box 503
HOBART TAS 7001

Subject: Development Application Pursuant to S.52(1F) of the *Land Use Planning and Approvals Act 1993* – 1 Queens Walk, New Town

Pursuant to S.52(1F) of the *Land Use Planning and Approvals Act 1993* I, Richard Gilmour, as an authorised delegate under Section 6AB of the *Homes Act 1935*, hereby give permission for Cumulus Studio Pty Ltd on behalf and for Housing Choices Tasmania to lodge development application; building surveyor application; and building and plumbing application over 1 Queens Walk, being land in the ownership of the Director of Housing.

The subject land at 1 Queens Walk is comprised of;

Certificates of Title: 152325/1 PID 5523791.

If you have any questions regarding this letter, please don't hesitate to contact me via telephone on 6166 3616.

Yours sincerely

A handwritten signature in blue ink, appearing to read "R. Gilmour".

Richard Gilmour
Director, Community Infrastructure
Communities Tasmania

08 March 2022



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

20 May 2022

(ERA Planning and Environment)
Level 1 125a Elizabeth Street
HOBART TAS 7000

mailto: clare@eraplanning.com.au

Dear Sir/Madam

**1 QUEENS WALK, NEW TOWN & ADJACENT ROAD RESERVE
WORKS ON COUNCIL LAND NOTICE OF LAND OWNER CONSENT TO LODGE A
PLANNING APPLICATION - GMC-22-23**

Site Address:

1 Queens Walk and adjacent road reserve

Description of Proposal:

65 new dwellings and associated works

Applicant Name:

Clare Hester
ERA Planning and Environment

PLN (if applicable):

PLN-22-146

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

Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Hobart Council Centre
16 Elizabeth Street
Hobart TAS 7000

City of Hobart
GPO Box 503
Hobart TAS 7001

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

CityofHobartOfficial
ABN 39 055 343 428
Hobart City Council

as the statutory planning authority.

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

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

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

Yours faithfully



(Glenn Doyle)
HEAD OF CITY PROJECTS

Relevant documents/plans:

Drawings C001, C002, C101 to C113, C301 to C304 & C405 dated 04/05/2022 and C501 dated 13/05/2022 from Aldanmark.


Drawings no. 21387-DA-007 dated 01/02/2022 from Realm Studios.

Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Hobart Council Centre
16 Elizabeth Street
Hobart TAS 7000

City of Hobart
GPO Box 503
Hobart TAS 7001

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

 CityofHobartOfficial
ABN 39 055 343 428
Hobart City Council



City of Hobart

INSTRUMENT OF DELEGATION

General Delegation

Head of City Projects

Section 64 of the Local Government Act 1993

I, Kelly Grigsby, Chief Executive Officer, being the General Manager as appointed by Council pursuant to Section 61 of the *Local Government Act 1993 (Tas)* ("the Act") hereby delegate pursuant to Section 64 of the Act, the following powers and functions to the Head of City Projects:

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 pursuant to that section is recommended for refusal by Council officers.

Dated this 24th day of February 2022



SIGNED

Kelly Grigsby
(Chief Executive Officer)

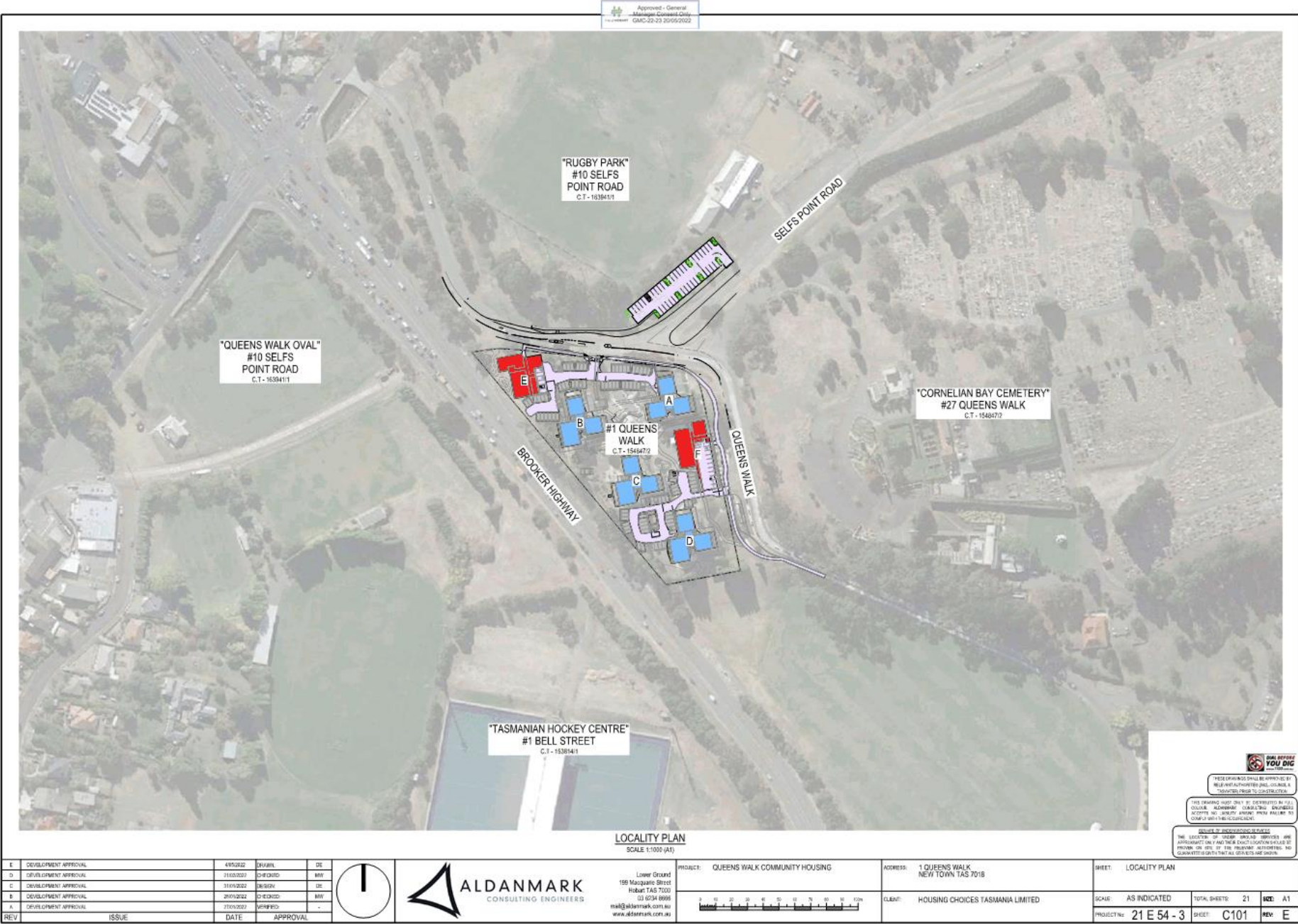
Being the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993 (Tas)*

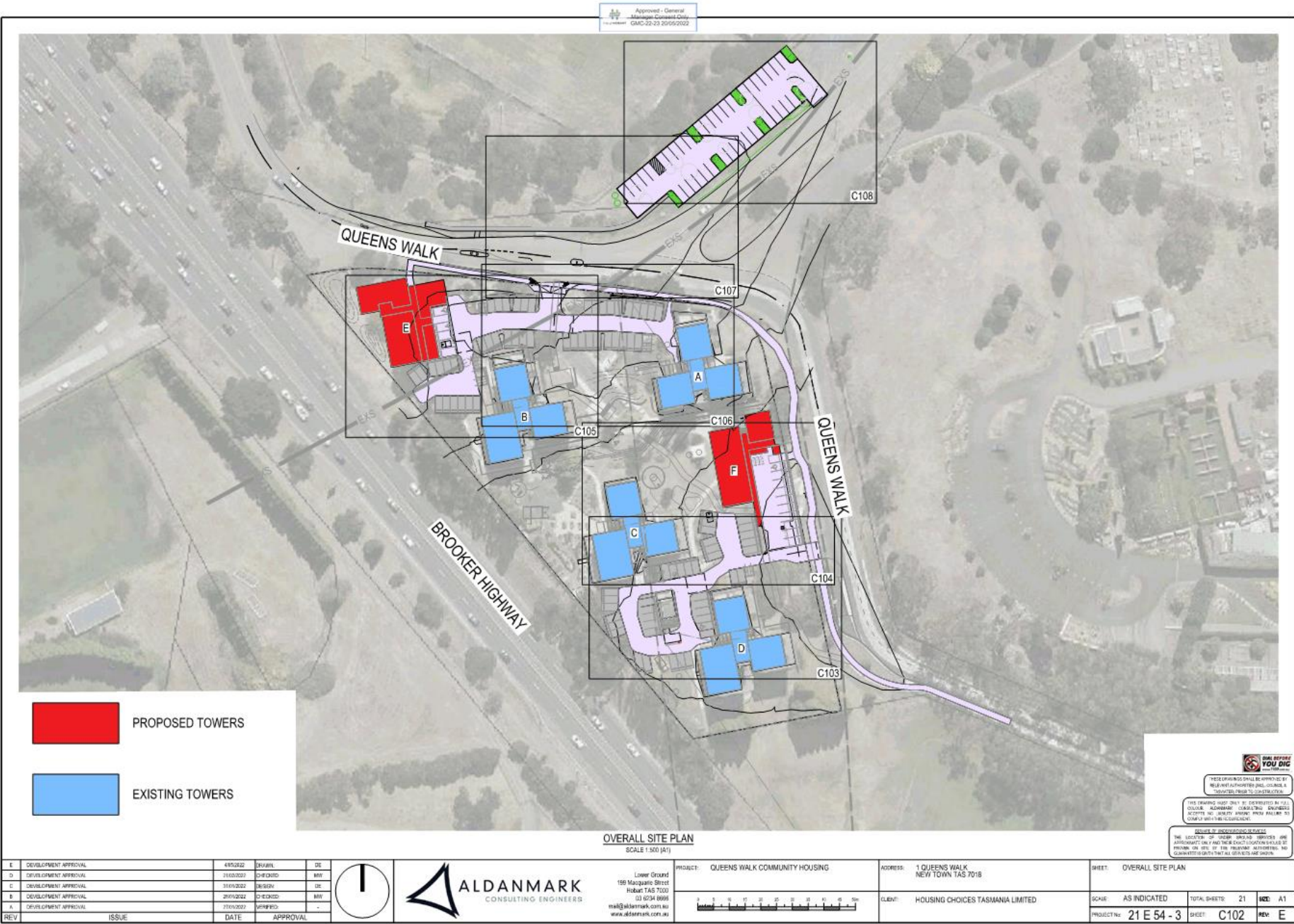


CIVIL DRAWINGS
QUEENS WALK COMMUNITY HOUSING
1 QUEENS WALK

C001	COVER	F	13/05/2022
C002	ENGINEERING NOTES	E	4/05/2022
C101	LOCALITY PLAN	E	4/05/2022
C102	OVERALL SITE PLAN	E	4/05/2022
C103	DETAIL SITE PLAN - SHEET ONE	E	4/05/2022
C104	DETAIL SITE PLAN - SHEET TWO	E	4/05/2022
C105	DETAIL SITE PLAN - SHEET THREE	E	4/05/2022
C106	DETAIL SITE PLAN - SHEET FOUR	E	4/05/2022
C107	DETAIL SITE PLAN - SHEET FIVE	E	4/05/2022
C108	DETAIL SITE PLAN - SHEET SIX	E	4/05/2022
C109	SIGHT LINE PLAN - SHEET ONE	E	4/05/2022
C110	SIGHT LINE PLAN - SHEET TWO	E	4/05/2022
C111	SIGHT LINE PLAN - SHEET THREE	E	4/05/2022
C112	TURN PATH PLAN - SHEET ONE	E	4/05/2022
C113	TURN PATH PLAN - SHEET TWO	E	4/05/2022
C301	SECTIONS - SHEET 1	E	4/05/2022
C302	SECTIONS - SHEET 2	E	4/05/2022
C303	SECTIONS - SHEET 3	E	4/05/2022
C304	SECTIONS - SHEET 4	E	4/05/2022
C401	CONSTRUCTION DETAILS	A	4/05/2022
C501	INTERSECTION LAYOUT PLAN	B	13/05/2022

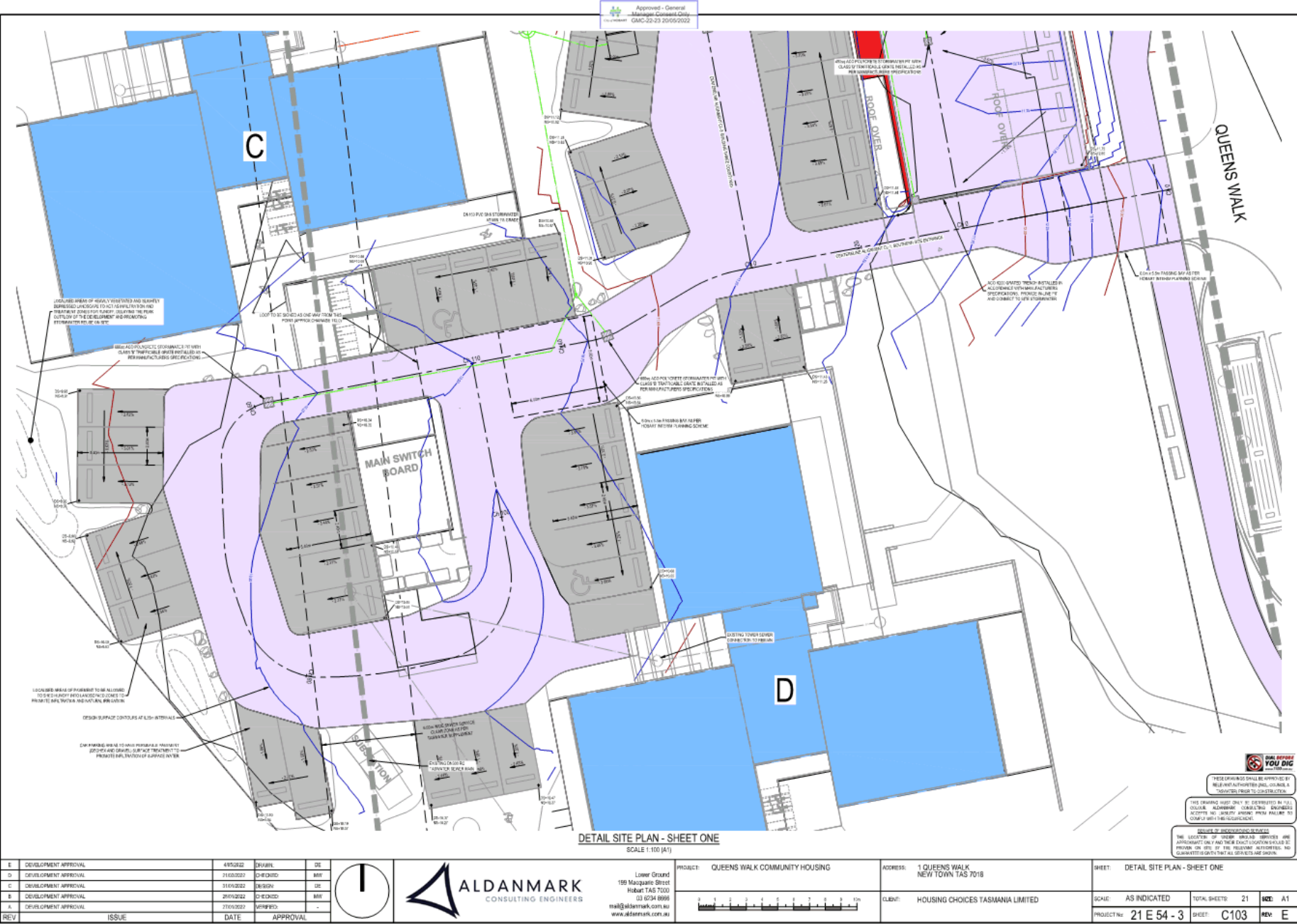
E	DEVELOPMENT APPROVAL	4/05/2022	30/04/2022	DE	<p>Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 6995 mail@aldanmark.com.au www.aldanmark.com.au</p>	PROJECT: QUEENS WALK COMMUNITY HOUSING	ADDRESS: 1 QUEENS WALK NEW TOWN TAS 7018	SHEET: COVER			
D	DEVELOPMENT APPROVAL	31/03/2022	24/03/2022	MM							
C	DEVELOPMENT APPROVAL	31/03/2022	26/03/2022	DE							
B	DEVELOPMENT APPROVAL	26/03/2022	24/03/2022	MM							
F	DEVELOPMENT APPROVAL	13/05/2022	30/04/2022	-							
REV	ISSUE	DATE	APPROVAL			CLIENT: HOUSING CHOICES TASMANIA LIMITED	SCALE: AS INDICATED	TOTAL SHEETS: 21	SHEET: C001	REV: F	

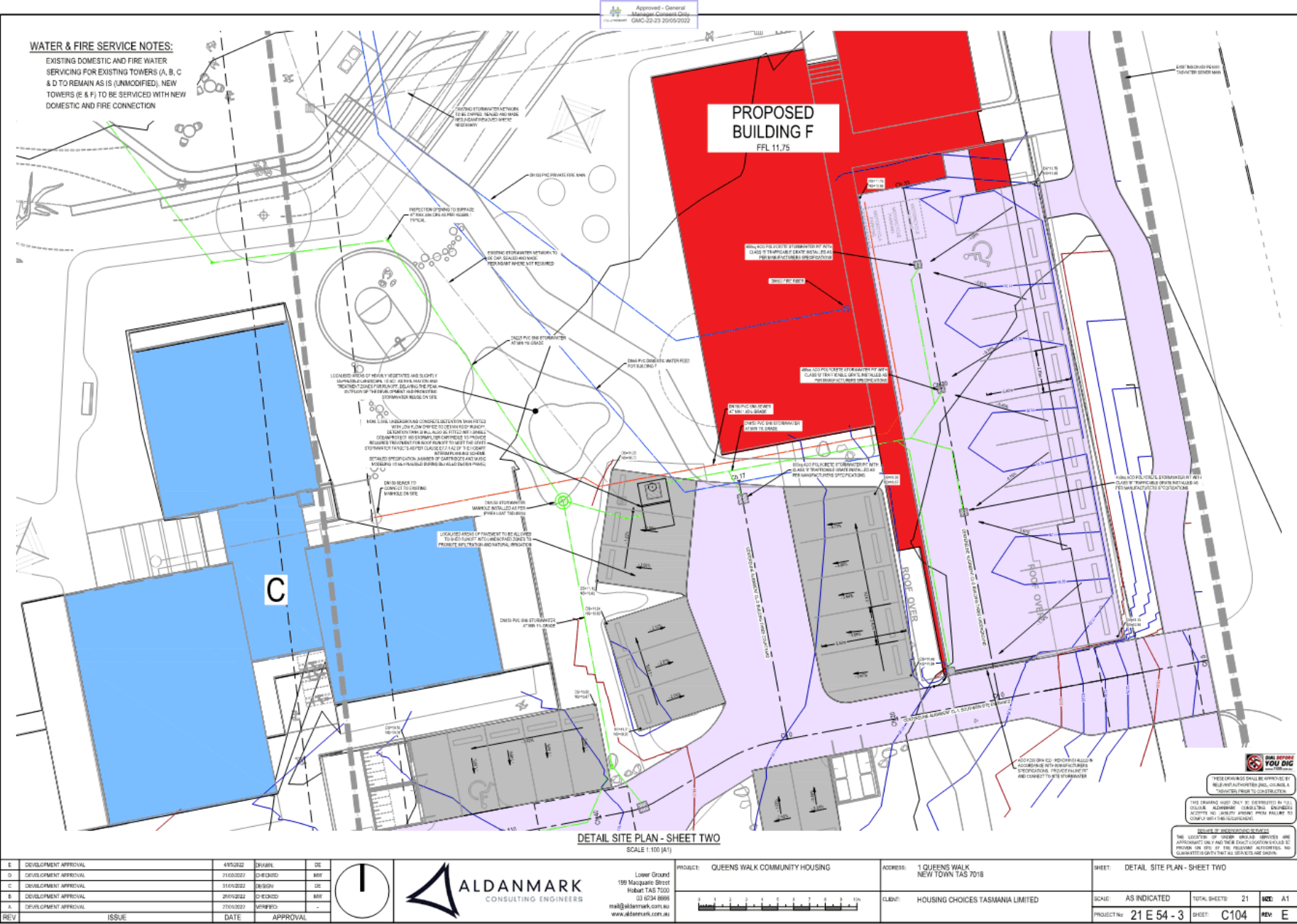


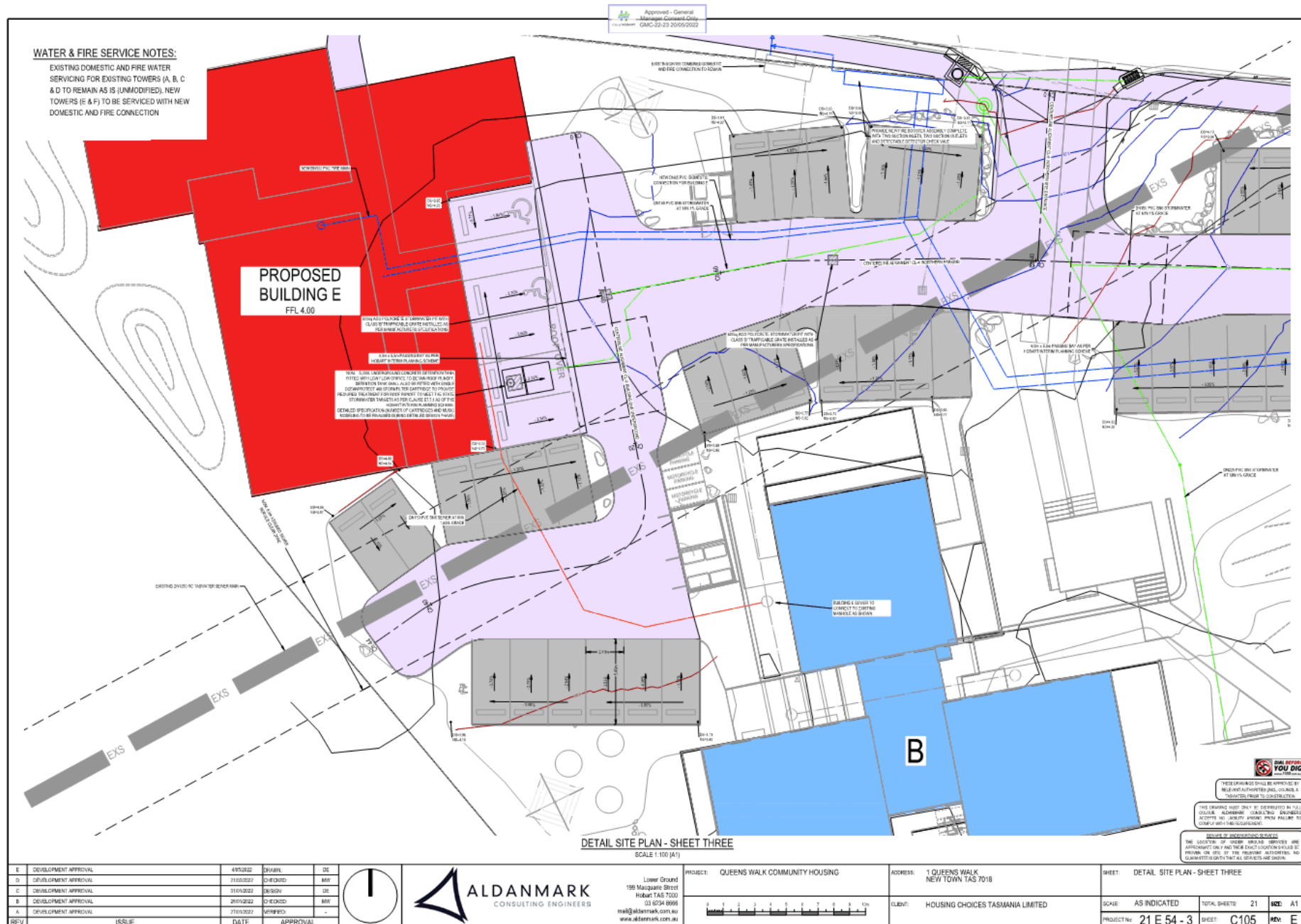


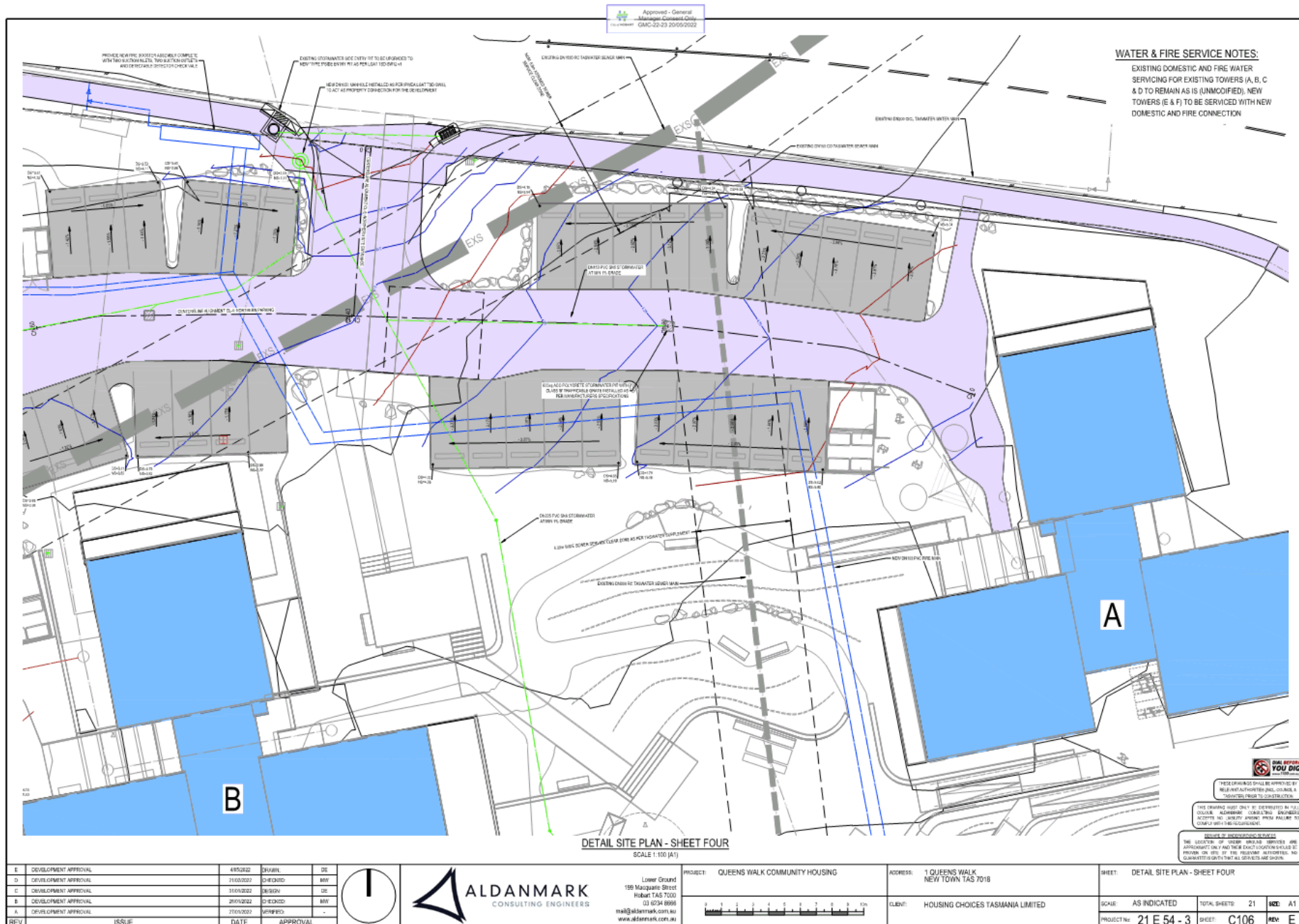
THESE DRAWINGS SHALL BE APPROVED BY
THE LOCAL AUTHORITY AND, WHERE A
TENDERS ARE TO BE SUBMITTED,

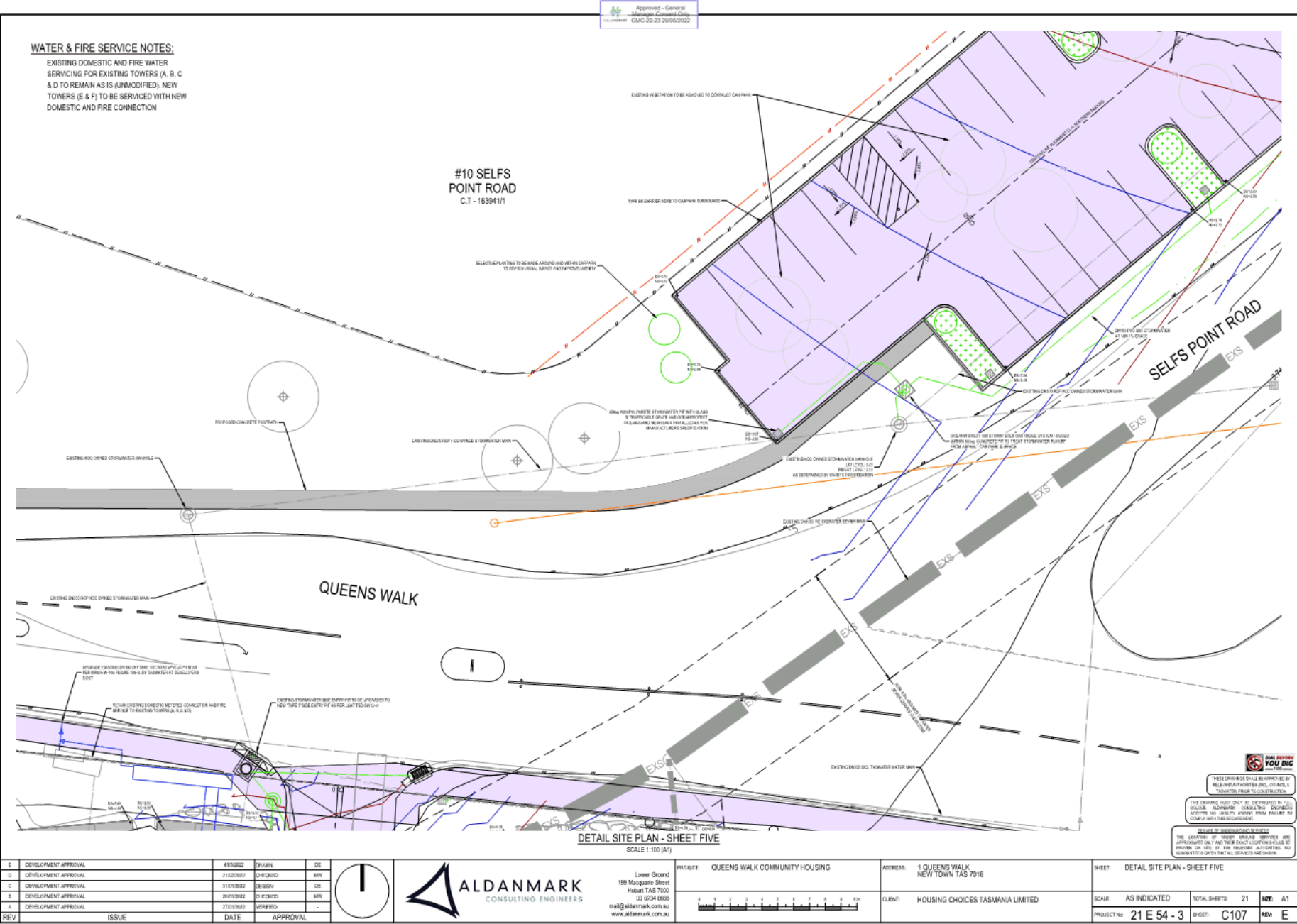
THIS DRAWING MUST ONLY BE USED BY THE
LOCAL AUTHORITY AND, WHERE A
TENDERS ARE TO BE SUBMITTED,
THE LOCAL AUTHORITY SHALL BE
RESPONSIBLE FOR THE DRAWING'S
USE AND NOT BE USED FOR ANY OTHER
PURPOSE WITHOUT THE LOCAL AUTHORITY'S
CONSENT.

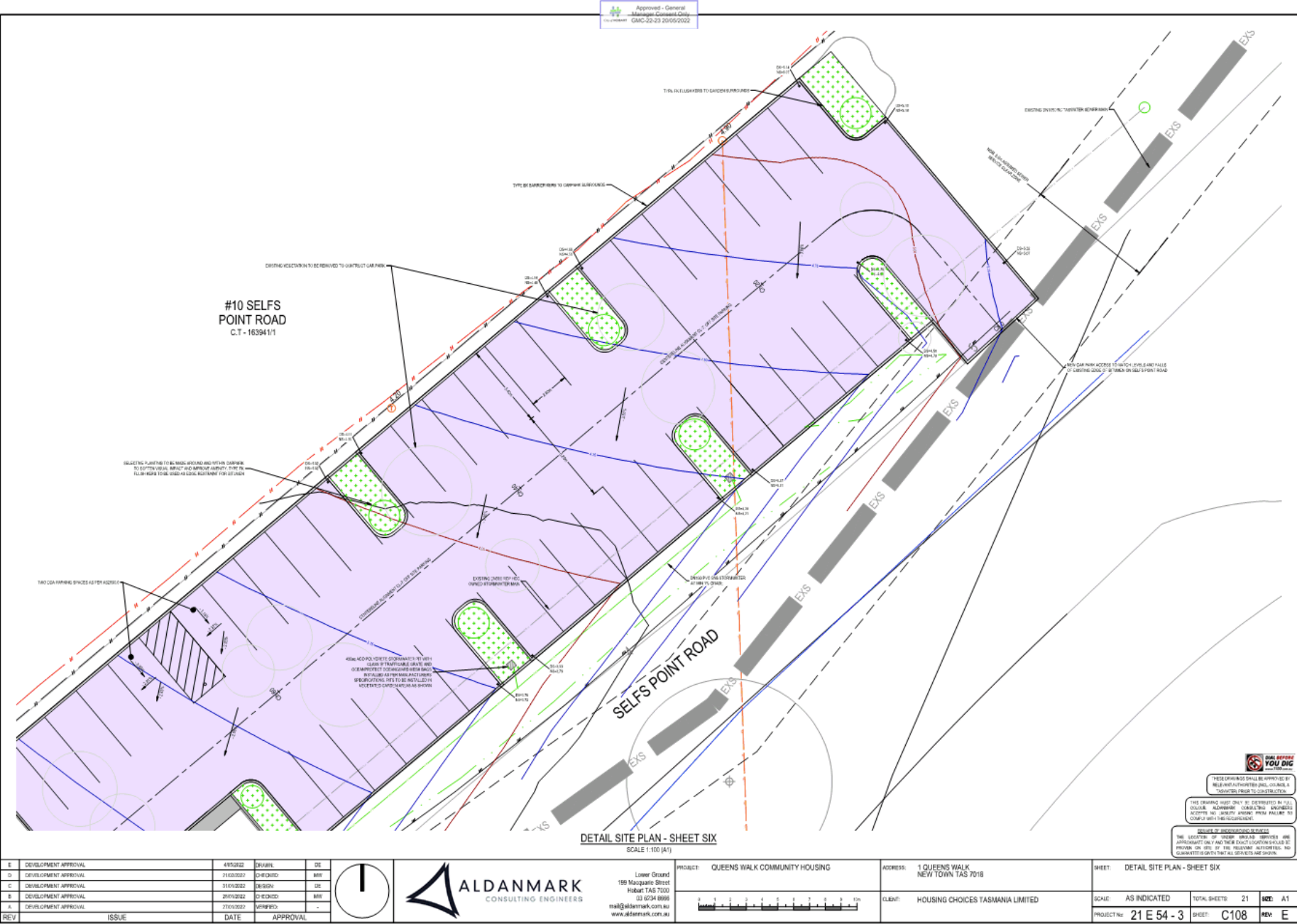


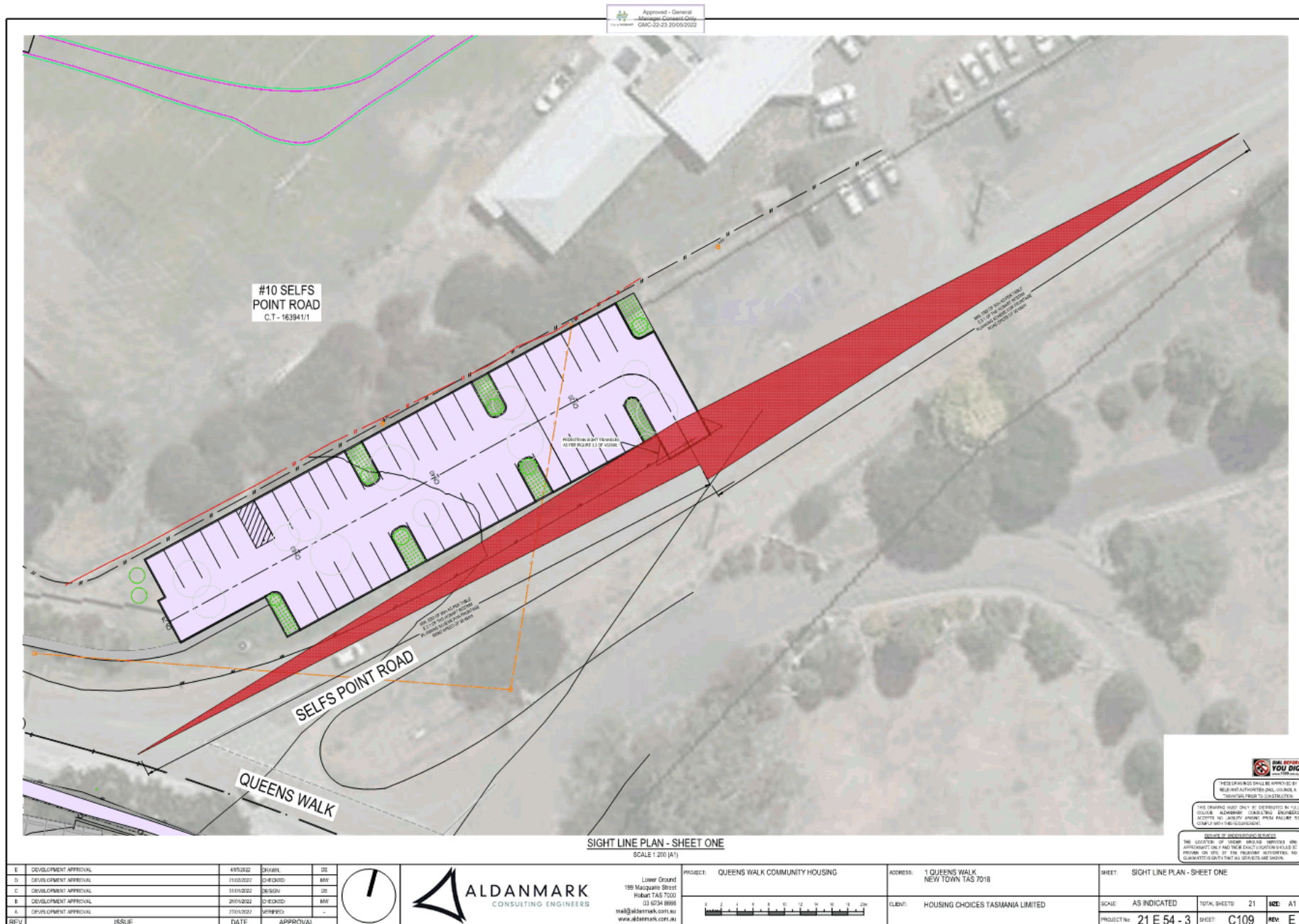


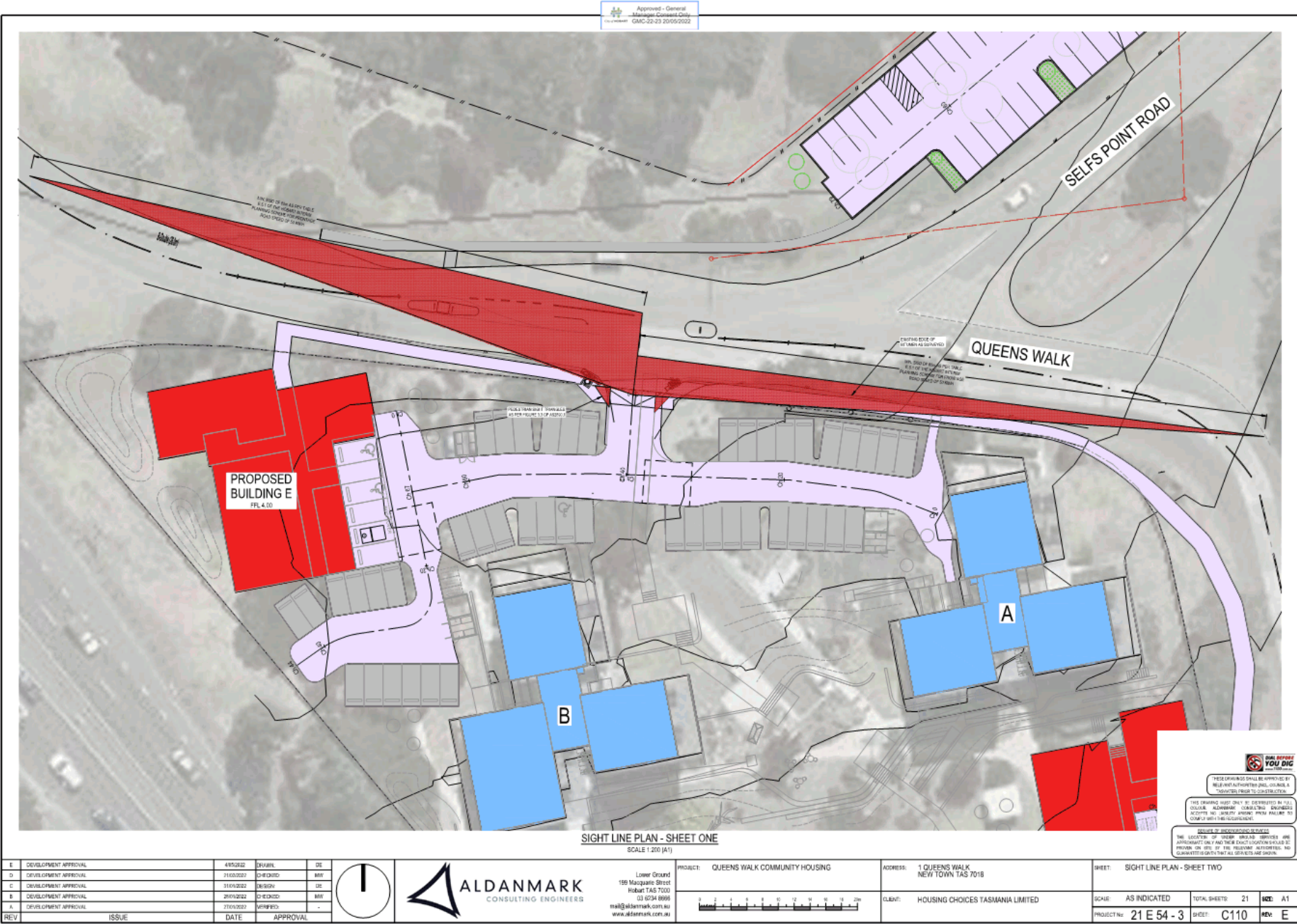


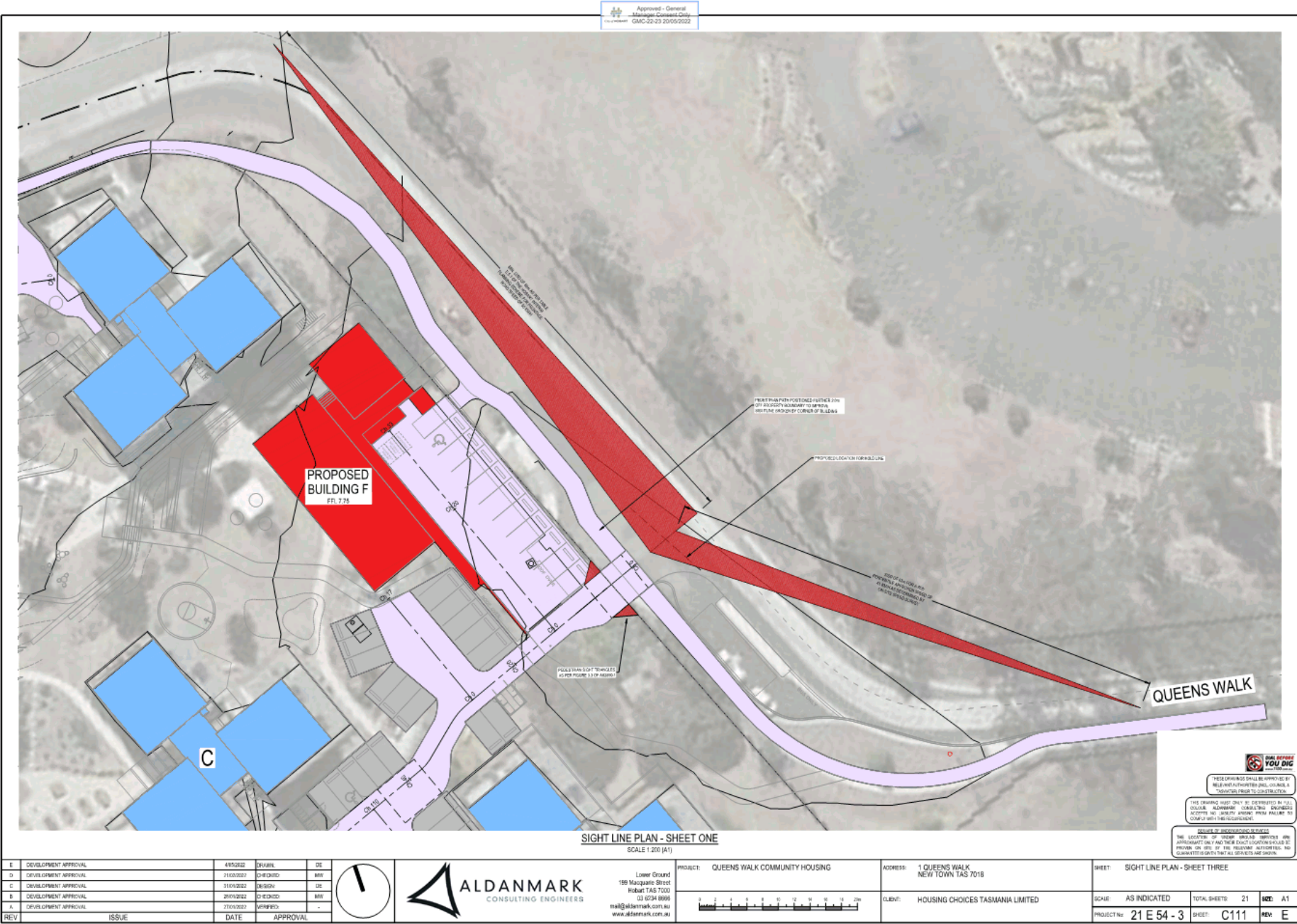




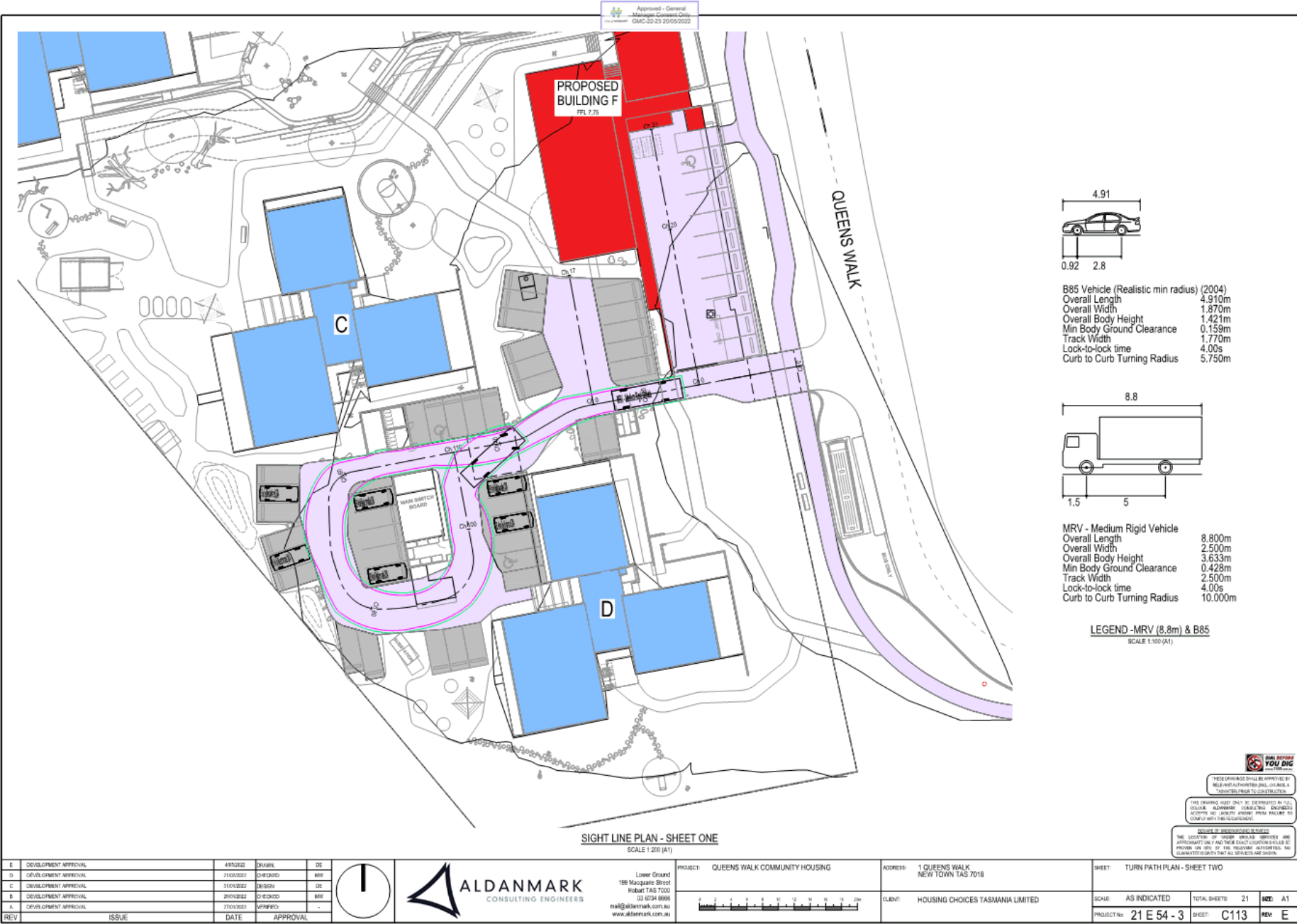














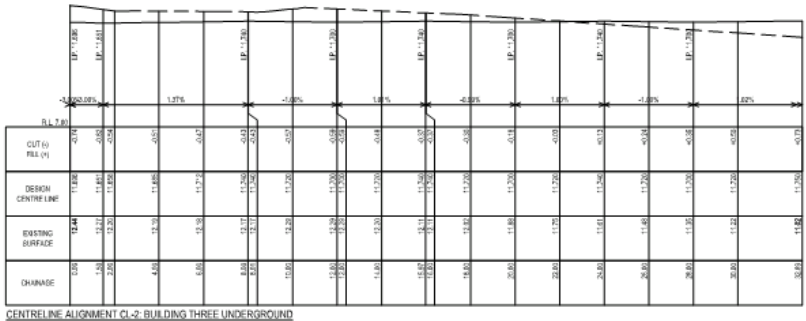
SHEET: SECTIONS - SHEET 1			
SCALE: AS INDICATED	TOTAL SHEETS: 21	SIZE: A1	
PROJECT No: 21 E 54 - 3	SHEET: C301	REV: E	

E	DEVELOPMENT APPROVAL	4/05/2022	DEVELOP	DE
D	DEVELOPMENT APPROVAL	7/10/2022	DEVELOP	DEV
C	DEVELOPMENT APPROVAL	31/05/2022	DEVELOP	DE
B	DEVELOPMENT APPROVAL	20/04/2022	DEVELOP	DEV
A	DEVELOPMENT APPROVAL	7/10/2022	DEVELOP	-
REV	ISSUE	DATE	APPROVAL	

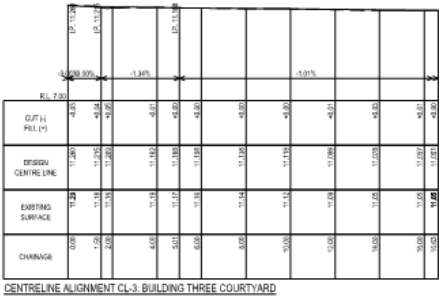


Lower Ground
159 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@jeldanmark.com.au
www.jeldanmark.com.au





LONG SECTION 02 - CL2
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT



LONG SECTION 03 - CL3
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT

THESE DRAWINGS SHALL BE APPROVED BY
THE LOCAL AUTHORITY PRIOR TO CONSTRUCTION.
THIS DRAWING MUST ONLY BE DERIVED BY FULL
LOCAL AUTHORITY CONSULTING ENGINEERS
ACCEPTING NO LIABILITY ARISING FROM FAILURE TO
COMPLY WITH THE REQUIREMENTS.
MAJOR OR MINOR MODIFICATIONS
THE LOCATION OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT LOCATION SHALL BE
PROVEN ON SITE BY THE RELEVANT AUTHORITY. NO
GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

REV	ISSUE	DATE	APPROVAL
1	DEVELOPMENT APPROVAL	20/09/2022	DAVID
2	DEVELOPMENT APPROVAL	21/09/2022	DAVID
3	DEVELOPMENT APPROVAL	21/09/2022	DAVID
4	DEVELOPMENT APPROVAL	20/09/2022	DAVID
5	DEVELOPMENT APPROVAL	21/09/2022	DAVID
6	DEVELOPMENT APPROVAL	21/09/2022	DAVID



Lower Ground
190 Macquarie Street
Hobart TAS 7000
03 6234 0999
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: QUEENS WALK COMMUNITY HOUSING

ADDRESS: 1 QUEENS WALK
NEW TOWN TAS 7018

CLIENT: HOUSING CHOICES TASMANIA LIMITED

SHEET: SECTIONS - SHEET 2

SCALE: AS INDICATED

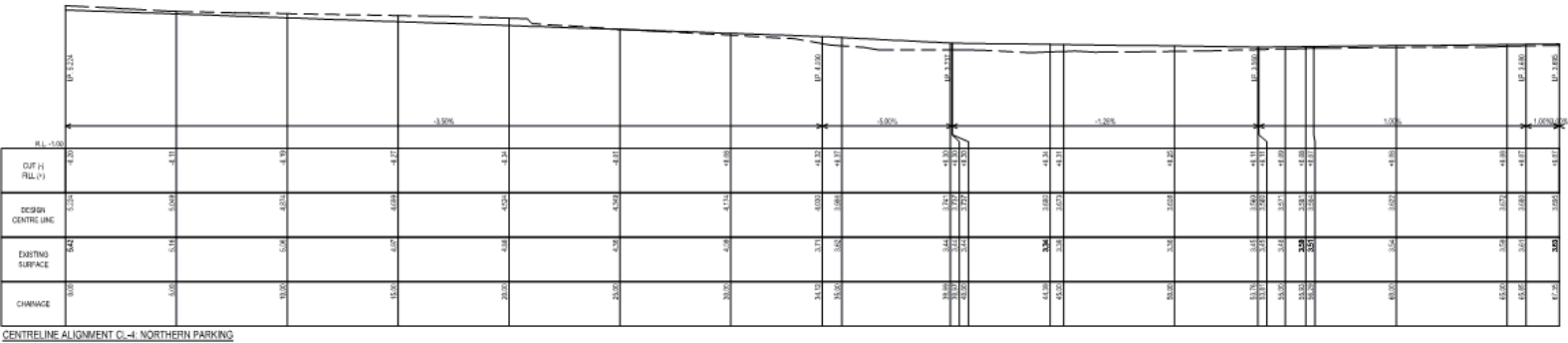
PROJECT No: 21 E 54 - 3

TOTAL SHEETS: 21

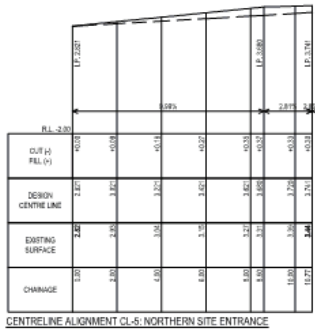
SHEET: C302

REV: A1

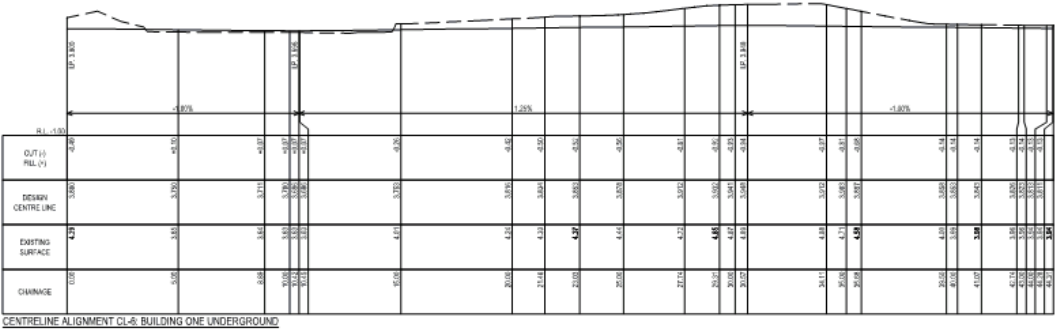
REV: E



LONG SECTION 04 - CL4
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT



LONG SECTION 05 - CL5
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT



LONG SECTION 06 - CL6
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT

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REV	DESCRIPTION	DATE	APPROVAL
1	DEVELOPMENT APPROVAL	20/09/2022	DAVID
2	DEVELOPMENT APPROVAL	21/09/2022	DAVID
3	DEVELOPMENT APPROVAL	21/09/2022	DAVID
4	DEVELOPMENT APPROVAL	20/09/2022	DAVID
5	DEVELOPMENT APPROVAL	21/09/2022	DAVID



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PROJECT: QUEENS WALK COMMUNITY HOUSING

ADDRESS: 1 QUEENS WALK
NEW TOWN TAS 7018

CLIENT: HOUSING CHOICES TASMANIA LIMITED

SHEET: SECTIONS - SHEET 3

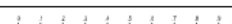
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PROJECT No: 21 E 54 - 3

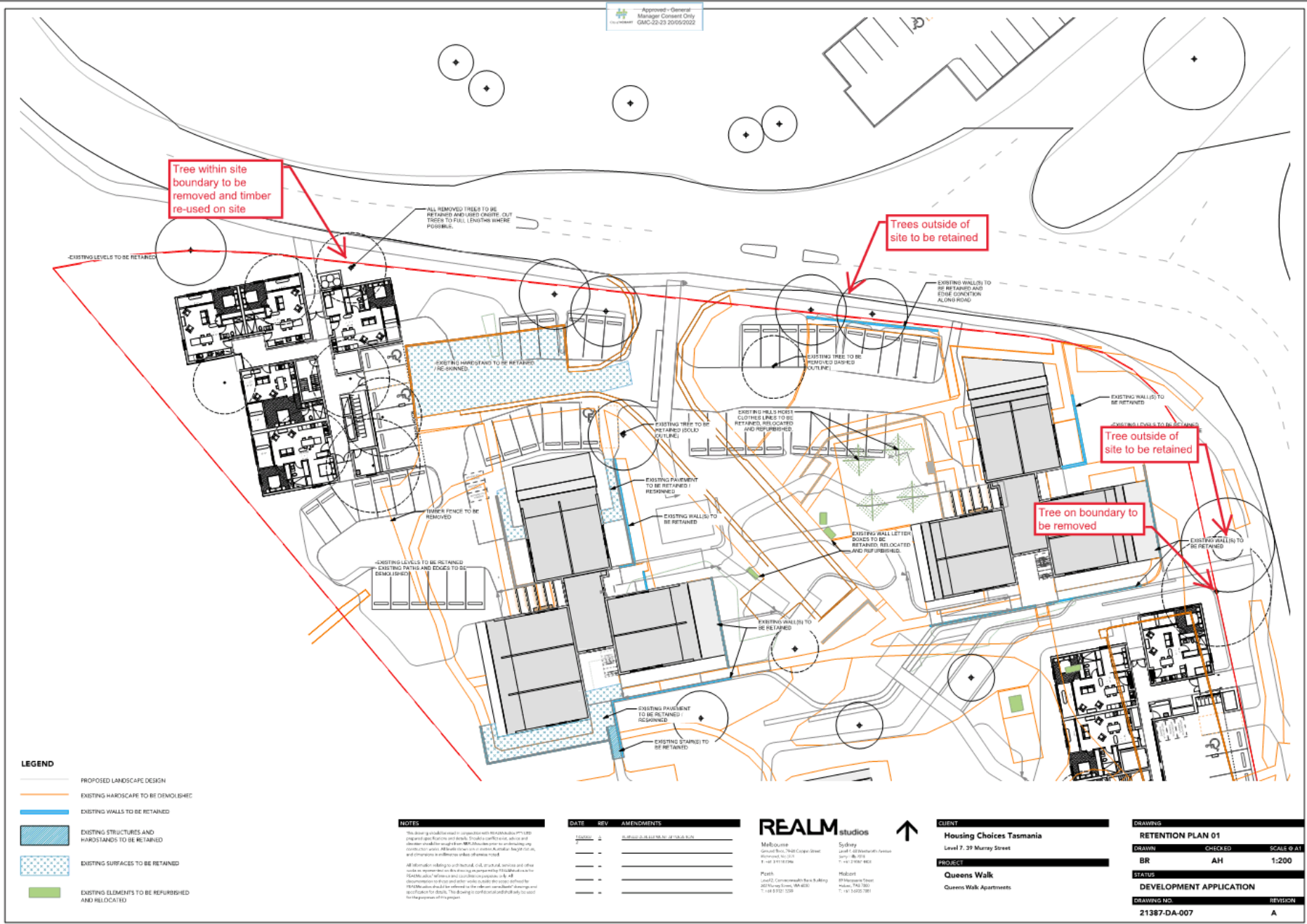
TOTAL SHEETS: 21

SHEET: C303

REV: E









1 Queens Walk, New Town

Planning application

Supporting planning report

10 March 2022



ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

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Appendix F Traffic impact assessment

Appendix G Noise impact assessment

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1 Introduction

1.1 Purpose of the report

ERA Planning and Environment have been engaged by Housing Choices to seek a planning permit for the use and development of multiple dwellings (an additional 65, to the existing 85 dwellings) at 1 Queens Walk, New Town. The application includes vehicle parking within the adjoining road reserve. This report provides a supporting planning submission providing relevant background material, project details and an assessment against the relevant planning scheme provisions.

1.2 Name of Planning Authority

The Planning Authority is the Hobart City Council.

1.3 Statutory controls

The site is subject to the provisions of the *Hobart Interim Planning Scheme 2015* (planning scheme).

1.4 Subject site

The subject site is at 1 Queens Walk, New Town, contained within a single lot CT 152325/1 and the Selfs Point Road, road reserve. The land parcel is under the ownership of Housing Tasmania and the City of Hobart respectively.

The landowner consents are provided in **Appendix A** and title documentation is provided in **Appendix B**.

1.5 Enquiries

Enquiries relating to this planning report should be directed to:

Clare Hester
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Level 1, 125a Elizabeth Street, Hobart TAS 7000
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1.6 The proposal

The proposal is for two new accommodation buildings – building E on the corner of Queens Walk and the Brooker Highway, and building F fronting Queens Walk, opposite the cemetery that will accommodate 27 dwellings.

1.6.1 Building E

Building E will contain 38 dwellings and is setback 1.4 m from Queens Walk and 1.8 m from the Brooker Highway. The six-storey building will be 19.75 m tall. The building is comprised of 3 towers joined by internal circulation areas with each floor containing:

- Ground floor: 3 x single bedroom, single bathroom dwellings, with a balcony of approximately 7 m² – 8 m²; 1 x 2 – bedroom dwelling of 65 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 10 m² balcony.
- First floor: 4 x single bedroom, single bathroom dwellings of 56 m² – 60 m² in floor area with an open plan living/dining area and balconies of 7 – 8m²; 2 x 2 – bedroom dwelling of 66 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 10 m² balcony.
- Second floor: 4 x single bedroom, single bathroom dwellings of 56 m² – 60 m² in floor area with an open plan living/dining area and balconies of 7 – 8m²; 2 x 2 – bedroom dwelling of 66 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 10 m² balcony.
- Third floor: 4 x single bedroom, single bathroom dwellings of 56 m² – 60 m² in floor area with an open plan living/dining area and balconies of 7 – 8m²; 2 x 2 – bedroom dwelling of 66 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 10 m² balcony.
- Fourth floor: 4 x single bedroom, single bathroom dwellings of 56 m² – 60 m² in floor area with an open plan living/dining area and balconies of 7 – 8m²; 2 x 2 – bedroom dwelling of 66 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 10 m² balcony.
- Fifth floor: 2 x single bedroom, single bathroom dwellings of 56 m² in floor area with an open plan living/dining area and balconies of 7 m²; 2 x 2 – bedroom dwelling of 66 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 9 m² balcony.

1.6.2 Building F

Building F is setback 2.2 m from Queens Walk. The 4-storey building will be 14.7 m tall. The building is comprised of three towers joined by circulation areas with each floor containing:

- Ground floor: 2 x single bedroom, single bathroom dwellings of 56 m² – 58 m² in floor area with an open plan living/dining area and balconies of 7 – 8m²; 1 x 2 – bedroom dwelling of 66 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 9 m² balcony.
- First floor: 6 x single bedroom, single bathroom dwellings of 58 m² – 63 m² in floor area with an open plan living/dining area and balconies of 7 – 8m²; 1 x 2-bedroom dwelling of 68 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 9 m² balcony.
- Second floor: 6 x single bedroom, single bathroom dwellings of 58 m² – 63 m² in floor area with an open plan living dining area and balconies of 7 – 8m²; 1 x 2 – bedroom dwelling of 68 m² with a single bathroom and balcony of 9 m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 10 m² balcony.
- Third floor: 6 x single bedroom, single bathroom dwellings of 58 m² – 63 m² in floor area with an open plan living dining area and balconies of 7 – 8m²; and 1 x 2-bedroom dwelling of 71 m² with a single bathroom and 10 m² balcony

1.6.3 Car parking, landscaping and finishes

The application includes increasing the car parking spaces from 40 to 97, 94 bicycle parking spaces and 6 motorcycle parking spaces on site. The materials proposed include coloured cement sheet, textured concrete, perforated mesh and glazing with bronze framing.

The development incorporates substantial landscaping throughout the site integrating play and recreation spaces with sport and exercise opportunities, multiple social events spaces including a central courtyard with BBQ's, productive food gardens and the embedding of the practical needs of the community into the landscape strategy such as car parking and clothes lines.

The proposal also includes a vehicle parking area within the Selfs Point Road, road reserve of 40 car parking spaces to be surfaced in accordance with Council standards, together with a pedestrian path on the western side of Queens Walk and a pedestrian refuge within Queens Walk road reserve.

A set of architectural plans are in **Appendix C**.

2 Subject site and surrounds

2.1 Site description



Figure 1: Proposed building areas shown in shaded orange; proposed public parking area shown with shaded green

2.2 Title information

The details for this property are shown below.

Address	Title reference	Land Owner	Title Area
1 Queens Walk, New Town	152325/1	Director of Housing, Housing Tasmania	1.312 ha

Certificate of Title 151507/1 is entirely within the subject site, is owned by TasNetworks and contains electrical infrastructure. There are no works proposed within this title.

There is no title for the Queens Walk/Selfs Point Road road reservations, which are owned by City of Hobart.

A copy of the title documents can be found in **Appendix B**.

2.3 Servicing

The site is serviced by reticulated stormwater, water and sewerage infrastructure. Servicing plans are in *Appendix D*.

3 Planning controls

3.1 Statutory controls

The site is subject to the provisions of the *Hobart Interim Planning Scheme 2015* (planning scheme).

The site for the multiple dwellings is in the Inner Residential zone, is not subject to any planning scheme overlays and is listed as a Heritage Place under the Historic Heritage Code (Heritage Number 2670). The site is not on the state heritage register.

The car parking is in the Recreation zone, is not subject to any planning scheme overlays and is not listed as a Heritage Place under the Historic Heritage Code or the state heritage register.



Error! Reference source not found.: Site (highlighted with blue border) is zoned Inner Residential (multiple dwellings) and Recreation (car parking)

3.2 Relevant codes

The following codes from the planning scheme are applicable to the application:

- E5.0 Road and Railway Assets Code
- E6.0 Parking and Access Code
- E7.0 Stormwater Management Code
- E13.0 Historic Heritage Code

3.3 Specific Area Plan

The site is not subject to a specific area plan.

3.4 Inner residential zone (multiple dwellings)

3.4.1 Use status

The proposed use is residential (multiple dwellings). Pursuant to Table 11.2 of the Inner Residential zone in the planning scheme, residential (multiple dwellings) is classified as a permitted use.

3.4.1.1 Use standards

The use standards only apply to non-residential uses, visitor accommodation and local shop, accordingly, the standards are not applicable to this application which is for a residential use (multiple dwellings).

3.4.2 Development standards for dwellings

Table 1 below provides an assessment of the proposed multiple dwelling development against the provisions of the development standard under clause 11.4 of the planning scheme.

Table 1: Development standards – Inner Residential zone

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
11.4.1 Residential density for multiple dwellings	
A1 Multiple dwellings must have a site area per dwelling of not less than 200m ² .	P1 Multiple dwellings must only have a site area per dwelling less than 200 m ² if: <ul style="list-style-type: none"> (a) The development contributes to a range of dwelling types and sizes appropriate to the surrounding area; or (b) The development provides for a specific accommodation need with significant social or community benefit.
<u>Planner Response</u> There are 85 dwellings currently on the site and 65 dwellings proposed. The site has a land area of 1.312 ha. This results in a density of 87.46 m ² per dwelling. The proposal is therefore assessed against the performance criteria. The proposal is for social housing provided by Housing Choices, will have a significant community benefit providing housing for those in need, thereby meeting P1(b). The proposal satisfies P1.	
11.4.2 Setbacks and building envelope for all dwellings	

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level. 	<p>P1</p> <p>A dwelling must have a setback from a frontage that is compatible with the streetscape having regard to any topographical constraints.</p>
<p><u>Planner Response</u></p> <p>The subject site has two road frontages with the following setbacks:</p> <ul style="list-style-type: none"> • Brooker Highway (primary frontage): 1.8 m (building E) • Queens Walk (secondary frontage): 1.4 m (building E) • Queens Walk (secondary frontage): 2.2 m (building F) <p>The proposal does not satisfy the primary frontage acceptable solution (A1(a)) or A1(b) for building E. Building F satisfies the 2 m setback secondary frontage standard.</p>	

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>There are no topographical constraints that relate to the site in terms of frontage setback for building E from the Brooker Highway and Queens Walk.</p> <p>Building E is sited on the narrow, north-eastern corner of the site between Queens Walk and Brooker Highway. Due to the shape of the lot and the orientation of building E, the encroachment for both frontages are minor. The Brooker Highway streetscape is characterised by open space of Rugby Park, Cornelian Bay Sports Grounds to the east and Queens Walk Oval to the west. The Queens Walk towers contrast with this open space, however, are softened by the distribution of established trees on the Brooker Highway and Queens Walk frontages; when viewed at eye level the established trees sit above the height of the existing towers on the site. Building E is both consistent with the height of the existing buildings on the site (around 20 m) as well as sitting within the RL of the existing buildings on site which range between 21.83 m – 25.15 m.</p> <p>The proposed height and the orientation of the buildings combined with the retention of majority of the established trees along the frontages together with the proposed landscaping will ensure that proposed building E is compatible with the streetscape.</p> <p>The proposal satisfies P1.</p>	
<p>A2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <ul style="list-style-type: none"> (a) 4 m, or alternatively 1 m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage. 	<p>P2</p> <p>A garage or carport 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.</p>
<p><u>Planner Response</u></p> <p>There are no garages or carports proposed.</p> <p>Not applicable.</p>	
<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions that extend not more than 0.9 m horizontally beyond the building envelope, must:</p>	<p>P3</p> <p>The siting and scale of a dwelling must:</p> <ul style="list-style-type: none"> (a) not cause unreasonable loss of amenity to adjoining properties, having regard to:

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>(a) be contained within a building envelope (refer to Figures 11.1, 11.2 and 11.3) determined by:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 3 m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above existing ground level at the side and rear boundaries to a building height of not more than 9.5 m above existing ground level; and <p>(b) only have a setback within 1.5 m of a side or rear boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser). <p>This acceptable solution does not apply to Battery Point Heritage Precinct (BP1).</p>	<ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; or (ii) overshadowing the private open space of a dwelling on an adjoining property; 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 property; and <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.</p>
<p><u>Planner Response</u></p> <p>The proposed buildings are outside of the building envelope and, therefore, require assessment against the corresponding performance criteria. The site is unique in that it is surrounded by roads on three sides, with the land use to the east being a cemetery and the remaining three sides being ovals associated with recreational use. There is only a single property that is adjoining (Cornelian Bay Sports Grounds). The proposed buildings are setback a minimum of 50 m from the sports ground and is separated on the site by existing building D. There will be no loss of amenity caused by the proposed building.</p> <p>There are no dwellings on adjoining properties.</p> <p>The proposal satisfies P3.</p>	
11.4.3 Site coverage and private open space for all dwellings	
<p>A1</p> <p>Dwellings must have:</p>	<p>P1</p> <p>Dwellings must have:</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>(a) a site coverage of not more than 65% (excluding eaves up to 0.6m);</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 40m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	<p>(a) site coverage consistent with that existing on established properties in the area;</p> <p>(b) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:</p> <p>(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p> <p>(c) reasonable space for the planting of gardens and landscaping.</p>
<p><u>Planner Response</u></p> <p>The existing site coverage is 1,448 m²; the proposed site coverage is 2,695 m². The proposed site coverage of 20.5 % meets the acceptable solution.</p> <p>The proposal complies with A1.</p>	
<p>A2</p> <p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least</p> <p>(i) 24 m²; or</p> <p>(ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4 m or</p> <p>(ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above</p>	<p>P2</p> <p>A dwelling must have private open space that includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</p> <p>(a) conveniently located in relation to a living area of the dwelling; and</p> <p>(b) orientated to take advantage of sunlight.</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(c) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	
<p><u>Planner Response</u></p> <p>The private open space (POS) provided does not meet the acceptable solution. The units are provided with POS in the form of a balcony directly accessible from the open plan living/dining/kitchen area that vary in size from 7 m² to 10 m². The balconies are located on the northern, eastern, or western elevations, ensuring access to all day, morning, or afternoon sunlight, that is they have been located to take advantage of sunlight.</p> <p>The balconies for each unit will be complemented by the landscape strategy for the site that includes opportunities for children's play, entertaining and outdoor relaxation.</p> <p>The proposal satisfies P2.</p>	
11.4.4 Sunlight to private open space of multiple dwellings	
<p>A1</p> <p>A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 11.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) The multiple dwelling is contained within a line projecting (see Figure 11.4):</p> <p>(i) at a distance of 3 m from the northern edge of the private open space; and</p> <p>(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.</p> <p>(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.</p> <p>(c) This acceptable solution excludes that part of a multiple dwelling consisting of:</p>	<p>P1</p> <p>A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 11.4.3 of this planning scheme.</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
(i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions that extend not more than 0.9 m horizontally from the multiple dwelling.	
<p><u>Planner Response</u></p> <p>The proposed dwellings do not meet the acceptable solution. As is evident in the shadow diagrams the proposed balconies for the units, located on the lower floors, orientated west in building E, do not receive 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. Accordingly, the proposal relies on P1.</p> <p>The proposed private open space for all dwellings includes balconies directly accessible from the open plan living/dining/kitchen area that vary in size from 7 m² to 10 m². The balconies located on the western elevations, have been orientated to maximise access to afternoon sunlight throughout the year. Moreover, the balconies for each unit will be complemented by the landscape strategy for the site that includes opportunities for children's play, entertaining, clothes drying and outdoor relaxation, of which these areas will have access to direct sunlight throughout the year including 21 June. Accordingly, the overshadowing will not cause an unreasonable loss of amenity due to the opportunities for access to sunlight elsewhere on the site.</p> <p>The proposal satisfies P2.</p>	
11.4.5 Width of openings for garages and carports for all dwellings	
<p>A1</p> <p>A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).</p>	<p>P1</p> <p>A garage or carport must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p><u>Planner Response</u></p> <p>There are no garages or carports proposed.</p> <p>Not applicable.</p>	
11.4.6 Privacy for all dwellings	
<p>A1</p> <p>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above existing ground</p>	<p>P1</p> <p>A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1 m above existing ground level,</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>level must have a permanently fixed screen to a height of not less than 1.7 m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3 m from the side boundary;</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4 m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6 m:</p> <p style="padding-left: 40px;">(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</p> <p style="padding-left: 40px;">(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.</p>	<p>must be screened, or otherwise designed, to minimise overlooking of:</p> <p>(a) a dwelling on an adjoining lot or its private open space; or</p> <p>(b) another dwelling on the same site or its private open space.</p>
<p><u>Planner Response</u></p> <p>All proposed balconies are greater than 50 m from a side or rear boundary. The separation between buildings is greater than 6 m, with adjoining balconies in the same building being separated by solid floor to ceiling walls.</p> <p>The proposal satisfies A1.</p>	
<p>A2</p> <p>A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the existing ground level, must satisfy (a), unless it satisfies (b):</p> <p>(a) The window or glazed door:</p> <p style="padding-left: 40px;">(i) is to have a setback of at least 3 m from a side boundary; and</p>	<p>P2</p> <p>A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <p>(a) window or glazed door, to a habitable room of another dwelling; and</p> <p>(b) the private open space of another dwelling.</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<ul style="list-style-type: none"> (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. <p>(b) The window or glazed door:</p> <ul style="list-style-type: none"> (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%. 	
<p><u>Planner Response</u></p> <p>All proposed windows to habitable rooms are greater than 50 m from a side or rear boundary. The separation between buildings is greater than 6 m, with balconies/windows to habitable rooms in the same building being separated by solid floor to ceiling walls.</p> <p>The proposal satisfies A1.</p>	
<p>A3</p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5 m; or</p>	<p>P3</p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>(b) 1 m if:</p> <ul style="list-style-type: none"> (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level. 	
<p><u>Planner Response</u></p> <p>All proposed dwellings satisfy A3.</p>	
11.4.7 Frontage fences for all dwellings	
<p>A1</p> <p>No acceptable solution.</p>	<p>P1</p> <p>A fence (including a free-standing wall) for a dwelling within 4.5 m of a frontage must:</p> <ul style="list-style-type: none"> (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: <ul style="list-style-type: none"> (i) the topography of the site; and (ii) traffic volumes on the adjoining road.
<p><u>Planner Response</u></p> <p>There is no front fence proposed.</p> <p>Not applicable.</p>	
11.4.8 Waste storage for multiple dwellings	
<p>A1</p> <p>A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5 m² per dwelling and is within one of the following locations:</p>	<p>P1</p> <p>A multiple dwelling development must have storage for waste and recycling bins that is:</p> <ul style="list-style-type: none"> (a) capable of storing the number of bins required for the site; and (b) screened from the frontage and dwellings; and

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>(a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) in a common storage area with an impervious surface that:</p> <ul style="list-style-type: none"> (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2 m above the finished surface level of the storage area. 	<p>(c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.</p>
<p><u>Planner Response</u></p> <p>The proposal relies on P1. The waste management strategy for the site has been prepared in consultation with Council's waste management officer. Key features of waste management strategy include:</p> <ul style="list-style-type: none"> • All bins (existing and new) will be accommodated in enclosed storage area setback at least 4.5 m from a frontage and at least 5.5 m from any dwelling - totaling 51 m² in floor area. • There will be an additional 10 x 660 L bins provided to service the 65 new apartments. • The site does not have recycling bins allocated due to issues of tenants contaminating recycling bins with general waste, and that this will remain the same for the proposed development. <p>The proposal satisfies P1.</p>	

3.5 Recreation zone

The proposal includes vehicle parking in the Selfs Point Road road reserve which is zoned Recreation. The vehicle parking which includes 40 car parking spaces will be used by the surrounding land uses, primarily users of Rugby Park, Cornelian Bay Sports Grounds and the existing and proposed multiple dwellings at 1 Queens Walk. Accordingly, the use of the proposed car park falls within the use class of vehicle parking:

use of land for the parking of motor vehicles. Examples include single and multi-storey car parks

3.5.1 Use

Vehicle parking is a discretionary use in the Recreation zone and accordingly requires assessment against the zone purpose statements:

18.1.1.1 To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.

18.1.1.2 To encourage open space networks that are linked through the provision of walking and cycle trails.

18.1.1.3 To recognise and protect areas for public recreation and open space.

18.1.1.4 To provide for community service uses such as indoor sports facilities and community halls and other uses such as cemeteries in an open setting.

18.1.1.5 To maintain an appropriate level of amenity for residential uses in the nearby residential zones without unreasonable restriction or constraint on the nature and hours of activities in the Recreation Zone.

The proposed parking will be available for use by the public utilising the surrounding land-uses. It is well established that during events held at Rugby Park or Cornelian Bay Sports Ground there is an undersupply of parking. The proposed parking will complement the recreation uses of the surrounding land, contributing to alleviating this undersupply. In addition, the car park is near the inner-city cycleway, therefore complementing the use of the cycle path.

The proposed vehicle car parking will augment and complement the passive and organised recreational uses in the area and is consistent with the zone purpose statements.

3.5.2 Use standards

The following use standards apply to the vehicle parking proposed as the site is within 50 m of a residential zone.

Table 2: Use standards – Recreation zone

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
18.3.1 Hours of operation	
<p>A1</p> <p>Hours of operation of a use within 50 m of a residential zone must be within:</p> <ul style="list-style-type: none"> (a) 7.00 am to 8.00 pm Mondays to Fridays inclusive; (b) 8.00 am to 6.00 pm Saturdays; (c) 10.00 am to 5.00 pm Sundays and Public Holidays; <p>except for office and administrative tasks.</p>	<p>P1</p> <p>Hours of operation of a use within 50 m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.</p>
<p><u>Planner response</u></p> <p>The vehicle parking, which is within 50 m of a residential zone, will be available for use 24 hours per day / seven days per week. Accordingly, P1 is to be relied upon. The parking is within a road reserve and will primarily be used by people already within the area using the nearby recreation facilities or visitors to the multiple dwellings. The use of vehicle parking being limited to entering or leaving the car park and primarily</p>	

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
<p>during daylight hours. The car park will be setback approximately 30 m and separated by Selfs Point Road and Queens Walk from the nearest residential use.</p> <p>The proposal satisfies P1.</p>	
18.3.2 Noise	
<p>A1</p> <p>Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <ul style="list-style-type: none"> (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am; (c) 65dB(A) (LMax) at any time. <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<p>P1</p> <p>Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.</p>
<p><u>Planner response</u></p> <p>As described above, the additional noise from the car parking will be primarily during daylight hours, will be associated with the various uses in the area and will be setback over 30 m from the nearest sensitive use. It is considered, therefore, that the noise emissions will not cause environmental harm.</p> <p>The proposal is consistent with P1.</p>	
<p>A2</p> <p>External amplified loud speakers or music must not be used within 50 m of a residential zone.</p>	<p>P2</p> <p>Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.</p>
<p><u>Planner response</u></p> <p>Not applicable.</p>	

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
18.3.3 External lighting	
A1 External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must comply with all of the following: <ul style="list-style-type: none"> (a) be turned off between 9:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone. 	P1 External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must not adversely affect the amenity of adjoining residential areas R1, having regard to all of the following: <ul style="list-style-type: none"> (a) level of illumination and duration of lighting; (b) distance to habitable rooms in an adjacent dwelling.
<u>Planner response</u> The vehicle parking will be lit with security lighting. A condition can be placed on the permit to ensure the lighting is baffled and does not cause emission of light outside of the zone. The proposal meets A1.	
A2 Flood lighting of sport and recreation facilities within 200 m of a residential zone must not subject nearby residential lots to obtrusive light, as defined in AS 4282-1997-1.4.7.	P2 Flood lighting of sport and recreation facilities within 200 m of a residential zone must satisfy all of the following: <ul style="list-style-type: none"> (a) be necessary for sport or recreational use; (b) not operate after 9.00 pm unless spill light does not unreasonably impact residential amenity of nearby land.
<u>Planner response</u> Not applicable.	
18.3.4 Commercial and Patron Vehicle Movements	
A1	P1 Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50 m of a residential zone must not result in unreasonable

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
<p>Commercial¹ and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50 m of a residential zone must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00 am to 9.00 pm Mondays to Fridays inclusive; (b) 8.00 am to 7.00 pm Saturdays; (c) 10.00 am to 6.00 pm Sundays and Public Holidays. 	<p>adverse impact upon residential amenity having regard to all of the following:</p> <ul style="list-style-type: none"> (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise); (e) noise reducing structures between vehicle movement areas and dwellings; (f) the level of traffic on the road; (g) the potential for conflicts with other traffic.
<p><u>Planner response</u></p> <p>The additional noise from the car parking will be primarily during daylight hours, will be associated with the existing uses in the area and will be setback over 30 m from the nearest sensitive use. The application documents include a traffic impact assessment (see Appendix F) that demonstrates the vehicle parking will not conflict with other traffic in the area.</p> <p>The proposal satisfies P1.</p>	
18.3.5 Discretionary Use	
<p>A1</p> <p>No Acceptable Solution</p>	<p>P1</p> <p>Discretionary use must complement and enhance the use of the land for recreational purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use.</p>
<p><u>Planner response</u></p>	

¹ Commercial vehicles are defined under the Parking and Access Code as: means a small rigid vehicle, medium rigid vehicle, heavy rigid vehicle or articulated vehicle described in section 2 "Design Vehicles" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
<p>The vehicle parking will assist to alleviate the undersupply of car parking during key events held at the nearby sporting grounds. Additionally, the proximity of the car parking to the cycleway will complement and augment its usage.</p> <p>The proposed vehicle parking satisfies P1.</p>	

3.5.3 Development standards

Table 3 below provides an assessment against the development standards relating to the proposed vehicle parking in the Recreation zone.

Table 3: Development standards – Recreation zone

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
18.4.1 Building Height	
A1 Building height must be no more than: 10 m.	P1 Building height must satisfy all of the following: (a) be consistent with any Desired Future Character Statements provided for the area; (b) not unreasonably overshadow adjacent public space.
<u>Planner response</u> No building is proposed for the vehicle parking. Not applicable.	
A1 Building height within 10 m of a residential zone must be no more than 8.5 m	P1 Building height within 10 m of a residential zone must be compatible with the building height of existing buildings on adjoining lots in the residential zone.
<u>Planner response</u> No building is proposed for the vehicle parking. Not applicable.	
18.4.2 Setback	

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
A1 Building setback from frontage must be no less than: 5m.	P1 Building setback from frontage must satisfy all of the following: <ul style="list-style-type: none"> (a) be consistent with any Desired Future Character Statements provided for the area; (b) enhance the characteristics of the site, adjoining lots and the streetscape;.
<u>Planner response</u> No building is proposed for the vehicle parking. Not applicable.	
A2 Building setback from a residential zone must be no less than: <ul style="list-style-type: none"> (a) 3 m; (b) half the height of the wall, whichever is the greater.	P2 Building setback from a residential zone must be sufficient to prevent unreasonable adverse impacts on residential amenity by: <ul style="list-style-type: none"> (a) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours; (b) overlooking and loss of privacy; (c) visual impact when viewed from adjoining lots, taking into account aspect and slope.
<u>Planner response</u> No building is proposed for the vehicle parking. Not applicable.	
18.4.3 Design	
A2	P2 No Performance Criteria.

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.	
<p><u>Planner response</u></p> <p>No building is proposed for the vehicle parking.</p> <p>Not applicable.</p>	
18.4.4 Passive surveillance	
<p>A1</p> <p>Buildings design must comply with all of the following:</p> <ul style="list-style-type: none"> (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park. 	<p>P1</p> <p>Buildings design must provide for passive surveillance of public spaces by satisfying all of the following:</p> <ul style="list-style-type: none"> (a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces; (b) locate windows to adequately overlook the street and adjoining public spaces; (c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa; (d) locate external lighting to illuminate any entrapment spaces around the building site; (e) provide external lighting to illuminate car parking areas and pathways; (f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces; (g) provide for sight lines to other buildings and public space
<p><u>Planner response</u></p>	

PLANNING SCHEME REQUIREMENT	
Acceptable Solution	Performance Criteria
No building is proposed for the vehicle parking. Not applicable.	
18.4.5 Landscaping	
A1 Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has nil setback to frontage.	P1 Landscaping must be provided to satisfy all of the following: <ul style="list-style-type: none"> (a) enhance the appearance of the development; (b) provide a range of plant height and forms to create diversity, interest and amenity; (c) not create concealed entrapment spaces; (d) be consistent with any Desired Future Character Statements provided for the area.
<u>Planner response</u> The proposal includes landscaping between the car park and the Selfs Point Road and Queens Walk (see Appendix E). The acceptable solution (A1) is met.	
A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m.	P2 Along a boundary with a residential zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in a residential zone, having regard to the characteristics of the site and the characteristics of the adjoining residentially-zones land.
Planner response The site for the vehicle parking is not on a boundary of a residential zone. Not applicable.	

3.6 Codes

The following codes are applicable to the application:

1 Queens Walk, New Town
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- E5.0 Road and Railway Assets Code
- E6.0 Parking and Access Code
- E7.0 Stormwater Management Code
- E13.0 Historic Heritage Code

3.6.1 Road and Railway Assets Code

The Road and Railway Assets Code applies to this proposal.

3.6.1.1 Use and development standards

There are no relevant use standards as they relate to the use of existing road accesses, junctions and level crossings. Table 4 provides an assessment against the development standards of the parking and access code.

Table 4: Development standards – Road and Railway Assets Code

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
5.6.1 Development adjacent to roads and railways	
<p>A1.1</p> <p>Except as provided in A1.2, the following development must be located at least 50 m from the rail network or a category 1 road or a category 2 road, in an area subject to a speed limit of more than 60 km/hr.</p> <ul style="list-style-type: none"> (a) new buildings; (b) other road or earthworks; and (c) building envelopes on new lots. <p>A1.2</p> <p>Buildings, may be:</p> <ul style="list-style-type: none"> (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: <ul style="list-style-type: none"> i. the existing building; or ii. an immediately adjacent building. 	<p>P1</p> <p>The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the proposed setback; (b) the existing setback of buildings on the site; (c) the frequency of use of the rail network; (d) the speed limit and traffic volume of the road; (e) any noise, vibration, light and air emissions from the rail network or road; (f) the nature of the road; (g) the nature of the development; (h) the need for the development; (i) any traffic impact assessment; (j) any recommendations from a suitably qualified person for mitigation of noise,

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
	<p>if for a habitable building for a sensitive use; and</p> <p>(k) any written advice received from the rail or road authority.</p>
<p><u>Planner Response</u></p> <p>Proposed building E does not meet the setback standards of A1.1 pr A1.2. A noise impact assessment has therefore been undertaken by Noise Vibration Consulting (see Appendix G). The assessment concluded that subject to the building facade meeting an Rw44 standard of AS2107, the performance criteria is satisfied.</p> <p>The performance criterion (P1) is met.</p>	
5.6.2 Road accesses and junctions	
<p>A1</p> <p>No new access or junction to roads in an area subject to a speed limit of more than 60km/hr.</p>	<p>P1</p> <p>For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.
<p><u>Planner Response</u></p> <p>No new access is proposed.</p> <p>The proposal satisfies A1.</p>	
<p>A2</p> <p>No more than one access providing both entry and exit or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60 km/hr or less.</p>	<p>P2</p> <p>For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
	<ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.
<p><u>Planner response</u></p> <p>No change to the existing accesses is proposed.</p>	
5.6.4 Sight distance at accesses, junctions and level crossings	
<p>A1</p> <p>Sight distances at:</p> <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. 	<p>P1</p> <p>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.
<p><u>Planner response</u></p> <p>All sight distances meet the requirements of A1 as demonstrated. See Appendix F.</p>	

3.6.2 Parking and Access Code

The parking and access code applies to all use and development.

3.6.2.1 Use and development standards

Table 5 provides an assessment against the use and development standards for the Parking and Access Code.

Table 5 Use and development standards – Parking and Access Code

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
E6.6.1 Number of car parking spaces	
<p>A1</p> <p>The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> (a) no less than and no greater than the number specified in Table E6.1; <p>except if:</p> <ul style="list-style-type: none"> (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) the site is subject to clauses E6.6.5, E6.6.6, E6.6.7, E6.6.8, E6.6.9 or E6.6.10 of this planning scheme. 	<p>P1</p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <ul style="list-style-type: none"> (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;

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
	<ul style="list-style-type: none"> (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.
<p><u>Planner response</u></p> <p>The TIA prepared for the proposed development found that the number of on-site car parking spaces proposed are sufficient to meet the reasonable needs of users.</p> <p>The proposal satisfies P1.</p>	
E6.6.2 Number of accessible Car parking Spaces for People with a Disability	
<p>A1</p> <p>Car parking spaces provided for people with a disability must:</p> <ul style="list-style-type: none"> (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance. 	<p>P1</p> <p>No Performance criteria.</p>
<p><u>Planner response</u></p> <p>The TIA prepared for the proposed development found that number of on-site car parking spaces proposed provided for people with a disability are sufficient to satisfy A1.</p>	

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
The proposal satisfies A1.	
E6.6.3 Number of Motorcycle Parking Spaces	
A1 <p>The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p>	P1 <p>The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</p> <ul style="list-style-type: none"> (a) motorcycle parking demand; (b) the availability of on-street and public motorcycle parking in the locality; (c) the availability and likely use of other modes of transport; (d) the availability and suitability of alternative arrangements for motorcycle parking provision.
<u>Planner response</u> <p>The required number of motorcycle parking spaces is 5; the proposed number is 6.</p> <p>The proposal satisfies A1.</p>	
6.7.1 Number of Vehicular Accesses	
A1 <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p>	P1 <p>The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points; (b) whether the additional access points can be provided without compromising any of the following: <ul style="list-style-type: none"> (i) pedestrian safety, amenity and convenience; (ii) traffic safety;

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
	<ul style="list-style-type: none"> (iii) residential amenity on adjoining land; (iv) streetscape; (v) cultural heritage values if the site is subject to the Local Historic Heritage Code; (vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.
<p><u>Planner Response</u></p> <p>There is no change to the number of access points.</p> <p>The acceptable solution (A1) is met.</p>	
6.7.2 Design of Vehicular Accesses	
<p>A1</p> <p>Design of vehicle access points must comply with all of the following:</p> <ul style="list-style-type: none"> (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities. 	<p>P1</p> <p>No Performance Criteria.</p>
<p><u>Planner Response</u></p> <p>The upgraded proposed vehicle access points have been designed to comply with A1(a).</p>	

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
The acceptable solution (A1) is met.	
6.7.3 Vehicular Passing Areas Along an Access	
<p>A1</p> <p>Vehicular passing areas must:</p> <ul style="list-style-type: none"> (a) be provided if any of the following applies to an access: <ul style="list-style-type: none"> (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access. 	<p>P1</p> <p>Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users.
<p><u>Planner Response</u></p> <p>The upgraded proposed vehicle access points have been designed to comply with A1(a).</p> <p>The acceptable solution (A1) is met.</p>	
6.7.4 On-Site Turning	
<p>A1</p> <p>On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</p> <ul style="list-style-type: none"> (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day. 	<p>P1</p> <p>On-site turning may not be required if access is safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) avoidance of conflicts between users including vehicles, cyclists, dwelling occupants and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
	<p>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</p> <p>(d) ease of accessibility and recognition for users;</p> <p>(e) suitability of the location of the access point and the traffic volumes on the road.</p>
<p><u>Planner Response</u></p> <p>On-site turning is provided to enable all vehicles to exit the site in a forward direction.</p> <p>The acceptable solution (A1) is met.</p>	
6.7.5 Layout of Parking Areas	
<p>A1</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.</p>	<p>P1</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.</p>
<p><u>Planner Response</u></p> <p>The car parking spaces and access aisle have been designed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.</p> <p>The acceptable solution (A1) is met.</p>	
6.7.6 Surface Treatment of Parking Areas	
<p>A1</p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</p>	<p>P1</p> <p>Parking spaces and vehicle circulation roadways must not unreasonably detract from the amenity of users, adjoining occupiers or the quality of the environment through dust or mud generation or sediment transport, having regard to all of the following:</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>(b) drained to an approved stormwater system,</p> <p>unless the road from which access is provided to the property is unsealed.</p>	<p>(a) the suitability of the surface treatment;</p> <p>(b) the characteristics of the use or development;</p> <p>(c) measures to mitigate mud or dust generation or sediment transport.</p>
<p><u>Planner Response</u></p> <p>The parking spaces and vehicle circulation roadways are to be paved and treated with durable all-weather pavement. The parking area and accessway will be drained to public stormwater infrastructure.</p> <p>The acceptable solution (A1) is met.</p>	
6.7.7 Lighting of Parking Areas	
<p>A1</p> <p>Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>	<p>P1</p> <p>Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:</p> <ul style="list-style-type: none"> (a) enables easy and efficient use of the area; (b) minimises potential for conflicts involving pedestrians, cyclists and vehicles; (c) reduces opportunities for crime or anti-social behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points; (d) prevents unreasonable impact on the amenity of adjoining users through light overspill; (e) is appropriate to the hours of operation of the use.
<p><u>Planner Response</u></p> <p>The landscape plan (see Appendix E) details the lighting plan for the site that incorporates pathway and directional bollard lighting and pole mounted luminaire lighting. It is recommended that a condition be placed on the requires the lighting to satisfy AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>	

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
The acceptable solution (A1) is met.	
6.7.8 Landscaping of Parking Areas	
A1 <p>Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.</p>	P1 <p>Landscaping of parking and circulation areas accommodating more than 5 cars must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) relieve the visual impact on the streetscape of large expanses of hard surfaces; (b) soften the boundary of car parking areas to reduce the amenity impact on neighbouring properties and the streetscape; (c) reduce opportunities for crime or anti-social behaviour by maintaining passive surveillance opportunities from nearby public spaces and buildings.
<p><u>Planner Response</u></p> <p>Landscaping of the parking area is proposed, refer to Appendix E of the development plans.</p> <p>The acceptable solution (A1) is met.</p>	
6.7.12 Siting of Car Parking	
A1 <p>Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.</p>	P1 <p>Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone may be located in front of the building line where topographical or other site constraints dictate that this is the only practical solution because of one or more of the following:</p> <ul style="list-style-type: none"> (a) there is a lack of space behind the building line to enable compliance with A1; (b) it is not reasonably possible to provide vehicular access to the side or rear of the property;

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
	<p>(c) the gradient between the front and the rear of existing or proposed buildings is more than 1 in 5;</p> <p>(d) the length of access or shared access required to service the car parking would constitute more than 75% of the depth of the relevant lot;</p> <p>(e) the access driveway cannot be located at least 2.5 m from a habitable room window of a building defined as a residential building in the Building Code of Australia;</p> <p>(f) the provision of the parking behind the building line would result in the loss of landscaped open space and gardens essential to the values or character of a Heritage Place or Precinct listed in the Heritage Code in this planning scheme;</p> <p>(g) the provision of the parking behind the building line would result in the loss directly or indirectly of one or more significant trees listed in the Significant Trees Code in this planning scheme,</p> <p>and only if designed and located to satisfy all of the following:</p> <p>(i) does not visually dominate the site;</p> <p>(ii) maintains streetscape character and amenity;</p> <p>(iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;</p> <p>(iv) allows passive surveillance of the street.</p>
Planner Response	

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>Some parking spaces slightly encroach the building line of building E. The proposed carparking throughout the site has been carefully integrated into the landscape strategy for the heritage place. The setting that the existing and proposed buildings sit within is an important element of the heritage characteristics of the site. Accordingly, the carparking that encroaches beyond the building line is landscaped and therefore partially screened from the frontage ensuring the car parking does not visually dominate the site.</p> <p>The performance criterion (P1) is met.</p>	
6.7.14 Access to a Road	
<p>A1</p> <p>Access to a road must be in accordance with the requirements of the road authority.</p>	<p>P1</p> <p>No Performance Criteria.</p>
<p><u>Planner Response</u></p> <p>The access to Queens Walk will be in accordance with the requirements of the road authority.</p> <p>The acceptable solution (A1) is met.</p>	

3.6.3 Stormwater Management Code

The Stormwater Management Code applies to all development requiring the management of stormwater. This code does not apply to use.

3.6.3.1 Development standards

Table 6 provides an assessment against the development standards for the Stormwater Management Code.

Table 6: Development standards – Stormwater Management Code

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
7.7.1 Stormwater Drainage and Disposal	
<p>A1</p> <p>Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p>	<p>P1</p> <p>Stormwater from new impervious surfaces must be managed by any of the following:</p> <ul style="list-style-type: none"> (a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles; (b) collected for re-use on the site;

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
	(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.
<p><u>Planner Response</u></p> <p>All stormwater will be disposed of by gravity to public stormwater infrastructure. See Appendix D.</p> <p>The proposal complies with A1.</p>	
<p>A2</p> <p>A stormwater system for a new development must incorporate water sensitive urban design principles for the treatment and disposal of stormwater if any of the following apply:</p> <ul style="list-style-type: none"> (a) the size of new impervious area is more than 600 m²; (b) new car parking is provided for more than 6 cars; (c) (c) a subdivision is for more than 5 lots. 	<p>P2</p> <p>A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.</p>
<p><u>Planner Response</u></p> <p>The proposal includes a stormwater system which includes localised areas of heavily vegetated and slightly depressed landscape to act as infiltration and treatment zones for runoff, delaying the peak outflow of the development and promoting stormwater reuse on site. Furthermore, there will be a (nominal) 5,000 L underground concrete detention tank fitted with low flow orifice to detain roof runoff. Detention tanks shall also be fitted with single ocean protect 460 stormfilter cartridge to provide required treatment for roof runoff to meet the state stormwater targets in accordance with Clause 7.7.1 A2. See Appendix D for further details.</p> <p>The proposal complies with A1</p>	
<p>A3</p> <p>A minor stormwater drainage system must be designed to comply with all of the following:</p> <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 zoned land and an ARI of 50 years in the case of industrial zoned land, when the 	<p>P3</p> <p>No Performance Criteria.</p>

PLANNING SCHEME REQUIREMENT	
Acceptable Solutions	Performance Criteria
<p>land serviced by the system is fully developed;</p> <p>(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.</p>	
<p><u>Planner response</u></p> <p>The stormwater on the site will be managed in accordance A3. See Appendix D for details.</p> <p>The proposal complies with A2.</p>	
<p>A4</p> <p>A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</p>	<p>P4</p> <p>No Performance Criteria.</p>
<p><u>Planner response</u></p> <p>The stormwater on the site will be managed in accordance A4. See Appendix D for details.</p> <p>The proposal complies with A4.</p>	

3.6.4 Historic heritage code

A heritage impact assessment was undertaken by Purcell and can be found in **Appendix H**. The following summary and conclusion was made:

The proposal to construct two additional towers containing 65 affordable dwellings, and 57 additional car park spaces on the Site is considered an appropriate use for the Site, given the original intent for the site to alleviate the 1960's affordable housing crisis, and the similar affordable housing situation currently.

The Proposal includes minimal physical intervention to significant historic built heritage, namely fixing of timber pergolas to the western entrances of the existing towers. The Proposal will not detract from the ability of the place to illustrate the public housing philosophies of the mid twentieth century. There will be no loss of loss of historic cultural heritage significance to the place.

The spaciousness of the grounds will be reduced by the addition of the two proposed towers, the proposed landscaping is intended to increase the amenity and usefulness of the remaining grounds to mitigate this reduction. It is important to note that while there will be a reduction in open space, the grounds will still be spacious owing to the original generous amount of space allowed between the existing four towers.

The architectural language responds to the original intent of the dominant heritage characteristics of the place. It is derived from the form and planning of the heritage buildings on the Site. The material palette

chosen reflects the International Style's use of prefabricated materials, and is generally neutral, recessive and subservient to the heritage place.

The Proposal for two additional towers, 57 extra car parking places and landscaping at 1 Queens Walk New Town, is a sensitive and considered design response to the Site's context, original design philosophy and the Site's topography and constraints.

It is our position that the proposal is generally sympathetic to the historic cultural heritage significance of the place, does not result in the loss of historic cultural heritage values and should be approved under the Hobart Interim Planning Scheme 2015.

4 Conclusion

The proposal is for 65 additional dwellings with associated landscaping and carparking, a public car park, footpath and pedestrian refuge in the Selfs Point Road and Queens Walk Road, road reserves. In addition to the discretions triggered under the parking and access code and the historic heritage code, the proposal relies on the following discretions:

- Clause 11.4.1 P1 residential density
- Clause 11.4.2 P1 frontage setback
- Clause 11.4.2 P3 building envelope
- Clause 11.4.3 P2 private open space
- Clause 11.4.4 P1 sunlight to private open space
- Clause 11.4.8 P1 waste storage
- Use table 18.2 discretionary use
- Clause 18.3.1 P1 hours of operation
- Clause 18.3.2 P1 noise
- Clause 18.3.4 P1 commercial and patron vehicle movements
- Clause 19.3.5 P1 discretionary use
- Clause 18.4.5 P1 landscaping

The documentation includes a Traffic Impact Assessment and a Heritage Impact Assessment that concluded the proposed multiple dwellings and vehicle parking meet the requirements of the Road and Railways Assets Code, Parking and Access Code and the Historic Heritage Code.

The assessment found that the proposed development will not have an unreasonable amenity impact on adjoining landowners, includes significant investment in the landscape strategy for the site to complement the balconies provided for each dwelling in terms of access to sunlight and meeting the residents needs, as well as including a waste management strategy that ensures the successful operation of the site. The vehicle parking use within the recreation zone will augment the permitted and no permit required uses of the area and will not have an unreasonable amenity impact on the nearby sensitive uses.

The proposal has been found to be consistent with the requirements of the *Hobart Interim Planning Scheme 2015* and should therefore be approved.

Appendix A Application form and landowner consents

Appendix B Title documentation

Appendix C Architectural drawings

Appendix D Civil drawings

Appendix E Landscape documentation

Appendix F Traffic impact assessment

Appendix G Noise impact assessment

Appendix H Heritage impact assessment

QUEENS WALK

COMMUNITY
HOUSING

ARCHITECT
BUILDING SERVICES PROVIDER - ARCHITECT
PETER WALKER
ACCREDITATION NO
CC2343E
ARCHITECT ADDRESS
SUITE 3, LEVEL 3, 547 MACQUARIE STREET HOBART, TAS 7000
+6135 8231 4841

PROJECT INFORMATION
PROJECT NO
J21058
PROJECT NAME
QUEENS WALK
COMMUNITY HOUSING
CLIENT NAME
HOUSING CHOICES TASMANIA
PROJECT ADDRESS
1 QUEENS WALK
NEW TOWN
TASMANIA 7008
PLACE NAME
NIPALUNA
DETAILS
NCC CLASSIFICATION
CONSTRUCTION TYPE
TITLE REFERENCE
DESIGN WIND SPEED
SOIL CLASS
CLIMATE ZONE
RAI RATING
ALPINE AREA
CORROSION LEVEL
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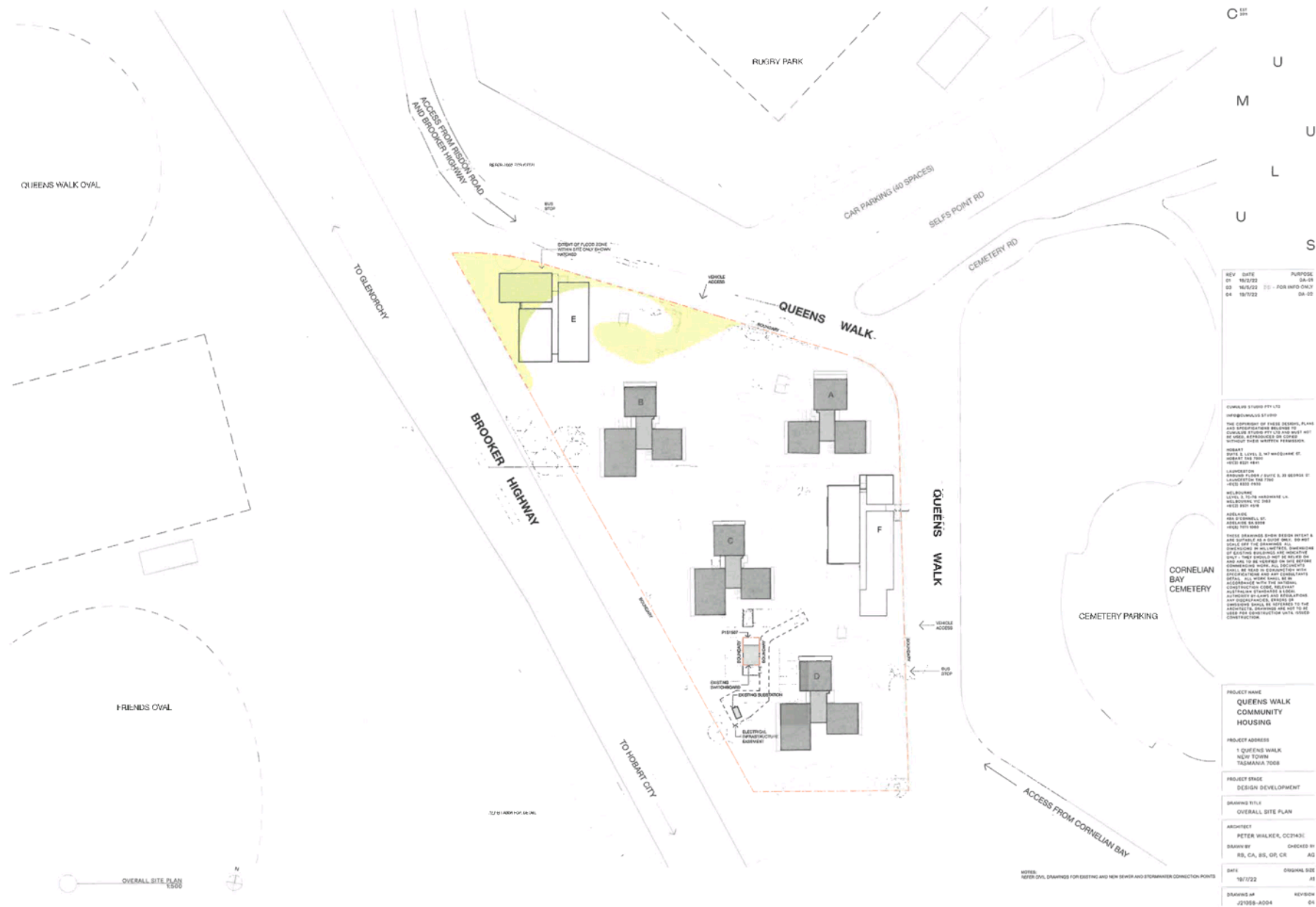
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	F610	CONV	1,540

APARTMENTS:
41 x 1 BEDROOM APARTMENTS
24 x 2 BEDROOM APARTMENTS
65 TOTAL

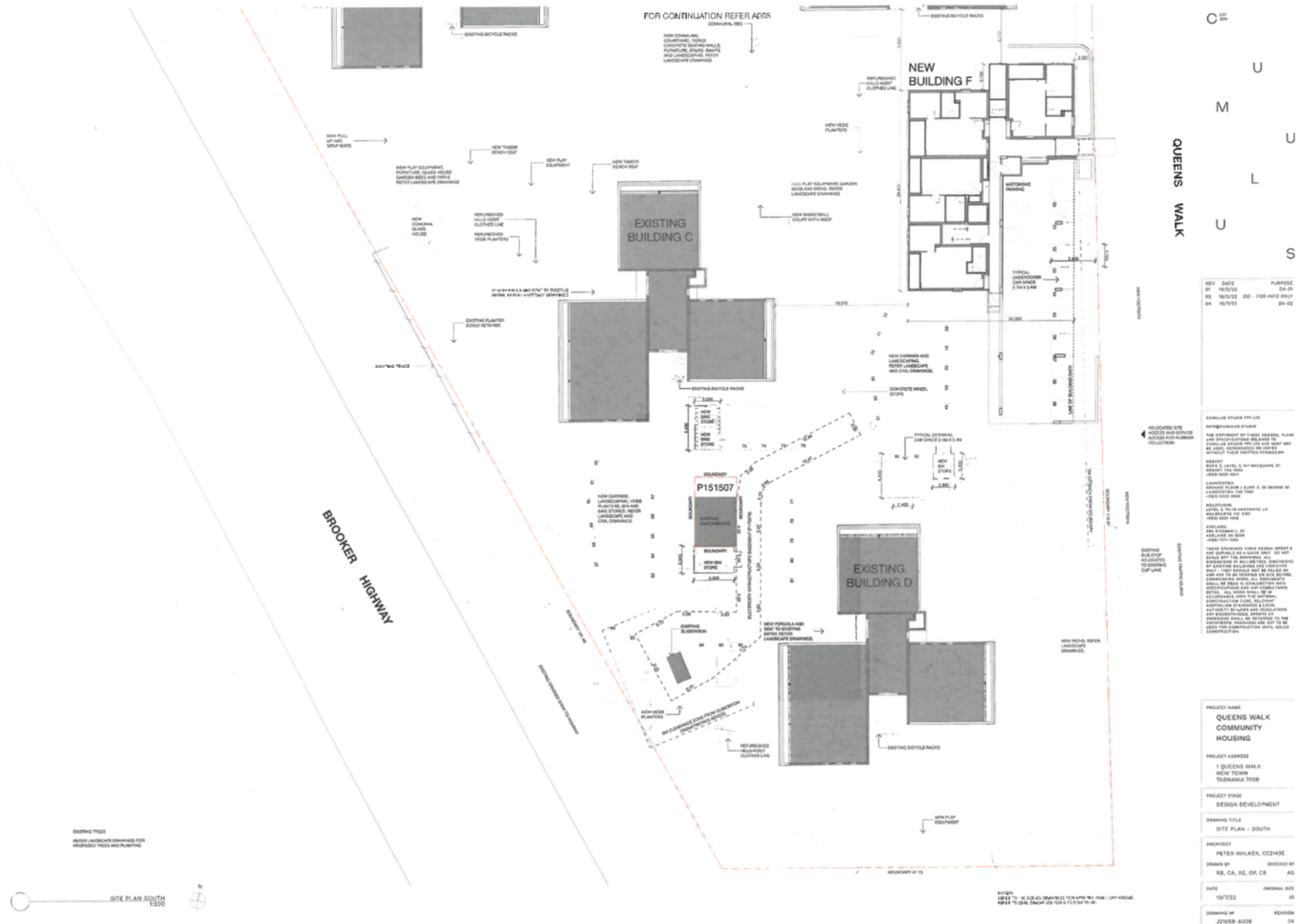
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94 x BICYCLE PARKING SPACES
8 x MOTORCYCLE PARKING SPACES

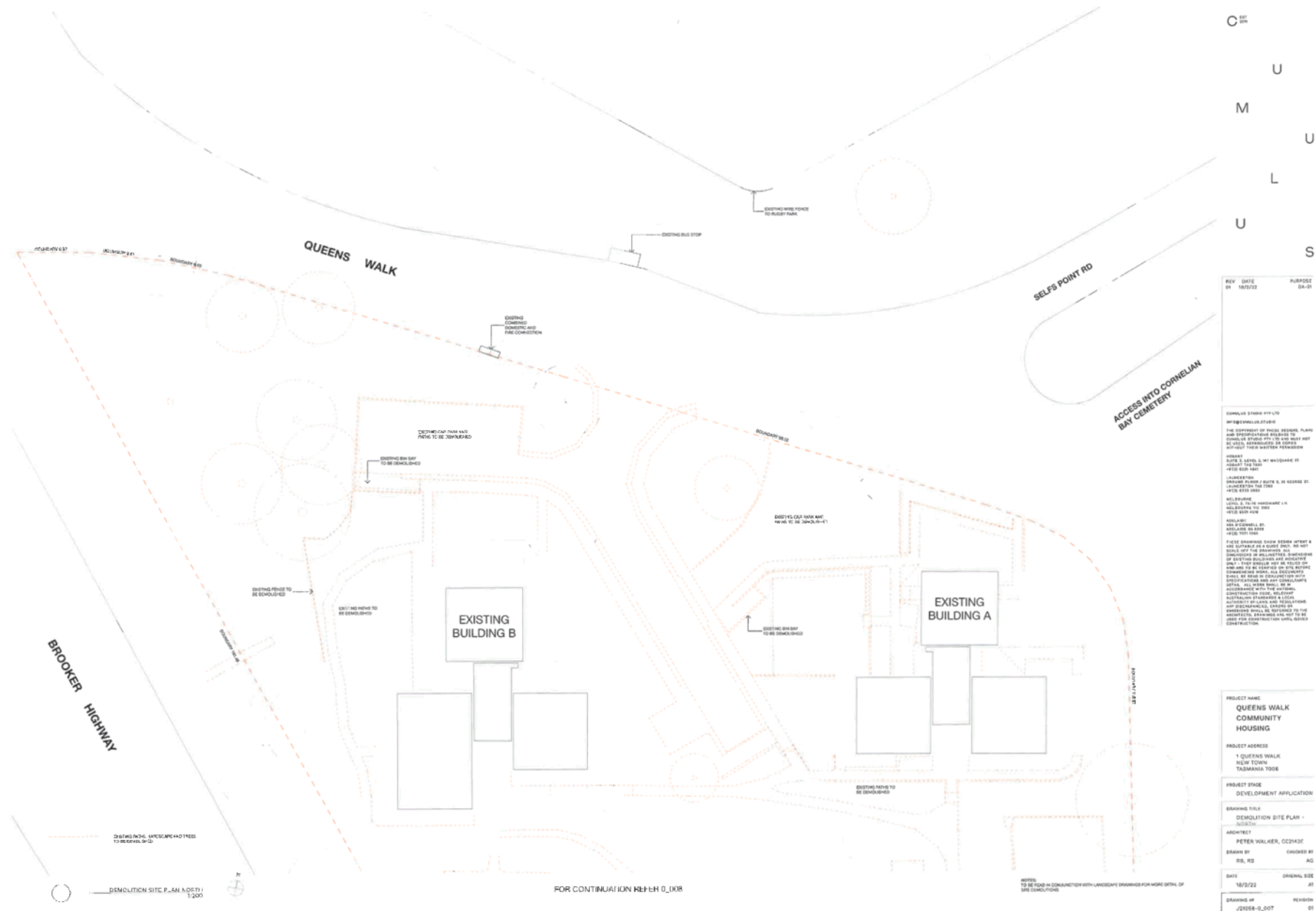
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PROPOSED SITE COVERAGE: 2.69M²

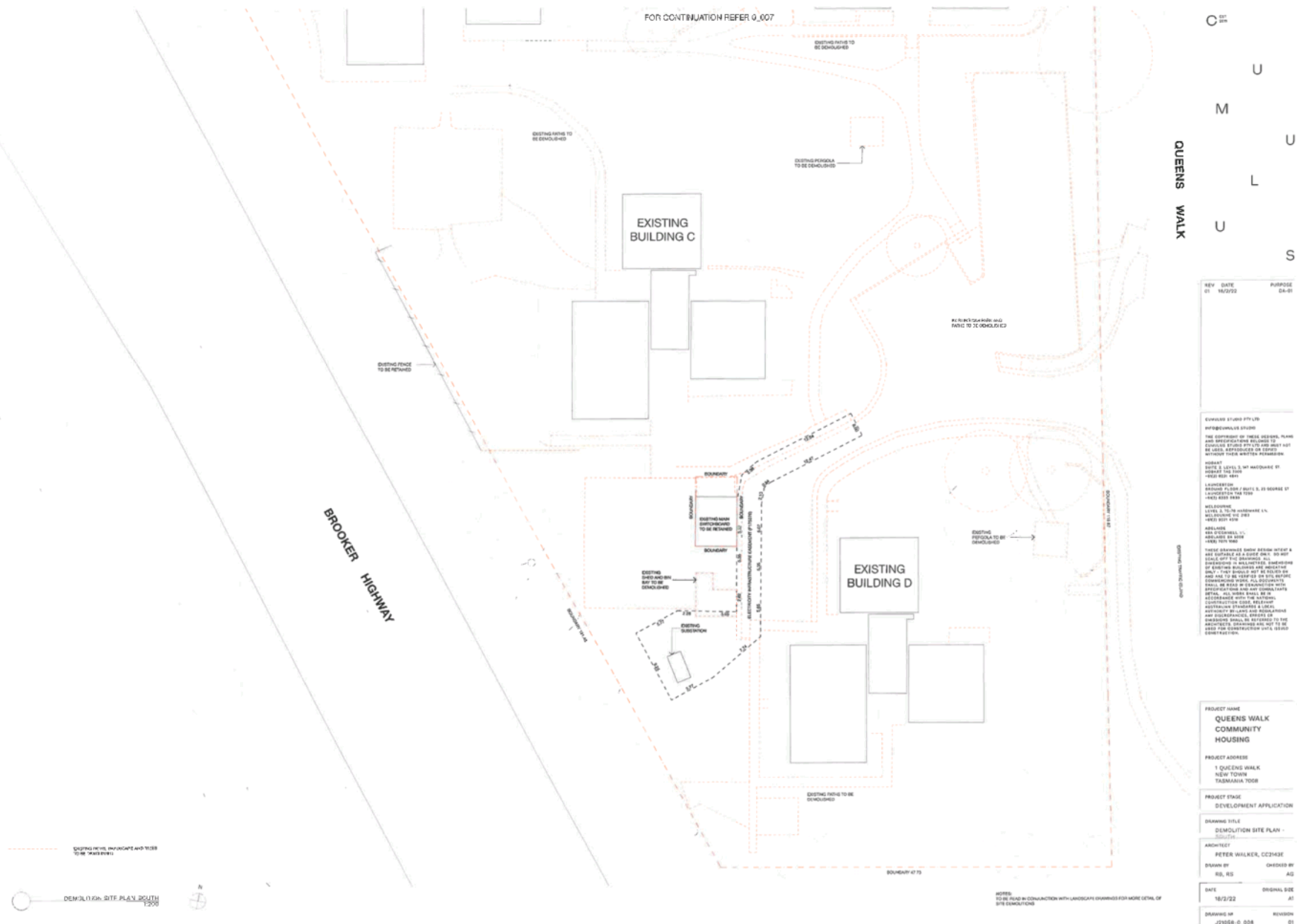
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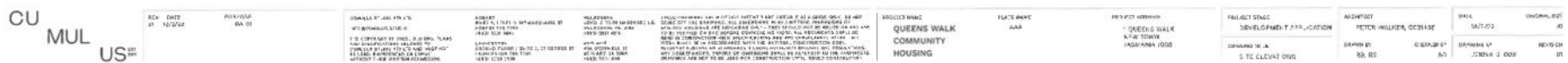
















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REV DATE PURPOSE
01 10/1/22 DA 71

PROJECT NAME
QUEENS WALK
COMMUNITY
HOUSING

PROJECT NUMBER
- QUEENS WALK
NEW COMM
LUGANVA, FIFE

PROJECT AREA
DEVELOPMENT APPLICATION

EXAMINER NAME
IN FINAL PERSPECTIVE

ARCHITECT
PETER JAY, KIM, CLARENCE
STARCH BY
RE, RD
01/01/22 BY
AG

DATE
12/1/22
01/01/22 BY
AG

EXAMINER NAME
JONAS-3_0001
01



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SUN SITE PLAN - QUEENSWALK COMMUNITY HOUSING
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01 10/22

REVISION
1/1/22

DATE: 10/10/22
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CHECKED BY: [Signature]
APPROVED BY: [Signature]
DATE: 10/10/22

QUEENSWALK
COMMUNITY
HOUSING

PROJECT ADDRESS
QUEENSWALK
NEW YORK

PROJECT NAME
QUEENSWALK COMMUNITY HOUSING

PROJECT TITLE
QUEENSWALK COMMUNITY HOUSING

PROJECT NO.
QUEENSWALK COMMUNITY HOUSING

PROJECT NO.
QUEENSWALK COMMUNITY HOUSING

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QUEENS WALK
COMMUNITY
HOUSING

PROJECT ADDRESS
1 CLIFFMAN WAY N
FARMINGTON
UTAH 84401

PROJECT TYPE:
DEVELOPMENT ATTACHMENT

ADAPTIVE
OJN STUDY

ARBITER
PETER WALKER, GC2185

DE/NEW BY	CHALCOTTE
HUB, INC	40

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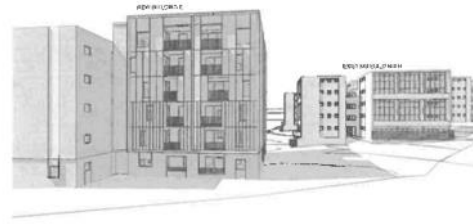
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BUILDING 5 & 6 WEST FACADE - MARCH 1961



DUPLOING C.S. WEST FACADE - JUNE 1990



DULONIA C. & S. WEST FACADE - SEPTEMBER 1971



BUILDING E & U WEB: FAULTS - (H) FAIRER 1PM

Year	Population	Population Density
1990	1,000,000	100
2000	1,500,000	150
2010	2,000,000	200



BUILDING E & B WEST FACADE - JANUARY 2PM



BUILDING E & B WEST FACADE - FEBRUARY 2PM



BUILDING E & B WEST FACADE - MARCH 2PM



BUILDING E & B WEST FACADE - APRIL 2PM



BUILDING E & B WEST FACADE - MAY 2PM



BUILDING E & B WEST FACADE - JUNE 2PM



BUILDING E & B WEST FACADE - JULY 2PM



BUILDING E & B WEST FACADE - AUGUST 2PM



BUILDING E & B WEST FACADE - SEPTEMBER 2PM



BUILDING E & B WEST FACADE - OCTOBER 2PM



BUILDING E & B WEST FACADE - NOVEMBER 2PM



BUILDING E & B WEST FACADE - DECEMBER 2PM

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REV DATE PROJECT

01 10/2022 04-01

DATE OF SUBMITTAL

10/2022

THE CITY OF NEW YORK

DEPARTMENT OF CITY PLANNING

100 NASSAU ST., 10TH FLOOR

NEW YORK, NY 10038

TEL: 212-312-2000

FAX: 212-312-2000

WWW.CITYPLANNING.NY.GOV

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BUILDING E & B WEST FACADE - JANUARY 3PM



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BUILDING E & B WEST FACADE - NOVEMBER 3PM



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PROJECT DESCRIPTION

THE REPRESENTED QUANTITIES ARE FOR THE
CONSTRUCTION OF THE PROPOSED BUILDING
AND ARE NOT TO BE USED FOR ANY OTHER
PURPOSE.

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BUILDING F WEST FACADE - DECEMBER 10PM

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REV DATE REVISION

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1. NAME OF PROJECT: QUEENS WALK COMMUNITY HOUSING
2. PROJECT LOCATION: 100-100 100TH STREET, QUEENS, NY 11368
3. PROJECT OWNER: QUEENS WALK COMMUNITY HOUSING LLC
4. PROJECT ARCHITECT: JACOBI + FRY, LLP
5. PROJECT ENGINEER: JACOBI + FRY, LLP
6. PROJECT DESCRIPTION: A 100-unit, four-story, mixed-use residential and commercial development located at the intersection of 100th Street and 101st Avenue in the Rego neighborhood of Queens, New York. The project includes ground-floor retail space, a community center, and a rooftop garden. The building is designed to be a sustainable and walkable community hub.

PROJECT NAME
QUEENS WALK
COMMUNITY
HOUSING

PROJECT ADDRESS
100-100 100TH STREET
QUEENS, NY 11368

PROJECT OWNER
QUEENS WALK COMMUNITY HOUSING LLC

PROJECT ARCHITECT
JACOBI + FRY, LLP

PROJECT ENGINEER
JACOBI + FRY, LLP

DATE
10/1/22

REVISION
2A

DESIGNED BY
JACOBI + FRY, LLP

REVISION
2A



BUILDING F WEST FACADE - JANUARY 19M



BUILDING F WEST FACADE - FEBRUARY 19M



BUILDING F WEST FACADE - MARCH 19M



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BUILDING F WEST FACADE - DECEMBER 19M

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PROJECT NAME
QUEENS WALK
COMMUNITY
HOUSING

PROJECT ADDRESS
1 QUEEN'S PARK
KING TOWN
TASMANIA 7008

PROJECT OWNER
QUEENSLAND AIRPORTS

DESIGNER
SLR STUDY - BUILDING F
WEST FACADE - 19M

ARCHITECT
PETER WALKER, COOPISE

OWNER
SLR, SLR
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DATE
19/12/22

DESIGNER
SLR

PROJECT
SLR

PROJECT
19/12/22



BUILDING F WEST FACADE - JANUARY 2PM



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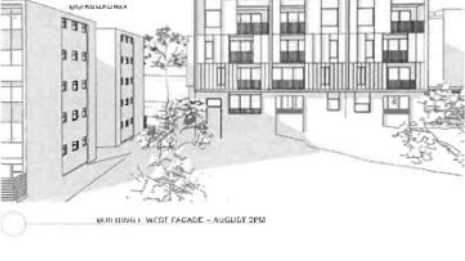
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PROJECT NAME
QUEENS WALK
COMMUNITY
HOUSING

PROJECT ADDRESS
1 QUEENS WALK
MILWAUKEE, WI 53212

PROJECT OWNER
DEVELOPMENT CORPORATION

DATE REVISED
01/10/2022 BY 01/10/2022

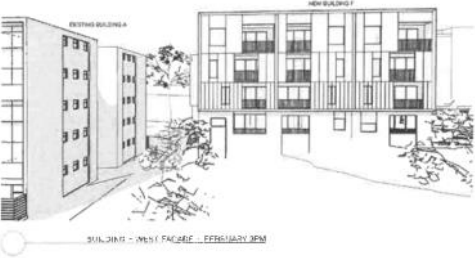
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DATE 01/10/2022

REVISION 01/10/2022



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BUILDING F WEST FACADE - APRIL 3PM



BUILDING F WEST FACADE - MAY 3PM



BUILDING F WEST FACADE - JUNE 3PM



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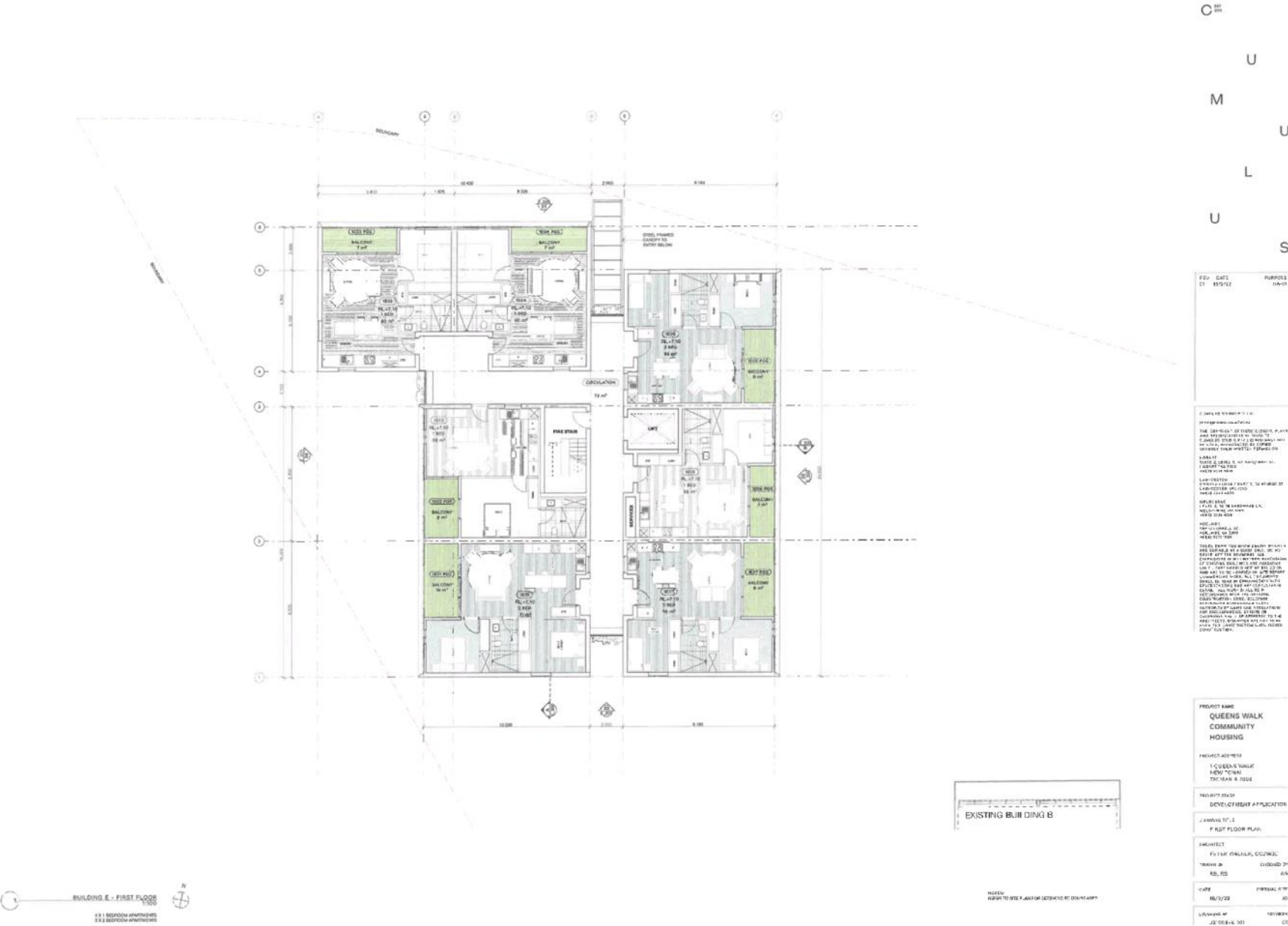
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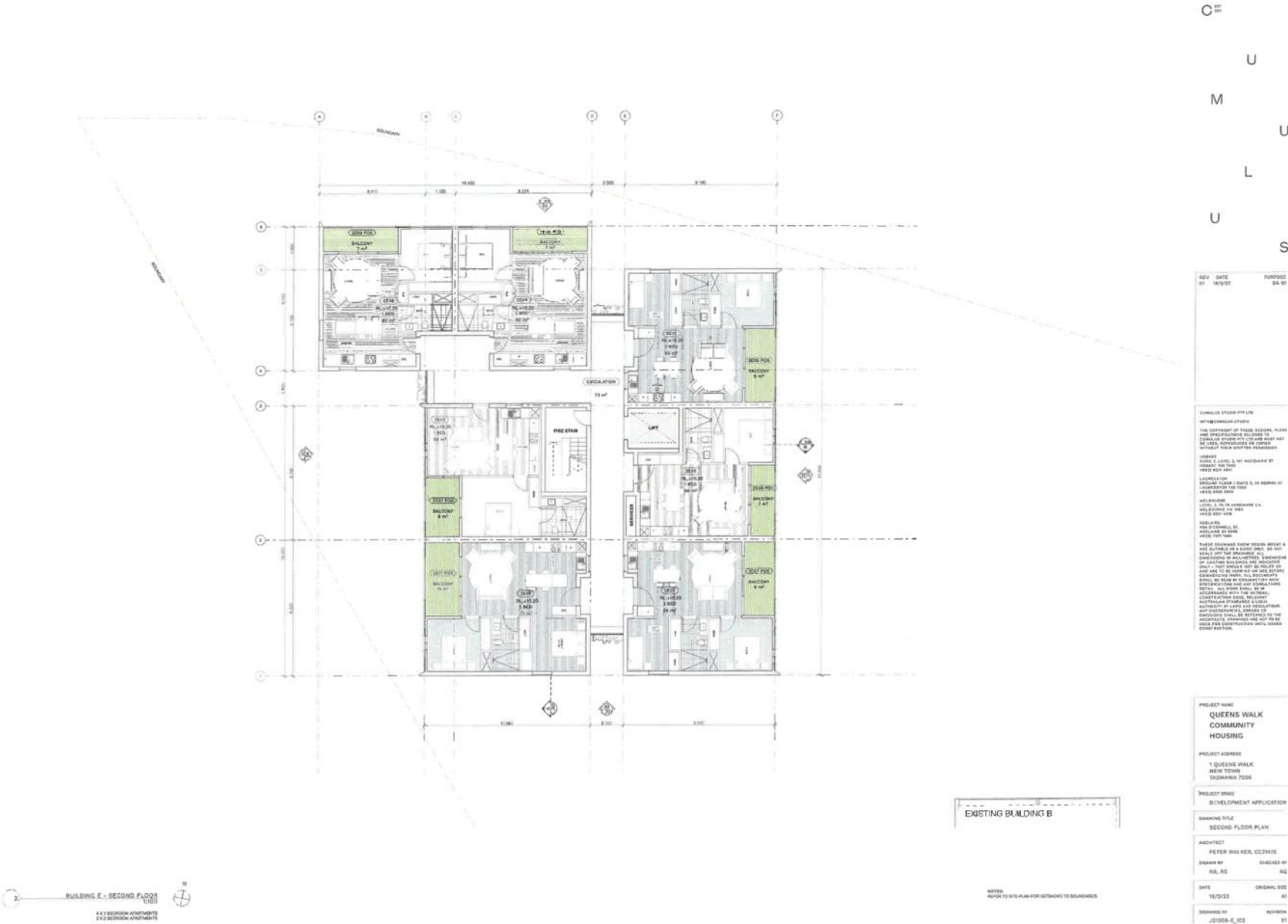
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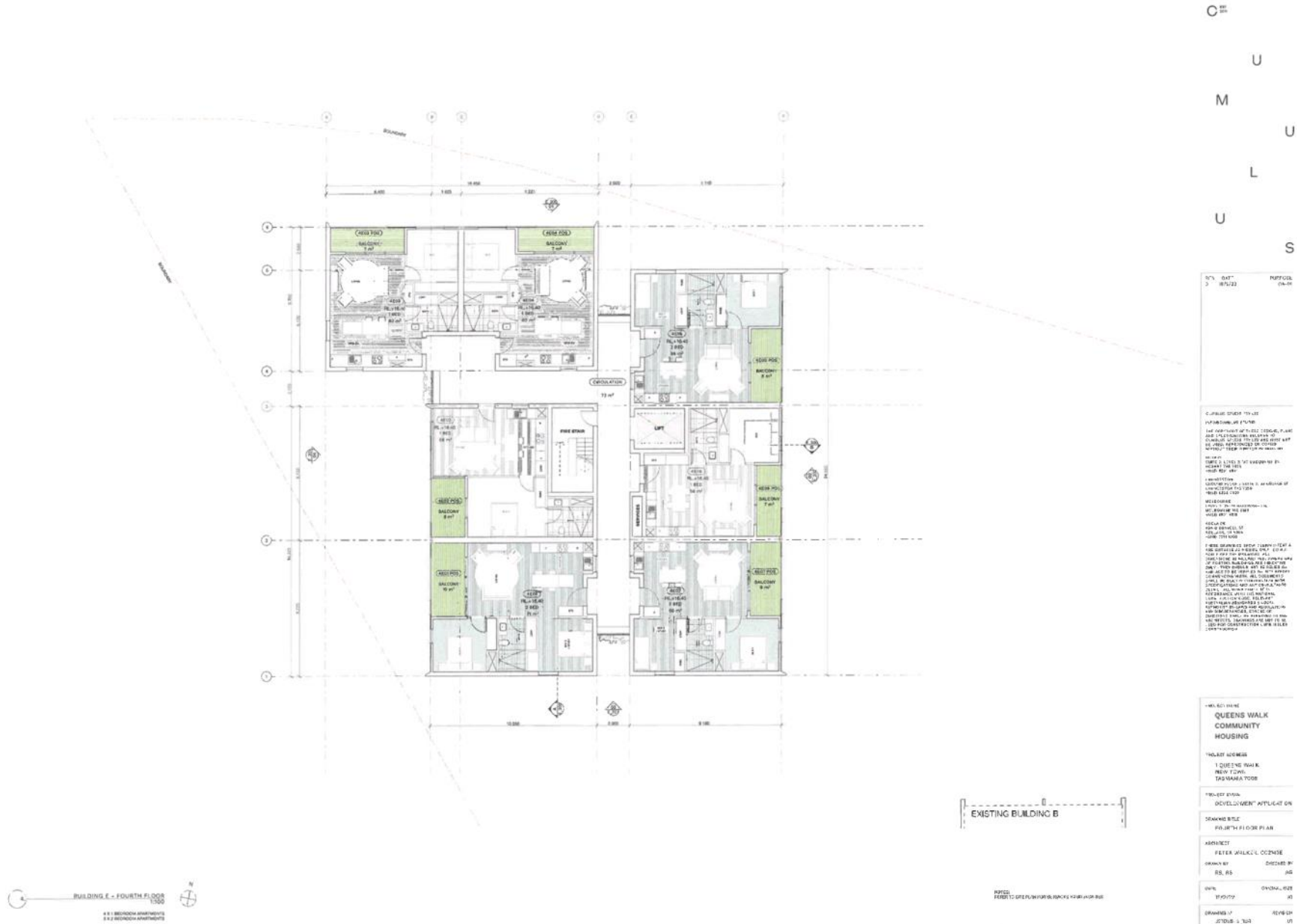
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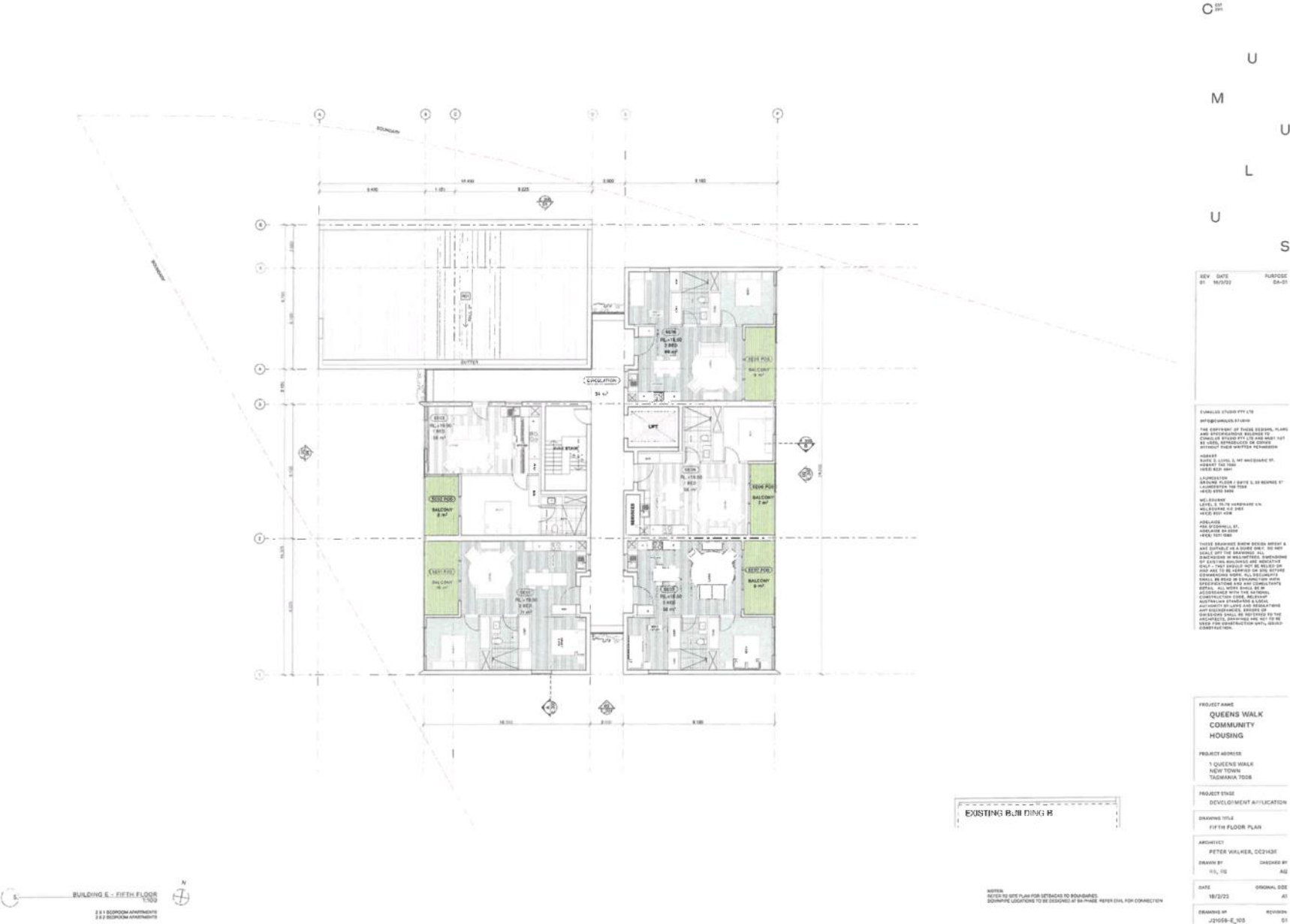


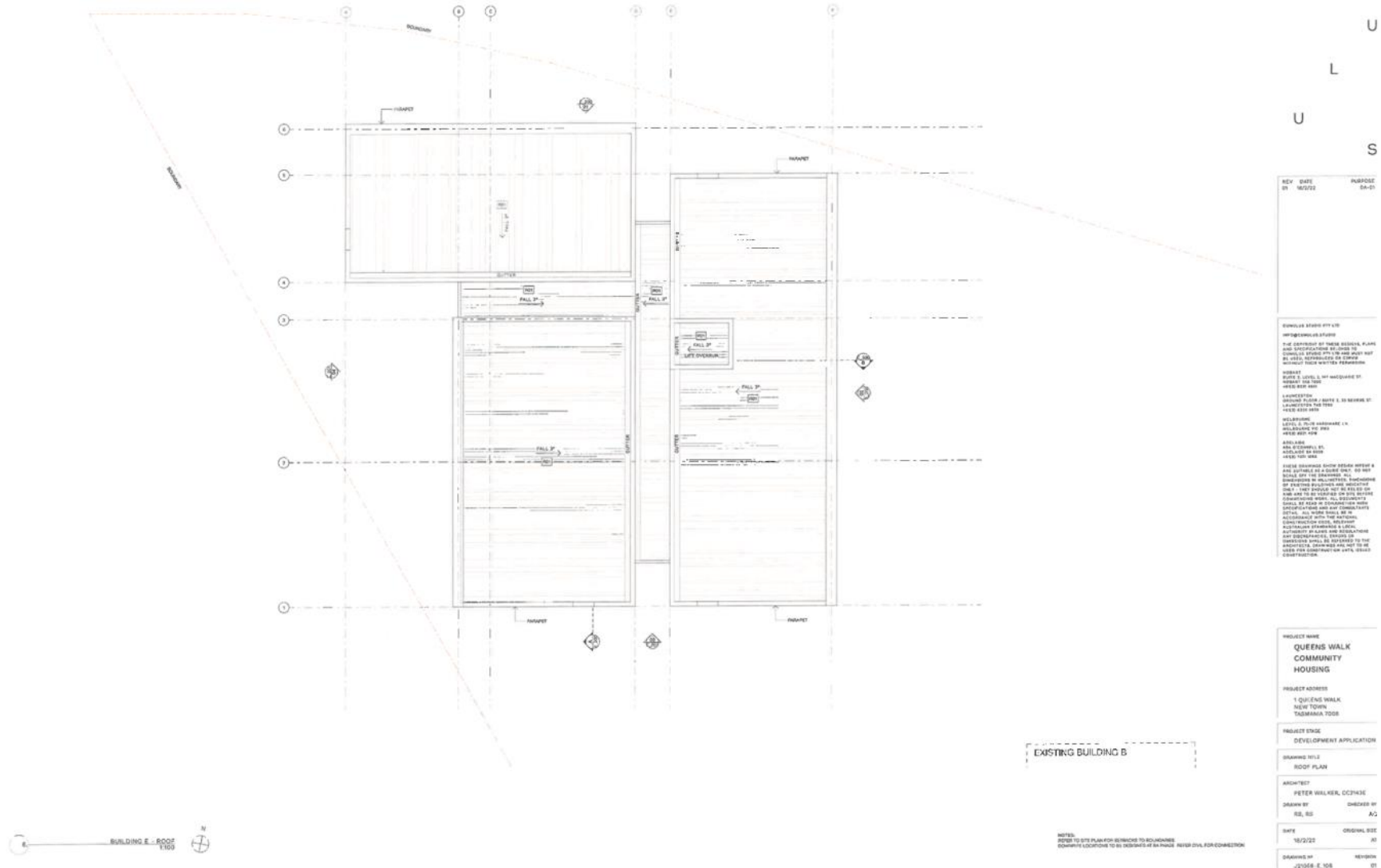
















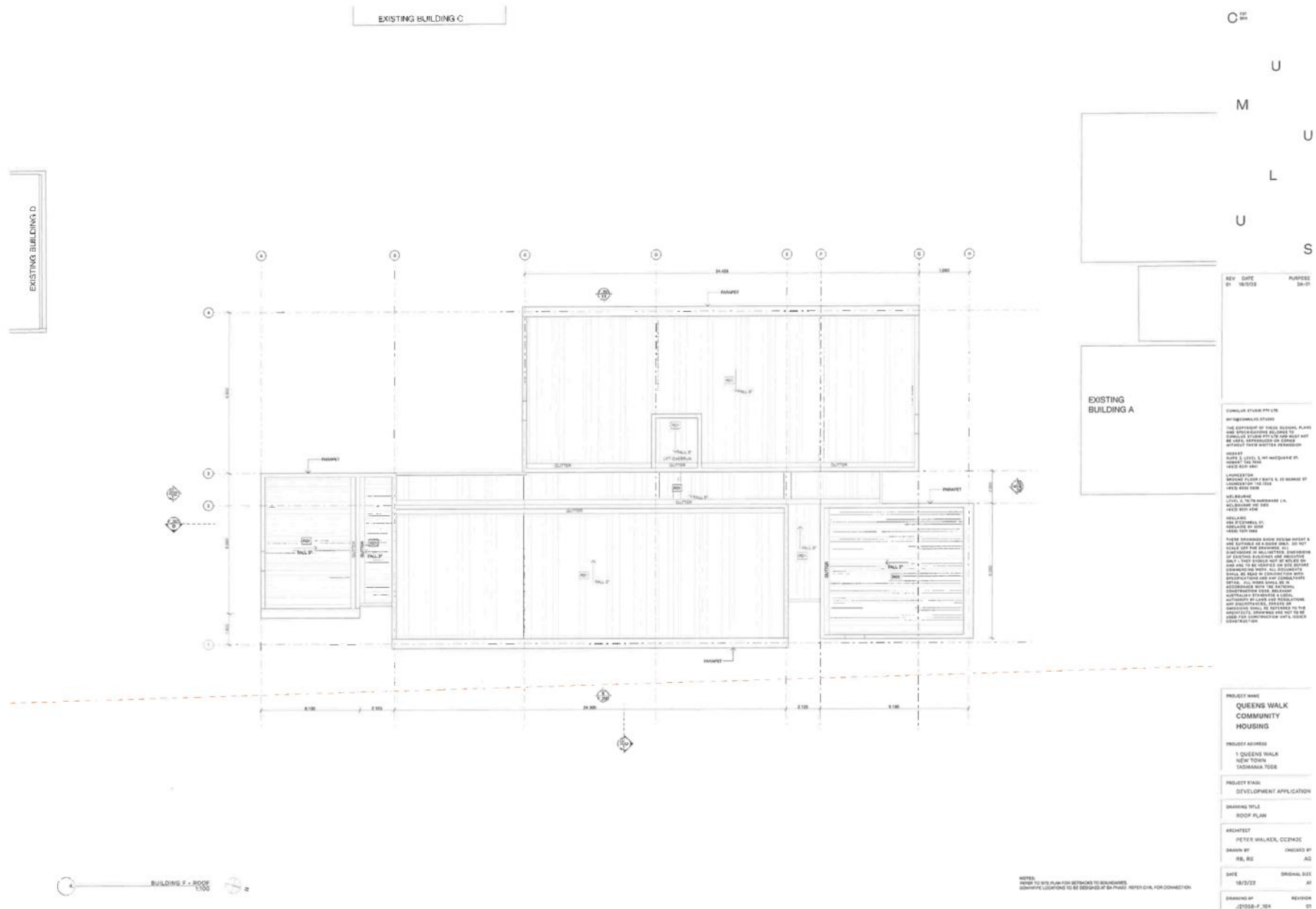
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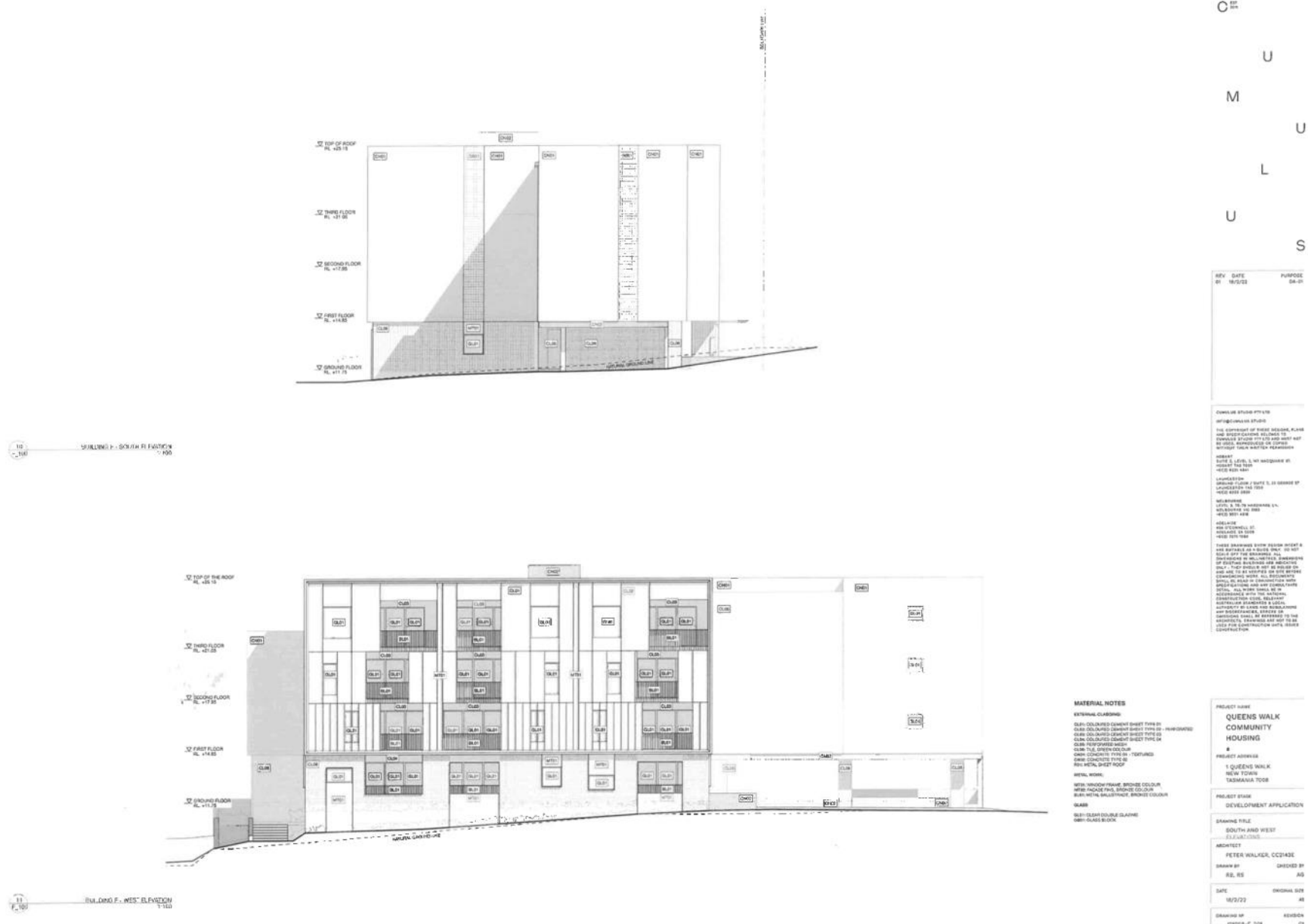


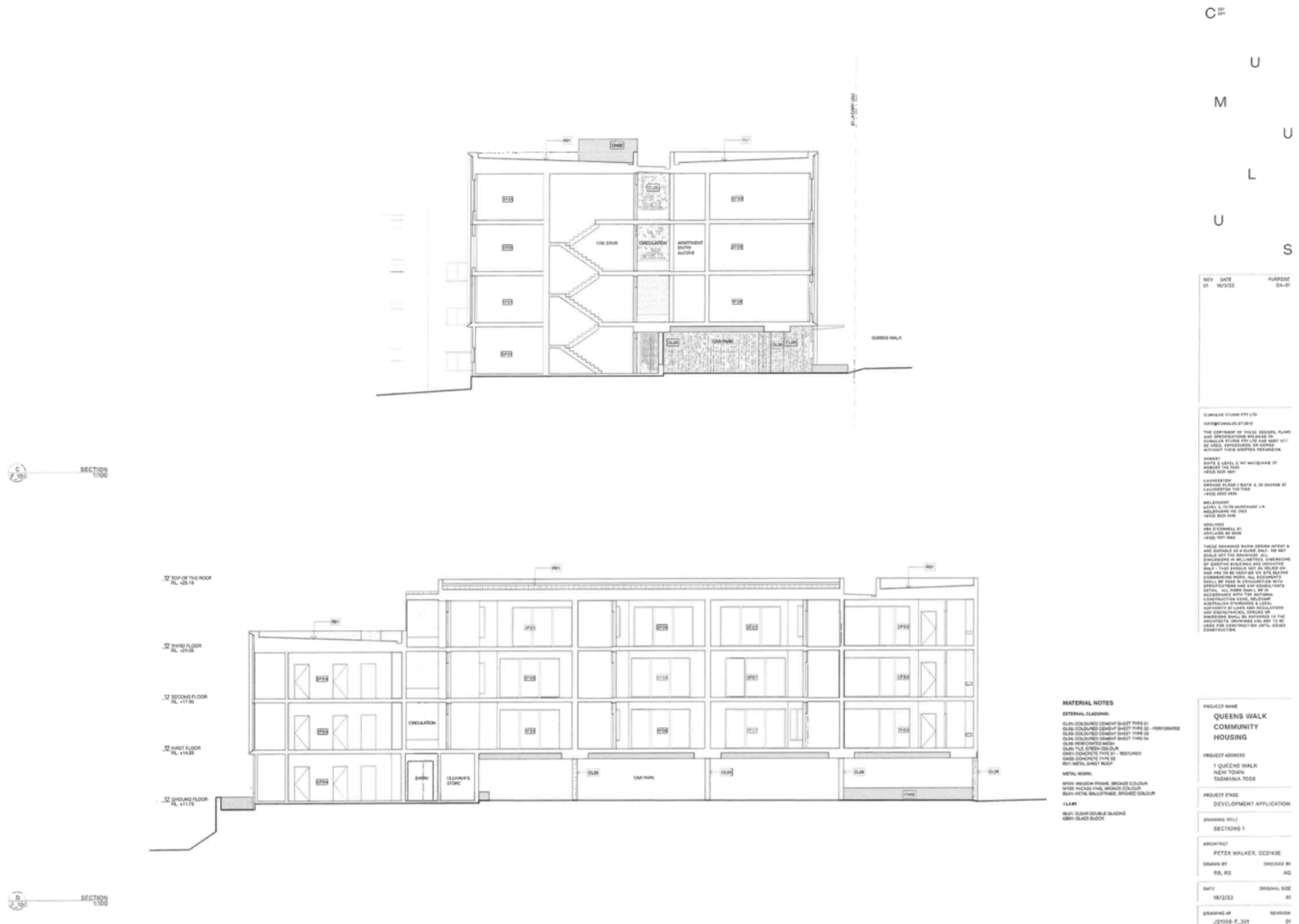












QUEENS WALK

COMMUNITY HOUSING

Cumulus respectfully acknowledges the First Peoples of Australia, their Elders past, present and emerging, who were and are the keepers of their cultural and spiritual knowledge and traditions, and the traditional owners of the land on which we live and work.

QUEENS WALK

COMMUNITY HOUSING

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01 / DESIGN BRIEF & OBJECTIVES

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PROJECT OBJECTIVES

BRIEF

To create 65 additional affordable dwellings at 1 Queens Walk, New Town, Tasmania.

The project aims to consist of the following:

- o 41 x 1/ Bedroom Apartments
- o 24 x 2/ Bedroom Apartments
- o Additional Car parking
- o Quality of communal outdoor spaces

The design is to consider Housing Choices of Australia's (HCA) design guidelines on quality, dwelling amenity and size.

HERITAGE

New buildings are to be sited within an existing housing development that holds modernist heritage significance. Thus, a design approach which carefully considers the existing residents and character of the site must be taken.

SITING

1 Queens Walk, New Town is adjacent to the Brooker Hwy. The presence of the existing buildings are a marker of arrival or departure from the city of Hobart. This threshold on the edge of the city should be respected and embraced within the design response.

FEASIBILITY STUDY

A feasibility study prepared by Taylor and Hinds and Partners Hill has informed the project brief and yield.



SITE BRIEF

BUILT FORM

The 65 dwellings are to be provided over two buildings to minimise visual impact on the existing heritage buildings as well as minimising the removal of outdoor space.

OUTDOOR SPACE

Whilst the proposal is taking up some of the m2 of outdoor space, there is an increase to the amenity and usability of what is left, choosing quality over quantity.

PARKING

There is a need for both additional car parking, and the improvement of existing parking infrastructure.

Brief for provision of parking consists of:

- o Existing Parking: 40 spaces
- o Proposed Parking: 57 spaces
- o Total Parking: 97 spaces



IMAGE: Thomas Ryan Photography

SPATIAL BRIEF

APARTMENTS

The 65 apartments are to follow HCA design guidelines for a mix of 1 and 2 bedroom dwellings.

Spatial requirements for dwellings :

- o 1 Bedroom dwellings to be 50-55m²
- o 2 Bedroom dwellings to be 65-70m²
- o Private outdoor space in addition to the above

As the resident demographic of 2 bedrooms dwellings only use the second bedroom some of the time, all 2 bedrooms types are to be considered with flexible spatial planning in mind.

COMMON AREAS

Entry and circulation spaces to be generous and allow of ease of movement for all types of residents.

SERVICE AREAS

A portion of the building footprint has been set aside for building services.

BUILT FORM

The 65 dwellings are to be provided over two buildings to minimise visual impact on the existing heritage buildings as well as minimising the removal of outdoor space.

02 /

EXISTING CONDITIONS

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THE SITE

1 QUEENS WALK, NEW TOWN



1 Queens Walk is, in effect an island, surrounded by infrastructure at the edge of Hobart.

To the North is Ruby Park and New Town Rivulet.

To the East, Millington Cemeteries.

To the South Cornelian Bay Oval.

To the West is Brooker Hwy with the Tasmanian Hockey Centre and Friends Oval.



THE SITE

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SITE PHOTOS



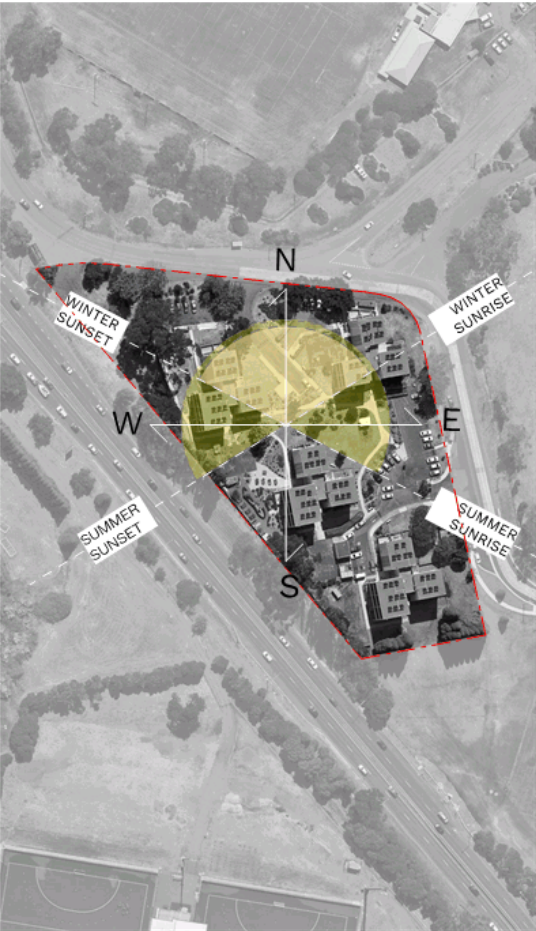
Queens Walk Apartments, formally know as Stainforth Court, is a 1950's housing development and example of post war modernist optimism. The site currently has four towers holding more than 80 dwellings and an established, close knit community of residents.

The existing towers were renovated in 2012 with changes made to dwellings internally and the towers externally.

With a shortage of affordable housing, Housing Choices Australia is seeking to place an additional 65 dwellings on the site, in a manner that is sympathetic to the existing buildings and residents.

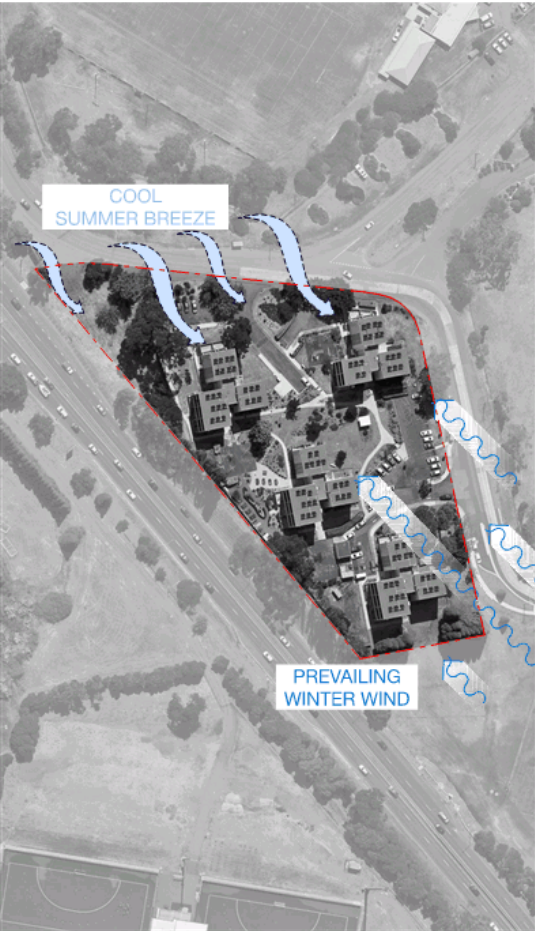
SITE ANALYSIS

SOLAR ACCESS



GIVEN THE 'ISLAND' NATURE OF THE SITE, THERE IS WONDERFUL SOLAR ORIENTATION ACROSS THE SITE, IN PARTICULAR, THE OUTDOOR SPACE AT THE NORTHERN ENTRY OFF QUEENS WALK.

PREVAILING WINDS



THE PREVAILING WINTER WIND COMES FROM THE SOUTH, WHILE THE COOLING SUMMER BREEZE COMES FROM THE NORTH.

KEY VIEWS



EXISTING BUILDINGS HAVE BEEN SET UP WITH VIEWS TO OUTSIDE OF THE SITE WHERE THERE IS OPEN SPACE.

SITE ANALYSIS

NOISE



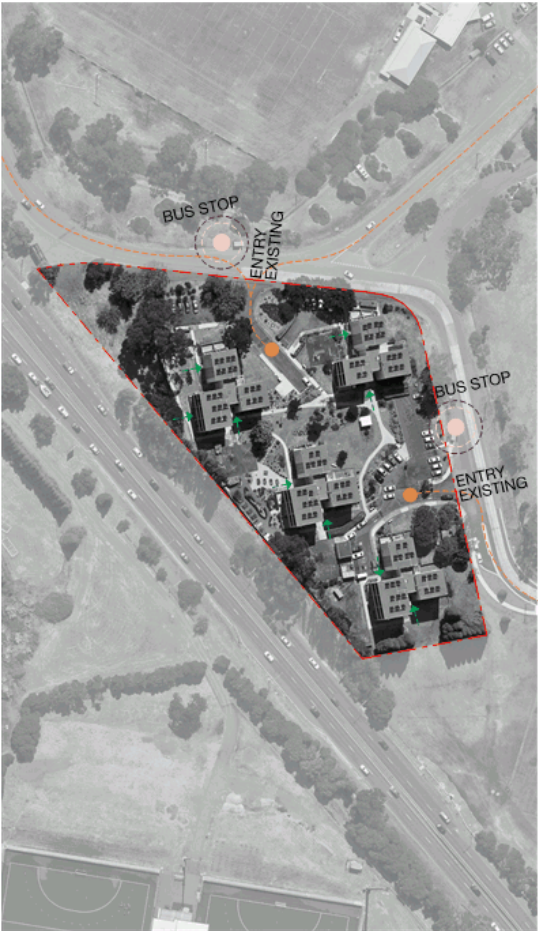
NOISE FROM THE BROOKER HIGHWAY HAS AN IMPACT ON THE SITE. THIS HAS BEEN MEDIATED WITH VEGETATION BUFFERS TO THE SOUTH WESTERN EDGE WHERE BUILDINGS ARE CLOSEST TO THE NOISE.

VEGETATION + LANDSCAPE



EXISTING VEGETATION CONTRIBUTES TO THE EXISTING CHARACTER OF THE SITE AND AS MUCH AS POSSIBLE WILL BE RETAINED.

ACCESS + MOVEMENT



THE SITE IS ENTERED FROM QUEENS WALK AT TWO POINTS, FROM THE NORTH AND EAST.

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HERITAGE

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STAINFORTH COURT

Stainforth Court was designed by The Architects Division of the Housing Department of Tasmania in the 1950's.



The post war optimism of the era sprouted modernist designs that embraced the idea that everyone is equal. By using new material technologies and repetition, the four towers of Stainforth Court expressed these ideals to create modern living conditions for residents at the time.



The siting and internal planning of the dwellings is also distinctly modern - higher density dwelling surrounded by green space was being explored globally at the time. The result is, each apartment to have an external view to gardens or open green space.

HERITAGE ANALYSIS

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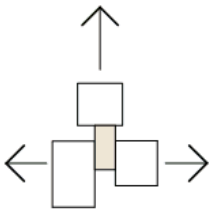
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DISTINCTIVE CHARACTERISTICS

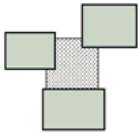


To respond to the heritage buildings, key characteristics have been distilled and analysed so that a sympathetic and engaging design can be proposed for the new buildings.

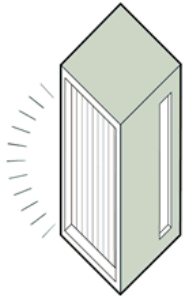
HERITAGE ANALYSIS



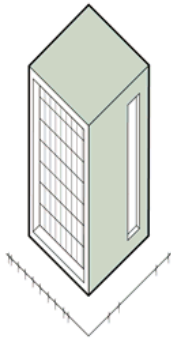
SITING AND INTERNAL
PLANNING ORGANISED TO
ALLOW FOR OUTLOOK TO
GREEN SPACE FROM ALL
DWELLINGS



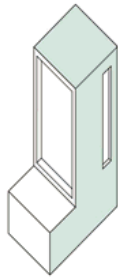
COMMON SPACE A
RECESSED FORM THAT
CONNECTS THE PRIVATE
AREAS



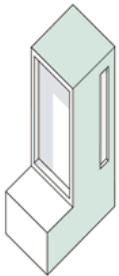
FORM - HOODED BOX



FORM - REPETITIOUS
MATERIAL ARTICULATION



BUILDING MEETS THE
GROUND WITH A 'FOOT'



MATERIAL ARTICULATION OF
LIGHT, SHADOW AND TEXTURE

2/2/22

NOW

In 2011/2012 Stainforth Court was renovated and renamed Queens Walk Apartments. Reviewing the changes made to the heritage building point to what qualities were seen as tired and needing renewal.



- 1/** Additional privacy to ground dwellings
- 2/** Colour to reveal of 'hood'
- 3/** Additional privacy between dwellings & expression of form broken down into smaller parts.
- 4/** Addition of solar panels - note these are visible from ground
- 5/** Painting of infill brick away from brown brick to match concrete
- 6/** Painting of concrete to even tone
- 7/** Painting of infill brown cladding match window frames / concrete tones

HERITAGE TODAY

THEN



In summary, external renovations changed the colour, material and performance of the buildings - via solar panels and additional privacy measures.

The use of colour points to a desire for 'greater visual interest' and identity between buildings - as each building has its own unique reveal colour.

We have kept these changes in mind in the design of the proposed buildings, considering how material articulation, variation, identity and privacy work toward creating a liveable home.

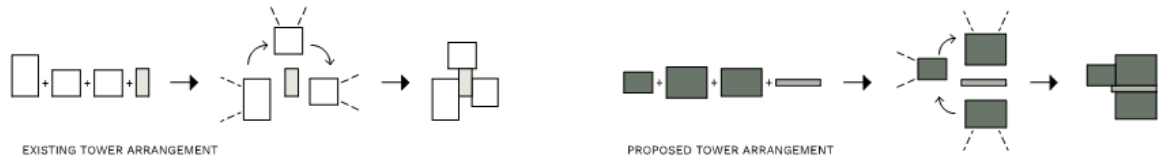
03 / SITE RESPONSE

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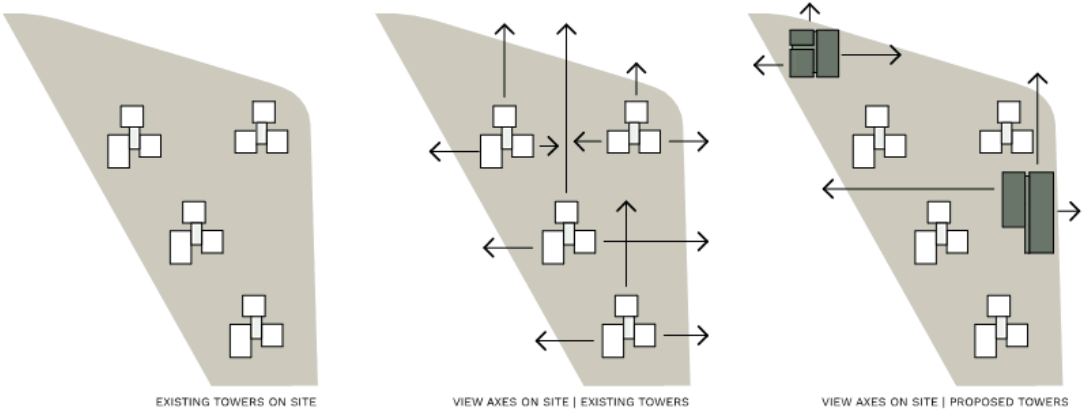
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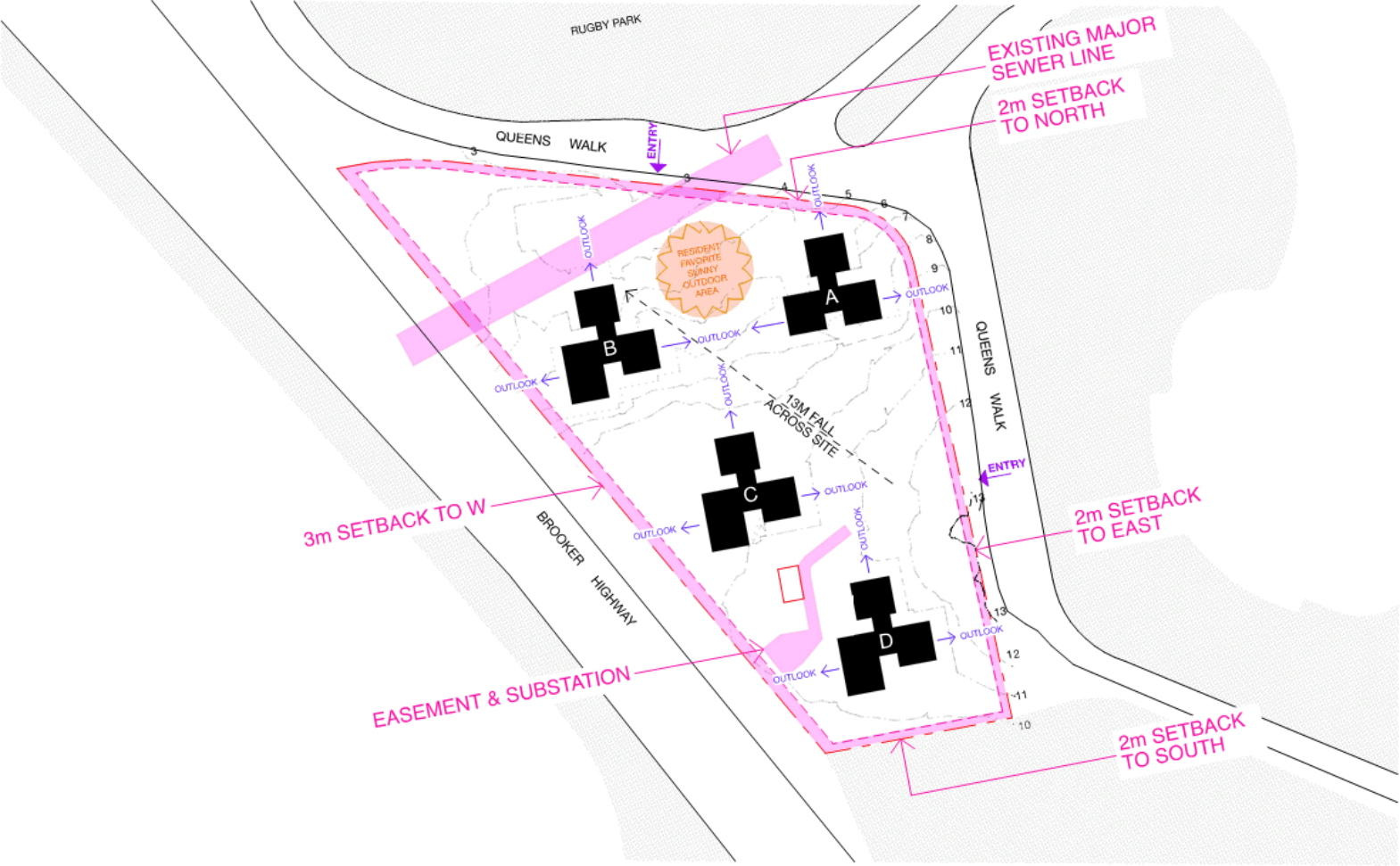
SITE RESPONSE

AREA ARRANGEMENT



VIEW AXES

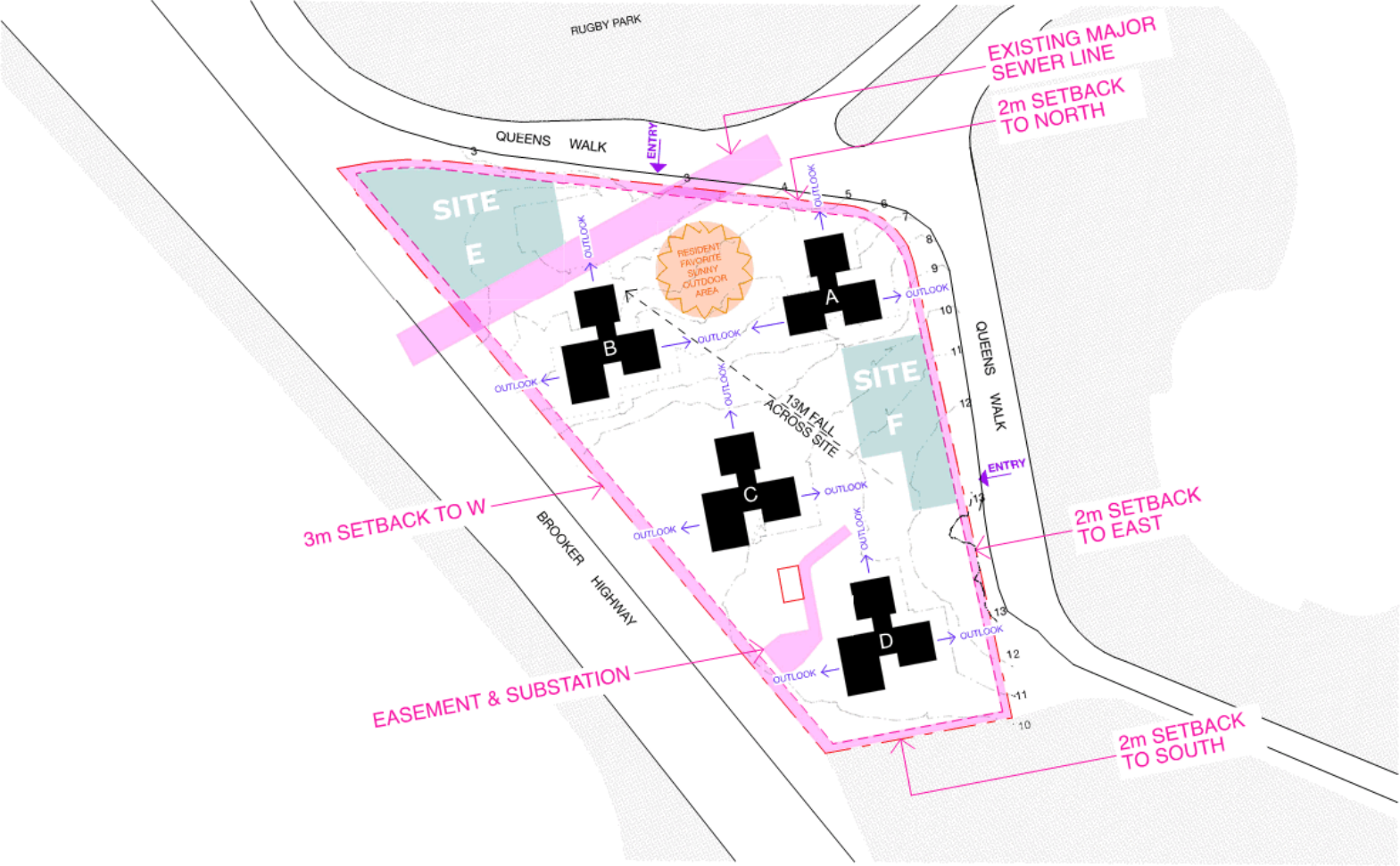




SITE CONSTRAINTS

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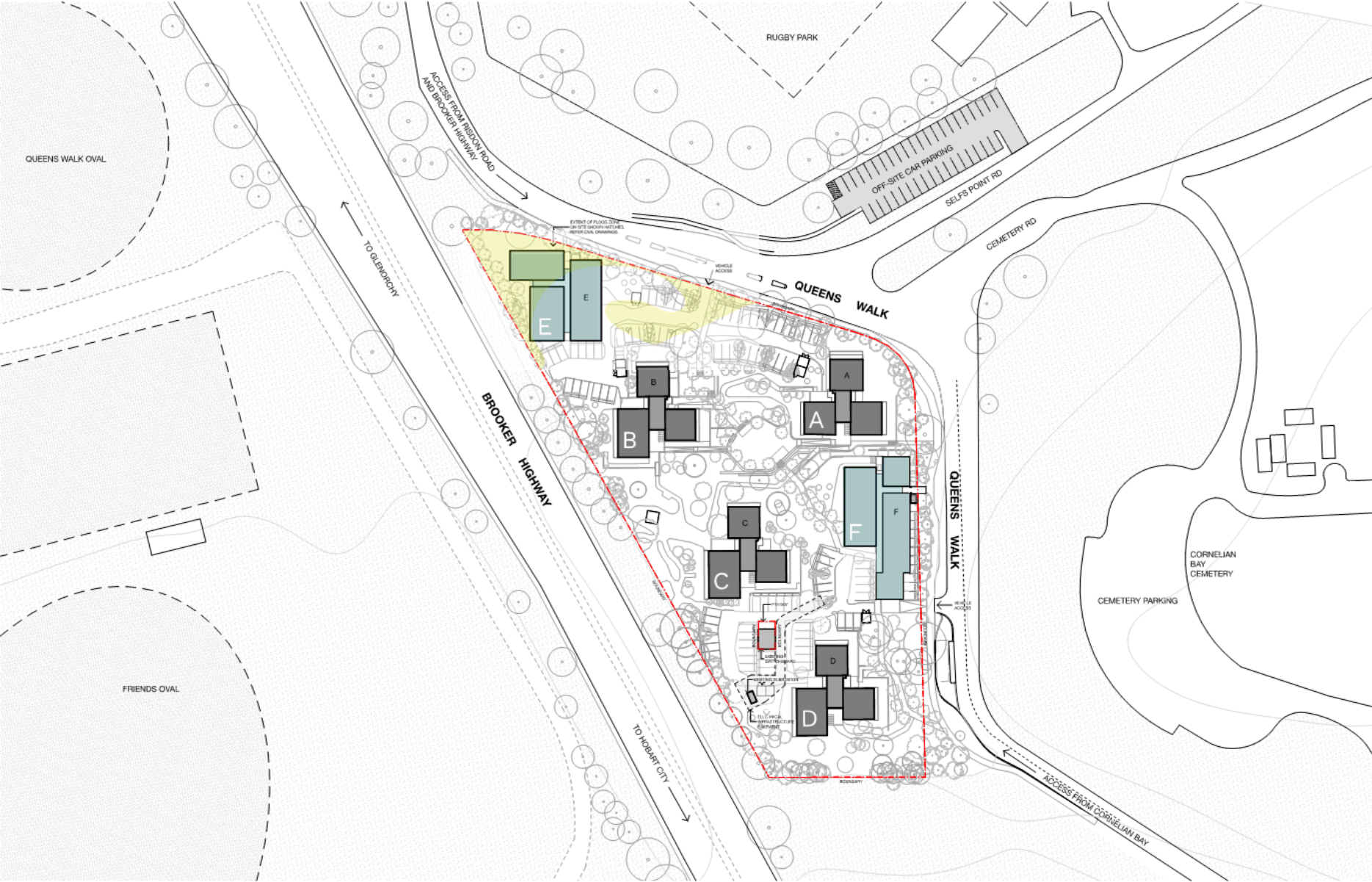




BUILDABLE AREA

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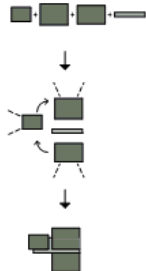


PROPOSED SITE PLAN 1:1000

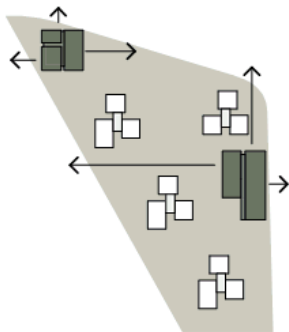
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MASSING - SITE OVERVIEW

AREA ARRANGEMENT



VIEW AXES



Following the patterns of the site, the proposed buildings are positioned to respect the view lines of the existing buildings.

Like the existing, the proposed buildings have shorter, recessed common areas that break down the massing of the form.

Proposed building massing shown in blue. The site patterns of form, outlook and the underlying grid are maintained.

Located along the Brooker Highway surrounded by expanses of open space, the Queens Walk site holds a welcoming gateway position to the north of the city of Hobart. The existing buildings on the site are the only prominent built structures in the area and the new buildings aim to reinforce this unique characteristic and heritage of higher density buildings set amongst generous, landscaped open space. The proportions, articulation and siting of the new buildings, as well as the space between new and existing, uphold the stepped massing and broken skyline of the site, and maintain the views of this iconic and recognisable gateway to and from Hobart.

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LANDSCAPE PLAN

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DESIGN

RESPONSE

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DESIGN INTENT

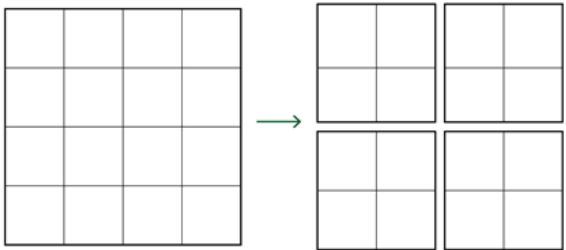
To cohabit with the existing without dominating what is already there - to participate in/ perpetuate the grid axes and the orientation of buildings looking outwards.

RESPONSE TO HERITAGE

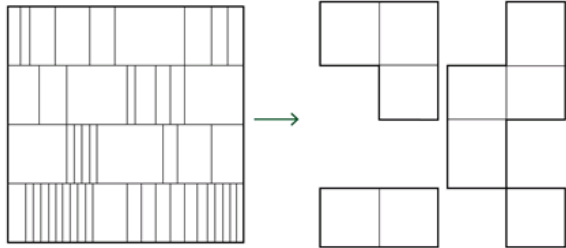
The original buildings were built in an era of postwar optimism in which rebuilding was rational and planned to create clean and functional spaces.

Repetition and mass production led to the ideal of '*equal and the same*'.

The proposed design uses this as a base by using the same kit of parts but with more variation, supporting the notion of '*equal and different*' and allowing a sense of identity to be expressed.



Equal + Same
Order + Repetition



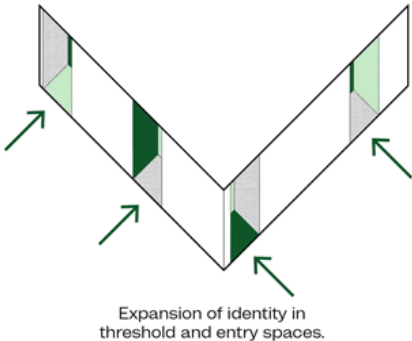
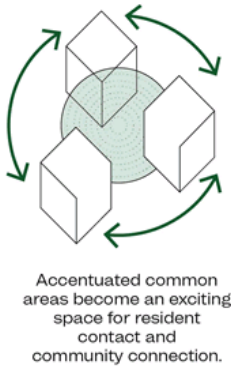
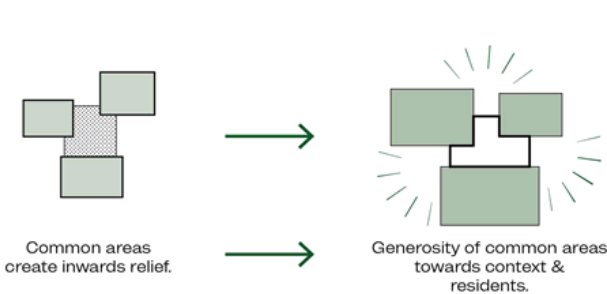
Equal + Different
Connected + Individual

CREATING GENEROSITY

Within the existing buildings, floor plans and the extent of outdoor open space is generous in size.

Today we unfortunately don't have the luxury of large floor areas but through variation and material choices we can provide more personalised buildings and apartments to express a sense of identity and create buildings that depart from the bare and repetitive social housing aesthetic.

Simply having open space isn't enough, the proposal aims to provide a variety of different, more useable and productive spaces rather than one large unarticulated space to service all.



**COMMON SPACE IN
PROPOSED AND EXISTING
ARE SIMILAR**

GENEROSITY OF COMMON AREAS

SENSE OF ARRIVAL AND HOME

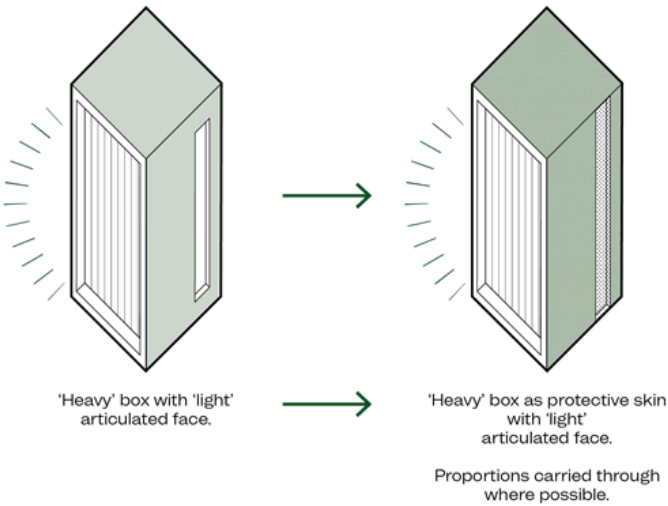
COMMON SPACE

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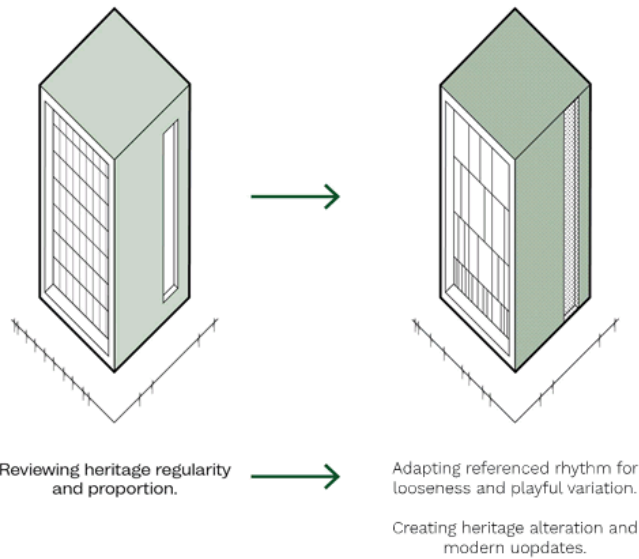
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MATERIAL EXPRESSION

Reflecting on the heritage renovation, the proposed buildings seek playful material expressions within the hooded box form.



FORM



FORM - ARTICULATION

MATERIAL EXPRESSION

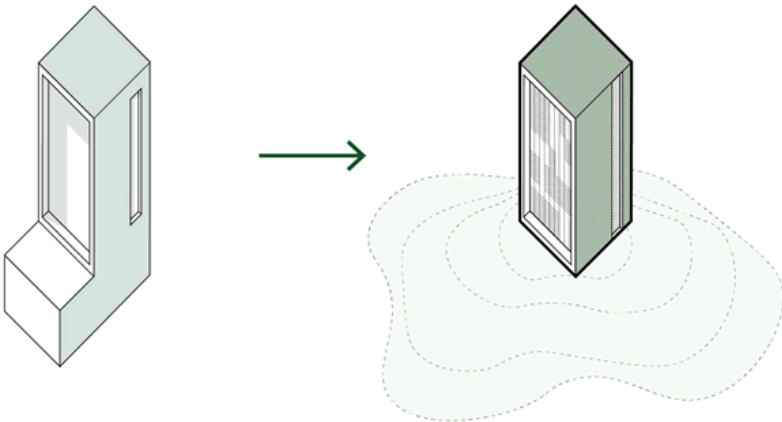
The material articulation is further refined to change as the day does, and so your experience of it.

Shadow, light, illumination and texture are considered to add character and a sense of individual address to the residents.

There is intimacy in a home, knowing how it feels and looks at various times of the day and year. No two are the same.

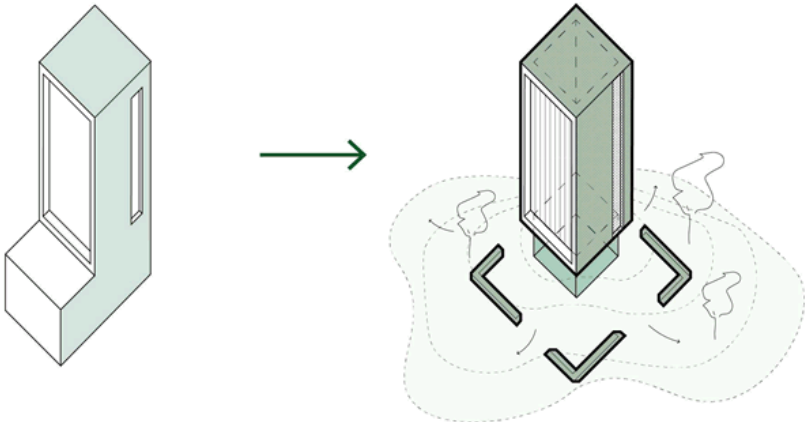
HOW THE BUILDING MEETS THE GROUND

The hooded form, referencing the heritage, is elevated from the ground. The portion of the building meeting the ground is inset and designed to meld with the landscape.



Shadow through flat materials and accentuated hood.

Playful light and shadow in facade articulation and materiality.



Heritage adaptation.

Inset & connected to the landscape, creating 'hero' through historical reference.

LIGHT, SHADOW, TEXTURE

HOW BUILDING MEETS THE GROUND

DETAIL IN FORM AND MATERIAL

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PRECEDENTS

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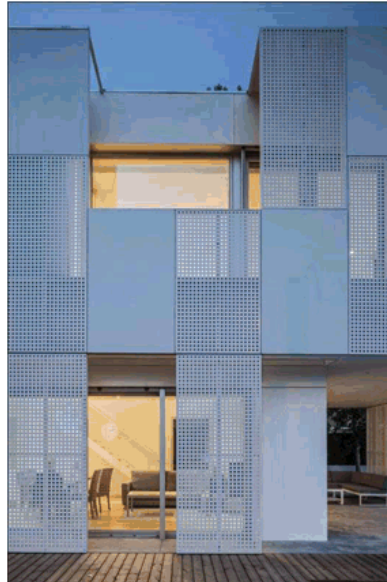
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Examples of 'hooded' forms with articulated
lightweight infill.

PRECEDENTS - FORM

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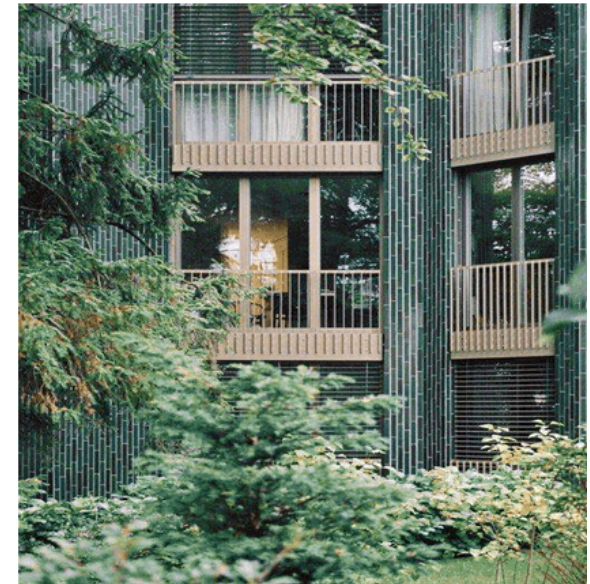
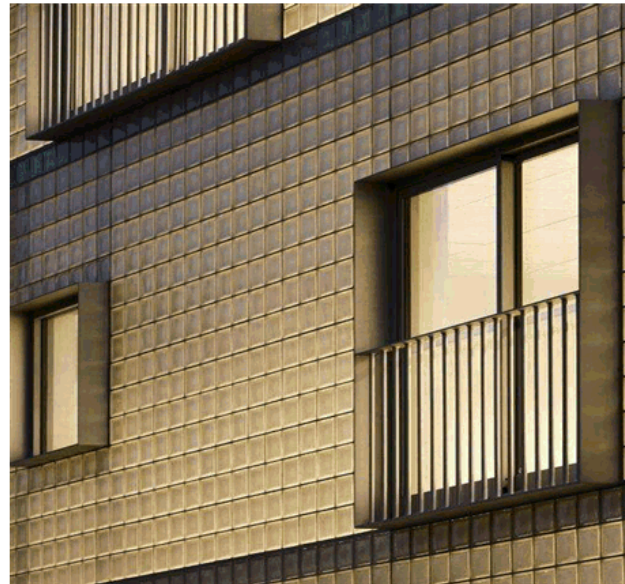
Examples of articulated lightweight infill which plays with light, shadow, colour and texture.

While each example has a playfulness, they all have an underlying system that gives order to the facades.

PRECEDENTS - MATERIAL EXPRESSION

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Examples of articulated expressed materiality.

Proposed buildings to have exceptional and exciting detail in moments such as where the building meets the ground and where common areas are located.

PRECEDENTS - TEXTURE, LIGHT, SHADOW

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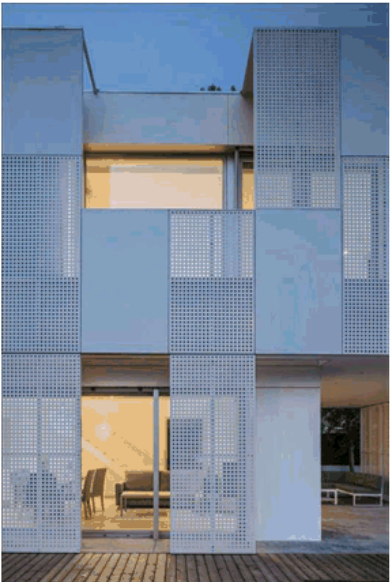
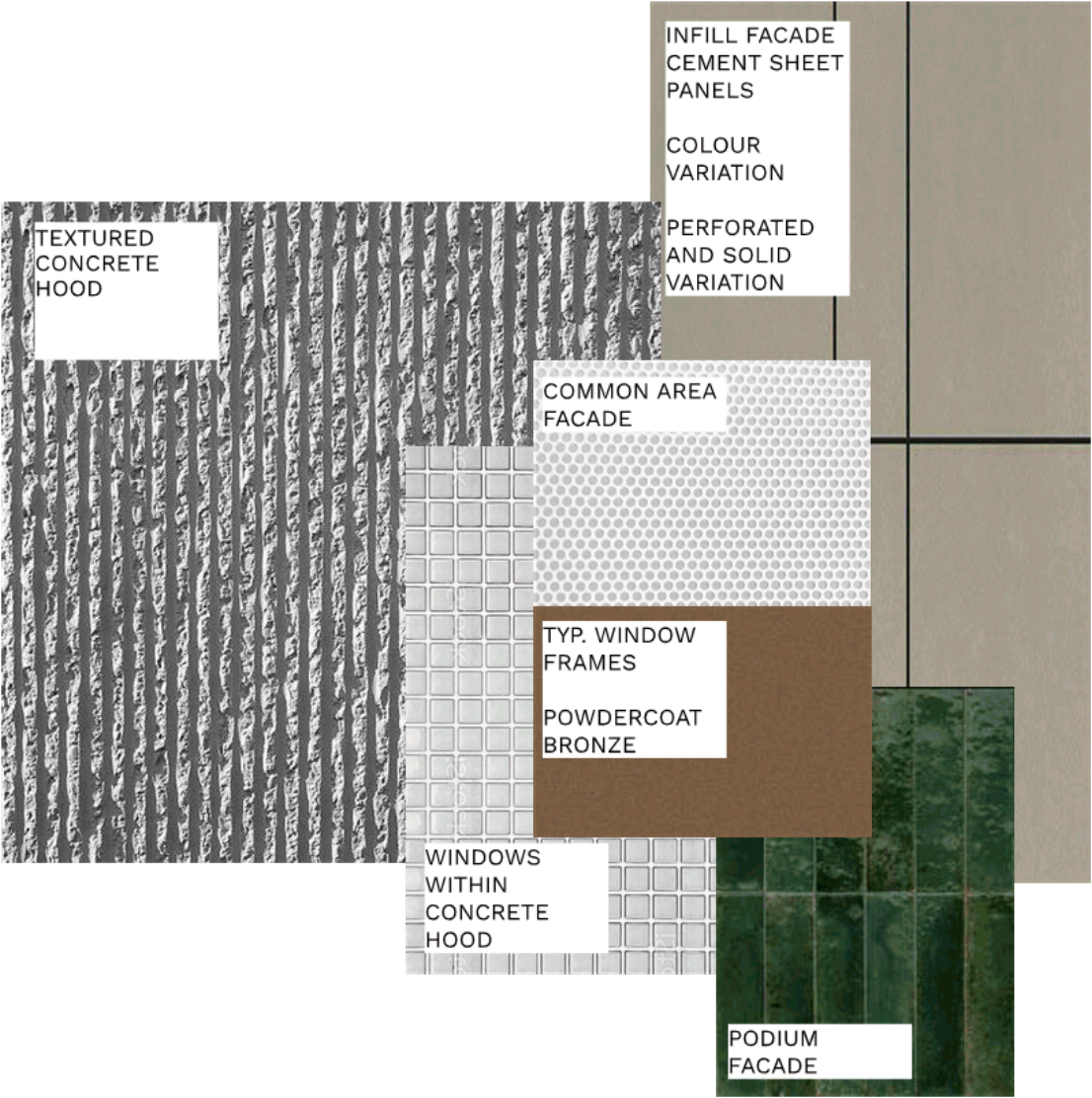
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MATERIALS

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MATERIAL PALETTE

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MATERIAL STUDIES: BUILDING F - DAY

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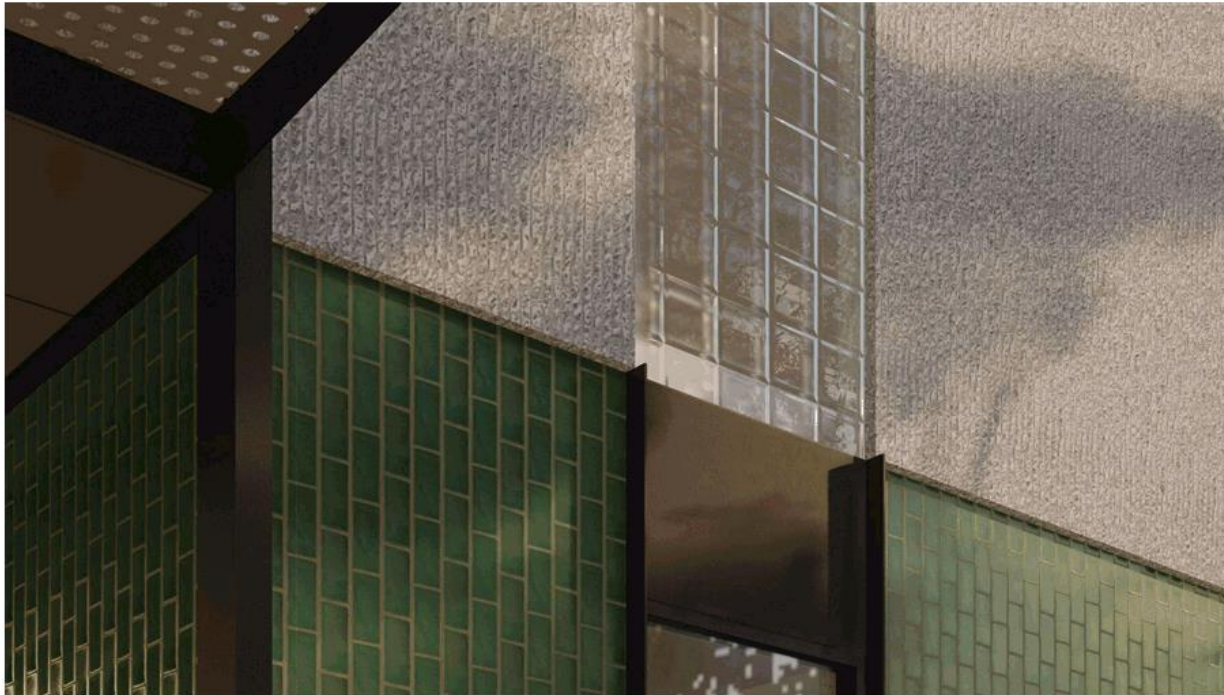
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MATERIAL STUDIES: BUILDING F - NIGHT

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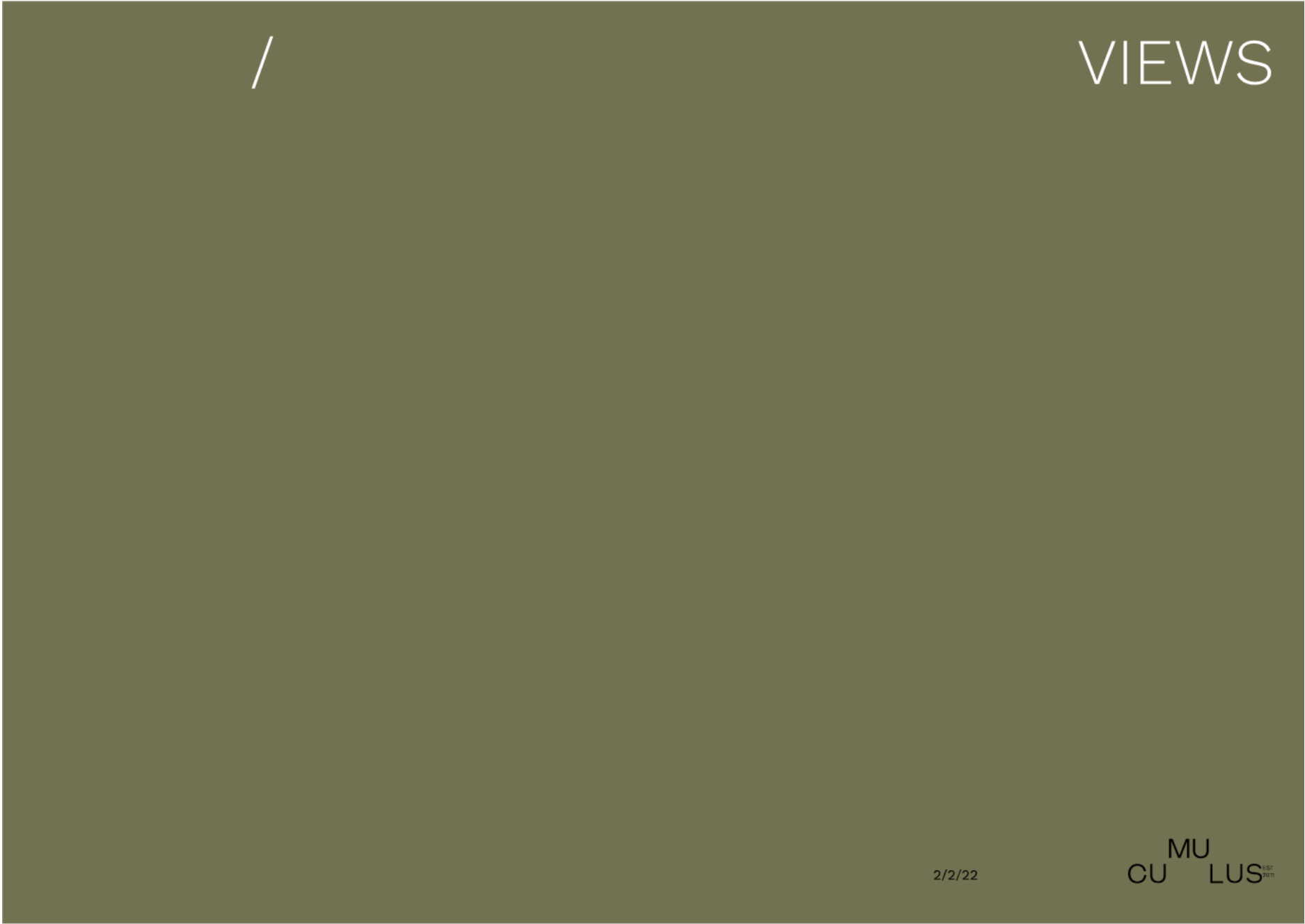
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MATERIAL STUDIES: BUILDING F - DETAILS

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Massing shown in elevational view from Queens Walk looking south.



Massing shown in elevational view from Queens Walk looking west.



Massing shown in elevational view from Brooker Highway looking east.

SITE MASSING - STREET VIEWS

2/2/22



Massing shown in elevational view from Queens Walk looking south, with material detail.



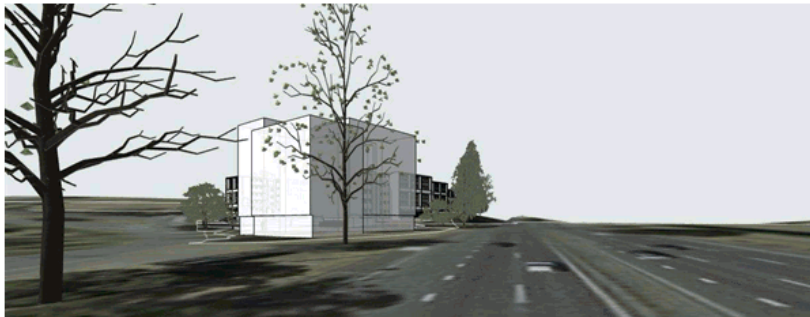
Massing shown in elevational view from Queens Walk looking west, with material detail.



Massing shown in elevational view from Brooker Highway looking east, with material detail.

DETAIL MASSING - STREET VIEWS

2/2/22



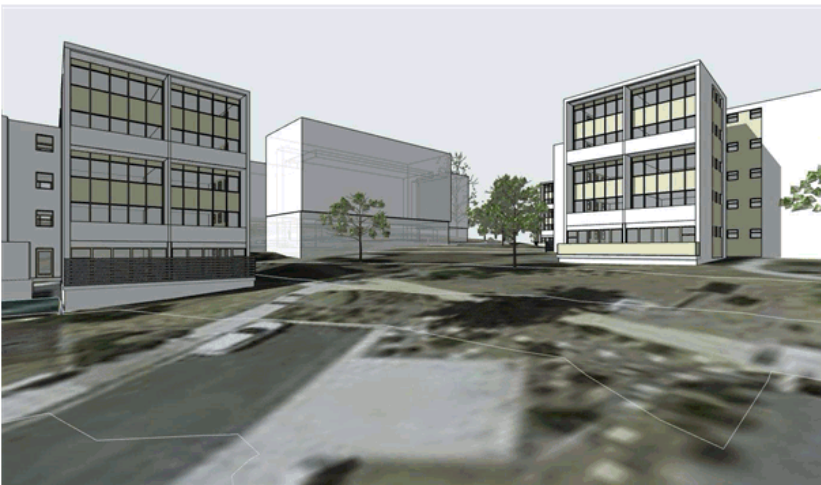
View from Brooker Highway heading toward Hobart.
The massing has been formed to continue the stepping of the existing buildings in perspective. The material detail of the proposed can be found on the following pages.



View from entry into Queens Walk from the north.
Massing diagram shows north facing open space at ground level retained. This was requested by a resident during stakeholder consultation.



View from eastern site entry
The massing references the existing buildings in direction of outlook and in the recessed form of the common areas.



View from within the centre of the site, in north facing opening space looking toward the proposed building to the east.

SITE MASSING - ENTRY VIEWS

2/2/22



View from Brooker Highway heading toward Hobart.
The massing has been formed to continue the stepping of the existing buildings in perspective.



View from entry into Queens Walk from the north.
Massing diagram shows north facing open space at ground level retained. This was requested by a resident during stakeholder consultation.



View from eastern site entry
The massing references the existing buildings in direction of outlook and in the recessed form of the common areas.



View from within the centre of the site, in north facing opening space looking toward the proposed building to the east.

DETAIL MASSING - ENTRY VIEWS

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Building F, level 1 common area facing south.



Building F, level 1 common area facing west.

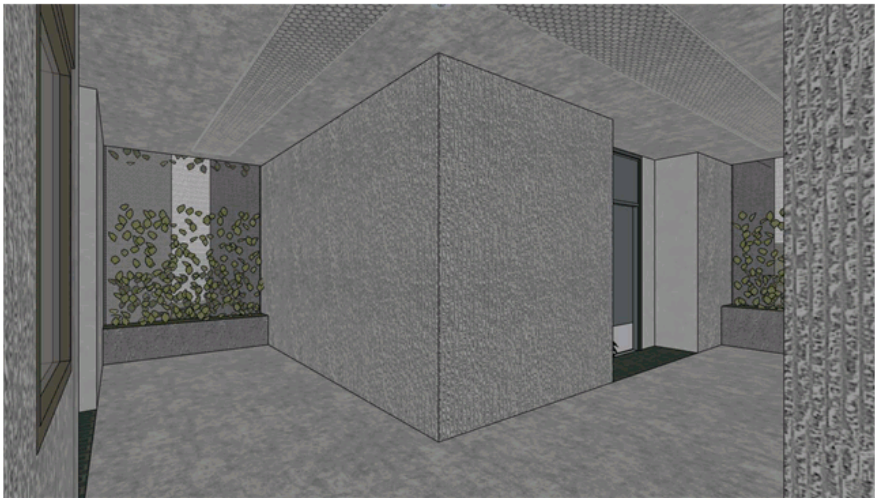
VIEW - COMMON AREAS

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Typical entry threshold - colour varies.



Building F, level 1 common area facing north.

VIEW - COMMON AREAS

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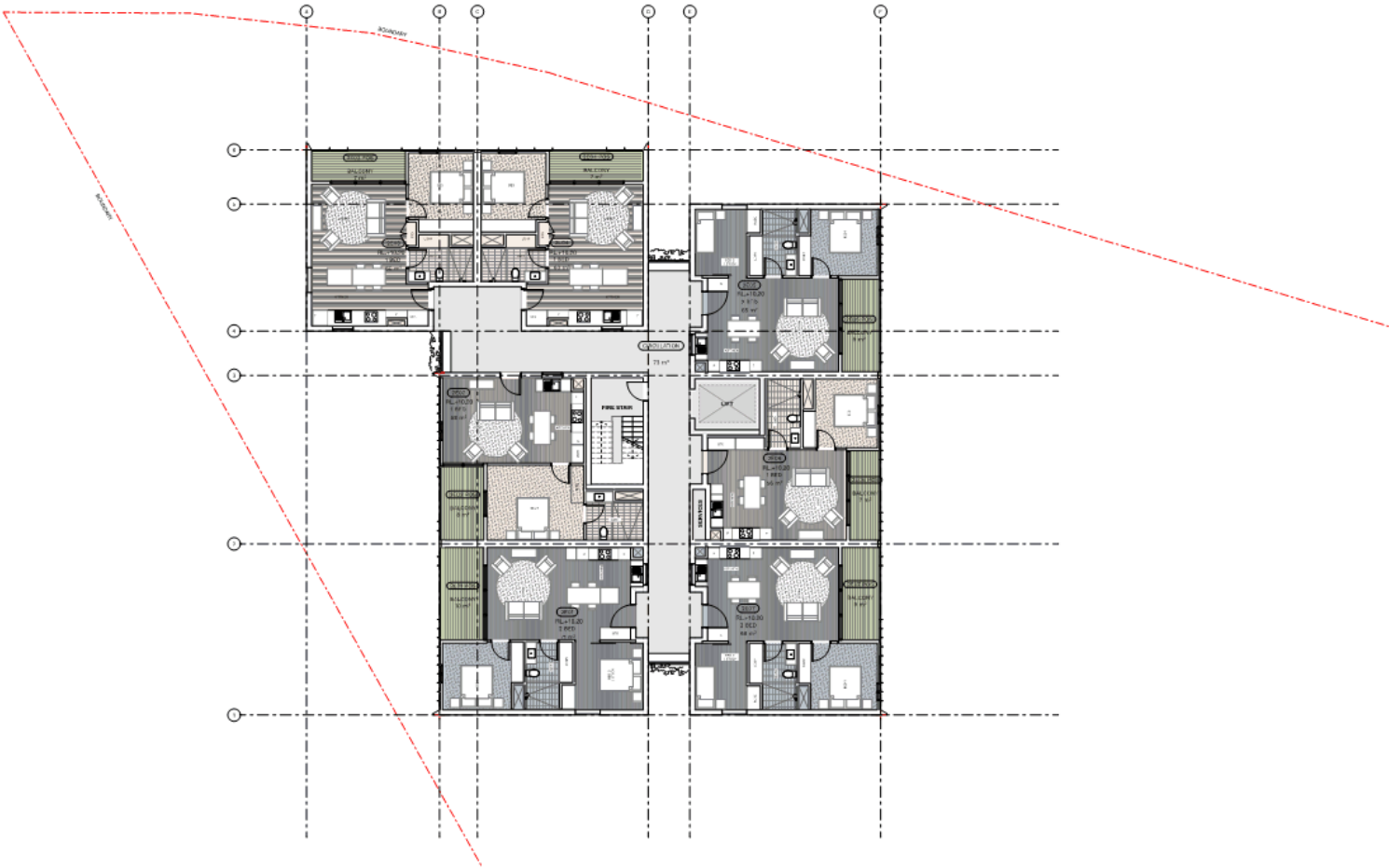
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SPATIAL PLANNING

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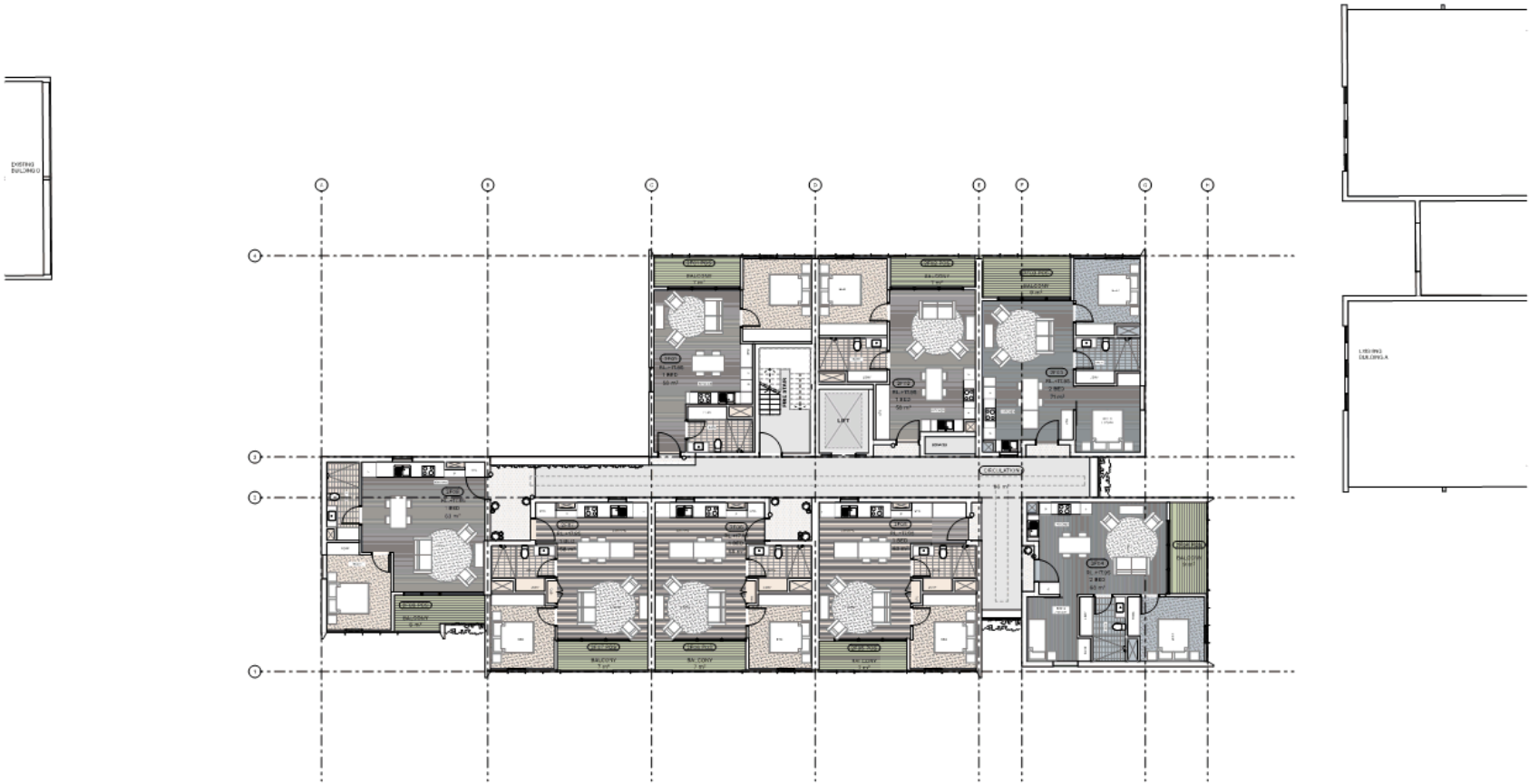


TYPICAL FLOOR PLAN BUILDING E

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TYPICAL FLOOR PLAN BUILDING F

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VISUALISATIONS

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BUILDING F - DAY

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BUILDING F - EVENING

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BUILDING F FACADE DETAIL - DAY

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BUILDING F FACADE DETAIL - EVENING

2/2/22

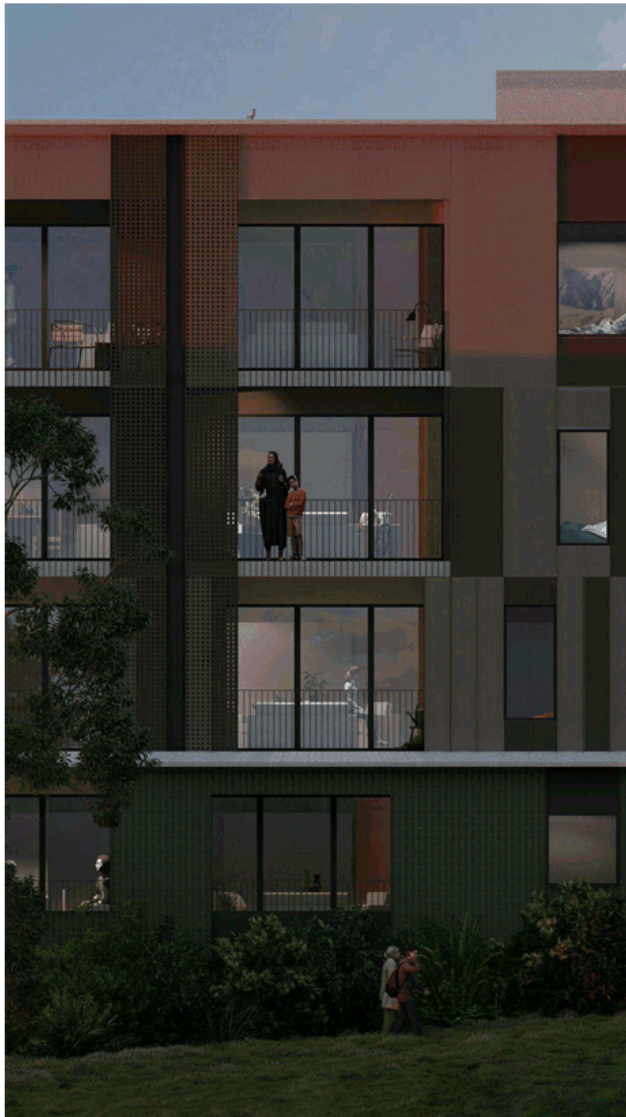
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BUILDING F - WEST DAY

2/2/22

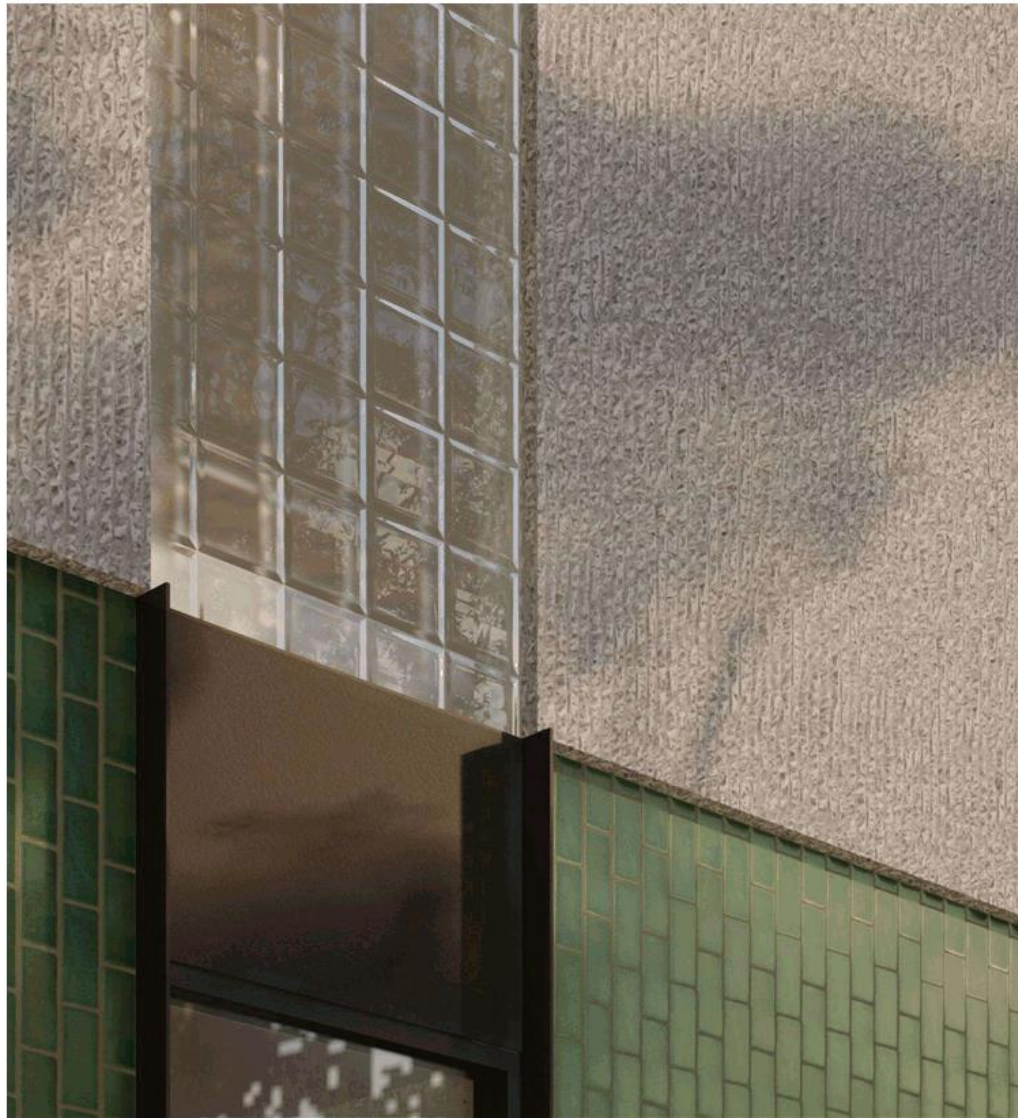
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BUILDING F - WEST EVENING

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BUILDING F - MATERIAL EXPRESSION



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QUEENS WALK



COMMUNITY HOUSING

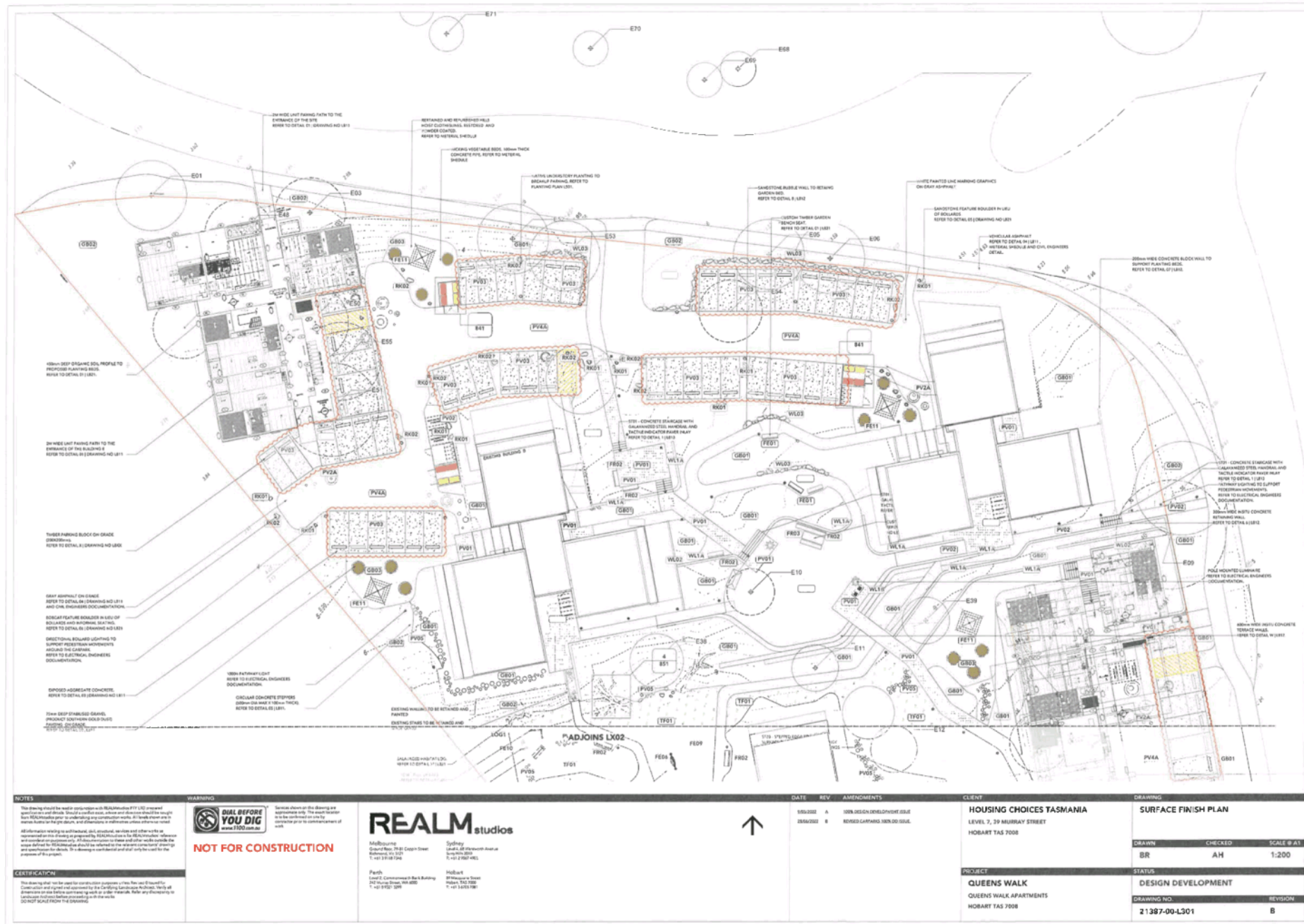
DESIGN REPORT

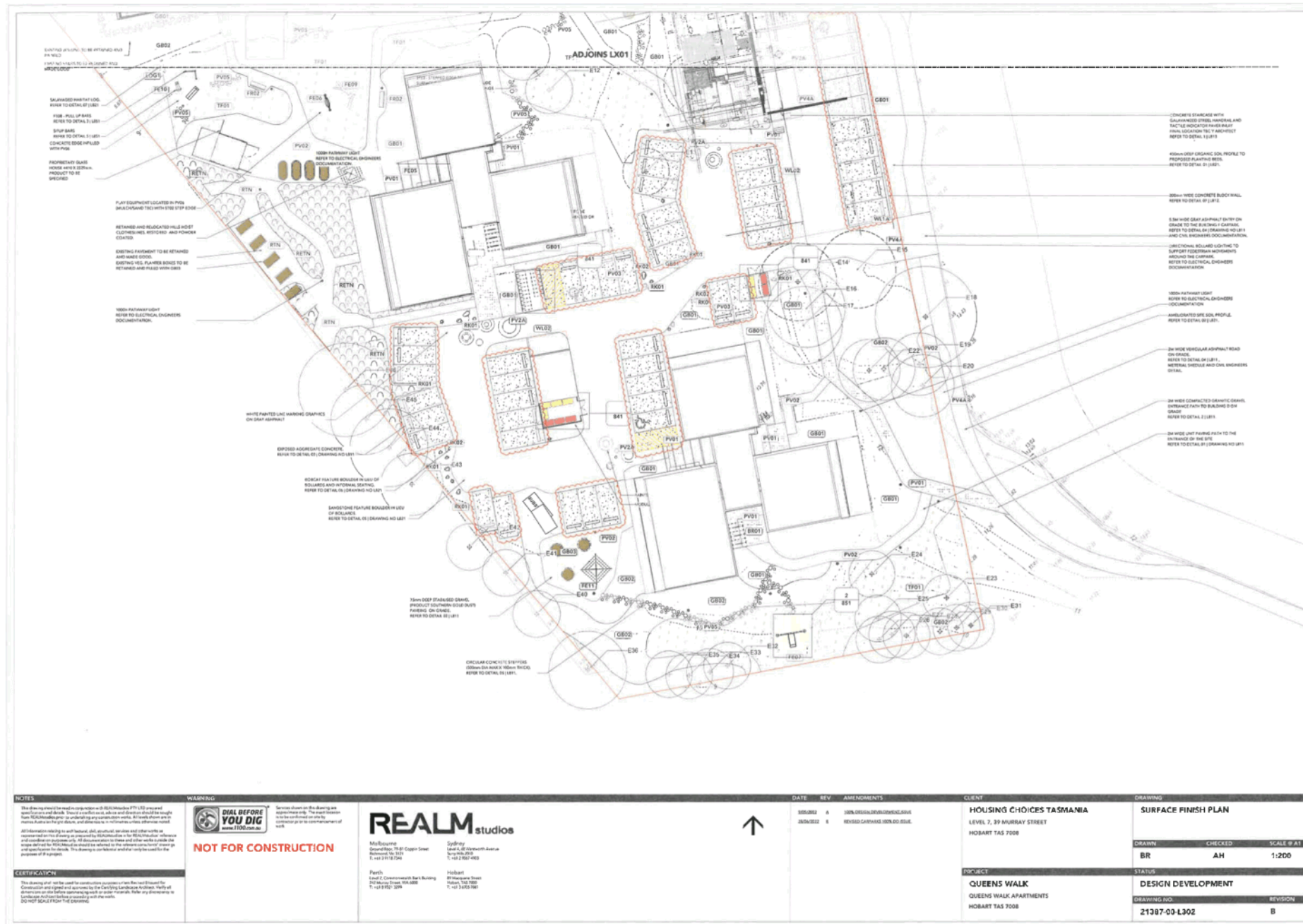
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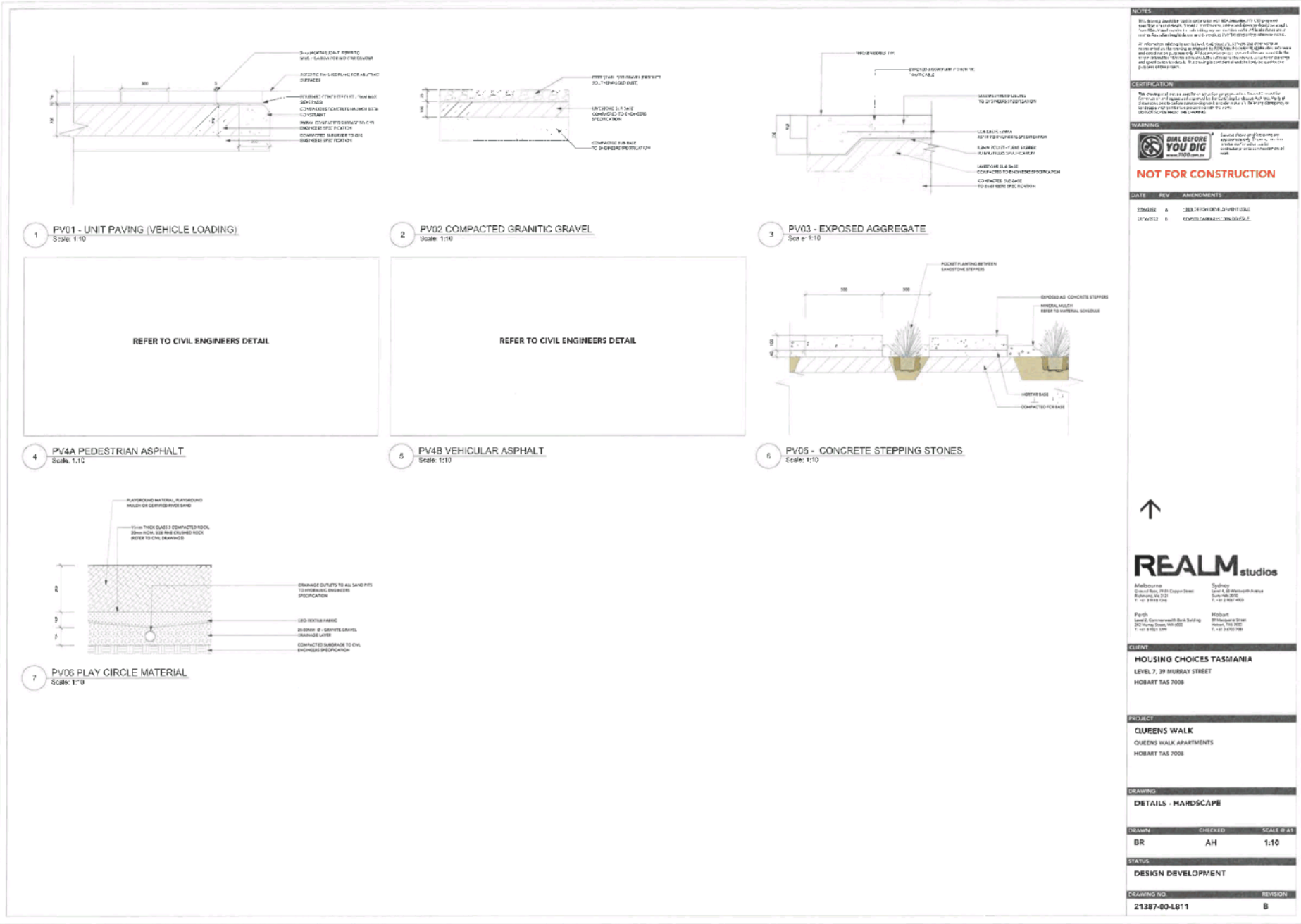
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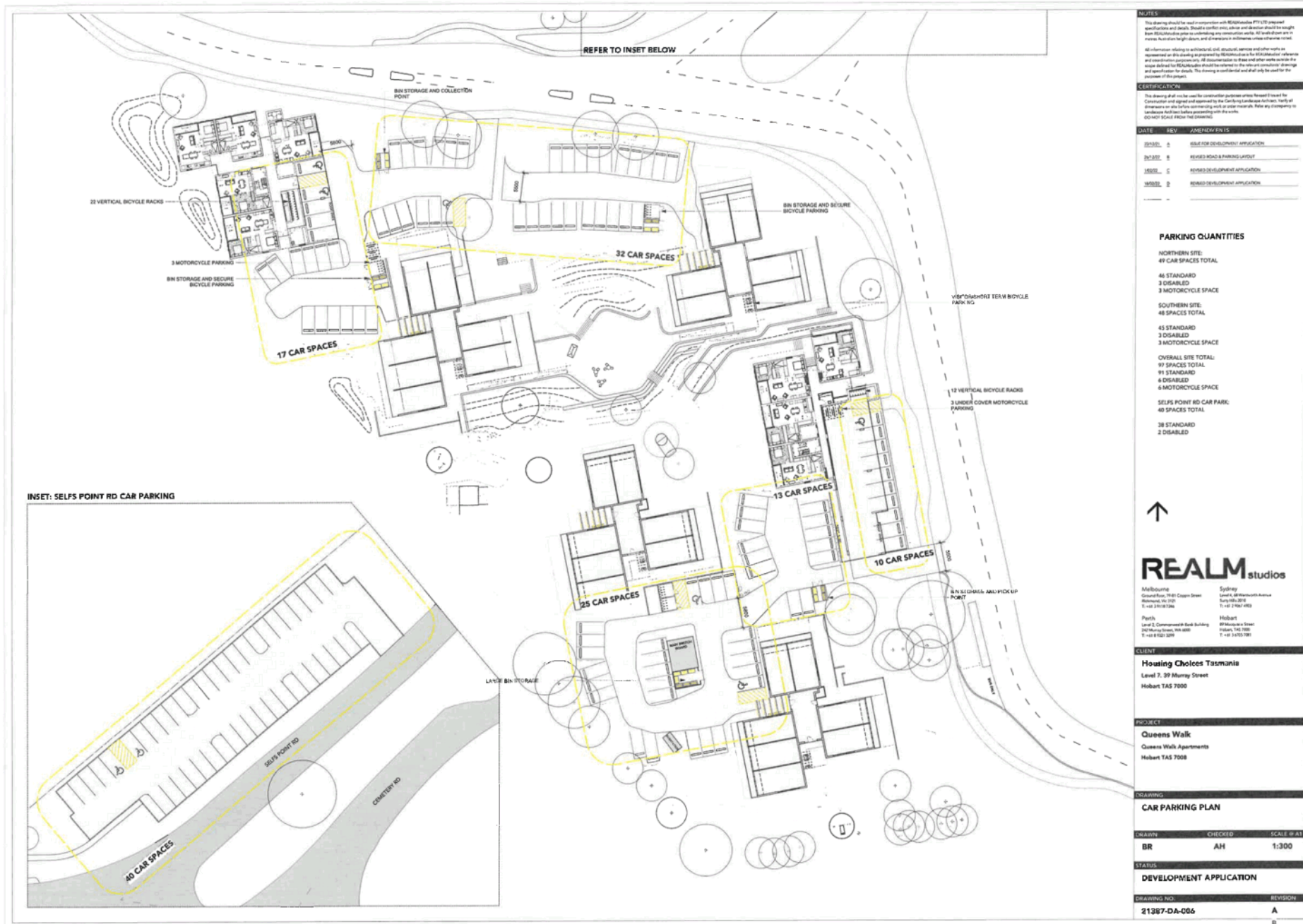


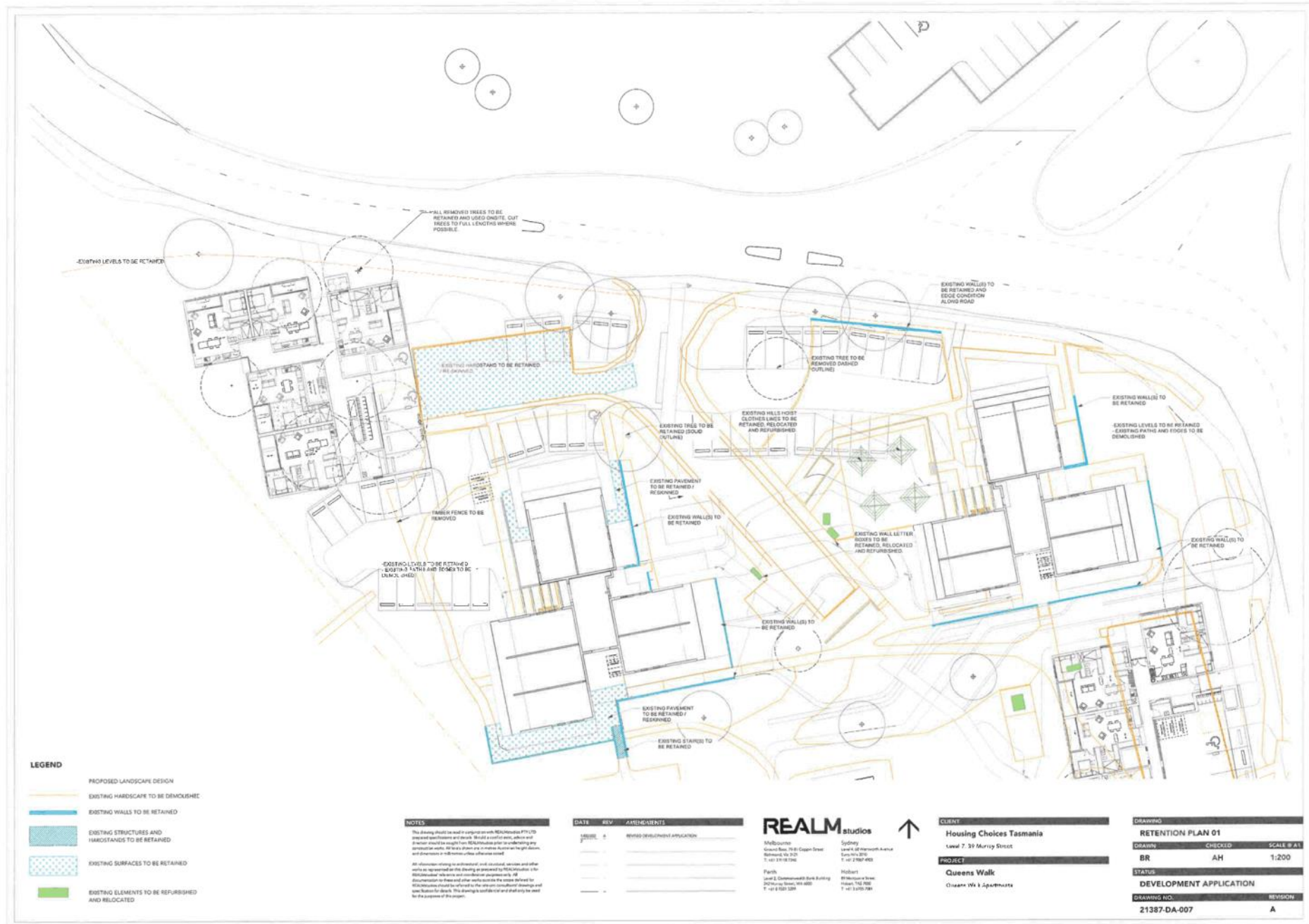


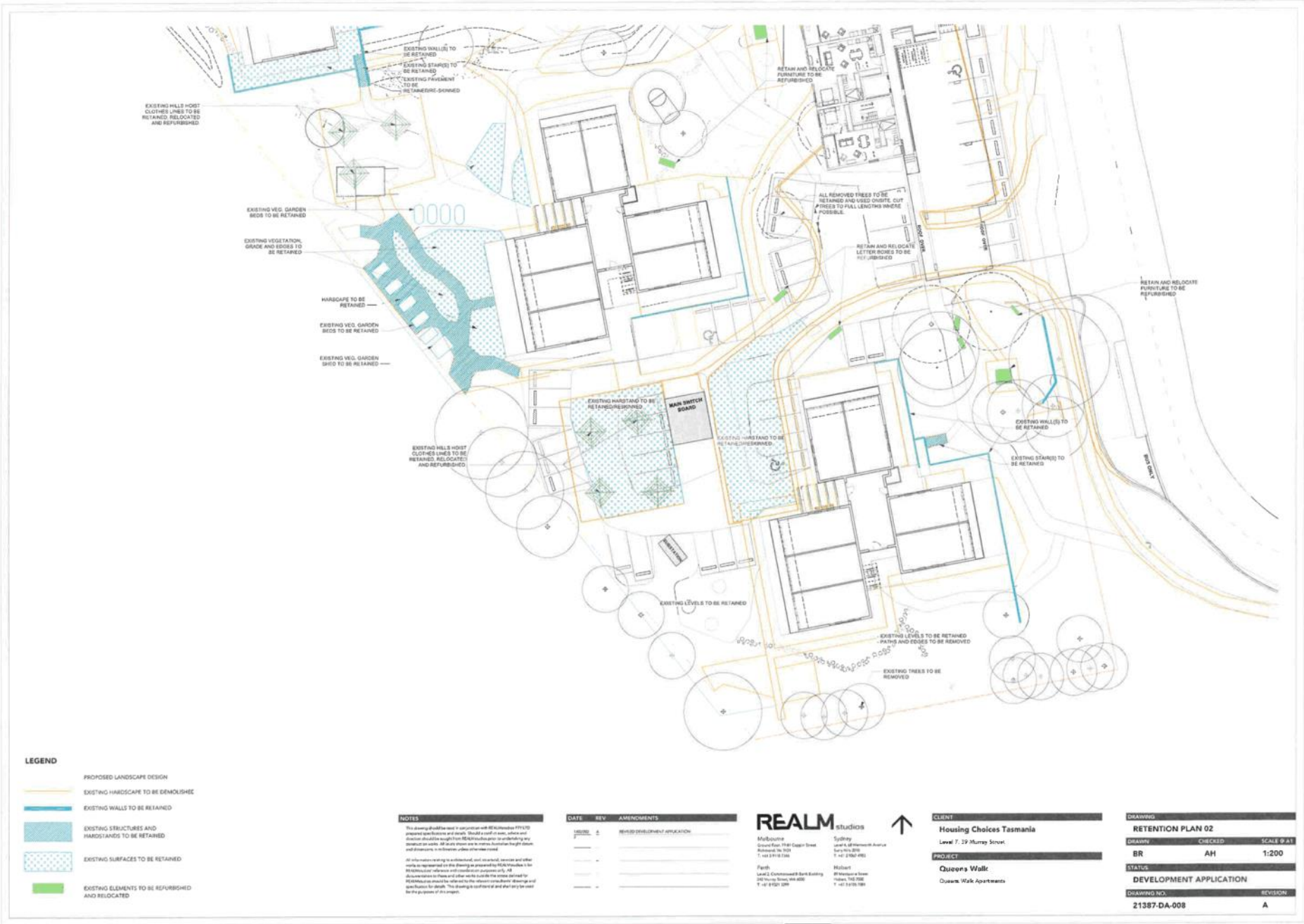












Queens Walk Apartments

Landscape Development Application

REALMstudios



Acknowledgement of Country

As we develop conceptual thinking on lutruwita Aboriginal land, sea and waterways, we acknowledge, with deep respect the traditional owners of this land, the muwinina people. The muwinina people belong to the oldest continuing culture in the world. They cared for and protected Country for thousands of years. They knew this land, they lived on the land and they died on these lands. We honour them.

For the muwinina people, the area around nipaluna (Hobart) was their Country and they called Mount Wellington kunanyi. We acknowledge that it is a privilege to stand on Country and walk in the footsteps of those before us.

Along the river banks, among the gums and seas that continue to run through the veins of the Tasmanian Aboriginal community. We pay our respects to elders past and present and to the many Aboriginal people that did not make elder status and to the Tasmanian Aboriginal community that continue to care for Country. We recognise a history of truth which acknowledges the impacts of invasion and colonisation upon Aboriginal people resulting in the genocide and forcible removal from their lands.

Our Island is deeply unique, with spectacular landscapes with our cities and towns surrounded by bushland, wilderness, mountain ranges and beaches. We stand for a future that profoundly respects and acknowledges Aboriginal perspectives, culture, language and history. And a continued effort to fight for Aboriginal justice and rights paving the way for a strong future.

We seek the wisdom of Aboriginal leaders with their deep knowledge of the country as we explore how to create designs that are of place.

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Project:	Queens Walk Apartments
Report Title:	Planning Application Report
Authors:	Ben Roberts (REALMstudios)
Review:	Alaric Hellawell (REALMstudios)
Document Issue:	01/02/2022 - Issue B
Prepared by:	



1.1 Introduction

This report captures the Queens Walk Landscape up to the Development Application.

Through the synthesis of technical research, site analysis and resident engagement learnings a landscape framework is established made up of place based strategies to guide the design of the landscape.

This report is to be read in conjunction with the architectural report to encapsulate the overall design intent for each space in more detail.







Four Scales Of Social Venues



City

The site is somewhat removed from the hustle of the city, surrounded by green creating a quite refuge for residents. Civic amenities are found within 1km of the site in the centres of New Town or Moonah. An incremental 400m is an indicator of 5 minutes of walkability. Beyond 10 minutes, people tend to consider the use of a vehicle or other forms of transportation. Walkability is a key indicator of adjacency, and the sense an individual has of their neighbourhood.



Precinct

The precinct itself is defined by its surroundings including the cemetery to the east, Cornelian Bay Park to the south and Sports recreation to the west. This uniquely defines the residential clusters within a parklands setting.



Residential Clusters

The residential clusters share a productive courtyard garden that operates as a collective front and back garden.

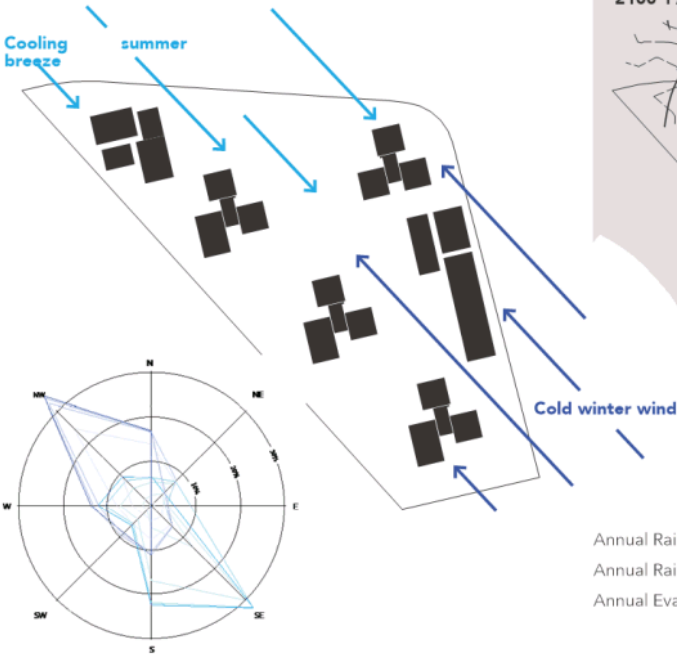


Apartments

The apartment provides an outdoor private retreat through either the stoop or balcony.

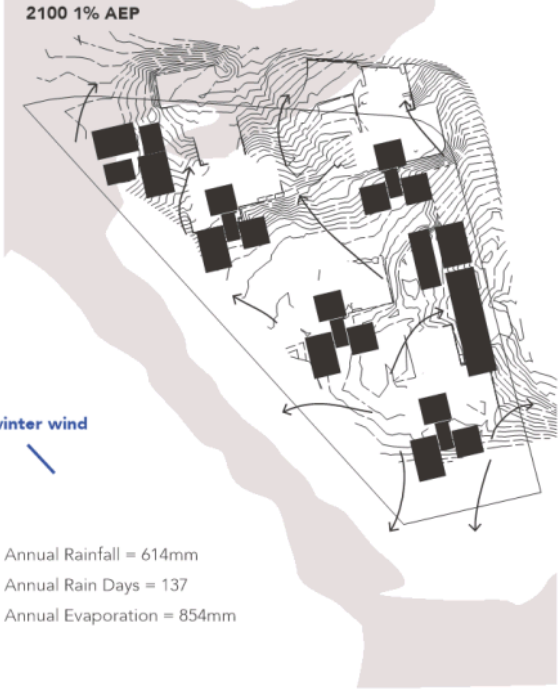
Climatic Conditions

Winter (km/h)	>=0 and <10	>=10 and <20	>=20 and <30	>=30 and <40	>=40
Summer (km/h)	>=0 and <10	>=10 and <20	>=20 and <30	>=30 and <40	>=40



Wind

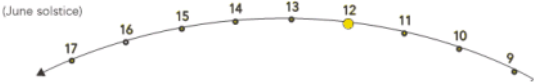
Outdoor spaces will be organised to maximise the cooling effects of the northern summer winds and create shelter from the cold winter southern winds. Trees and shrubs will also be considered for their filtering of winds between the buildings.



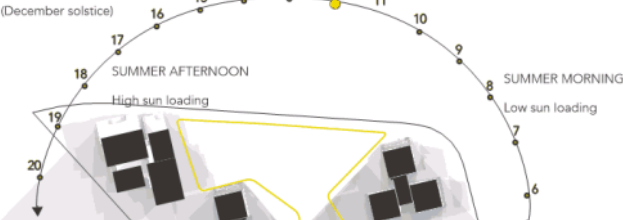
Rain

Water sensitive drainage systems will utilise stormwater as a visible, recreational element that supports passive irrigation areas, where native plants can create a rich variety of flora and fauna potential.

Winter solar path



Summer solar path

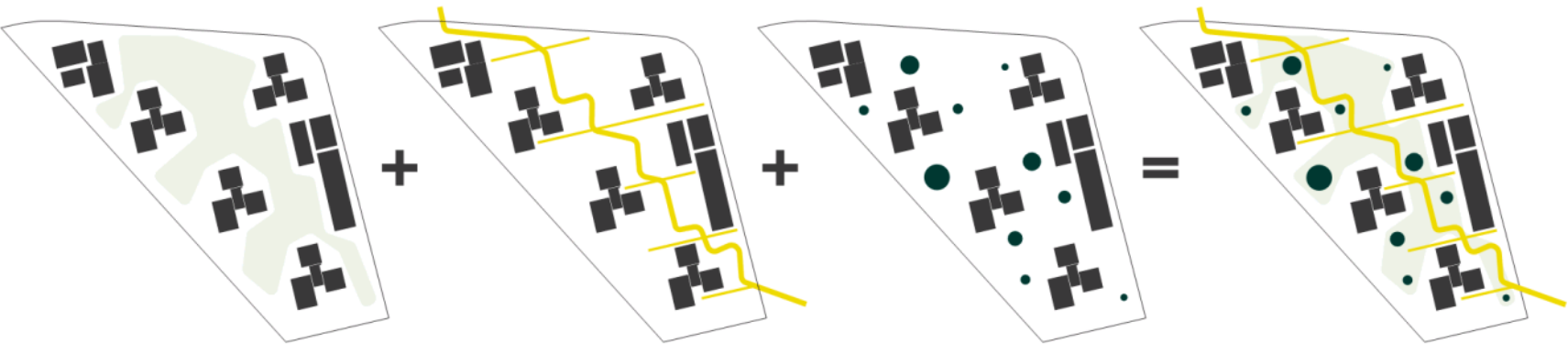


Sun

Solar access will be considered for central communal open spaces and shaded retreats, with particular attention given to areas of food production.



1.3 Landscape Framework



Green Space

The existing and proposed buildings are embraced within an enhanced green landscape. This newly unified character is perceived as an extension of the public park.

Movement + Access

Public links thread through the site, providing pedestrian amenity, access and connectivity. A clear hierarchy of materials define the central precinct connector and local residential links.

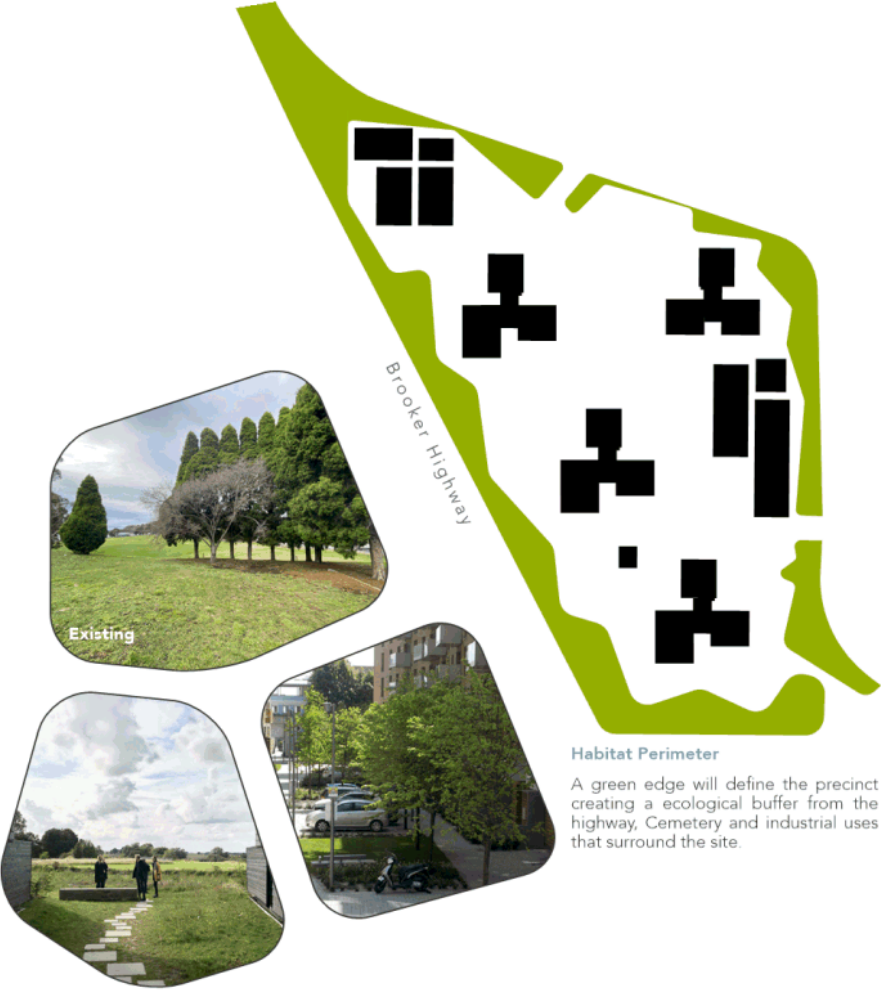
Community Resource

Community resources are scattered across the green slopes between the residential blocks which invite residents to play, exercise, work, meet and hang out.

Queens Walk Commons

A project of combined natural, urban and social layers are merged into a hybrid landscape, that accentuates the historical layers of the site, turns climate challenges into potential for recreation, leisure and learning and invites the residents into nature.

Green Space



Habitat Perimeter
A green edge will define the precinct creating a ecological buffer from the highway, Cemetery and industrial uses that surround the site.



Shared Inner Space
The internal landscape works as an extension of the parklands to the south creating a place for residents to come together and share. The inner spaces allow for community ownership and contribution.



Existing



Island Ecologies

Each existing residential block is named after a native Tasmanian plant. Naming will be extended out to the new blocks and define an block bioidentity with reference to the surrounding landscape and local nature that gives them unique atmospheres through the use of local species.



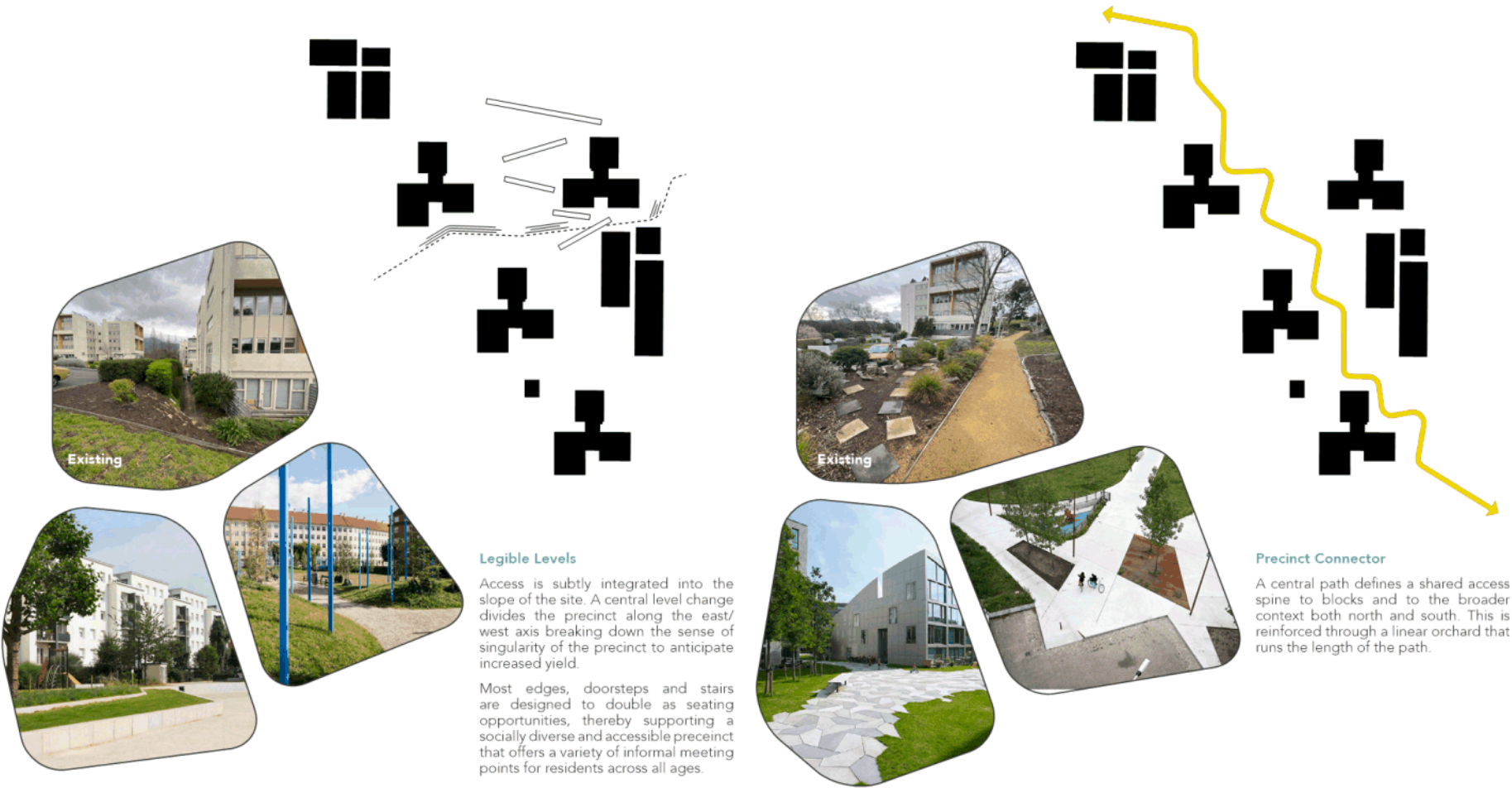
Existing

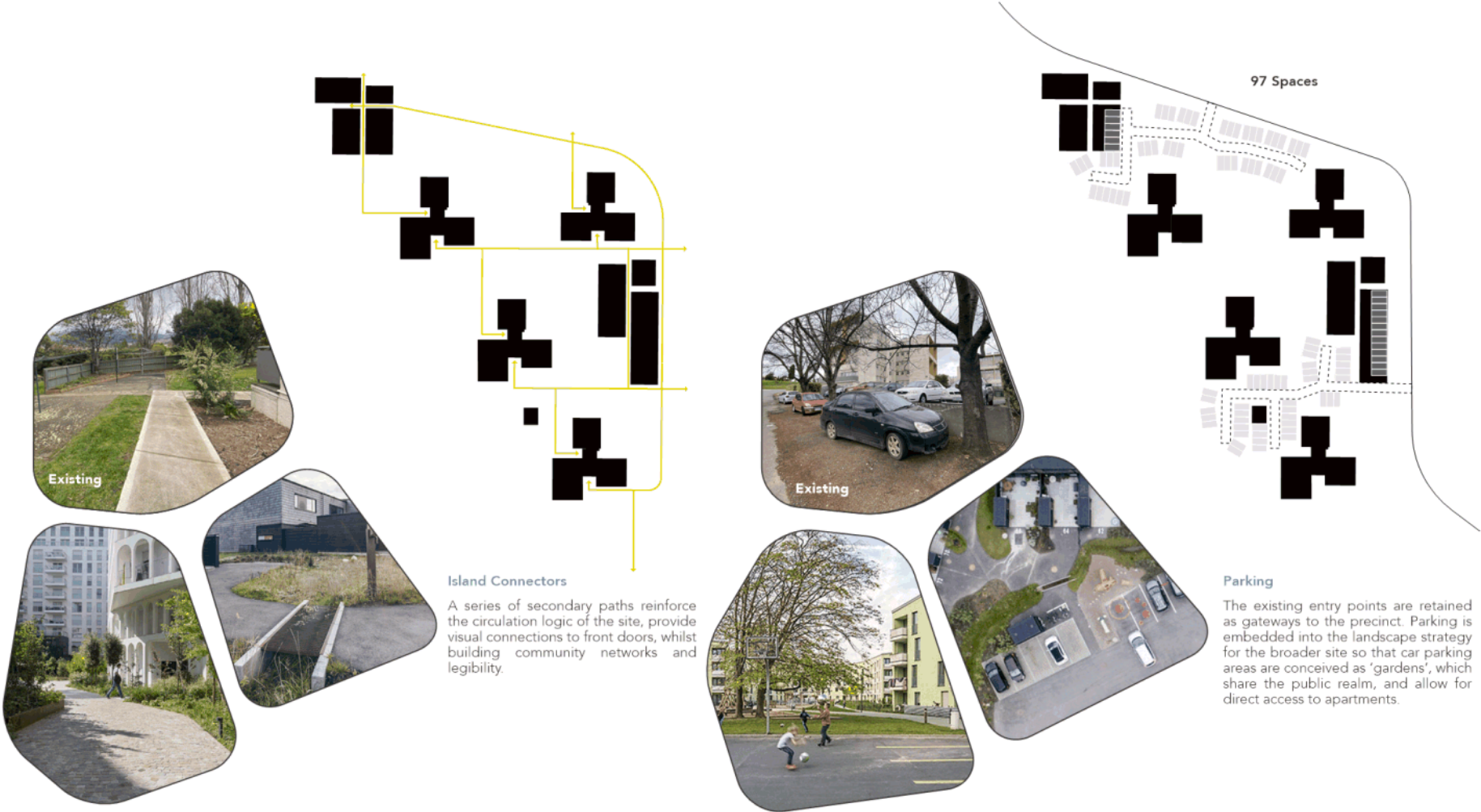


Private to Communal

Spaces are organised to maximise door-to-door contact. Public and private are differentiated from the balcony or stoop close to home, to the communal block garden and shared precinct open space.

Movement + Access





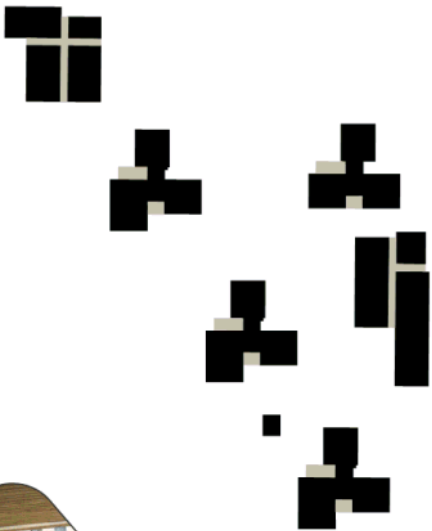
Community Resource

Existing

Existing

Social Events Space
Adverse edge conditions require a heightened interior amenity of the site. The shared communal spaces acts to link the residents in a more sophisticated manner than the existing road. A central courtyard provides space for events, BBQ's and informal socialising.

Play and Recreation Space
To address the growing needs of a mixed community informal play, sport and exercise opportunities are integrated throughout the shared open space.



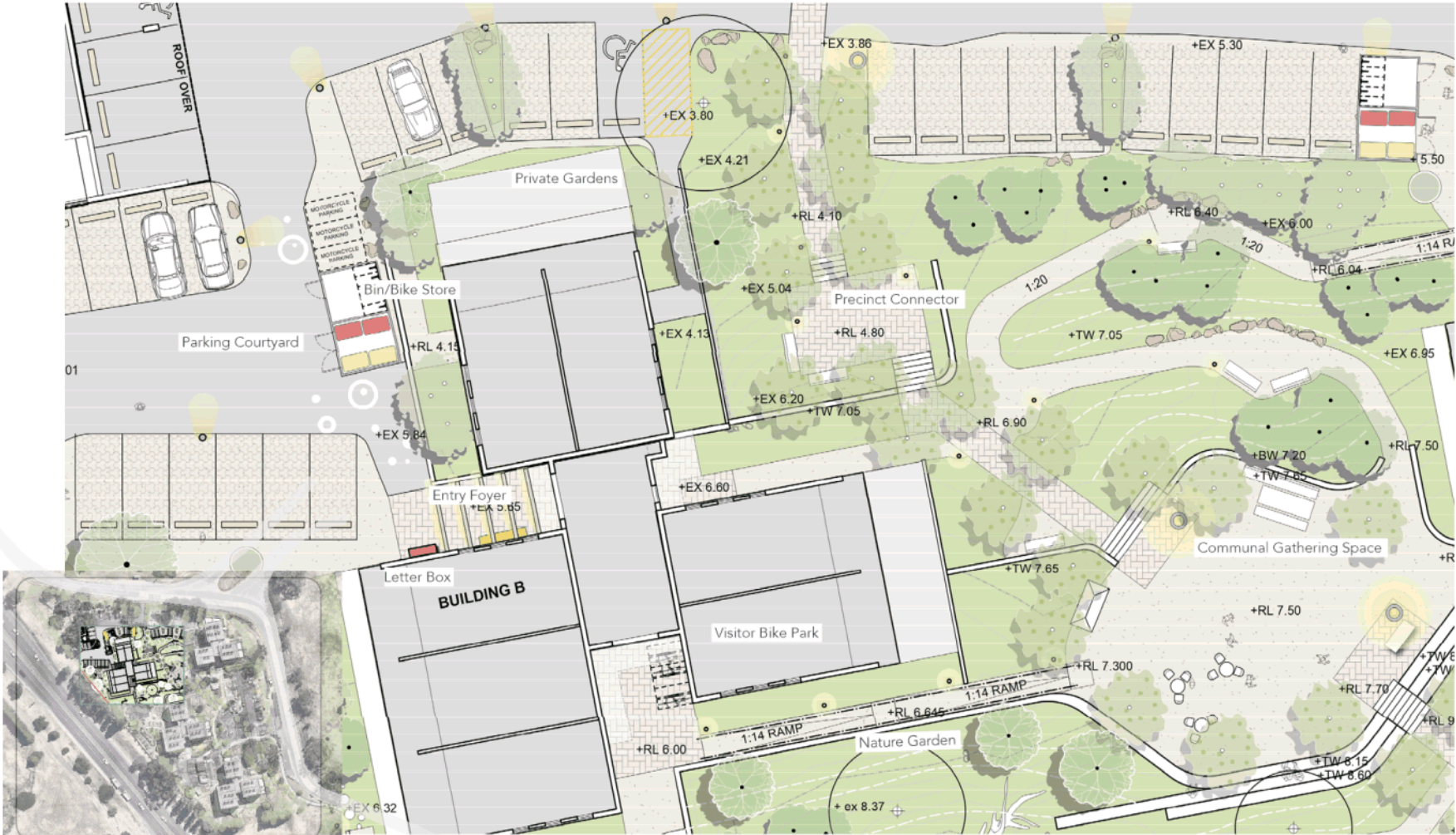
Grow Space
A growing need for self sufficiency and connection to nature is provided for through productive food gardens distributed for each residential block. A large scale glasshouse is central located for residents to enjoy collectively.



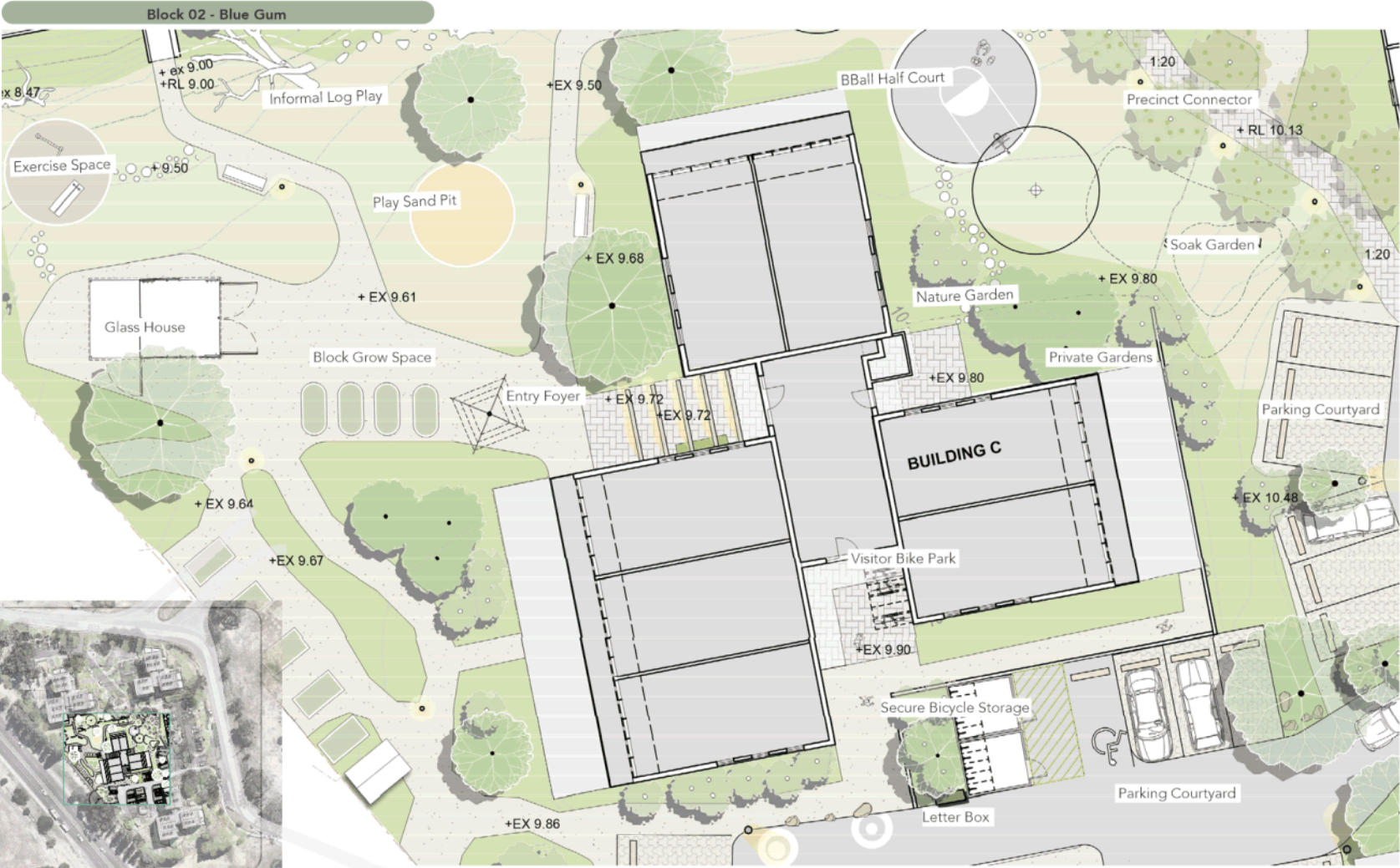
Entry Foyer Space
Existing and proposed building entries become places to meet, wait and exchange as the threshold between home and garden.

2.1 Layout Plan

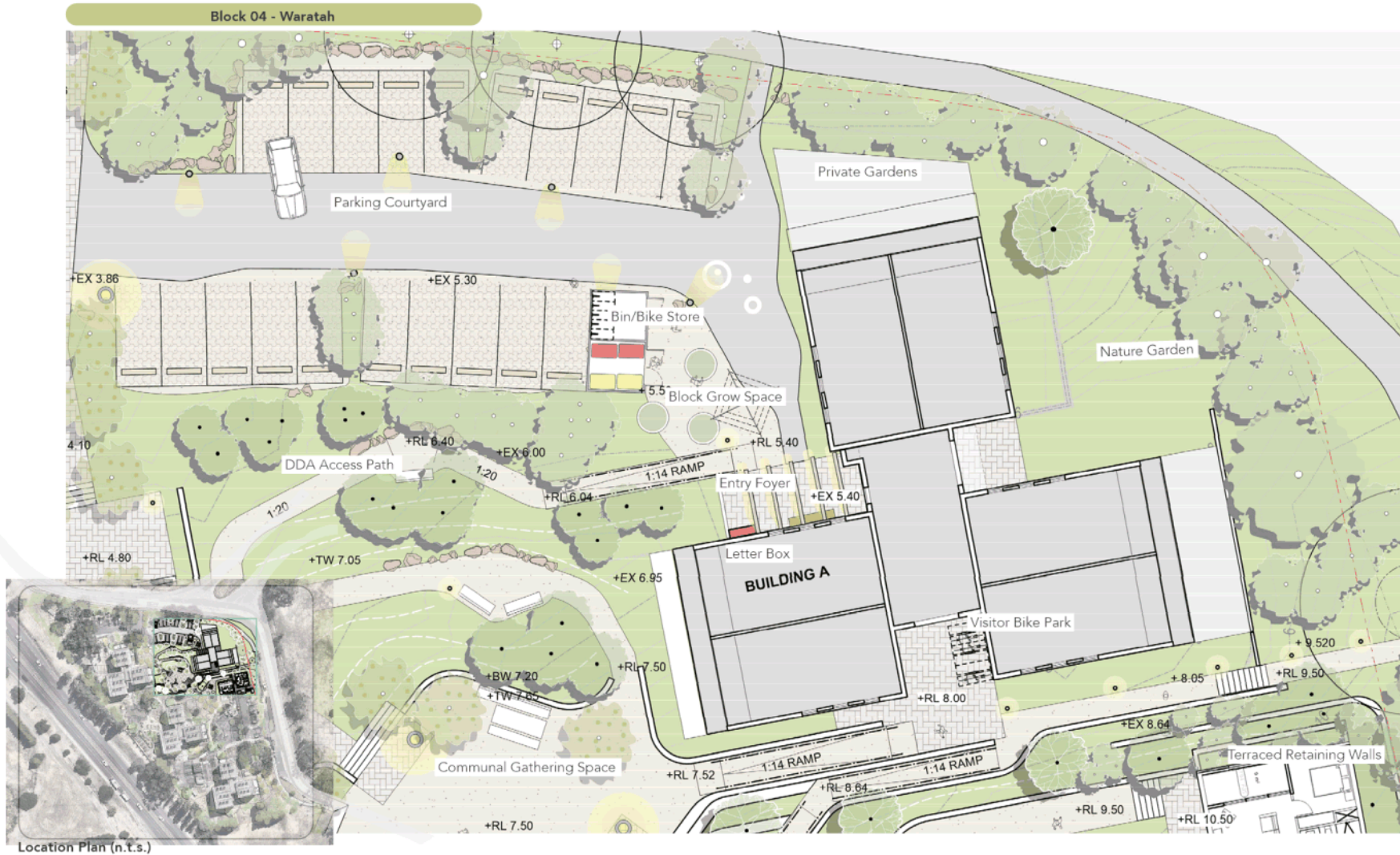
Block 01 - Manna Gum



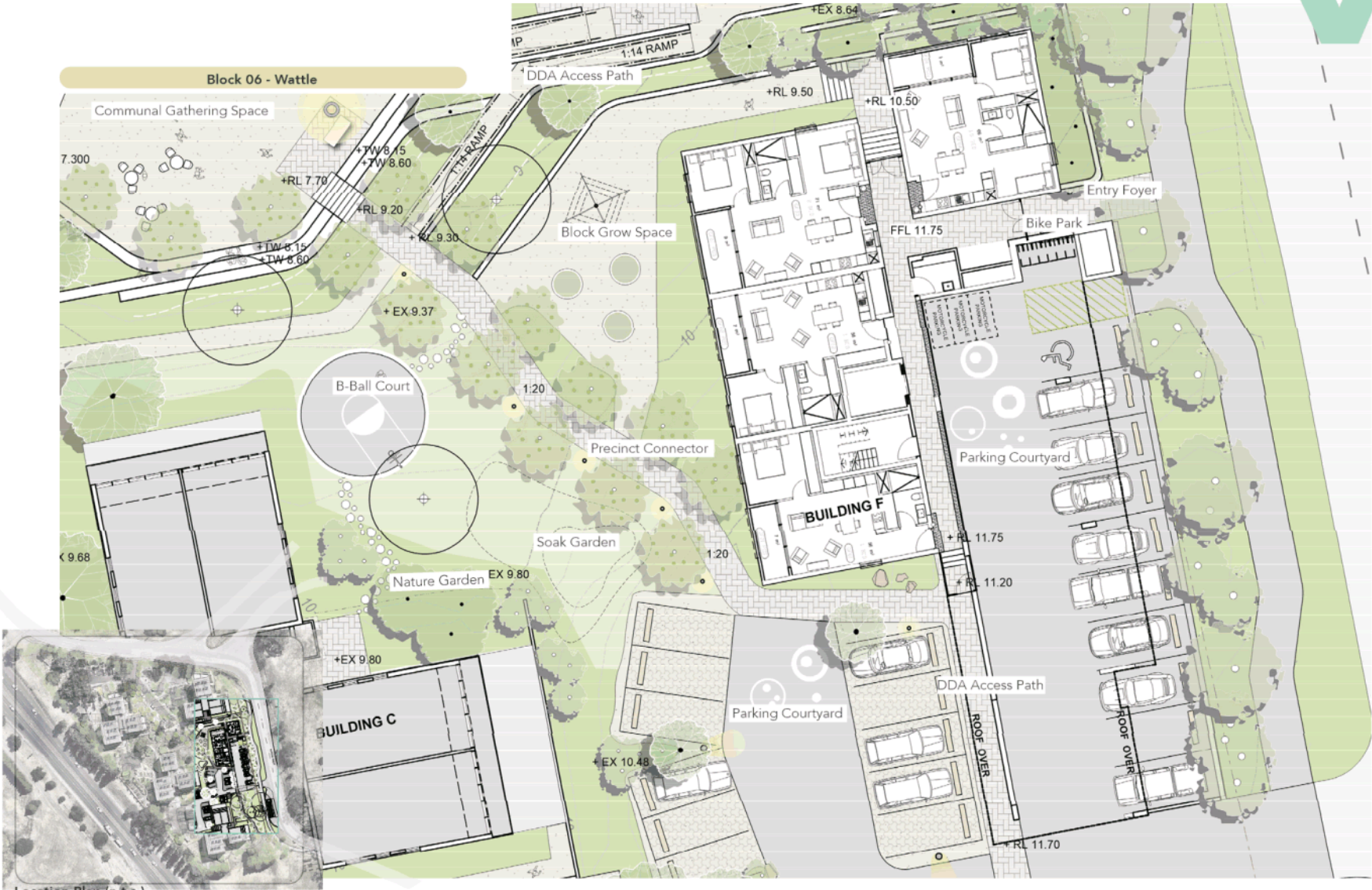
Location Plan (n.t.s.)











Location Plan (n.t.s.)

2.2 Program Matrix

	Program	Precinct	Residential Clusters	Apartments
1	Vegetable Gardening	●	●	●
2	Composting and Worms	●		
3	Event / Gathering Space	●		
4	Bike Storage		●	
5	Shed / Glass House	●		
6	Fruit Orchard	●		
7	Outdoor Communal Kitchen / BBQ	●		
8	Multi-purpose Sport Surface	●		
9	Clothes Drying		●	●
10	Natural Play Elements	●		
11	Nature Garden	●	●	
12	Bin Storage		●	
13	Tranquil gardens		●	
14	Library	●		
15	Exercise Station	●		



2.3 Design Elements



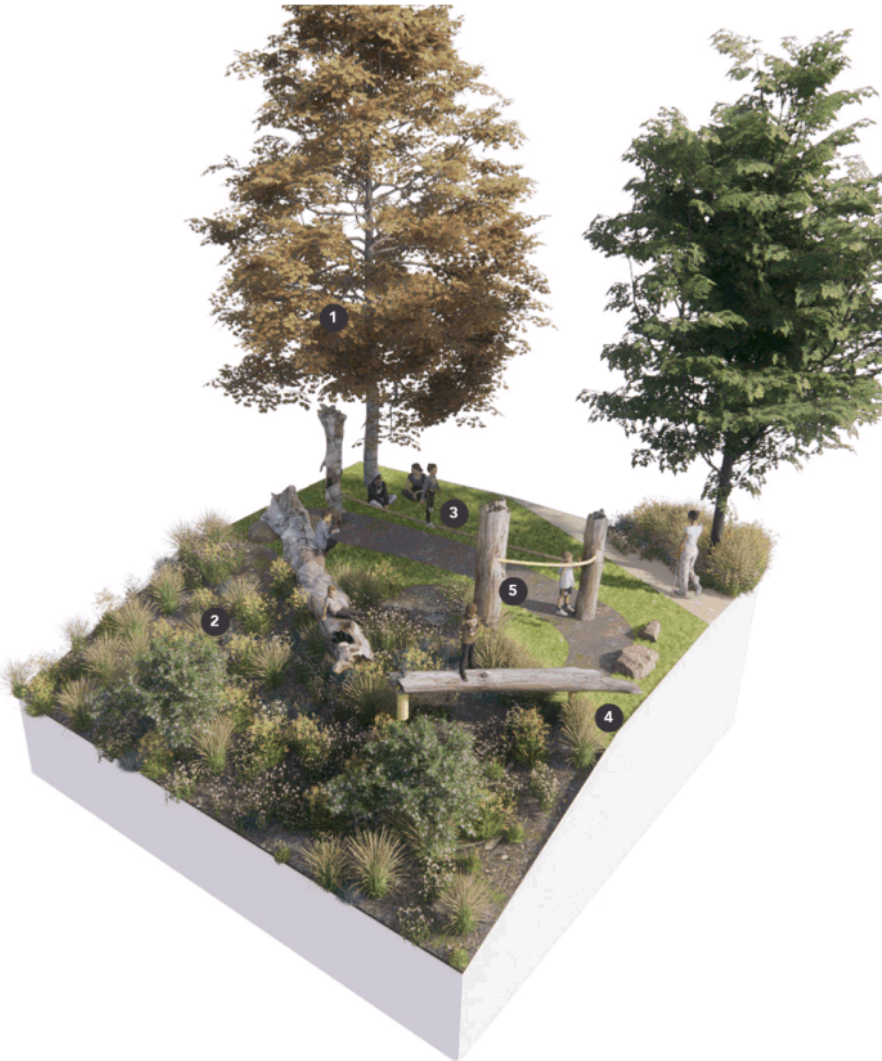
1. Native planting
2. Fruit trees as part of linear orchard
3. Concrete terrace steps (450h)
4. Intermittant steps with powdercoated steel handrails
5. Concrete paved landing
6. Compacted gravel communal gathering space
7. Outdoor BBQ

Typical Terrace



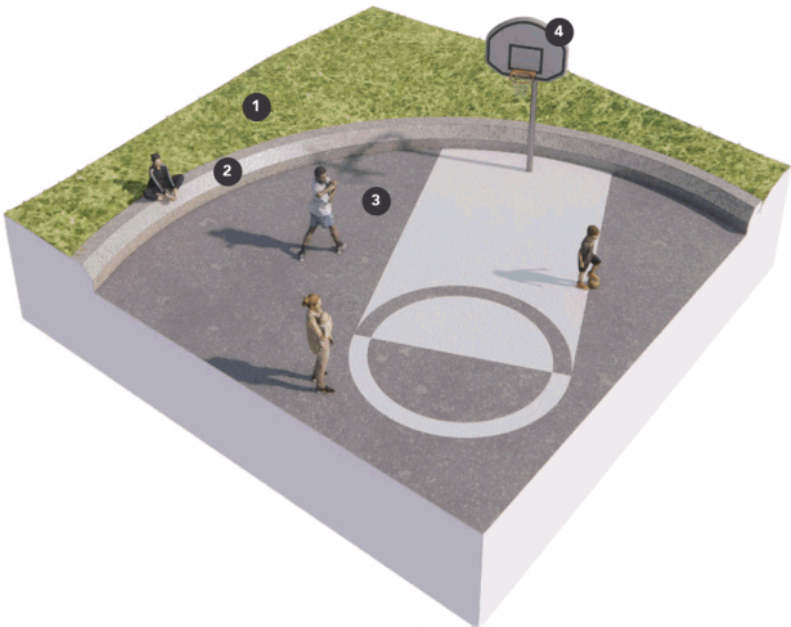
1. Groups of native trees
2. Native understory planting
3. Compacted gravel footpath (1800w)
4. Sandstone boulder retaining
5. Timber seating points

Typical Informal Link



- 1. Feature broadleaf shade trees
- 2. Native gardens
- 3. Open lawn areas
- 4. Compacted gravel footpath
- 5. Log play elements using repurposed site trees

Typical Informal Play Space



- 1. Open lawn areas
- 2. Concrete seating edge
- 3. Asphalt basketball half court
- 4. Relocated basketball hoop

Typical Activation Space - BBall Half Court



- 1. Native tree planting between parking bays
- 2. Native understory planting to breakup parking
- 3. Sandstone feature boulder in lieu of bollard
- 4. Compacted gravel within geohex grid
- 5. Asphalt shared surface
- 6. Painted line marking graphic
- 7. Timber Parking blocks

Typical Parking Courtyard



- 1. Areas for community planting
- 2. Concrete paver foyer area
- 3. Compacted gravel block grow space
- 4. Timber bench seating
- 5. Timber pergola structure with powdercoated non ferris fixings into existing building
- 6. Restored hills hoist clothes line powdercoated
- 7. Concrete wicking garden bed

Typical Existing Residential Block Grow Space and Entry Foyer



- 1. Store structure - timber batten and steel mesh infill panel walls and steel roof
- 2. 10no. wall mounted bike spaces
- 3. Space for 5no. 660ltr bins (2no. recycling and 3no. general waste)
- 4. Asphalt access area

Typical Bin & Bike Store



- 1. Glass house - steel frame infill panel walls and polycarbonate panels
- 2. Flexible grow space
- 3. Compacted gravel surface

Typical Glass House

2.4 Palettes


Materials

The material palette for the landscape is intentionally simple and are selected for their robustness and textural quality. The materials aim to breakdown the formal grid of car parking and residential blocks to create loose edges and forms for occupation and future interpretation.

- Porous surface materials will be made up of recycled concrete pavers for priority routes and nodes.
- Crushed aggregates define parking areas and secondary paths whilst seamlessly blending into planted areas.
- Asphalt with undefined edges delineate vehicular pathways, but still suggest pedestrian priority through surface paint.
- Formal level changes are defined through concrete, where informal retaining is required sandstone boulders are selected for thier natural quality.

Materials celebrate local selection and work in with the design language established in the existing and proposed buildings.


Surface




Central pedestrian pathway - Mist eco pave, 200 x 100 x 50mm



Vehicular pathways - Asphalt



Informal boulders - sandstone



Retaining walls - Concrete



Pedestrian pathways - compacted gravel, southern gold dust



Parking spaces - Geohex with gravel infill, southern gold



Architectural Reference Palette



Furniture/Object

The precinct furniture strategy is heavily built off what exists already. Existing furniture and structures are retained and refurbished to give them a new life within the precinct. New objects bolster the existing palette, providing additional activation, functionality and relaxation.

Powdercoat colour



Classic Cream



Bold Yellow



Deep Wilderness

Retained/Refurbished



Seating arrangement - restored and powder coated



Bench - restored and powder coated



Seating arrangement - restored and powder coated



Hills Hoist - restored and powder coated



Post box - restored and powder coated

Proposed



Greenhouse - polycarbonate w. anodized frame, 4410 x 2529mm



Shed - timber, 4410 x 2529mm



Wicking vegetable beds - concrete pipe



Long timber bench seat

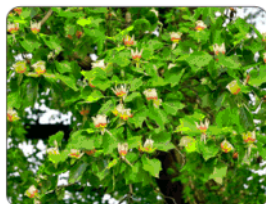
Planting

The planting palette has been developed to strengthen the landscape principles, complement existing ecologies, develop precinct character and support a sustainable and productive community.

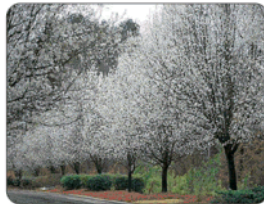
Strategies engaged to achieve these principles include:

- Establish forested edge conditions that define the site boundaries and buffer from freeway traffic and adjacent industrial uses.
- Respond to the spatial hierarchy and public/private use through planting composition.
- Soften the presence of on site parking through screening and integrated tree planting.
- Improve microclimates for summer shade and winter sun access using exotic broadleaf trees.
- Delineate the key precinct connector through linear orchard tree planting and introduce productive native and exotic edible plantings.
- Utilise native wetland species in detention areas to cleanse water before entering the rivulet.
- Define residential block character through 'Island Ecologies' made up of iconic tasmanian species selection and seasonal colour.

Broadleaf Trees



Liriodendron tulipifera
- Tulip Tree



Pyrus calleryana
- Ornamental Pear



Prunus avium - Stella Cherry



Prunus avium - Bing Cherry

Linear Orchard



Malus domestica 'Cripps Pink' - Pink lady Apple



Malus domestica - Gala Apple

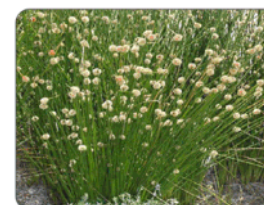


Prunus domestica - Purple Gage



Prunus armeniaca
'Moorpark' - Nectarine

Detention Areas



Ficinia nodosa - Knobby Club Rush



Carex tasmanica
- Curly Top Sedge



Diplarrena latifolia
- West Coast Flag Iris



Baloskion tetraphyllum
- Tassel Cord Rush



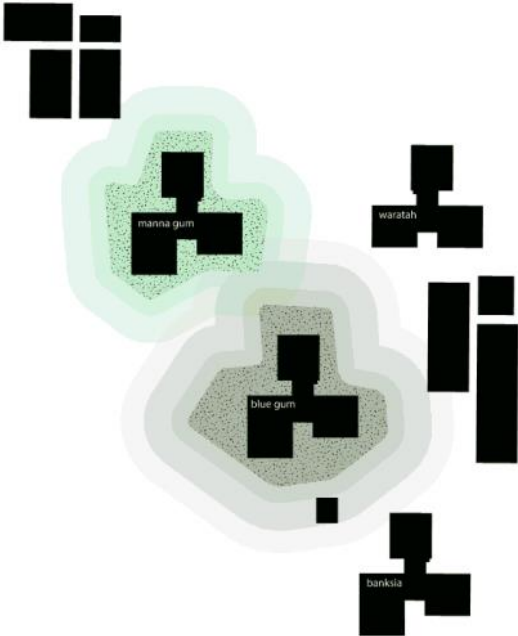
Juncus pallidus - Pale Rush



Poa clivicola - Snowgrass



Island Ecologies



Block 01 - Manna Gum		Block 02 - Blue Gum	
	Eucalyptus viminalis - Manna Gum		Eucalyptus globulus - Blue Gum
	Eucalyptus risdonii - Risdon Peppermint		Allocasuarina verticillata - Drooping Sheoak
	Pomaderris apetala - common dogwood		Acacia myrtifolia - Myrtle Wattle
	Lomatia tinctoria - Guitar Plant		Bursaria spinosa - Prickly Box
	Lomandra longifolia - Sagg		Poa labillardierei - common tussock-grass
	Austrostipa stipoides - prickly spear-grass		Diplarrena moraea - White flag-iris



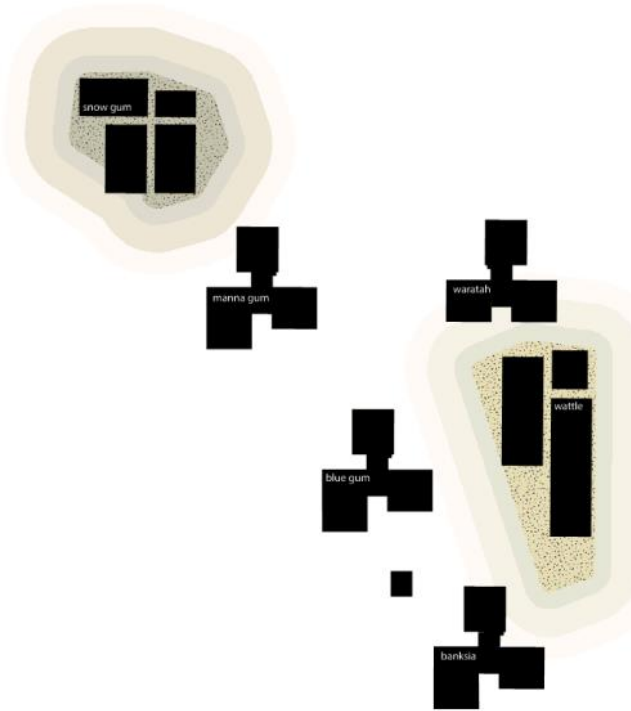
manna gum

waratah

blue gum

banksia

Block 03 - Banksia		Block 04 - Waratah	
			
Banksia marginata - Silver banksia	Eucalyptus amygdalina - Black Peppermint	Telopea truncata - Tasmanian waratah	Eucalyptus pulchella - white peppermint
			
Melaleuca squarrosa - scented paperbark	Leptospermum scoparium - Common Teatree	Dodonea viscosa - hop bush	Epacris impressa - Common Heath
			
Pultenaea juniperina - Prickly Beauty	Lepidosperma laterale - sword sedge	Lomandra Longifolia - Sagg	Austrodanthonia caespitosa - Wallaby Grass



Block 05 - Snow Gum



Eucalyptus pauciflora
- snow gum



Allocasuarina littoralis
- Black Sheoak



Themeda triandra -
Kangaroo Grass



Acacia melanoxylon - Blackwood



Westringia angustifolia -
Narrowleaf Westringia



Dianella tasmanica
- Forest flaxlily

Block 06 - Wattle



Acacia dealbata - Silver Wattle



Chrysocephalum apiculatum
- Common everlasting



Lomandra longifolia - Sagg



Eucalyptus obliqua - Stringybark



Olearia ramulosa -
Twiggy Daisy Bush



Poa poiformis



city making + liveability

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e: enquiries@eraplanning.com.au

abn: 67 141 991 004

22 July 2022

Ben Ikin
Senior Statutory Planner
City Life
City of Hobart
HOBART TAS 7000

By: [online services development portal](#)

Dear Ben,

1 QUEENS WALK, NEW TOWN & ADJACENT ROAD RESERVE
PLN-22-146
RESPONSE TO FURTHER INFORMATION REQUEST

I refer to the request for information (RFI) from City of Hobart dated 31 May 2022 in relation to the above application. Each item raised in the RFI is addressed in sequence below.

Item 1 – Sw1

Aldanmark have prepare a site plan demonstrating how stormwater from the proposed development will be disposed of to the public stormwater infrastructure. Refer to Sheets C102 through C108 for details of the proposed stormwater drainage system. The permeable paving system as previously proposed has now been removed and replaced with exposed aggregate concrete.

Aldanmark can confirm that the existing DN300 connection at the SW corner of the lot is not proposed to be used.

Item 2 – Sw 2

The on-site disposal of stormwater has now been removed and stormwater is to be disposed of with traditional pit and pipe drainage. Please refer to Sheets C103 to C108 for details of the proposed stormwater system.

Item 3 – Sw 5

Refer to Sheets C104, C105, C107 and the stormwater report for details of the proposed stormwater treatment system. Included in the report is screenshots of the concept MUSIC modelling to demonstrate that the proposal is likely to achieve the state stormwater strategy targets.

Item 4 – Sw 6

Refer to Sheets C103 through C108 and the stormwater report for details on the stormwater detention design and stormwater system sizing methodology. The stormwater detention system has been designed using an ARI of 20 years, while pipe sizing and high flow overflows within the detention tanks will be sized to handle an ARI of 100 years.

p2

Item 5 – Sw 7

Refer to Sheets C103 through C108 and the stormwater report for details on the stormwater system sizing methodology.

Item 6 – IND 1, IND 3 & IND4

JMG have provided evidence that the Potential Inundation Hazard Area, as shown on Council's website, incorrectly represents the extent of the 1% AEP 2100 event adjacent to the development site. The more accurate 1% AEP 2100 flood extents should be based on the more detailed Entura 2018 Report. Accordingly, pursuant to clause 7.3.2, which recognises that overlays are an indication of the of where the overlays apply rather than a mandatory IND 1 and IND 3 are not relevant. IND 4 can be satisfied by constructing external carparks, within the localised ponding area north of the 1 Queens Walk boundary, with a durable sealed surface.

Item 7 – PCL 1

The environmental site assessment is still being prepared. A response to PCL 1 will be provided once the environmental site assessment has been received.

NOISE ASSESSMENT

Attached is a revised noise assessment that considers a potential third, south bound lane on the Brooker Highway. This is to supersede the previous assessment.

REVISED DRAWINGS – CUMULUS & REALM

Attached are a full set of revised drawings from both Cumulus and REALM that are to supersede the previously submitted drawings.

We trust this satisfies your further information request, noting the pending response to PCL 1. Should you require further clarification I can be contacted on 03 6165 0443 or at clare@eraplaning.com.au.

Yours sincerely,



Clare Hester, MPIA

Team Leader Planning

Attachments Letter_JMG 15 July 2022
Revised Nose Assessment_NVC 14 July 2022
Revised drawings_Cumulus
Revised drawings_REALM
Stormwater response_Aldanmark



JMG Ref: 220523CS
Client Ref: PLN-22-146

15 July 2022

Hobart City Council
GPO Box 503
HOBART, TAS

Email : COH@hobartcity.com.au

Attention: Mr Ben Iken

Dear Ben

PLN-22-146, 1 QUEENS WALK, NEW TOWN RFI LETTER DATED 21st MARCH 2022

Johnstone, McGee & Gandy Pty Ltd (JMG) have been requested by the developers of the redevelopment of 1 Queens Walk, New Town to provide technical advice in response to Council's RFI dated 21st March 2022 and specifically the requirement for additional information relating to clauses IND1, IND 3 and IND 4.

The site is being redeveloped with the addition of two new housing block towers and associated carparking. A portion of the north western corner of the subject site, in the area of the proposed new Block E, with a FFL of 4.0m AHD, is shown as potentially subject to inundation during a 1% AEP 2100 event on Council's Flood Hazard Area mapping, see Figure 1 below. The mapped inundation approximates the RL 4.0 AHD contour in the vicinity of the development.

Council's website states that the flood hazard mapping is "broad scale flood modelling used to approximate flood extents through the City's overland flow paths at a whole of catchment scale"

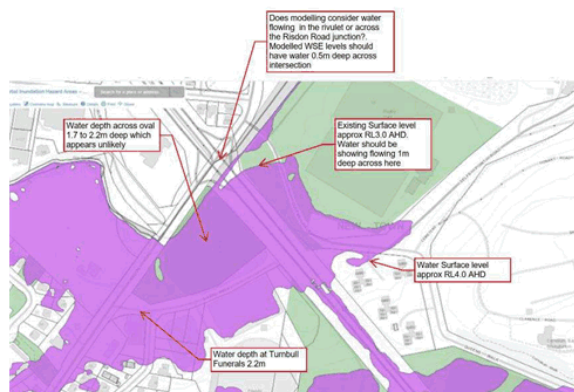


Figure 1 - Council 1% AEP + CC Inundation Modelling

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infohbt@jmg.net.au

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Johnstone McGee &
Gandy Pty Ltd
ABN 76 473 834 852
ACN 009 547 139
as trustee for Johnstone
McGee & Gandy
Unit Trust

www.jmg.net.au



Council have previously commissioned a catchment specific flood analysis for the New Town Rivulet, "Newtown Rivulet Flood Modelling Report Entura 2018", which analyses in a much higher level of detail the flood extents of the Rivulet for the 1% AEP 2100 storm event including storm surge, the results of this modelling are presented as Figure 4 in that report and show that the subject site will not be subject to Riverine or Coastal Inundation. Refer Figure 2 overpage for the extents of inundation modelled in the Entura Report. The water surface levels modelled of Newtown Rivulet, calculated on the downstream, eastern side, of the Brooker Highway approximate RL 2.7m AHD.



Figure 2 - Entura Newtown Rivulet Flood Report (Figure 4)

Analysis of the water surface elevation at cross section HCC55 of Figure 4 shows that the water level at this location is over 1m lower than the level shown in the broadscale inundation modelling which is showing a water level of close to 4m AHD around the boundary of 1 Queens Walk.

This level is over 1m higher than the banks of the rivulet downstream of the Risdon Road / Brooker Highway junction. For unknown reasons this is an area which is shown as being free of water in the Figure 1 image, it is therefore apparent that there is some error in the downstream boundary conditions used for the inundation overlay modelling in this area.

As the Entura Report was commissioned as specific analysis of Newtown Rivulet and its tributaries and analysed in detail the flood extents we believe that this report should be taken as the correct source in determining whether this site will be subject to inundation in the 1% AEP 2100 event and as is evident from the above analysis this will not occur.

Council have also raised concerns that localised ponding of stormwater occurring in the sag in Queens Wall just north of the site could lead to inundation of the site should localised run-off be unable to drain from this area. JMG have reviewed the surface levels of this area using Lidar terrain mapping and determined that this area has a lowest elevation of RL 2.28m AHD and the highest level of Queens Walk between this sag and Newtown Rivulet has an RL of 3.23m AHD, as such any localised ponding will drain to the rivulet along the roadway, or edge of road with a maxim water level more than 300mm below the proposed 4.0m floor level of the development. A small area of the new carpark external to the site is proposed within this ponding area, this will not impact the levels of future ponding water and can be constructed to resist hydrostatic and hydrodynamic forces by the use of a sealed surface material.

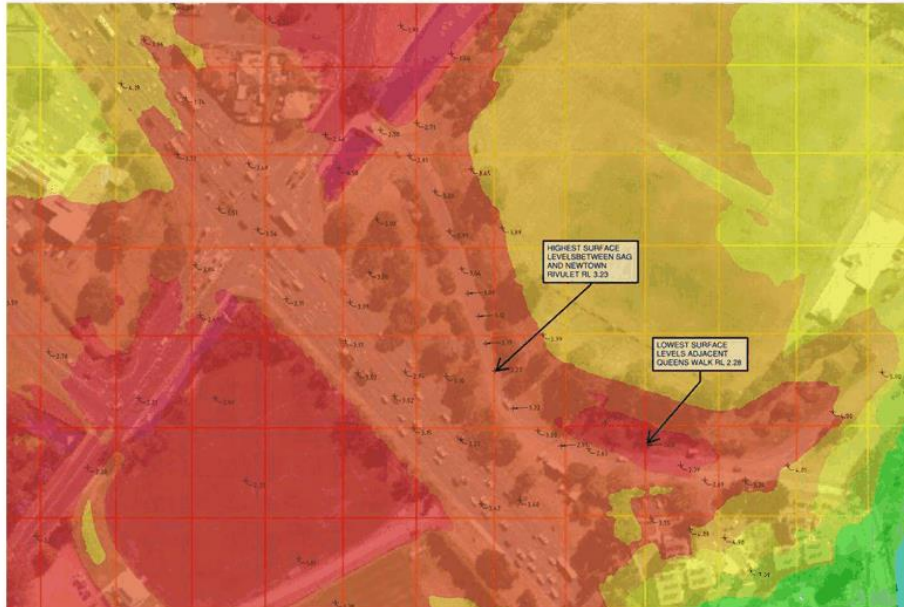


Figure 3 - Queens Walk Surface Levels

Given the above we believe that the Potential Inundation Hazard Area shown on Council's website incorrectly represents the extent of the 1% AEP 2100 event adjacent to the development and that the 1% AEP 2100 flood extents should be based on the more detailed Entrua 2018 Report. Development of habitable areas on the site with finished floor level of 3.75m AHD will comply with the requirements of the planning scheme and NCC and that the inundation overlay is not applicable. We request that the requirement to address RFI clauses IND 1 and IND 3 be removed and propose that IND 4 can be complied with by constructing any external carparks, within the localised ponding area north of the 1 Queens Walk boundary, with a durable sealed surface.

Yours faithfully
JOHNSTONE MCGEE & GANDY PTY LTD

Chris Males
DIRECTOR - Civil Design Manager

Copy: Rosalyn Bermudez - Cumulus Studio

STORMWATER REPORT

Queens Walk
CORNELIAN BAY TAS

Cumulus Studio

Aldanmark Reference: **21 E 54 - 3**



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DOCUMENT CONTROL

VERSION	DATE	AUTHOR		APPROVED	
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1. INTRODUCTION AND SCOPE OF ENGAGEMENT

Aldanmark have been engaged to design a stormwater system for the proposed multi-unit development at Queens Walk, Cornelian Bay. As a condition of the City of Hobart Request for additional information (PLN-22-146), further detail is requested regarding stormwater treatment and detention.

Condition SW5 requests a conceptual stormwater treatment report detailing how the project will incorporate the principles of Water Sensitive Urban Design (WSUD) to meet the State Stormwater Strategy Targets, while condition SW6 requests supporting calculations that the proposed stormwater system can accommodate a storm with an ARI of 20 years when the land services by the system is fully developed, and to show that the sites post-development peak discharge will not exceed the pre-development peak discharge for stormwater runoff. Condition SW7 also requests a drainage design that allows for a 100-year ARI to be accommodated, thus pipe sizing calculations will be carried out to meet this storm event.

The following report outlines the methodology and assumptions used to ensure the proposed development complies with the permit conditions.

2. DETENTION MODEL

The following pre-development areas were determined from the site survey as produced by Rogerson and Birch Surveyors dated 30/09/2021:

Pre-Development:

Total site area:	≈ 13,161m ²
Pre-development Impervious areas: Mixture of roof, asphalt, concrete verandas, and paths.	≈ 5,394 m ²
Pre-development Pervious areas: Mixture of gravel, garden, grass.	≈ 7,767m ²

Coefficients of run-off adopted for design are as follows:

Impervious areas:	C = 1.00
Pervious areas:	C = 0.40
5-minute duration - 5% AEP Hobart:	I = 85.9mm/hr (BOM IFD)

For consistency and ease of assessment, the entire site, both pre and post development will be assessed at a 5-minute time of concentration (TOC)

Calculations have been based on the Modified Rational Method for stormwater run-off:

$$Q = \frac{C \times I \times A}{3600}$$

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Where: Q = Design Volumetric Flow Rate [L/s]
 C = Runoff Coefficient
 I = Rainfall Intensity [mm/hr] (5 minute - 5% AEP storm)
 A = Sum of all equivalent areas [m²]

Pre-Development Permissible Site Discharge (PSD):

$$Q_{PSD} = \frac{(1.00 \times 5394 + 0.40 \times 7767 \times 85.9)}{3600} = 202.83 \text{ L/s}$$

The following post-development areas were determined by architectural documentation as produced by Cumulus Studio and Realm Studios:

Post-Development:

Total site area:	≈ 13,161m ²
Post-development Impervious areas: Mixture of roof, asphalt, concrete parking, and verandas.	≈ 6,416 m ²
Post-development Semi-Impervious areas: Gravel paths and pavers.	≈ 831 m ²
Pre-development Impervious areas: Mixture of gravel, garden, grass.	≈ 5,914m ²

Coefficients of run-off adopted for design are as follows:

Impervious areas:	C = 1.00
Semi-Impervious areas:	C = 0.80
Pervious areas:	C = 0.40

As was the case in the pre-development scenario, all impervious and semi-impervious areas will be assessed using a 5-minute TOC and pervious at a 15-minute TOC.

$$Q_{Post} = \frac{((1.0 \times 6416) + (0.8 \times 831) + (0.4 \times 5914) \times 85.9)}{3600} = 225.40 \text{ L/s}$$

As shown above the post development flow Q_{Post} is 22.57 L/s greater than the permissible site discharge Q_{PSD} and therefore on-site detention (OSD) is required. To determine the volume of storage required to reduce the post development peak discharge to the permissible site discharge Autodesk Software - Storm and Sanitary Analysis was utilised.

A model was built for the fully developed site, utilising two separate underground detention tanks. An 8,000 L tank fitted with a 120mm low flow orifice to detain Building F and the Southern parking areas, and a 15,000 L fitted with a 150mm low flow orifice to detain Building E, the Northern parking area and the already detained upstream outflow from Building F and the Southern parking area. Any outflow generated from the existing towers (excluding Tower B which is anticipated to require re-connection as shown on Sheet C106 of the Aldanmark Civil Drawings) was sent directly to the outflow node, bypassing the detention, as there is no intention to replumb the existing towers as

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part of the proposed works. The proposed gravel and paving areas, along with the pervious garden areas were also directed straight to the outflow node, bypassing the detention.

Results of the model show that approximately 4,800 L of the 8,000 L volume is utilised by Building F and the Southern carparking area during a 1 in 20, 5-minute duration event, while approximately 12,500 L of the available 15,000 L is utilised by Building E, Tower B, the Northern carparking area and the upstream flow from Building F and the Southern parking area for the same event. The post-development outflow peaks at 152.08 L/s, well below the pre-development target.

In the event of stormwater drainage from existing Towers A, C, and D being uncovered in construction, the capacities of the detention tanks have been modelled to ensure the additional load can be accommodated without causing surcharge. The potential of this occurring for Both Towers A and D is minimal, and Tower A currently appears to drain directly to Queens Walk via a DN100 outfall, while Tower D appears to drain directly to the existing DN300 site connection in the South-east corner of the lot. Tower C is the most likely to require some remediation work, due to its position on the crown of the site and the large amount of landscaping works occurring in the vicinity.

The outflow hydrographs for the site, as shown in Figure 1, demonstrate the post-development peak discharge is below the pre-development.

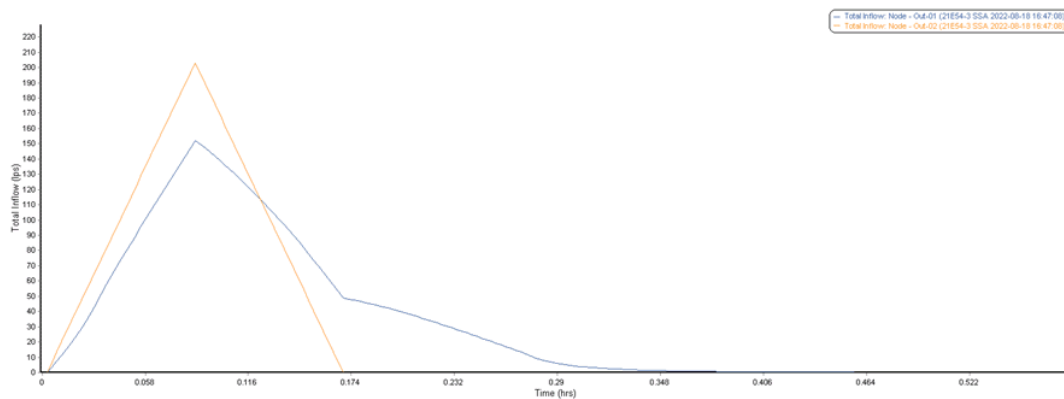


FIGURE 1: SITE OUTFLOW HYDROGRAPH (PRE-DEVELOPMENT SHOWN IN ORANGE, POST-DEVELOPMENT SHOWN IN BLUE)

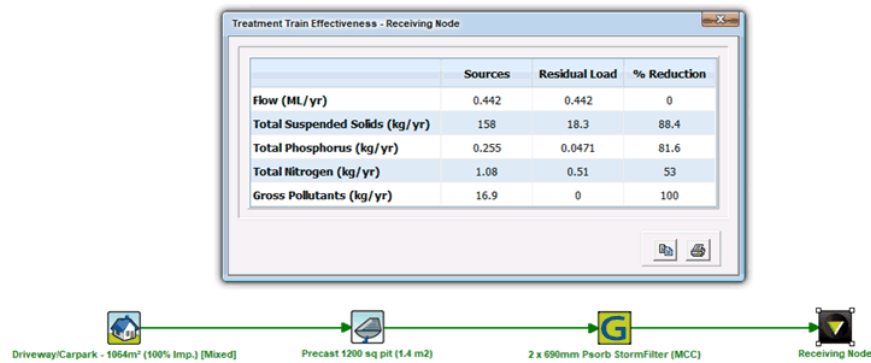
3. MUSIC MODEL

Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to model the site and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010) of:

- An 80% reduction in the average annual load of total suspended solids (TSS)
- An 45% reduction in the average annual load of total phosphorous (TP)
- An 45% reduction in the average annual load of total nitrogen (TN)

The off-site carpark, which is to become a city of Hobart owned asset, was modelled separately to the Queens walk site. A screenshot of the MUSIC model as produced by OceanProtect in consultation with Aldanmark Consulting Engineers is shown in Figure 2.

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**FIGURE 2: MUSIC MODELLING OUTPUT FOR THE OFF-SITE CAR PARK**

The modelled system includes two (2) OceanProtect Stormfilter cartridges housed inside a 1200sq. precast concrete pit. Due to the potential impact of flooding, it was deemed impractical to incorporate swales or bioretention systems that rely on engineered media to treat runoff. The OceanProtect Stormfilter system is secured inside a pre-cast concrete pit and has no ill-effect from being completely submerged during a flood event. The results of the model as shown in Figure 2 demonstrate that the off-site carpark is able to meet the required water quality targets (MUSIC model can be provided on request).

The runoff generated from the Queens Walk Apartment site itself is to be treated in two stages, effectively splitting the site into a Southern and Northern catchment area.

Building F and the southern carparking area is to be treated using the OceanProtect Filterra Bio-retention Filtration system. This system relies on an engineered media to filter pollutants, by decomposing, volatilizing and incorporating them into the biomass of the Filterra systems micro/macro flora and fauna. Stormwater runoff flows through the media, drains to the bottom of the system, and discharges to the desired outlet (see Appendix A for typical detail). The Filterra system is to be incorporated into the overall landscape design of the development and provide an alternative to the traditional cartridge filter treatment options.

Building E and the northern car parking area, located downslope of the Filterra system and much closer to the site stormwater connection has much less space available to allow for treatment options such as bioretention. The section of the site will therefore use OceanProtect Stormfilter cartridges installed inside of the proposed 13,000 L detention tank (See Appendix A for typical detail). This arrangement allows the required level of treatment to be completed in a compact and efficient manner.

The results of the Filterra and Stormfilter treatment systems working in combination can be seen in the MUSIC model screen shot in Figure 3, and show the site is able to meet the required water quality targets (MUSIC model can be provided on request).

Please refer to the Appendices for relevant maintenance and product details.

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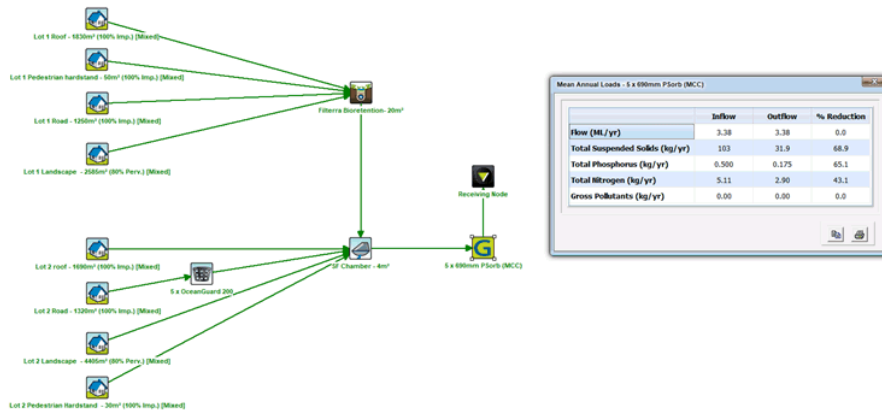


FIGURE 3: MUSIC MODELLING OUTPUT FOR THE QUEENS WALK APARTMENT SITE

4. 100 YEAR ARI STORMWATER DESIGN

To ensure that the site stormwater system is designed to accommodate a 100-year ARI storm event, the below calculations were completed to determine adequate pipe sizing for the expected flows. To complete the calculations, and enable more accurate pipe sizing, the site was broken into two areas, Southern (proposed Tower F and the Southern car parking area) and Northern (Tower E and the Northern car parking area).

The following post-development areas were determined by architectural documentation as produced by Cumulus Studio and Realm Studios:

Southern:

Tower F roof area: $\approx 697\text{m}^2$
Car parking area: $\approx 1,372\text{m}^2$

Northern:

Tower E roof area: $\approx 602\text{m}^2$
Car parking area: $\approx 1,349\text{m}^2$

Coefficients of run-off adopted for design are as follows:

Roof and car parking areas: $C=1.00$
5-minute duration - 1% AEP Hobart: $I = 117\text{mm/hr}$ (BOM IFD)

To determine the peak expected inflow in a 100 ARI event, calculations have been based on the Modified Rational Method for stormwater run-off:

$$Q = \frac{C \times I \times A}{3600}$$

Where:
Q= Design Volumetric Flow Rate[L/s]
C = Runoff Coefficient
I = Rainfall Intensity [mm/hr] (5 minute - 5% AEP storm)
A = Sum of all equivalent areas [m²]

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Therefore, the expected concentrated flow that will be entering the Southern stormwater system is,

$$Q = \frac{1.0 \times 2,069 \times 117}{3600} = 67.24 \text{ L/s}$$

To determine the required pipe size, an analysis of differing pipe sizes was completed utilizing the procedure below, which estimates a pipe as a circular open channel with nominal 2mm freeboard. Table 1 shows results for different diameters and gradients.

Diameter:	150mm	
Freeboard:	2mm (assumed)	
Slope, S:	1.00%	
Manning's Coefficient:	0.011 (for PVC pipe)	
Radius, r:	0.075m	$r = \frac{\text{Diameter}/2}{1000}$
Theta, θ :	2.91 Rads	$\theta = \pi - \cos^{-1} \left(\frac{\text{Radius} - \frac{\text{Freeboard}}{1000}}{r} \right)$
	166.74 Degrees	$\text{Degs} = \frac{\theta \times 180}{\pi}$
Area (Hydraulic):	0.02m ²	$A_h = r^2 \times (\theta - (\sin \theta \times \cos \theta))$
Radius (Hydraulic):	0.04m ²	$R_h = \frac{A_h}{2 \times r \times \theta}$
Velocity:	1.07m/s	$V = \frac{R_h^{2/3} \times S^{1/2}}{\text{Manning's Coefficient}}$
Flow:	18.86L/s	$Q = (V \times A) \times 1000$

TABLE 1: PIPE FLOW CAPACITIES

Diameter	Gradient (%)	Flow (L/s)
DN150	1	18.86
	2	26.67
	5	42.17
	10	56.64
DN225	1	55.17
	2	78.03
	5	123.37
	10	174.47
DN300	1	118.25
	2	167.25
	5	264.41
	10	373.93

Utilising the above methodology for both the Southern and Northern site areas, piping will be sized as required throughout the development. The proposed stormwater detention tanks will also be

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fitted with appropriately sized high flow bypass outlets, to ensure that a 100-year ARI is able to pass through the tanks without surcharging runoff into the development. The indicative stormwater design including pipe sizing and approx. gradients can be seen on the Aldanmark Civil Drawings Sheets C103 through C108.

5. MAINTENANCE REQUIREMENTS

The recommended maintenance program for the underground detention tanks, OceanProtect StormFilter and Filterra Treatment System is shown in Table 2.

TABLE 2: MAINTENANCE REQUIREMENTS

ACTIVITY	FREQUENCY
Underground Detention Tank	
Visual Inspection Visual inspection inside each tank, ensure sludge zone does not exceed orifice height	Year 1 & 2 – Every six months Years 3 - Onwards – Once per year depending on sediment accumulation rates.
Silt & Sediment Removal Vacuum truck silt and sediment removal	Dictated by silt conditions on the site. approximately every 4-5 years.
Part replacement Check functionality of parts during visual inspection replace as required	Approximately every 20 years
ACTIVITY	FREQUENCY
OceanProtect Stormfilter	
Visual Inspection Visual inspection of cartridges and chamber, removed larger gross pollutants, perform minimal rectification works if required	Every 6 Months
Minor Service Evaluation of cartridges and media, removal of accumulated sediment, wash down of Stormfilter chamber.	Every 12 Months
Major Service Replacement of Stormfilter cartridge media	As Required
ACTIVITY	FREQUENCY
OceanProtect Filterra	
Minor Service Removal and disposal of old mulch layer, general weeding and placement of new certified mulch, evaluation and flushing of pipework	Every 12 Months

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6. CONCLUSION

This report has demonstrated that the proposed development at 1 Queens Walk, and the proposed off-site carpark on Selfs Point Road, will incorporate stormwater detention and treatment to the levels required by the City of Hobart, and as such, has responded to Conditions SW5 and SW6 of the CoH RFI. The report also includes the methodology and calculations used to size the stormwater system to handle the expected flows in a 1 in 100 ARI event, as requested by condition SW7 of the CoH RFI.

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at devans@aldanmark.com.au if you require any additional information.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'D. Evans'.

Danton Evans BEng (Hons)
Civil Engineer

18/08/2022



APPENDIX A

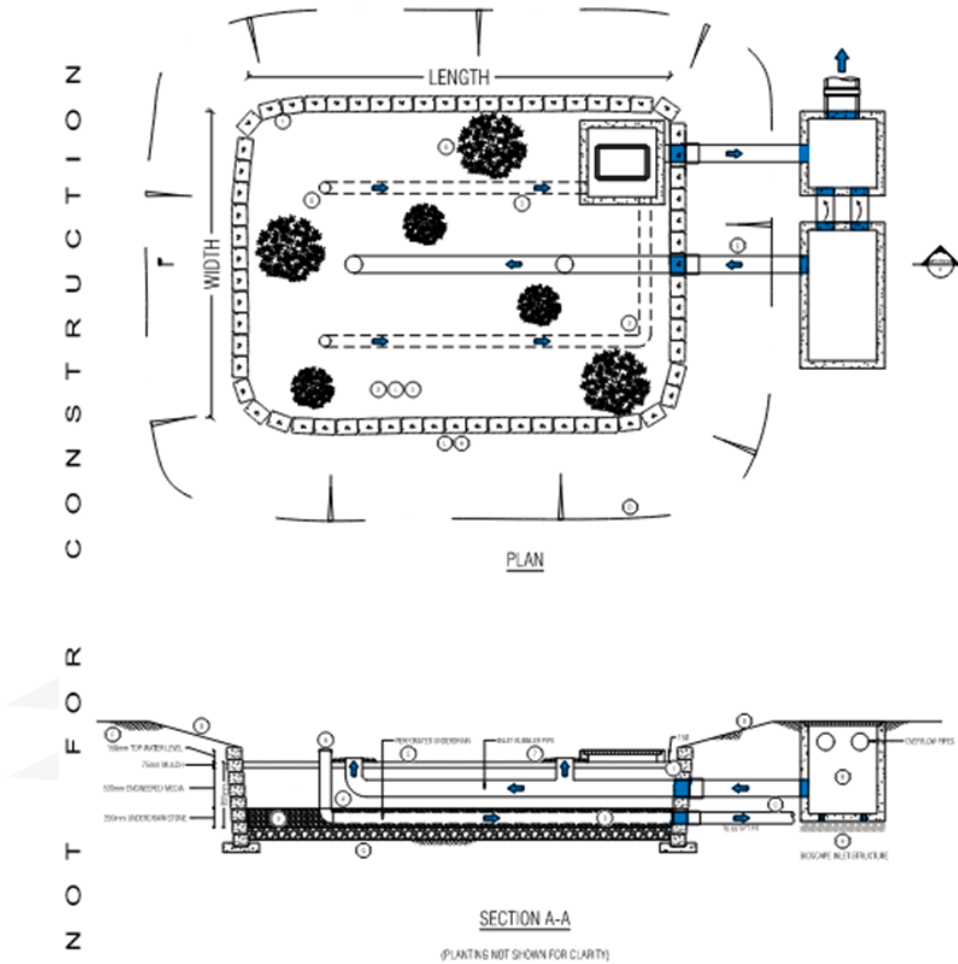


FIGURE 4: TYPICAL LAYOUT OF THE OCEANPROTECT FILTERRA BIORETENTION TREATMENT SYSTEM

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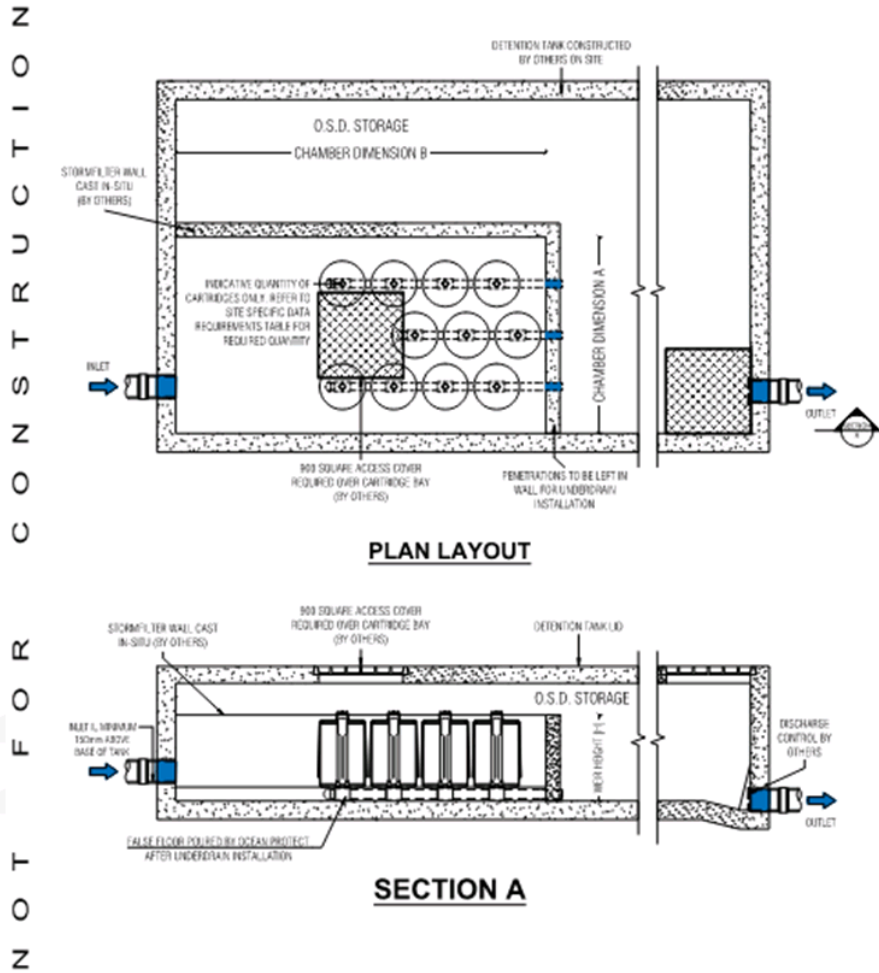


FIGURE 5: TYPICAL LAYOUT OF THE OCEANPROTECT STORMFILTER CATRIDGE TREATMENT SYSTEM INSTALLED WITHIN A UNDERGROUND CONCRETE DETENTION TANK





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**FIGURES (attached)**

- Figure 1 Site Location Plan
Figure 2 Site and Sample Location Plan

TABLES (attached)

- Table 1 Soil Analytical Results – *Total Recoverable Hydrocarbons, Benzene, Toluene, Ethylbenzene, Xylenes, Polycyclic Aromatic Hydrocarbons and Metals*

LIST OF APPENDICES

- Appendix A LotSearch Information Report
Appendix B Tasmanian GIAP Groundwater Features Detailed Report
Appendix C Field Logs
Appendix D NATA Accredited Laboratory Certificates of Analysis



LIST OF COMMON REPORT ABBREVIATIONS

• ANZECC	Australian and New Zealand Environment and Conservation Council
• AST	Above-ground Storage Tank
• B(a)P	Benzo(a)Pyrene
• BTEX	Benzene, Toluene, Ethylbenzene and Xylenes
• CARE	Contamination Assessment and Remediation of the Environment
• COC	Chain of Custody
• COPC	Contaminants of Potential Concern
• CRC	Cooperative Research Centre
• DO	Dissolved Oxygen
• DQO	Data Quality Objective
• DNAPL	Dense Non-Aqueous Phase Liquid
• DSI	Detailed Site Investigation
• DTW	Depth to Water
• EC	Electrical Conductivity
• EIL	Ecological Investigation Level
• EM&C	Environmental Management & Consulting Pty Ltd
• ESA	Environmental Site Assessment
• ESL	Ecological Screening Level
• EPA	Environment Protection Authority
• HIL	Health Investigation Level
• HSL	Health Screening Level
• LNAPL	Light Non-Aqueous Phase Liquid
• LOR	Limit of Reporting
• LSA	Limited Soil Assessment
• MAH	Monocyclic Aromatic Hydrocarbons
• mBGS	Metres Below Ground Surface
• mBTOC	Metres below Top of Casing
• NEPM	National Environment Protection (Assessment of Site Contamination) Measure
• PAH	Polycyclic Aromatic Hydrocarbons
• Pb	Lead
• PH	Petroleum Hydrocarbon
• PID	Photo-Ionisation Detector
• PSI	Preliminary Site Investigation
• PVI	Petroleum Vapour Intrusion
• RPD	Relative Percentage Difference
• SAQP	Sample Analysis and Quality Plan
• TDS	Total Dissolved Solids
• TOC	Top of Casing
• TPH/ TRH	Total Petroleum Hydrocarbons/ Total Recoverable Hydrocarbons
• UPSS	Underground Petroleum Storage System
• UST	Underground Storage Tank
• VOC	Volatile Organic Compound
• QA/QC	Quality Assurance/ Quality Control

List of Abbreviated Measurement Units

m: metre	L: Litre	ppm: parts per million
km: kilometre	kl: kilolitre	ppb: parts per billion
mg/kg: milligram/ kilogram	mg/L: milligram/ litre	
µg/kg: microgram/ kilogram	µg/L: microgram/ litre	



EXECUTIVE SUMMARY

Environmental Management & Consulting Pty Ltd (EM&C) was engaged by Housing Choices Tasmania to undertake an Environmental Site Assessment (ESA) at 1 Queens Walk, New Town, Tasmania (the site) to address the Hobart City Council's (HCC) request for information in relation to Development Application PLN-22-146_1 and the potentially contaminated land code. The HCC requires an ESA to be completed by a suitable qualified and experienced person to be able to assess the application against the relevant provisions of the Potentially Contaminated Land Code (PCLC) – E2.6.2 Excavations of the Hobart Interim Planning Scheme 2015. The DA has triggered the PCLC due to a historic fuel truck roll over on Queens Walk adjacent to the site in November 2007.

To address the PCLC the objective of the ESA was to establish:

- Whether any site contamination presents a risk to workers involved in redevelopment of the site, or future users of the site, as a result of the proposed excavation of the site.
- Whether any site contamination presents an environmental risk from excavation conducted during the redevelopment of the site.
- Whether any specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment before excavation commences.

The completed ESA work scope comprised:

- A review of the potential contamination sources historically present in the site surroundings and the site's environmental setting information.
- Completion of a soil investigation on 21 July 2022, including screening soils for Volatile Organic Carbons (VOCs) and collection of soil samples from 4 soil bores (SB01-SB04).
- The laboratory assessment of collected soil and groundwater samples by a NATA accredited laboratory for identified potential contaminants of concern (COPC).
 - Identified COPC comprised: Total Petroleum Hydrocarbons/ Total Recoverable Hydrocarbons, Benzene, Toluene, Ethylbenzene, Xylenes (BTEX), Polycyclic Aromatic Hydrocarbons (PAH) and the following Lead.

Summary ESA Findings

- Visual inspection of the site and proposed area of development identified no surface staining, odorous soil or areas of vegetation distress.
- Soil analytical results showed no COPC concentrations exceeding the following assessment criteria:
 - NEPM soil Health Investigation Levels for residential land use (HIL A).
 - NEPM soil Health Screening Levels for residential land use (HSL A&B).
 - CRC CARE soil Health Screening Levels for vapour intrusion for the protection of intrusive maintenance workers (HSL IMW).
 - CRC CARE soil Health Screening Levels for direct contact for the protection of intrusive maintenance workers (HSL IMW direct contact).
 - NEPM Ecological Investigation Levels for urban residential and public open spaces (EIL).
 - NEPM Ecological Screening Levels for urban residential and public open spaces (ESL).
 - NEPM Residential Soil Management Limits.

Conclusions

At the completion of this PCLC ESA and subject to the statement of limitations included within Section 9 the report concludes that the proposed development identified in development application PLN-22-146:

- Does not pose unacceptable level of risk to workers involved in redeveloping the site or future users of the site, including the excavation works identified for this development.
- Does not present an environmental risk from excavation during redevelopment of the site, with standard dust, sediment control and hygiene practices in place.
- No specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment.
- If soil is to be excavated and removed from the northern side of Queens Walk, during development of the proposed car park, soil should be treated as potentially contaminated with a *Controlled Waste*, due to low levels of Benzo(a)pyrene being reported in sample SB04. Removal of this material from the site should be completed in accordance with Environment Protection Authority (EPA) "Information Bulletin 105 Classification and Management of Contaminated Soil for Disposal (IB105), 2018".



should be completed in accordance with Environment Protection Authority (EPA) *"Information Bulletin 105 Classification and Management of Contaminated Soil for Disposal (IB105), 2018"*.

The proposed future land use is identified as high-density residential land use, and the site has been assessed as suitable for this land use.



1. INTRODUCTION

Environmental Management & Consulting Pty Ltd (EM&C) was engaged by Housing Choices Tasmania to undertake an Environmental Site Assessment (ESA) at 1 Queens Walk, New Town, Tasmania (the site) to address the Hobart City Council's (HCC) request for information in relation to Development Application PLN-22-146_1 and the potentially contaminated land code. The HCC requires an ESA to be completed by a suitable qualified and experienced person to be able to assess the application against the relevant provisions of the Potentially Contaminated Land Code (PCLC) – E2.6.2 Excavations of the Hobart Interim Planning Scheme 2015.

The DA has triggered the PCLC due to a historic fuel truck roll over on Queens Walk adjacent to the site in November 2007. The location of the site is shown in attached Figure 1.

1.1 Objective

To address the PCLC the objective of the ESA was to establish:

- Whether any site contamination presents a risk to workers involved in redevelopment of the site, or future users of the site, as a results of the proposed excavation of the site.
- Whether any site contamination presents an environmental risk from excavation conducted during the redevelopment of the site.
- Whether any specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment before excavation commences

1.2 Proposed Development

The proposed development comprises *partial demolition, 150 multiple dwellings (85 new, 65 existing) car parking, landscaping including tree removal and associated work*. With two new multi-story buildings, Building E and Building F in Figure 1.2, being developed and a new carpark on the north side of Queens walk.

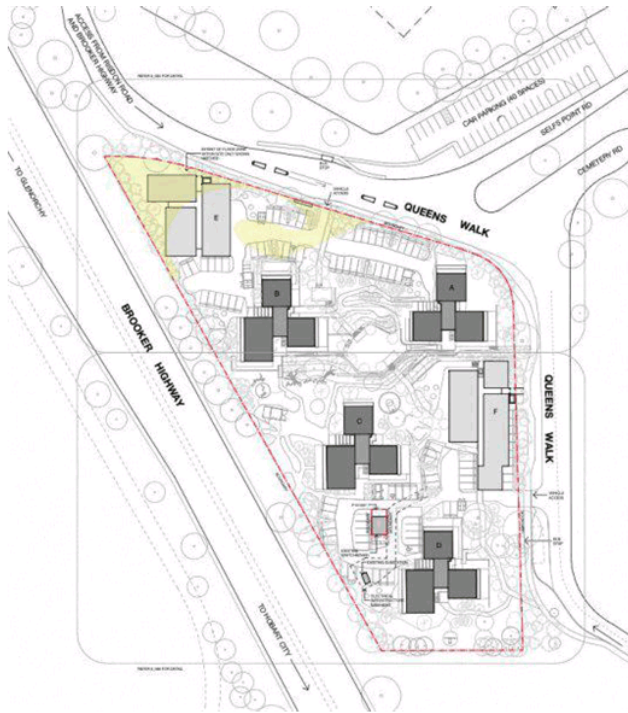


Figure 1.2 Proposed Development. Building A-D are existing multi story buildings.

1.3 Review of Fuel Truck Roll Over Assessments

Two environmental assessment was completed as a response to the fuel tanker roll over in 2007, the assessment results were reported in the following:

- Assessment of Potential Impact from Residual Contamination from Diesel Spill, Queens Walk, Newtown, Coffey Environments Pty Ltd, letter issued on 7 January 2008.
- Bennett's Petroleum Spill Site Phase 2 Environmental Site Assessment, Coffey Environments Pty Ltd, issued 29 September 2008.

A summary of the two assessments are provided in the sections below.

1.3.1 Assessment of Potential Impact from Residual Contamination from Diesel Spill, Jan 2008

The initial assessment was completed on 10 December 2007 following the initial tanker rollover response and clean up. The assessment comprised the collection of six surface soil samples, with five subsequently analysed by the laboratory for Total Petroleum Hydrocarbons (TPH), benzene, toluene, ethylbenzene and Xylenes (BTEX), poly aromatic hydrocarbons (PAH) and total phenolics. Hydrocarbon impact was reported in all analysed samples, however the risk to human health and the environment was assessed as acceptable.



1.3.2 Bennett's Petroleum Spill Site Phase 2 Environmental Site Assessment, September 2008

The Phase 2 environmental site assessment (ESA) was completed in May and July 2008 and comprised the excavation of soil with reported hydrocarbon impact and validation sampling of the extent of the excavation (May 2008), and the installation and sampling of three groundwater monitoring wells (MW01-MW03). A total of 18 soil samples and 3 primary groundwater samples was collected during the assessments. The results indicate that:

- Benzo(a)pyrene and/or total PAHs exceed nominated ecological and human health levels in four locations. All these locations are on the northern side of Queens Walk, where uncontrolled fill with unknown sources have been imported in the past. The absence of TPH in these locations suggest that these levels are likely to be pre-existing and not related to the diesel spill.
- TPH concentrations exceeding nominated ecological and human health levels were reported in two samples, which was left in-situ due to the proximity of underground services.
- All groundwater samples were reported below laboratory limit of reporting.

1.4 Approach Under Regulatory Framework

This ESA has been designed to meet the Tasmanian Environment Protection Authority's (EPA) published 'minimum standards for reporting contaminated sites' (Ref: <https://epa.tas.gov.au/regulation/contaminated-sites/regulation-of-contaminated-land/minimum-standards-for-reporting-on-contaminated-sites>) and is undertaken by EM&C in accordance with the assessment framework outlined in the National Environment Protection (Assessment of Site Contamination) Measure (NEPM) 1999 (2013 Amendment). This NEPM has been adopted by the Tasmanian government as State Policy and can reasonably be referenced as the standard(s) of the EPA.

1.5 Scope of Work

To meet the stated objectives, EM&C undertook the following scope of work:

- Completion of a desk-top review including:
 - Review of the LotSearch information report.
 - Review of published maps and databases with site coverage to establish likely surface and subsurface conditions (including zoning, topography, hydrology, geology and hydrogeology).
 - Review of any previous investigations relevant to the site, historic aerial photos, as well as the records relating to the site and surrounding properties about any eventual historical contaminating activity that may affect or have affected the site.
- Development of a preliminary Conceptual Site Model (CSM) identifying the potential sources, pathways and receptors of potential site contamination and development of a Sample Analysis and Quality Plan (SAQP).
- Completion a soil assessment on 21 July 2022 comprising:
 - Completion of four soil bores (SB01-SB04) to a maximum depth of 0.7 m below ground surface (mbgs) .



- Field screening Volatile Organic Carbons (VOCs) from soil samples at regular intervals from each of the test pits.
 - Collection of soil samples from different depths from all test pits and analysis for contaminants of potential concern COPC identified for the potentially contaminating activities (TPH/TRH, BTEX, PAH and lead).
- Implementation of a quality assurance/quality control (QA/QC) program for the soil investigation to ensure data quality objectives (DQO) are met.
- Assessment of the results against NEPM and related criteria (where applicable) and completion of an PCLC ESA report.



2. SITE DESCRIPTION AND ENVIRONMENTAL SETTING

The following information have been obtained from a Property Information Report by LotSearch (see Appendix A) and Tasmanian Government The LIST webpage.

2.1 Site Identification Information

Table 2.1 Site Identification Information.

Site name	1 Queens Walk
Site Address	1 Queens Walk, New Town, Tasmania
Property Identification Number	5523791
Certificate of Title	152325/1
Current Site Use	Communal Housing (residential apartments)
Proposed Land Use	Communal Housing (residential apartments)
Site Area	Approx. 1.3 ha
Approximate Location of Site Centre	GDA94 MGA55 : 525766E, 5255647N

2.2 Land Zoning

The area is zoned as 'Inner Residential' in the Hobart Interim Planning Scheme 2015. Surrounding land uses include "Recreation" to the north, south and west and "Community Purpose" to the east.

Figure 2.2 below shows the site and neighbouring properties zoning with the blue polygon indicating the approximate site limits.

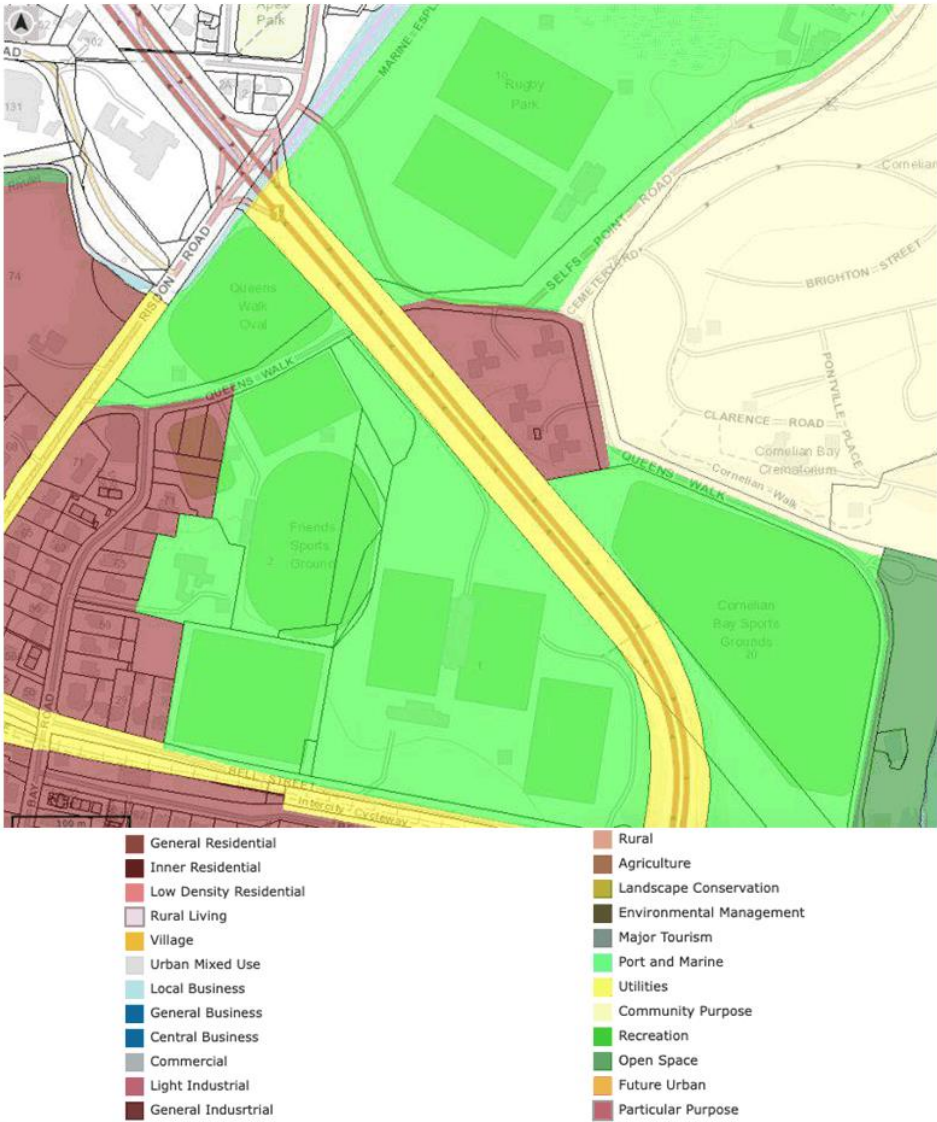


Figure 2.2 Local Area Land Zoning.



2.3 Land Use

The site is currently used as communal housing with four multi-story apartment buildings. The site layout is shown in attached Figure 2 and general observations of surrounding properties' land use are summarised in Table 2.3.

Table 2.3 Site Land Use Information.

Current Land Use	Communal housing (residential)
Surrounding Land Uses	<ul style="list-style-type: none"> To the north, south and west of the site there are sporting grounds. To the east of the site are Cornelian Bay Cemetery.
Property Buildings	Four multi-story apartment buildings are present at the site.
Surface Cover	The site has a mixed site coverage with walkways and carparks being seal with bitumen and some grassed areas between site buildings.

2.4 Tasmanian EPA records

A review of Tasmanian EPA records relating to Underground Petroleum Storage Systems (UPSS) and other regulated premises on the site and within 500 m of the site, was undertaken on 2 August 2022 (TheLIST, 2022). The following features were identified as shown in Table 2.4.

Table 2.4, EPA's UPSS and regulated premises records.

Premises	Site ID	Approx. distance from site	Record
71 Risdon Rd, New Town	219	Approx. 350 m west	Active UPSS
12 Selfs Point Rd, New Town	616	Approx. 450 m northeast	Active UPSS
12 Selfs Point Rd, New Town	Regulated	Approx. 450 m northeast	Selfs Point Wastewater Treatment Plant

2.5 Historic Aerial Photos

A review of historical aerial photos (provided in the LotSearch report) of the site and surrounding areas was undertaken as to identify potentially contaminating activities historically present in the local area and the timeframe in which they occurred

The oldest historic aerial photo image provided was from 1946 which shows the site as a cleared paddock, Brooker Hwy has not yet been constructed and land in New Town Bay to the north has not yet been reclaimed. The Cornelian Bay Cemetery is present to the east.

In 1957 buildings are present on the site and the Brooker Hwy is under construction, New Town Bay appears to have been mostly filled, no development is present. A number of cricket ovals are present to the west and south. In 1967 the current site building layout is present onsite, Brooker Hwy has been finalised and the surrounding area has mostly current day lay out, with the exception to upgrades of the various sporting grounds over the years.



2.6 Topography and Hydrology

As shown in Figure 2.6, the site is located close to the 10 mAHD elevation mark, with the local slope of towards the north.

The closest surface water to the site is New Town Rivulet 250 m to the northwest. Stormwater at the site is likely to drain into local road stormwater drains which drain to New Town Rivulet (The List, 2022).



Figure 2.6 Topography and Hydrology of the site (5 m topography contours).

2.7 Geology

Based on the 1:25,000 scale local area geology map (MRT, 2010), the site is underlain by supra-basalt moderately lithified conglomerate with at places ferruginous cement or interbedded sandstone, clasts of well-rounded cobbles and pebbles of quartz, quartzite, hornfels and traces of silicified wood, recycled Lower Parmeener limestones (TQv). Figure 2.7 below presents the geological formations of the site and the land surrounding the investigation area.

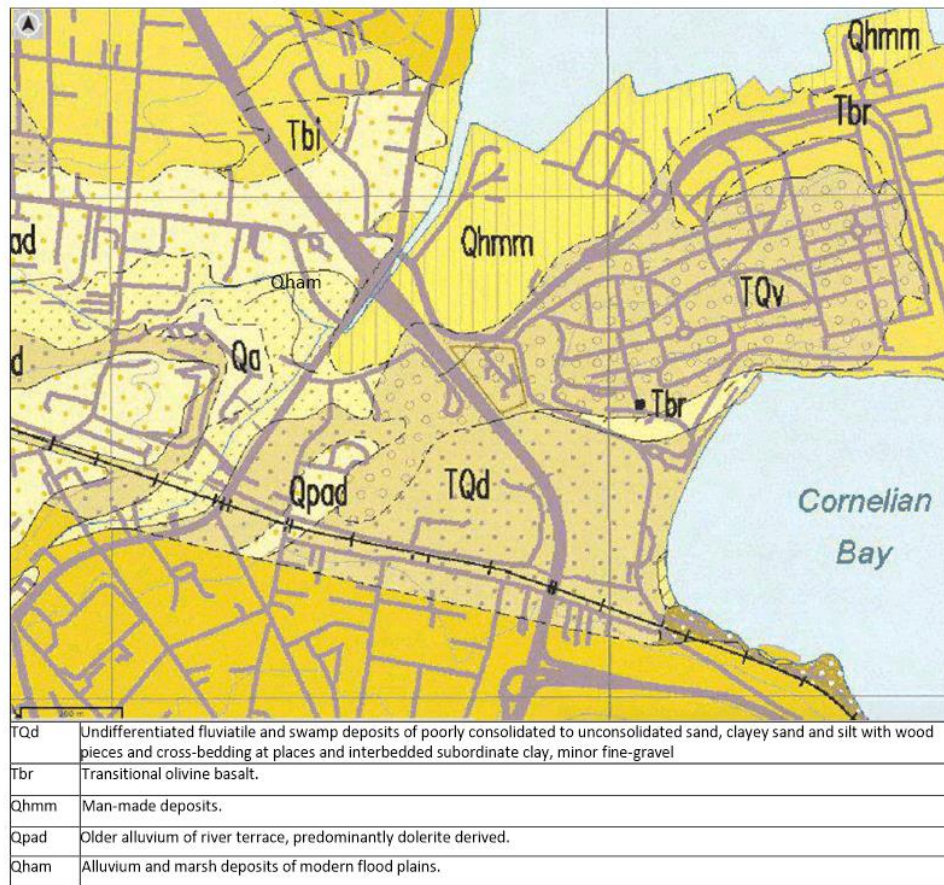


Figure 2.7 Geology of the site.

2.8 Hydrogeology

Three groundwater monitoring wells (MW01-MW03) were installed by Coffey in 2008 and water was gauged between 0.65 and 1.52 mbgs.

A search in the Groundwater Information Access Portal (GIAP) from the Department of Primary Industries, Parks, Water and Environment found no registered groundwater bores within 1 km radius from the site. A screen shot of the GIAP search is presented in Appendix B.



3. CONCEPTUAL SITE MODEL

A CSM organises site information in a clear, methodical way to help understand site environmental issues and to identify data gaps. A CSM includes identifying land use, past and current potential contamination sources, contaminants of potential concern, potential receptors, and other site information available to simplify assessment planning and decisions. The CSM development is a dynamic process, and the model should be reviewed and refined during all stages of an assessment (NEPC, 2013).

A summary of potential contamination sources, pathways and receptors considered when developing the Sample and Analysis Quality Plan (SAQP) for the assessment is presented in Sections 3.1 to 3.4 below.

3.1 Identified Contaminating Industry/Activity

A fuel tanker rollover in November 2007 on Queens Walk adjacent to the site have been identified as a potentially contaminated incident impacting the site.

3.1.1 Contaminants of Potential Concern

The Contaminants of Potential Concern (COPC) identified to be associated with the UPSS next door and the imported fill material of unknown origin were identified as:

- Total Recoverable Hydrocarbons & Total Petroleum Hydrocarbons (TPH);
- Benzene, Toluene, Ethylbenzene and Xylenes (BTEX);
- Polycyclic Aromatic Hydrocarbons (PAH); and
- Lead.

3.2 Potential Contamination Sources

3.2.1 Potential On-site Primary Sources of Contamination

No potential primary sources of contamination (i.e. tanks or lines) were identified at the site.

3.2.2 Potential Off-site Primary Sources of Contamination

The following potential off-site primary source of contamination were identified at 94 Main St, the property located to the east of the site:

- Fuel tanker rollover November 2007, diesel spill.
- Imported fill to the north of Queens Walk.

3.2.3 On and Off-site Secondary Source(s) of Contamination

- If present, Light Non-Aqueous Phase Liquid (LNAPL) in the sub-surface represent a secondary source of contamination;
- If contaminated, natural soil underlying the fill material represent a secondary source of contamination; and
- If contaminated, groundwater represents a secondary source of contamination.



3.3 Potential Contamination Transport Pathways

For the identified COPCs the following potential contamination exposure pathways were identified:

- Direct contact (dust inhalation, ingestion and dermal contact) with contaminated soil or groundwater;
- Migration of contamination from soil into groundwater;
- Migration of contaminated groundwater downgradient to groundwater and surface waters (freshwater and marine water ecosystems and recreational waters);
- Migration of fuel vapour from primary or secondary contamination sources and subsequent inhalation of vapours;
- Migration of contaminated soil and sediments off-site. Soil leaving site during excavation or maintenance work; and
- Plant Uptake and fauna ingestion.

3.4 Potential Receptors and Adopted Assessment Criteria

Table 3.4.1 and 3.4.2 identifies potential human, environmental and structural values which may be present around the site. Highlighted risk assessment criteria have been considered by the assessment as protective of identified land users or beneficial use receptors.



Table 3.4.1, Soil Contamination Potential Human Health, Environmental and Structural Values (receptors) and Adopted Assessment Criteria

Land or Beneficial Use	Application to site	Applicable Land Use Scenario	Relevant Pathway	Adopted Risk Assessment Criteria
Onsite Human Receptors Soil Contamination				
Residential	Relevant due to the intended land use for the site.	Low density Residential	Direct contact	NEPM HIL A CRC CARE HSL A
			Vapour Intrusion	NEPM HSL A
		High density residential	Direct contact	NEPM HIL B CRC CARE HSL B
			Vapour Intrusion	NEPM HSL B
Open Space	Not relevant based on the identified land uses within the investigation area	Open Space	Direct contact	NEPM HIL C CRC CARE HSL C
			Vapour Intrusion	NEPM HSL C
Commercial/Industrial	Not relevant based on the identified land uses within the investigation area	Commercial/Industrial	Direct contact	NEPM HIL D CRC CARE HSL D
			Vapour Intrusion	NEPM HSL D
Intrusive maintenance Workers	Redevelopment works proposed for the site will include excavation works, and intrusive maintenance works could foreseeably occur at the site within the investigation area.	Intrusive maintenance worker	Direct contact Vapour Intrusion	CRC CARE HSL IMW
Offsite Human Receptors Soil Contamination				
Residential	Not relevant based on the mobility of contaminants of potential concern within soil matrix.	Low density Residential	Direct contact	NEPM HIL A CRC CARE HSL A
			Vapour Intrusion	NEPM HSL A
		High density residential	Direct contact	NEPM HIL B CRC CARE HSL B
			Vapour Intrusion	NEPM HSL B
Open Space	Not relevant based on the mobility of contaminants of potential concern within soil matrix.	Open Space	Direct contact	NEPM HIL C CRC CARE HSL C
			Vapour Intrusion	NEPM HSL C
Commercial/Industrial	Not relevant based on the mobility of contaminants of potential concern within soil matrix.	Commercial/Industrial	Direct contact	NEPM HIL D CRC CARE HSL D
			Vapour Intrusion	NEPM HSL D
Intrusive maintenance Workers	Not relevant based on the mobility of contaminants of potential concern within soil matrix.	Intrusive maintenance worker	Direct contact Vapour Intrusion	CRC CARE HSL IMW
Onsite Ecological Receptors Soil Contamination				
National Parks	Not relevant based on the identified land uses within the investigation area.	Areas of ecological significance (AES)	Plant Uptake	NEPM EIL AES NEPM ESL AES
Residential and urban parks	Relevant due to the presence of vegetation on site and inexistence of fences of boundaries.	Urban residential and public open space (URPS)	Plant Uptake	NEPM EIL URPS NEPM ESL URPS
Commercial/Industrial	Not relevant based on the identified land uses within the investigation area.	Commercial and industrial (CI)	Plant Uptake	NEPM EIL CI



				NEPM ESL CI
Off-site Ecological Receptors Soil Contamination				
National Parks	Not relevant based on the identified land uses within the investigation area.	Areas of ecological significance	Plant Uptake	NEPM EIL AES
				NEPM ESL AES
Residential and urban	Not relevant based on the mobility of contaminants of potential concern within soil matrix.	Urban residential and public open	Plant Uptake	NEPM EIL URPS
				NEPM ESL URPS
Commercial/Industrial	Not relevant based on the mobility of contaminants of potential concern within soil matrix.	Commercial and industrial (CI)	Plant Uptake	NEPM EIL CI
				NEPM ESL CI
Services, Structural and Aesthetical values				
Residential, parkland and public open space	Relevant due to the intended land use and area zoning.	Residential, parkland and public open space with coarse soil	Damage to utilities or explosion	NEPM Residential Soil Management Limits – Coarse Soils
		Residential, parkland and public open space with fine soil	Damage to utilities or explosion	NEPM Residential Soil Management Limits – Fine Soils
		Aesthetical Concerns	Visual	Site Specific Assessment
Commercial/Industrial	Not relevant based on the identified land uses within the investigation area.	Commercial and industrial with coarse soil	Damage to utilities or explosion	NEPM Commercial / Industrial Soil Management Limits – Coarse Soils
		Commercial and industrial with fine soil	Damage to utilities or explosion	NEPM Commercial / Industrial Soil Management Limits – Fine Soils
		Aesthetical Concerns	Visual (imported fill material)	Site Specific Assessment



4. SAMPLE AND QUALITY ANALYSIS PLAN

The objective for this Sampling and Analysis Quality Plan (SAQP) was to provide sufficient supporting data to determine with an acceptable level of confidence, the contamination status of the site, relative to the nominated assessment criteria. The project SAQP is summarised in the table below.

Table 4.1 Sampling and Analysis Quality Plan Summary.

Objective of assessment	Assess the risk from the identified contamination activity to the intended residential use of the site. Assess the risk of the excavation works during development to ensure that it does not adversely impact human health or the environment.
Media to be sampled	Soil
Number of samples and location	Soil: soil samples to be collected from each of the 4 proposed test pit locations. Selected samples to be laboratory analysed based on field observations and field recorded volatile organic compound (VOC) screening results.
Sampling methods	Soil: Samples for analysis to be taken from the bucket of the excavator using a clean decontaminated hand auger or trowel as per EM&Cs Standard Operating procedure: EMCSWP005 'Soil Sampling'. If other methods of sampling are employed to obtain a sample, the method of collection should be noted along with the sample results. Samples are collected from horizons showing visual or olfactory evidence of contamination, horizons showing high volatile results during field screening (using PID) or from horizons with distinctive features (e.g. different geology or at the water interface).
Field Screening	Soil: Screening for volatile organic compounds (VOC) at a minimum of each metre using a photo ionisation detector (PID). Samples for VOC screening were collected in separate zip lock bags.
Analytes to be tested	Soil: Total petroleum hydrocarbons, reported as TRH and TPH fractions, benzene, toluene, ethylbenzene, xylenes (BTEX), polycyclic aromatic hydrocarbons (PAHs) and lead.
Quality Assurance & Quality Control	All equipment to be rinsed with Decon 90, water and deionised water between each sample location. New disposable nitrile gloves were used for each sampling location and at the discretion of the field personnel additional fresh gloves were used where required.
	One trip blank sample was held within the esky containing the samples during field work and transport.
	Samples stored on ice whilst on site and when in transit to laboratory.
Quality Control samples to be collected	For soil: <ul style="list-style-type: none"> 1 trip blank per batch of submitted samples (to be prepared by the assessing laboratory).
Laboratory to be used	Primary: ALS Laboratory Laboratory is NATA accredited.
Adopted Risk Assessment Framework	<i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 (NEPM).</i> The NEPM is state policy in Tasmania for the assessment of site contamination. <i>The Cooperative Research Centre for Contamination Assessment and Remediation of the Environment (CRC CARE)</i> technical reports, used as complementary criteria for the assessment.



5. WORK SCOPE

The following work scope was completed to meet the assessment objective and SAQP (see Table 4.1). The location of all completed PCLC ESA sample points is shown in attached Figure 2 and field logs are included within Appendix C.

5.1 Soil Assessment

The site soil investigation was completed on 21 July 2022. The completed soil investigation comprised:

- Completion of four soil bores (SB01-SB04) to a depth of approximately 0.7 mBGS using a hand auger.
- Completion of soil investigation within the soil bores, comprising:
 - Logging of soil profile and the field screening of soil at regular depth intervals and changes in soil type for the presence of VOCs using a photo ionisation detector (PID).
 - Collection and laboratory analysis of 4 primary soil samples by a NATA accredited laboratory. Samples were transported to the laboratory in a chilled and insulated esky. Samples were analysed by the laboratory for COPC's identified in the SAQP (see Section 4).
 - Collection and analysis of the following field QA/QC samples:
 - 1 trip blank sample designated TB_21/7/22.

5.2 Groundwater Assessment

No groundwater investigation was completed as part of the PCLC ESA due to existing groundwater wells not being accessible.



6. RESULTS

6.1 Soil Assessment

6.1.1 Field Observations

The shallow soil profile encountered was consistent with the soil profile logged by Coffey in 2008, silty clay to clay.

No surface soil staining or odorous soil was observed on surface soil.

6.1.2 Soil Analytical Results

Summarised analytical results are presented within attached Table 1, a summary of soil sample results against the adopted assessment criteria is presented below in Table 6.1.2. NATA certified laboratory certificates of analysis are included in Appendix D.

Table 6.1.2 Summary of Soil Investigation Analytical Results.

Sample Depth	Residential			Intrusive Maintenance Worker		Ecological Investigation and Screening Levels		Soil Management Limits
	HIL B	HSL B (Direct Contact)	HSL A&B (Vapour Intrusion)	HSL IMW (Vapour Intrusion)	HSL IMW (Direct Contact)	EIL Urban residential and public open space	ESL Urban residential & public open space	
SB1/0.7	NE	NE	NE	NE	NE	NE	NE	NE
SB2/0.6	NE	NE	NE	NE	NE	NE	NE	NE
SB3/0.6	NE	NE	NE	NE	NE	NE	NE	NE
SB4/0.5	NE	NE	NE	NE	NE	NE	NE	NE

Notes: NA: Criteria not applicable for sample location; NE: Indicates no exceedance of criteria; Shaded values indicate an exceedance of the nominated investigation criteria

6.2 Quality Assurance and Control

Summarised within this section is a review of the project's Data Quality Indicators (DQI) results including precision, accuracy, representativeness, comparability and completeness. Copies of the NATA-accredited laboratory reports including internal QA/QC results and chain-of-custody documentation for both laboratories are attached within Appendix D.

6.2.1 Comparability

- All samples were collected by an appropriately experienced person in accordance with the assessment SAQP outlined in Section 4.
- The assessment laboratories were both NATA accredited and had documented methods of analysis.

6.2.2 Precision

Review of the assessment laboratory results revealed:

- Outliers were reported for intra Lab QC sample matrix spikes, no matrix spike was reported for the report.



6.2.3 Accuracy

All field equipment was calibrated and tested prior to use. Calibration certificates are presented along with the DQI checklist in Appendix D.

6.2.4 Representativeness

- All media identified in the project's SAQP in Section 4 has been sampled, where sufficient sample matrix was available.
- All samples were put into containers provided by a NATA-accredited laboratory, stored in a chilled esky and transported to each laboratory within holding times.
- Target analytes were not detected in trip blank.
- No inconsistencies have been identified in laboratory methods.

6.2.5 Completeness

- All sample locations have been sampled according to the SAQP, where sufficient sample matrix was available.
- All samples were sent to each laboratory within technical holding times and with accurately completed documentation.

7. Source-Pathway-Receptor Linkage and Results Discussion

The Source>Pathway>Receptor (SPR) linkage identified in the present assessment is presented in Table 7.1.

The SPR linkage considers the results from the current assessment in context of the site's CSM to establish potentially complete pathways from a source exceeding relevant criteria for protection of human health and the environment. No complete pathway between source and receptors was identified in the present assessment.



Table 7.1, SPR Linkage and Data Gap Assessment.

Source	Pathway	Receptor	SPR Linkage (Possibly Complete, Incomplete, Data Gap Identified)
Contaminated soil	Volatilisation of contaminants to indoor air and subsequent inhalation	Onsite residential users (future/intended land use)	Incomplete No exceedance of residential HSL was reported in the soil investigation.
	Volatilisation of contaminants to outdoor air and subsequent inhalation	Onsite residential users (future/intended land use)	Incomplete No exceedance of residential HSL was reported in the soil investigation. It is also expected that outdoor attenuation effects, the rate of air exchange and dispersion processes will effectively mitigate any vapours should they make their way to surface.
		Onsite workers involved with the excavation for the re-development of the site and Intrusive maintenance worker (e.g. working onsite within a shallow trench) in the future	Incomplete No exceedance of vapour intrusion criteria for protection of an intrusive maintenance worker was reported in the soil investigation.
	Dermal contact and absorption , dust ingestion/inhalation and direct ingestion through poor hygiene practices	Onsite residential users (future/intended land use) with access to exposed soil areas	Incomplete No exceedance of HIL A nor CRC CARE HSL A for direct contact was reported in the soil investigation.
		Intrusive maintenance worker (e.g. working onsite within a shallow trench)	Incomplete No exceedance of direct contact criteria for protection of an intrusive maintenance worker was reported in the soil investigation and no asbestos was found during the visual assessment of the excavated material.
	Fauna and flora contact with contaminants through plant uptake and direct/indirect ingestion .	Onsite ecological receptors (fauna and flora)	Incomplete No exceedance of ecological investigation levels was reported in the soil investigation.
	Contact with in-ground services/buried infrastructure by hydrocarbons causing damage	Buried infrastructure and foundations for the residential buildings (future/intended land use)	Incomplete No exceedances of NEPM residential soil management limits were reported in the soil investigation.



8. CONCLUSIONS

At the completion of this PCLC ESA and subject to the statement of limitations included within Section 9 the report concludes that the proposed development identified in development application PLN-22-146:

- Does not pose unacceptable level of risk to workers involved in redeveloping the site or future users of the site, including the excavation works identified for this development.
- Does not present an environmental risk from excavation during redevelopment of the site, with standard dust, sediment control and hygiene practices in place.
- No specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment.
- If soil is to be excavated and removed from the northern side of Queens Walk, during development of the proposed car park, soil should be treated as potentially contaminated with a *Controlled Waste*, due to low levels of Benzo(a)pyrene being reported in sample SB04. Removal of this material from the site should be completed in accordance with Environment Protection Authority (EPA) "*Information Bulletin 105 Classification and Management of Contaminated Soil for Disposal (IB105), 2018*".

The proposed future land use is identified as high-density residential land use, and the site has been assessed as suitable for this land use.



9. STATEMENT OF LIMITATIONS

This report has been prepared in accordance with the scope of services described in the contract or agreement between Environmental Management & Consulting Pty Ltd (EM&C) and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and EM&C accepts no responsibility for its use by other parties. The client agrees that EM&C's report or associated correspondence will not be used or reproduced in full or in part for promotional purposes and cannot be used or relied upon in any prospectus or offering.

No warranties express or implied are made. Subject to the Scope of Work, EM&C's assessment is limited strictly to identifying typical environmental conditions associated with the subject property and does not include evaluation of the structural conditions of any buildings on the subject property or any other issues. Additionally, unless otherwise stated EM&C did not conduct soil, air, wastewater or other matrix analyses including asbestos or perform contaminated sampling of any kind. Nor did EM&C investigate any waste material from the property that may have been disposed of off the site, nor related waste management practices.

The results of this assessment are based upon site inspection conducted by EM&C personnel, information from interviews with people who have knowledge of site conditions and information provided by regulatory agencies. All conclusions and recommendations regarding the property are the professional opinions of the EM&C personnel involved with the project, subject to the qualifications made above.

While normal assessments of data reliability have been made, EM&C assumes no responsibility or liability for errors in any data obtained from regulatory agencies, statements from sources outside of EM&C, or developments resulting from situations outside the scope of this project.

EM&C is not engaged in environmental auditing and /or reporting of any kind for the purpose of advertising sales promoting, or endorsement of any clients' interests, including raising investment capital, recommending investment decisions, or other publicity purposes. EM&C assumes no responsibility or liability for errors in any data obtained from regulatory agencies, statements from sources outside of EM&C, or developments resulting from situations outside the scope of this project.

Information relating to soil, groundwater, waste, air or other matrix conditions in this document is considered to be accurate at the date of issue. Surface, subsurface and atmospheric conditions can vary across a particular site or region, which cannot be wholly defined by investigation. As a result, it is unlikely that the results and estimations presented in this report will represent the extremes of conditions within the site that may exist. Subsurface conditions including contaminant concentrations can change in a limited period of time and typically have a high level of spatial heterogeneity.

From a technical perspective, there is a high degree of uncertainty associated with the assessment of subsurface, aquatic and atmospheric environments. They are prone to be heterogeneous, complex environments, in which small subsurface features or changes in geologic conditions or other environmental anomalies can have substantial impact on water, air and chemical movement.

Major uncertainties can also occur with source characterization assessment of chemical fate and transport in the environment, assessment of exposure risks and health effects, and remedial action performance. These factors make uncertainty an inherent feature of potentially impacted sites. Technical uncertainties are characteristically several orders of magnitude greater at impacted sites than for other kinds of projects.

EM&C's professional opinions are based upon its professional judgment, experience, and training. These opinions are also based upon data derived from the limited testing and analysis described in this report. It is possible that additional testing and analysis might produce different results and/or different opinions or other opinions. EM&C has limited its investigation(s) to the scope agreed upon with its client. EM&C believes that its opinions are reasonably supported by the testing and analysis that has been undertaken (if any), and that those opinions have been developed according to the professional standard of care for the environmental consulting profession in this area at this time. Other opinions and interpretations may be possible. That standard of care may change and new methods and practices of exploration, testing and analysis may develop in the future, which might produce different results. EM&C is not in the business of providing legal advice.



10. REFERENCES

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FIGURES



em&c

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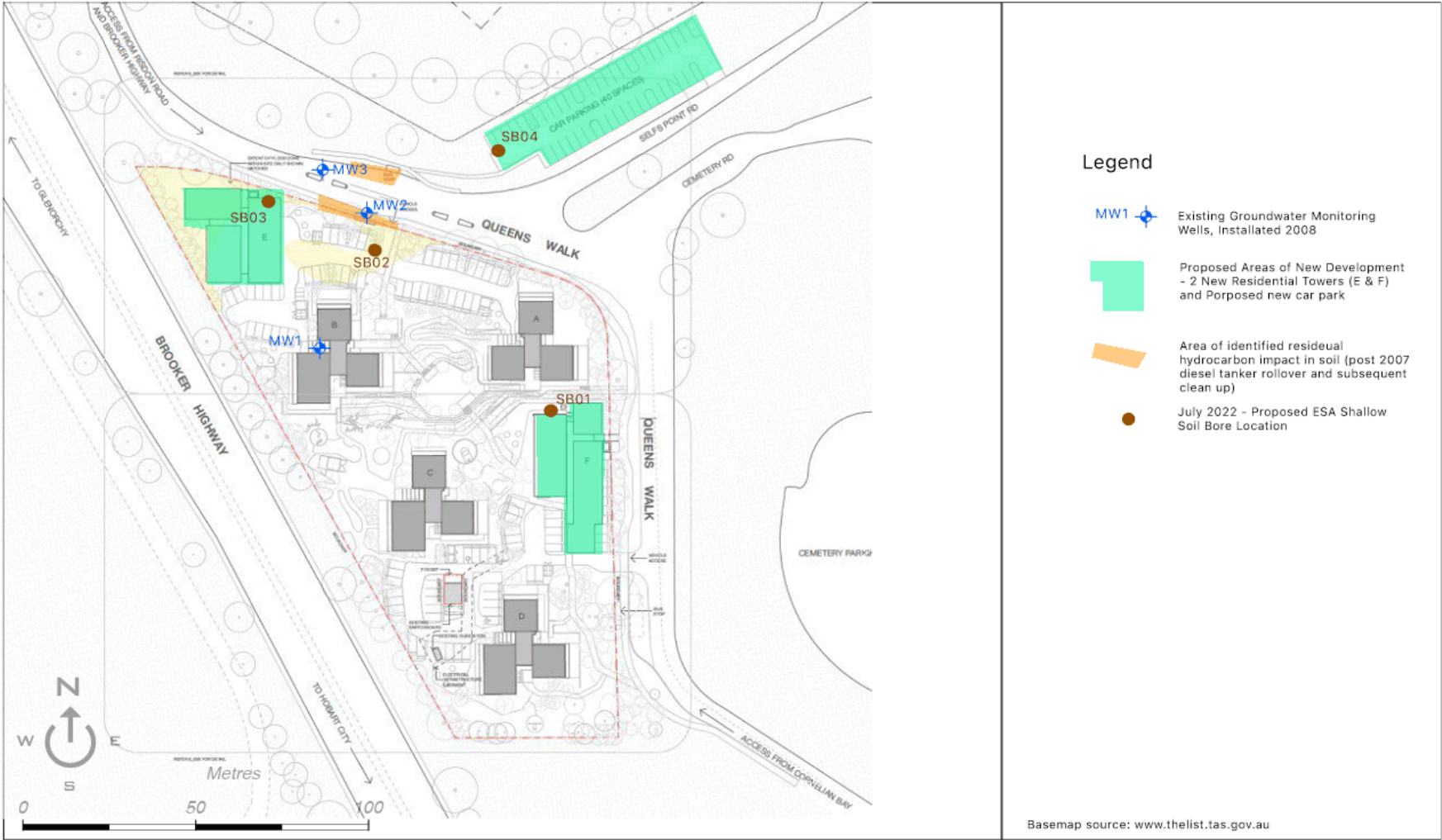
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Figure 1: Site Location Plan

1 Queens Walk, New Town, tasmania

Issue Date: 5 August 2022

Job Number: ERA2233





TABLES



Table 1
Soil Analytical Results

Total Petroleum and Recoverable Hydrocarbons, Benzene, Toluene, Ethylbenzene, Xylenes, Naphthalene and Lead

Sample ID/Depth (m)	Sample Date	PID Results (ppm)	Land Use Scenario	Confining Geology	Total Petroleum Hydrocarbons					Total Recoverable Hydrocarbons (mg/kg)					Benzene (mg/kg)	Toluene (mg/kg)	Ethylbenzene (mg/kg)	Xylenes (mg/kg)	Naphthalene ⁴ (mg/kg)	Polycyclic Aromatic			Carcinogenic PAHs as BaP TEQ ⁵ (mg/kg)	Lead (mg/kg)
					C ₆ -C ₉	C ₁₀ -C ₁₄	C ₁₅ -C ₂₈	C ₂₉ -C ₃₆	C ₃₇ -C ₄₀	F1 C ₆ -C ₁₀ less BTEX	>C ₁₀ -C ₁₆	>C ₁₀ -C ₁₆ less N	F3 >C ₁₆ -C ₃₄	F4 >C ₃₄ -C ₄₀						Naphthalene ⁴	Benzo(a)pyrene	Total PAHs		
SB1/0.7	21/07/2022	-	Residential	SAND	<10	<50	<100	<100	<10	<10	<50	<50	<100	<100	<0.2	<0.5	<0.5	<0.5	<1	<0.5	<0.5	<0.5	<0.5	<5
SB2/0.6	21/07/2022	-	Residential	SAND	<10	<50	<100	<100	<10	<10	<50	<50	<100	<100	<0.2	<0.5	<0.5	<0.5	<1	<0.5	<0.5	<0.5	<0.5	47
SB3/0.6	21/07/2022	-	Residential	SAND	<10	<50	<100	<100	<10	<10	<50	<50	<100	<100	<0.2	<0.5	<0.5	<0.5	<1	<0.5	<0.5	<0.5	<0.5	27
SB4/0.5	21/07/2022	-	Residential	SAND	<10	<50	<100	<100	<10	<10	<50	<50	<100	<100	<0.2	<0.5	<0.5	<0.5	<1	<0.5	0.5	3.4	0.6	56
TB_21/7/22	21/07/2022	-	Residential	SAND	<10	<50	<100	<100	<10	<10	<50	<50	<100	<100	<0.2	<0.5	<0.5	<0.5	<2	-	-	-	-	-
Laboratory Limit Of Reporting (LOR)					ALS	10	50	100	100	10	50	50	100	100	0.2	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	5
NOMINATED INVESTIGATION CRITERIA																								
⁽¹⁾ NEPM HIL 'B'					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	400	4	1200
⁽¹⁾ NEPM HSL 'A&B' for Vapour Intrusion					SAND: 0- < 1m	-	-	-	-	45	-	110	-	-	0.5	160	55	40	3	-	-	-	-	-
⁽²⁾ CRC CARE HSL 'B' for Direct Contact					-	-	-	-	-	5600	-	4200	5800	8100	140	21000	5900	17000	2200	-	-	-	-	-
⁽²⁾ CRC CARE Soil HSL 'IMW' for Vapour Intrusion					SAND: 0- < 2 m	-	-	-	-	NL	-	NL	NL	NL	77	NL	NL	NL	NL	-	-	-	-	-
⁽²⁾ CRC CARE Soil HSL 'IMW' for Direct Contact					-	-	-	-	-	82000	-	62000	85000	120000	1100	120000	85000	130000	29000	-	-	-	-	-
^(3A) NEPM EIL Urban residential and public open space					-	-	-	-	-	-	-	-	-	-	-	-	-	-	170	-	-	-	-	1100
^(3A) NEPM ESL Urban residential & public open space					COARSE SOIL	-	-	-	-	180	-	120	300	2800	50	85	70	105	-	-	0.7	-	-	-
⁽³⁾ NEPM Residential Soil Management Limits					FINE SOIL	-	-	-	-	800	-	1000	1000*	3500	10000	-	-	-	-	-	-	-	-	-

Tables Notes:

- 1) Assessment criteria are obtained from National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 (NEPC, 2013)
- 2) Assessment criteria are obtained from CRC CARE Technical Report no. 10: Health screening levels for petroleum hydrocarbons in soil and groundwater (Friebel & Nadebaum 2011)
- 3) Sample media: Soil, results reported in mg/kg
- 4) Laboratory analysis of naphthalene is conducted using two separate methods, EP080: extracting sample for volatiles and EP075(SIM)B: extracting sample for semi-volatiles. The naphthalene concentration from EP080 is used for F2 calculation.
- 5) HIL is based on the 8 carcinogenic PAHs and their TEFs (potency relative to B(a)P adopted by CCME 2008 (refer Schedule B7)). The B(a)P TEQ is calculated by multiplying the concentration of each carcinogenic PAH in the sample by its B(a)P TEF and summing these products. Calculations of TEQ is based on substituting zero for a non detect.
- 6) EIL and ESL criteria have been established for protection of plant root zones and are applicable in non-arid areas for assessment of soil within the 0- 2mBGS depth range.

"-" denotes analyte not tested by laboratory, or no criteria available.

Bold values are concentrations reported above laboratory limit of reporting

Highlighted values exceed one or more nominated investigation criteria.

Table Abbreviations

NEPM: National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 HIL: Health Investigation Level

IMW: Intrusive Maintenance Worker

CRC CARE: Cooperative Research Centre for Contamination Assessment and Remediation of the Environment HSL: Health Screening Level

PID: Photo-Ionisation Detection



APPENDIX A
LotSearch Information Report



LOTSEARCH

LOTSEARCH ENVIRO PROFESSIONAL

Date: 21 July 2022 10:35:38

Reference: LS034527 EP

Address: 1 Queens Walk, New Town, TAS 7008

Disclaimer:

The purpose of this report is to provide an overview of some of the site history, environmental risk and planning information available, affecting an individual address or geographical area in which the property is located. It is not a substitute for an on-site inspection or review of other available reports and records. It is not intended to be, and should not be taken to be, a rating or assessment of the desirability or market value of the property or its features. You should obtain independent advice before you make any decision based on the information within the report. The detailed terms applicable to use of this report are set out at the end of this report.

Dataset Listing

Datasets contained within this report, detailing their source and data currency:

Dataset Name	Custodian	Supply Date	Currency Date	Update Frequency	Dataset Buffer (m)	No. Features Onsite	No. Features within 100m	No. Features within Buffer
EPA Regulated Premises	Environment Protection Authority Tasmania	06/06/2022	06/06/2022	Monthly	1000	0	0	6
National Waste Management Facilities Database	Geoscience Australia	26/05/2022	07/03/2017	Annually	1000	0	0	0
National Liquid Fuel Facilities	Geoscience Australia	23/06/2022	25/07/2011	Annually	1000	0	0	6
Points of Interest - Service Stations	TAS Department of Primary Industries, Parks, Water and Environment	25/05/2022	25/05/2022	Quarterly	1000	0	0	0
Airservices Australia National PFAS Management Program	Airservices Australia	15/06/2022	15/06/2022	Monthly	2000	0	0	0
Defence 3 Year Regional Contamination Investigation Program	Department of Defence	06/06/2022	06/06/2022	Quarterly	2000	0	0	0
Authority Land - Defence	TAS Department of Primary Industries, Parks, Water and Environment	19/08/2021	19/08/2021	Quarterly	2000	0	0	0
UBD Business Directories (Premise & Intersection Matches)	Hardie Grant			Not required	100	0	0	0
UBD Business Directories (Road & Area Matches)	Hardie Grant			Not required	100	-	27	27
UBD Business Directory Dry Cleaners & Motor Garages/Service Stations (Premise & Intersection Matches)	Hardie Grant			Not required	250	0	0	0
UBD Business Directory Dry Cleaners & Motor Garages/Service Stations (Road & Area Matches)	Hardie Grant			Not required	250	-	0	3
Points of Interest	TAS Department of Primary Industries, Parks, Water and Environment	25/05/2022	25/05/2022	Quarterly	1000	0	0	0
Easements	TAS Department of Primary Industries, Parks, Water and Environment	16/05/2022	21/12/2021	Quarterly	0	0	0	0
Drill Hole Database (DORIS)	Mineral Resources Tasmania	29/07/2021	29/07/2021	Quarterly	2000	0	0	40
National Groundwater Information System (NGIS) Boreholes	Bureau of Meteorology	01/02/2021	01/02/2021	Annually	2000	0	0	1
1:25,000 Scale Digital Geology of Tasmania	Mineral Resources Tasmania	07/02/2020	16/06/2010	As required	1000	1	4	16
Atlas of Australian Soils	ABARES	19/05/2017	17/02/2011	As required	1000	2	2	2
Atlas of Australian Acid Sulfate Soils	CSIRO	19/01/2017	21/02/2013	As required	1000	1	2	3
Areas of Tasmania with Potential to Contain Acid Sulfate Soils	TAS Department of Primary Industries, Parks, Water and Environment - Natural and Cultural Heritage Division	07/02/2020	07/02/2020	As required	1000	0	1	11
Tasmanian Interim Planning Scheme Zoning	Tasmanian Planning Commission	13/09/2021	13/09/2021	Monthly	1000	1	6	51
Tasmanian Interim Planning Scheme Overlay	Tasmanian Planning Commission	13/09/2021	13/09/2021	Monthly	1000	0	1	34
Tasmanian Interim Planning Scheme Overlay - Flood	Tasmanian Planning Commission	13/09/2021	13/09/2021	Monthly	1000	0	0	0
Tasmanian Interim Planning Scheme Overlay - Coastal Inundation	Tasmanian Planning Commission	13/09/2021	13/09/2021	Monthly	1000	0	2	14
Tasmanian Interim Planning Scheme Overlay - Coastal Erosion	Tasmanian Planning Commission	13/09/2021	13/09/2021	Monthly	1000	0	1	20
Tasmanian Interim Planning Scheme Overlay - Landslide	Tasmanian Planning Commission	13/09/2021	13/09/2021	Monthly	1000	0	0	4
Tasmanian Interim Planning Scheme Overlay - Bushfire	Tasmanian Planning Commission	13/09/2021	13/09/2021	Monthly	1000	0	0	1
Fire History	TAS Department of Primary Industries, Parks, Water and Environment	23/06/2022	23/06/2022	Monthly	1000	0	0	16

Dataset Name	Custodian	Supply Date	Currency Date	Update Frequency	Dataset Buffer (m)	No. Features Onsite	No. Features within 100m	No. Features within Buffer
Commonwealth Heritage List	Australian Government Department of Agriculture, Water and the Environment	03/06/2022	13/04/2022	Annually	1000	0	0	0
National Heritage List	Australian Government Department of Agriculture, Water and the Environment	03/06/2022	13/04/2022	Annually	1000	0	0	0
Tasmanian Heritage Register	Heritage Tasmania	16/05/2022	16/05/2022	Quarterly	1000	0	0	46
Authority Land - Aboriginal Land	TAS Department of Primary Industries, Parks, Water and Environment	19/08/2021	19/08/2021	Quarterly	1000	0	0	0
TASVEG 4.0	TAS Department of Primary Industries, Parks, Water and Environment - Natural and Cultural Heritage Division	13/09/2021	11/10/2020	As Required	1000	1	1	4
Threatened Native Vegetation Communities 2014	TAS Department of Primary Industries, Parks, Water and Environment - Natural and Cultural Heritage Division	27/05/2022	14/02/2021	Annually	1000	0	0	0
Ramsar Wetlands of Australia	Australian Government Department of Agriculture, Water and the Environment	28/03/2022	19/03/2020	Annually	1000	0	0	0
Groundwater Dependent Ecosystems Atlas	Bureau of Meteorology	14/08/2017	15/05/2017	Annually	1000	0	0	1
Inflow Dependent Ecosystems Likelihood	Bureau of Meteorology	14/08/2017	15/05/2017	Unknown	1000	0	0	1
Property Boundaries & Roads	TAS Department of Primary Industries, Parks, Water and Environment	23/06/2022	23/06/2022	Monthly		-	-	-
Topographic Data	TAS Department of Primary Industries, Parks, Water and Environment	03/02/2021	18/03/2015	Annually		-	-	-

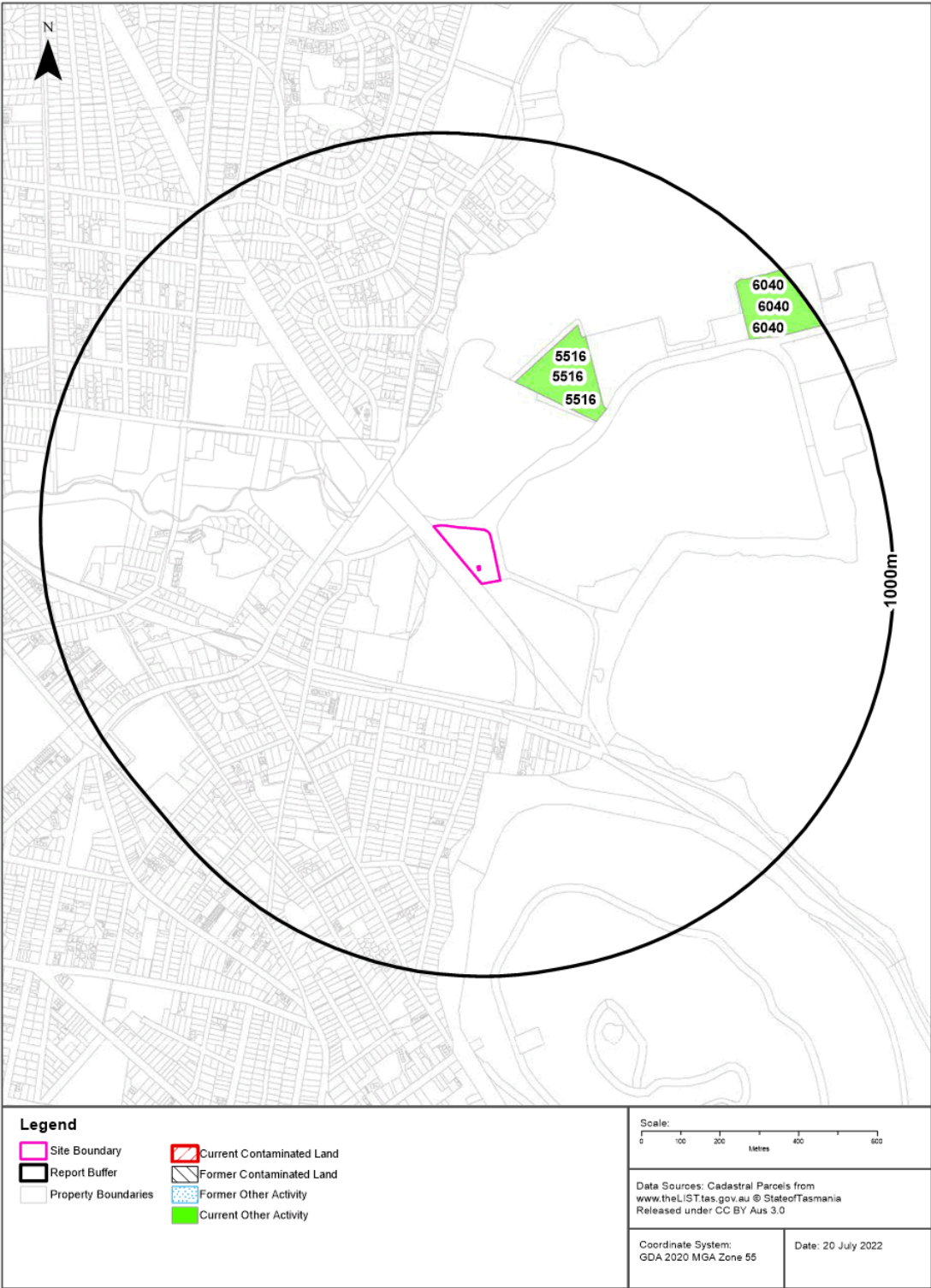
Aerial Imagery 2022

1 Queens Walk, New Town, TAS 7008



EPA Regulated Premises

1 Queens Walk, New Town, TAS 7008



EPA Regulated Premises

1 Queens Walk, New Town, TAS 7008

EPA Regulated Premises

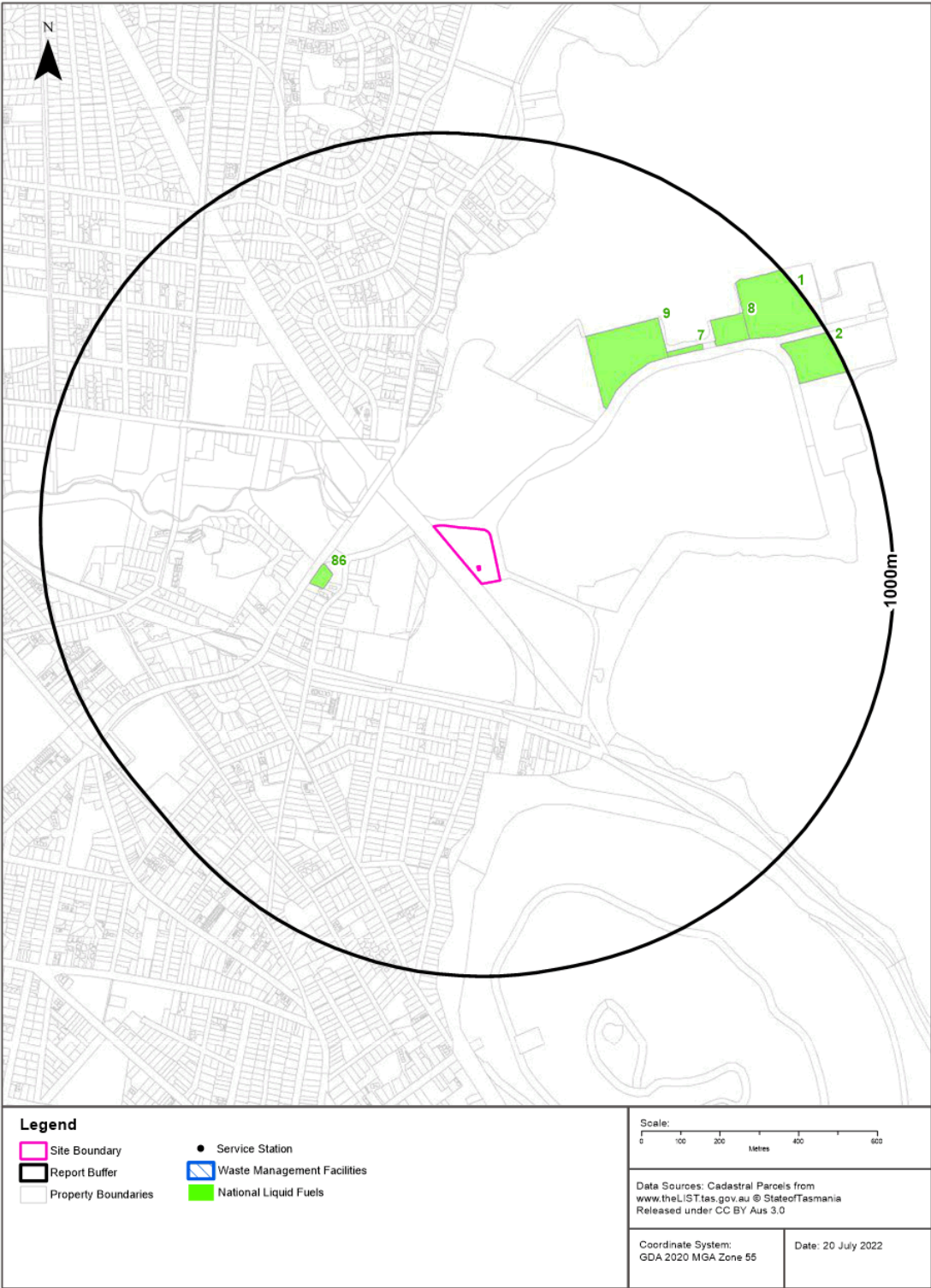
EPA Regulated Premises within the dataset buffer:

Site Id	Premise	Client	Activity Category	Activity Type	Doc No.	Document Type	Status	Loc Conf	Dist	Dir
5516	SELS POINT WASTEWATER TREATMENT PLANT	TASMANIAN WATER & SEWERAGE CORPORATION PTY LTD	Wastewater Treatment	3A Wastewater Treatment Works	3513	Permit or Permit Conditions Environmental (PCE)	Current	Premise Match	373m	North East
	SELS POINT WASTEWATER TREATMENT PLANT	TASMANIAN WATER & SEWERAGE CORPORATION PTY LTD	Wastewater Treatment	3A Wastewater Treatment Works	8548/1	Environment Protection Notice (EPN)	Current	Premise Match	373m	North East
	SELS POINT WASTEWATER TREATMENT PLANT	TASMANIAN WATER & SEWERAGE CORPORATION PTY LTD	Wastewater Treatment	3A Wastewater Treatment Works	9797/1	Environment Protection Notice (EPN)	Current	Premise Match	373m	North East
6040	SELS POINT LIQUID BITUMEN PLANT	PUMA ENERGY (AUSTRALIA) BITUMEN PTY LTD	Petroleum and Chemical Activities	1A2A Chemical works processing organic chemical or chemical product or petrochemical (works discharging all wastewater to external approved Wastewater Treatment Works).	6172	Permit or Permit Conditions Environmental (PCE)	Current	Premise Match	828m	North East
	SELS POINT LIQUID BITUMEN PLANT	PUMA ENERGY (AUSTRALIA) BITUMEN PTY LTD	Petroleum and Chemical Activities	1C1 Oil Refineries (works discharging all wastewater to external approved Wastewater Treatment Works)	7366	Permit or Permit Conditions Environmental (PCE)	Current	Premise Match	828m	North East
	SELS POINT LIQUID BITUMEN PLANT	PUMA ENERGY (AUSTRALIA) BITUMEN PTY LTD	Petroleum and Chemical Activities	1C1 Oil Refineries (works discharging all wastewater to external approved Wastewater Treatment Works)	9422	Environment Protection Notice (EPN)	Former	Premise Match	828m	North East

EPA Regulated Premises from www.theLIST.tas.gov.au ©State of Tasmania

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Waste Management & Liquid Fuel Facilities
1 Queens Walk, New Town, TAS 7008



Waste Management and Liquid Fuel Facilities

1 Queens Walk, New Town, TAS 7008

National Waste Management Site Database

Sites on the National Waste Management Site Database within the dataset buffer:

Site Id	Owner	Name	Address	Suburb	Landfill	Reprocess	Transfer	Revision Date	Loc Conf	Dist	Dir
N/A	No records in buffer										

Waste Management Facilities Data Source: Australian Government Geoscience Australia
Creative Commons 3.0 © Commonwealth of Australia <http://creativecommons.org/licenses/by/3.0/au/deed.en>

National Liquid Fuel Facilities

National Liquid Fuel Facilities within the dataset buffer:

Map Id	Owner	Name	Address	Suburb	Class	Operational Status	Operator	Revision Date	Loc Conf	Dist	Dir
86	Caltex	Caltex New Town	71 Risdon Road	New Town	Petrol Station	Operational		25/07/2011	Premise Match	282m	West
9	Shell	New Town	16 Sells Point Road	New Town	Fuel Depot	Operational		04/10/2012	Premise Match	434m	North East
7	Kleenheat Gas	New Town	18 Sells Point Road	New Town	Fuel Depot	Operational	Kleenheat Gas	04/10/2012	Premise Match	639m	North East
8	United	New Town	20 Sells Point Road	New Town	Fuel Depot	Operational	United	04/10/2012	Premise Match	749m	North East
1	BP	Hobart	22 Sells Point Road	New Town	Fuel Terminal	Operational	BP	11/06/2012	Premise Match	828m	North East
2	Caltex	Hobart	20 Gas Road	New Town	Fuel Terminal	Operational	Caltex	11/06/2012	Premise Match	877m	North East

National Liquid Fuel Facilities Data Source: Geoscience Australia
Creative Commons 3.0 © Commonwealth of Australia <http://creativecommons.org/licenses/by/3.0/au/deed.en>

Service Stations

Service stations from the LIST Points of Interest dataset within the dataset buffer:

Map Id	Name	Distance	Direction
N/A	No records within buffer		

Points of Interest from www.theLIST.tas.gov.au ©State of Tasmania
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PFAS Investigation and Management Programs

1 Queens Walk, New Town, TAS 7008

Airservices Australia National PFAS Management Program

Sites being investigated or managed by Airservices Australia for PFAS contamination within the dataset buffer:

Map Id	Site Name	Impacts	Location Confidence	Distance	Direction
N/A	No records in buffer				

Airservices Australia National PFAS Management Program Data Custodian: Airservices Australia

Defence Sites

1 Queens Walk, New Town, TAS 7008

Defence 3 Year Regional Contamination Investigation Program

Sites which have been assessed as part of the Defence 3 Year Regional Contamination Investigation Program within the dataset buffer:

Property Id	Base Name	Address	Known Contamination	Location Confidence	Distance	Direction
N/A	No records in buffer					

Defence 3 Year Regional Contamination Investigation Program, Data Custodian: Department of Defence, Australian Government

Defence Land

Defence land from the LIST Authority Land dataset within the dataset buffer:

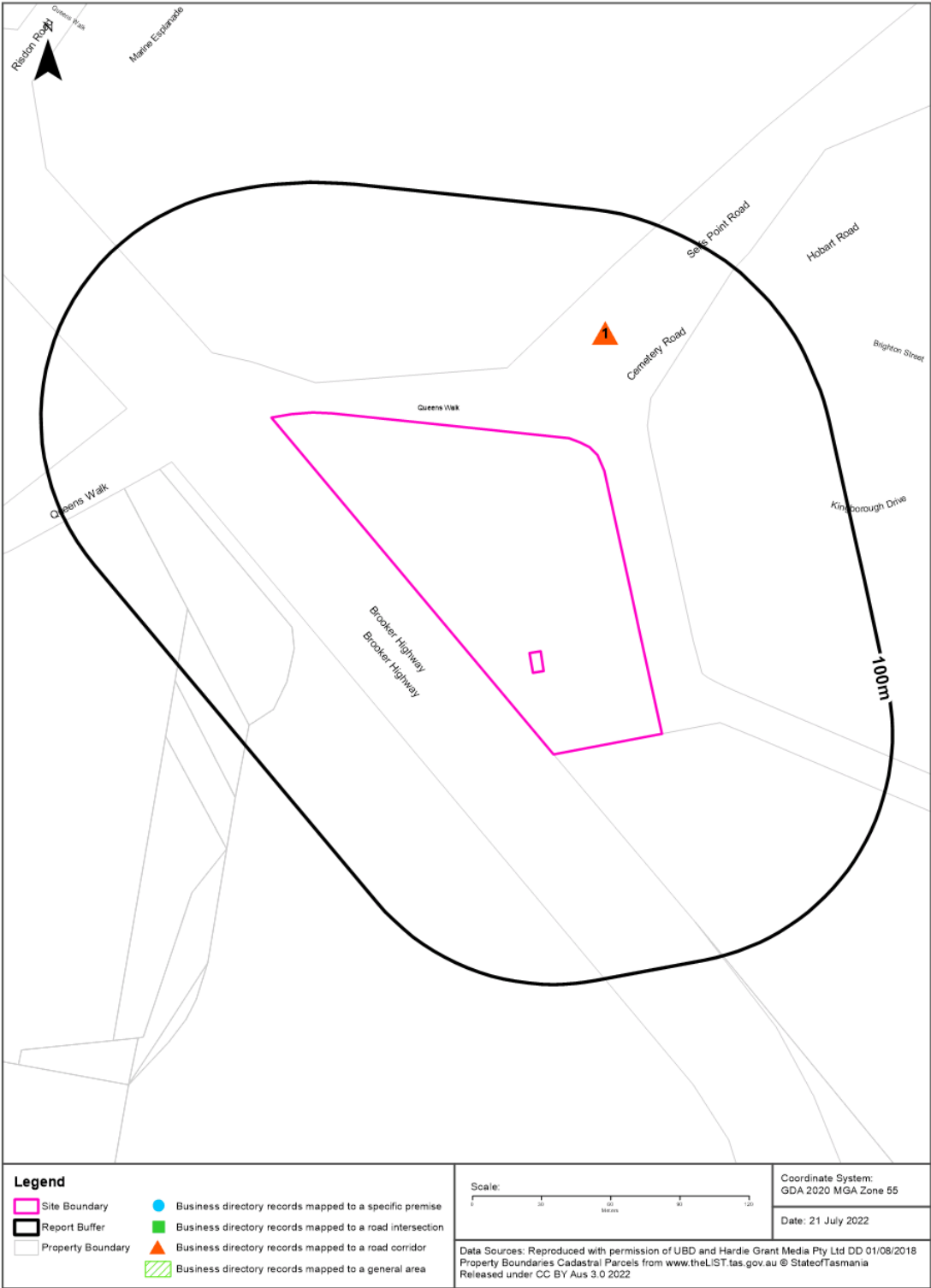
Map Id	Title Volume	Title Folio	Location Confidence	Distance	Direction
N/A	No records in buffer				

Authority Land from www.theLIST.tas.gov.au ©State of Tasmania

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Historical Business Directories

1 Queens Walk, New Town, TAS 7008



Historical Business Directories

1 Queens Walk, New Town, TAS 7008

Business Directory Records 1950-1991 Premise or Road Intersection Matches

Universal Business Directory records from years 1950, 1960, 1971, 1984 and 1991, mapped to a premise or road intersection, within the dataset buffer:

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance	Direction
	No records in buffer						

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Business Directory Records 1950-1991 Road or Area Matches

Universal Business Directory records from years 1950, 1960, 1971, 1984 and 1991, mapped to a road or an area, within the dataset buffer. Records are mapped to the road when a building number is not supplied, cannot be found, or the road has been renumbered since the directory was published.

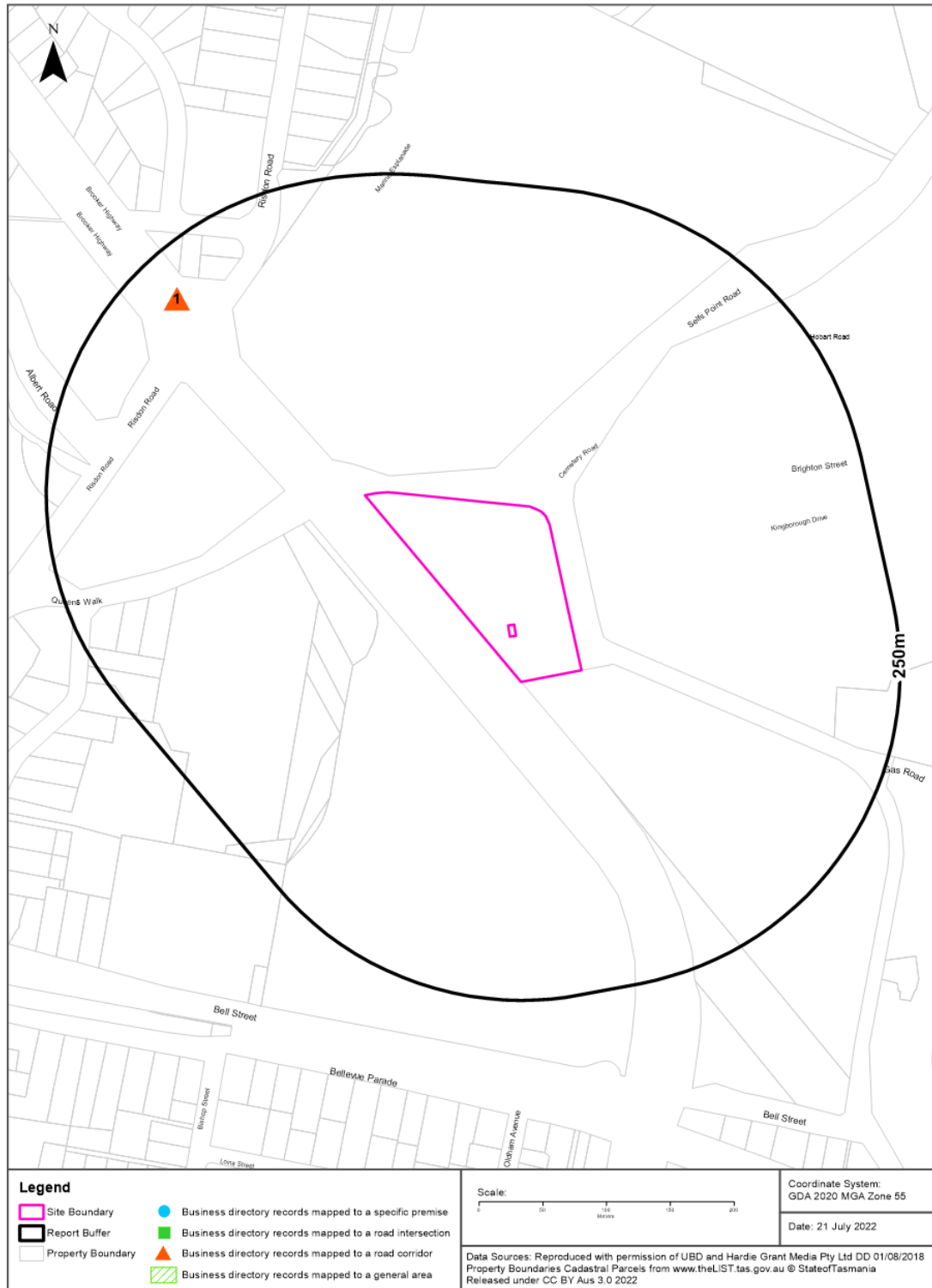
Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance
1	MOTOR OIL SPIRIT & GREASE MFRS &/OR IMPS &/OR DIST	Bennett's Petroleum Supplies Pty. Ltd., Selfs Point Rd., Moonah. 7009	5241	1991	Road Match	4m
	MOTOR OIL SPIRIT & GREASE MFRS &/OR IMPS &/OR DIST	BP Australia Ltd., Selfs Point Rd., Moonah. 7009	5242	1991	Road Match	4m
	MOTOR OIL SPIRIT & GREASE MFRS &/OR IMPS &/OR DIST	Caltex Oil Australia Pty. Ltd., Selfs Point Rd., Moonah. 7009	5245	1991	Road Match	4m
	MOTOR GAS (LPG) MFRS &/OR IMPS&/OR DIST	Hobart Petroleum Services Pty. Ltd., Selfs Point Rd., Moonah. 7009	5239	1991	Road Match	4m
	MOTOR OIL SPIRIT & GREASE MFRS &/OR IMPS &/OR DIST	Mobil Oil Australia Limited., Selfs Point Rd., Moonah. 7009	5248	1991	Road Match	4m
	MOTOR OIL SPIRIT & GREASE MFRS &/OR IMPS &/OR DIST	Shell Co. of Aust. Ltd., Selfs Point Rd., Moonah. 7009	5250	1991	Road Match	4m
	MOTOR OIL SPIRIT & GREASE MFRS &/OR IMPS &/OR DIST	Tasfuel Pty. Ltd., Selfs Point Rd., Moonah. 7009	5251	1991	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	Ampol Petroleum Ltd., Selfs Point Rd., Hobart 7000	5646	1984	Road Match	4m
	PETROLEUM PRODUCTS.	Ampol Petroleum Ltd., Selfs Point Rd., Hobart 7000	6019	1984	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	Bennett's Petroleum Supplies Pty. Ltd., Selfs Point Rd., Hobart 7000	5647	1984	Road Match	4m
	PETROLEUM PRODUCTS.	Bennett's Petroleum Supplies Pty. Ltd., Selfs Point Rd., Hobart 7000	6020	1984	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	BP Australia Ltd., Selfs Point Rd., Hobart 7000	5648	1984	Road Match	4m
	PETROLEUM PRODUCTS.	BP Australia Ltd., Selfs Point Rd., Hobart 7000	6021	1984	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	Caltex Australia Pty. Ltd., Selfs Point Rd., Hobart 7000	5649	1984	Road Match	4m
	PETROLEUM PRODUCTS.	Caltex Australia Pty. Ltd., Selfs Point Rd., Hobart 7000	6022	1984	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	Golden Fleece Petroleum Limited., Selfs Point Rd., Hobart 7000	5650	1984	Road Match	4m
	PETROLEUM PRODUCTS.	Golden Fleece Petroleum Limited., Selfs Point Rd., Hobart 7000	6023	1984	Road Match	4m
	MOTOR GAS (LPG) MFRS. &/ OR DIST.	Hobart Petroleum Services Pty. Ltd., Selfs Point Rd., Hobart 7000	5626	1984	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	Hobart Petroleum Services Pty. Ltd., Selfs Point Rd., Hobart 7000	5651	1984	Road Match	4m
	PETROLEUM PRODUCTS.	Hobart Petroleum Services Pty. Ltd., Selfs Point Rd., Hobart 7000	6024	1984	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	Mobil Oil Australia Limited., Selfs Point Rd., Hobart 7000	5652	1984	Road Match	4m
	PETROLEUM PRODUCTS.	Mobil Oil Australia Limited., Selfs Point Rd., Hobart 7000	6025	1984	Road Match	4m
	PESTICIDES.	Shell Chemical (Aust.) Pty. Ltd., Selfs Point Rd., Hobart 7000	6014	1984	Road Match	4m

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance
1	PETROLEUM PRODUCTS.	Shell Chemical (Aust.) Pty. Ltd., Selfs Point Rd., Hobart 7000	6026	1984	Road Match	4m
	CHEMICAL MFRS. &/OR IMPS. &/OR DIST.	Shell Chemical (Aust.) Pty. Ltd., Selfs Point Rd., Hobart 7000.	3424	1984	Road Match	4m
	PETROLEUM PRODUCTS.	Shell Co. of Aust Ltd., Selfs Point Rd., Hobart 7000	6027	1984	Road Match	4m
	MOTOR OIL &/OR SPIRIT MERCHANTS.	Shell Co. of Aust. Ltd., Selfs Point Rd., Hobart 7000	5653	1984	Road Match	4m

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Dry Cleaners, Motor Garages & Service Stations

1 Queens Walk, New Town, TAS 7008



Historical Business Directories

1 Queens Walk, New Town, TAS 7008

Dry Cleaners, Motor Garages & Service Stations 1950-1991 Premise or Road Intersection Matches

Dry Cleaners, Motor Garages & Service Stations from UBD Business Directories for years 1950, 1960, 1971, 1984 and 1991, mapped to a premise or road intersection, within the dataset buffer:

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance	Direction
	No records in buffer						

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Dry Cleaners, Motor Garages & Service Stations 1950-1991 Road or Area Matches

Dry Cleaners, Motor Garages & Service Stations from UBD Business Directories for years 1950, 1960, 1971, 1984 and 1991, mapped to a road or an area, within the dataset buffer. Records are mapped to the road when a building number is not supplied, cannot be found, or the road has been renumbered since the directory was published.

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance
1	MOTOR GARAGES & SERVICE STATIONS	Mobil Lutana Service Station., Brooker H'way., Lutana. 7009	5213	1991	Road Match	176m
	MOTOR SERVICE STATIONS	Roundabout Service Station., Brooker Hwy., Lutana	29955	1971	Road Match	176m
	MOTOR SERVICE STATIONS	Russell Service Station Brooker Ave., Lutana	4552	1960	Road Match	176m

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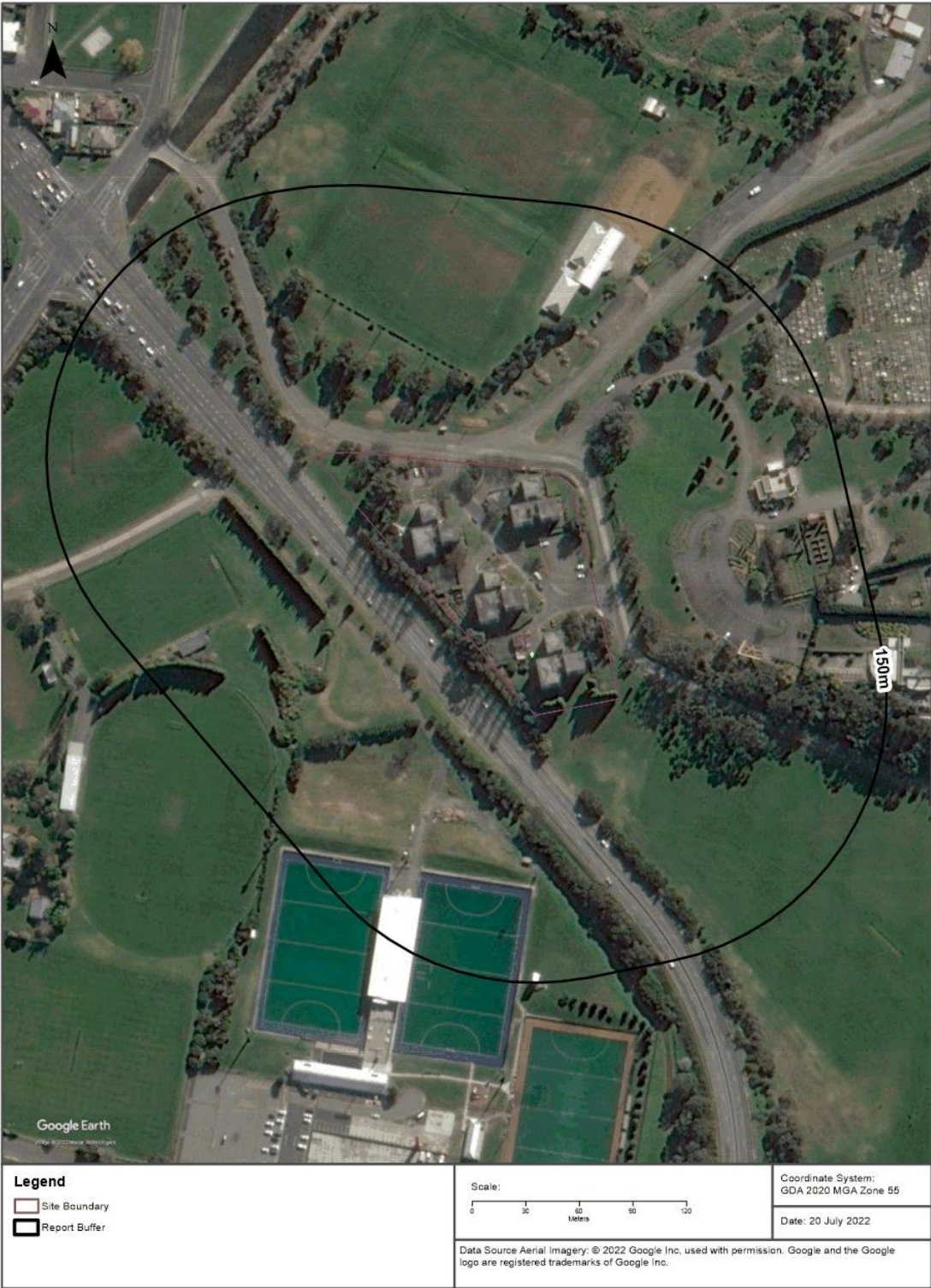
Aerial Imagery 2017

1 Queens Walk, New Town, TAS 7008



Aerial Imagery 2012

1 Queens Walk, New Town, TAS 7008



Aerial Imagery 2003

1 Queens Walk, New Town, TAS 7008



Aerial Imagery 1997

1 Queens Walk, New Town, TAS 7008



Aerial Imagery 1986

1 Queens Walk, New Town, TAS 7008



Aerial Imagery 1977

1 Queens Walk, New Town, TAS 7008



Aerial Imagery 1967

1 Queens Walk, New Town, TAS 7008



Aerial Imagery 1957

1 Queens Walk, New Town, TAS 7008



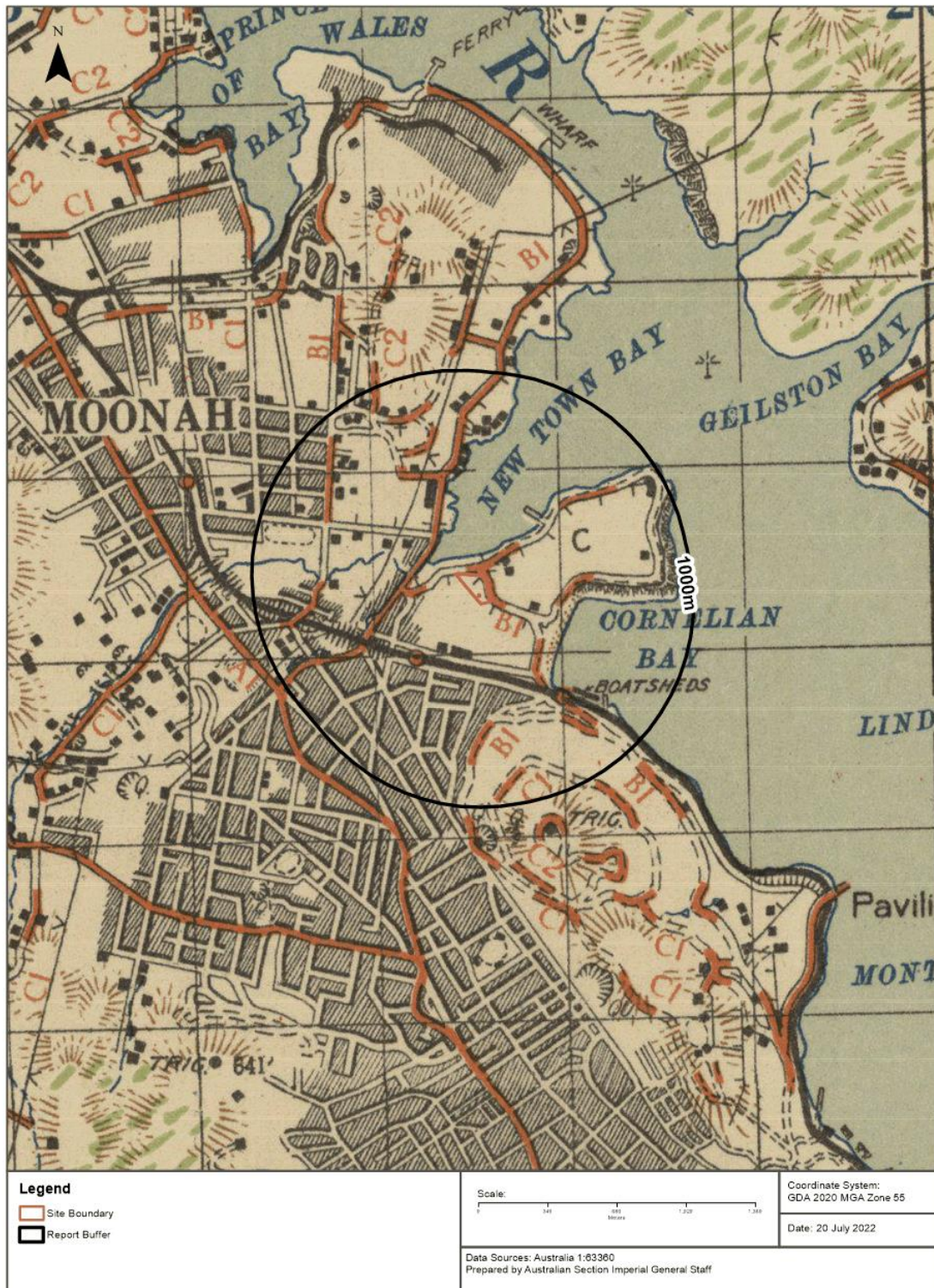
Aerial Imagery 1946

1 Queens Walk, New Town, TAS 7008



Historical Map c.1942

1 Queens Walk, New Town, TAS 7008



Topographic Features

1 Queens Walk, New Town, TAS 7008



Topographic Features

1 Queens Walk, New Town, TAS 7008

Points of Interest

Features from the LIST Points of Interest dataset that exist within the dataset buffer:

Map Id	Feature Type	Feature Subtype	Name	Distance	Direction
N/A	No records within buffer				

Points of Interest from www.theLIST.tas.gov.au ©State of Tasmania
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Easements

Features from the LIST Easements dataset that exist on-site:

Map Id	Feature Type	Feature Subtype
N/A	No records within buffer	

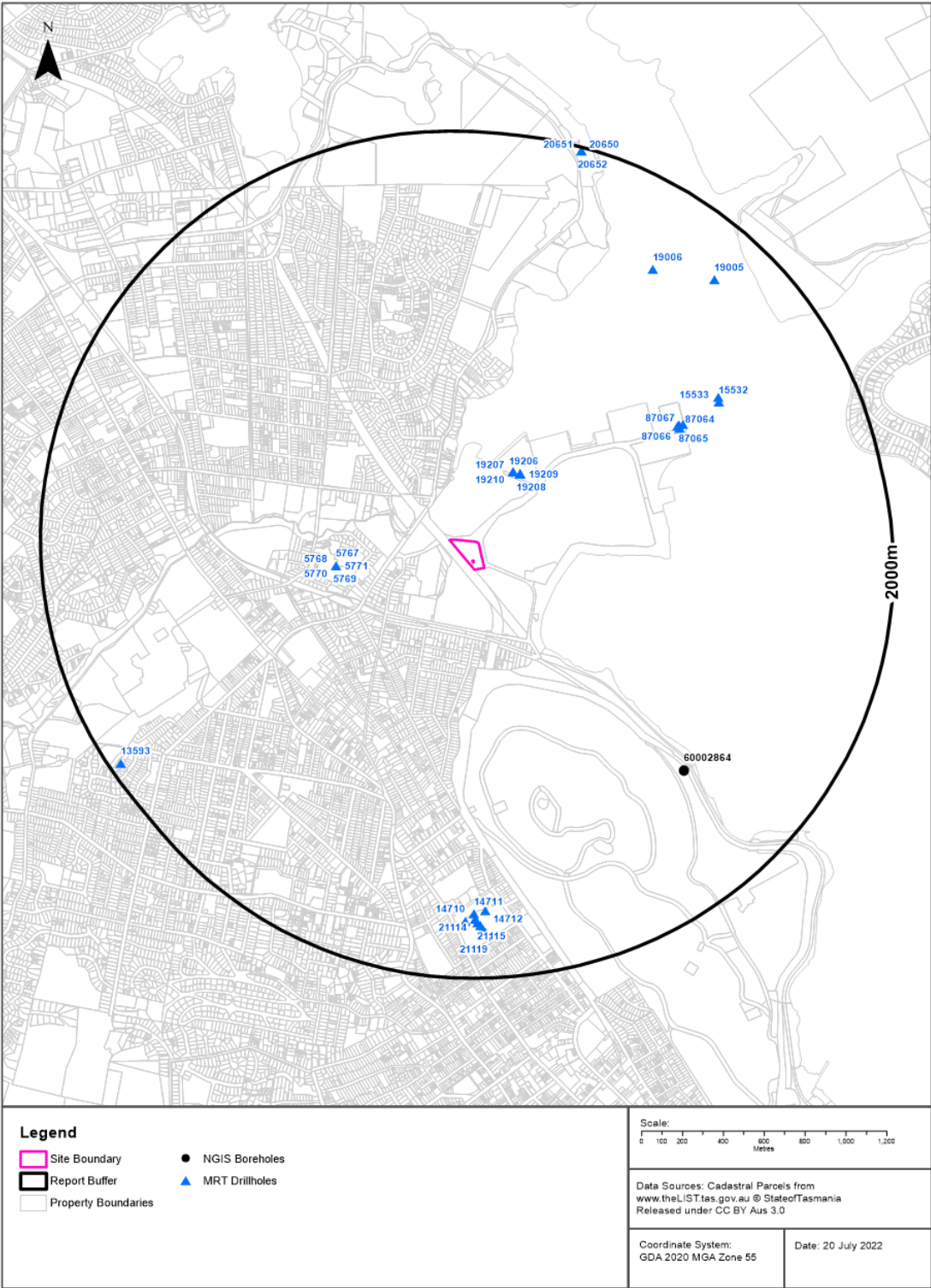
Easements from www.theLIST.tas.gov.au ©State of Tasmania
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Elevation Contours (m AHD) 10m Interval at 1:25,000
1 Queens Walk, New Town, TAS 7008



Boreholes

1 Queens Walk, New Town, TAS 7008



Groundwater Boreholes

1 Queens Walk, New Town, TAS 7008

Drill Hole Database (DORIS)

Drill holes from the Drill Hole Database (DORIS) within the dataset buffer:

Drill Id	Name	Purpose	Date Drilled	Company	Associated Tenements	Reports	Length (m)	Reduced Level	Intersections	Core Status	Dist	Dir
19207	SP-BH2	Engineering geology	27/11/1991	Tasmania Department of Mines			12			Open	386m	North East
19210	SP-BH5	Engineering geology	04/12/1991	Tasmania Department of Mines			10			Open	386m	North East
19206	SP-BH1	Engineering geology	26/11/1991	Tasmania Department of Mines			11			Open	394m	North East
19208	SP-BH3	Engineering geology	02/12/1991	Tasmania Department of Mines			17			Open	394m	North East
19209	SP-BH4	Engineering geology	03/12/1991	Tasmania Department of Mines			11			Open	394m	North East
5767	Hole 1 (Peg 2)	Engineering geology	02/01/1965	Tasmania Department of Mines			31			Open	568m	West
5768	Hole 2 (Peg 4)	Engineering geology	03/01/1965	Tasmania Department of Mines			16			Open	568m	West
5769	Hole 3 (Peg 3)	Engineering geology	03/01/1965	Tasmania Department of Mines			13			Open	568m	West
5770	Hole 4 (Peg 5)	Engineering geology	03/01/1965	Tasmania Department of Mines			12			Open	568m	West
5771	Hole 5 (Peg 1)	Engineering geology	03/01/1965	Tasmania Department of Mines			17			Open	568m	West
87064	BH1-GL17258 A	Engineering geology	01/08/2017	GeoTon Pty Ltd			7.7			Open	1129m	North East
87066	BH3-GL17258 A	Engineering geology	31/07/2017	GeoTon Pty Ltd			8.3			Open	1134m	North East
87065	BH2-GL17258 A	Engineering geology	01/08/2017	GeoTon Pty Ltd			11.4			Open	1138m	North East
87067	BH4-GL17258 A	Engineering geology	02/08/2017	GeoTon Pty Ltd			11			Open	1158m	North East
15532	BH1 (11B)	Engineering geology	26/08/1986	Tasmania Department of Mines			38.7	0		Open	1362m	North East
15533	BH2	Engineering geology	13/10/1986	Tasmania Department of Mines			40	0		Open	1373m	North East
19006	BH2	Engineering geology	1975			UR1975_23, TR18_103_10 5, TR20_85_101	77			Open	1587m	North East
14712	BH3	Engineering geology	09/12/1986	Tasmania Department of Mines			6	25		Open	1672m	South
14711	BH2	Engineering geology	09/12/1986	Tasmania Department of Mines			6.1	25		Open	1686m	South
21114	BH4	Engineering geology	01/01/1980	Tasmania Department of Mines			6	50		Open	1713m	South
14710	BH1	Engineering geology	09/12/1986	Tasmania Department of Mines			6.1	20		Open	1723m	South

Drill Id	Name	Purpose	Date Drilled	Company	Associated Tenements	Reports	Length (m)	Reduced Level	Intersections	Core Status	Dist	Dir
19005	BH1	Engineering geology	1975			UR1975_23, TR18_103_105, TR20_85_101	58			Open	1730m	North East
21115	BH5	Engineering geology	01/01/1980	Tasmania Department of Mines			6	50		Open	1730m	South
21116	BH6	Engineering geology	01/01/1980	Tasmania Department of Mines			6	50		Open	1746m	South
21117	BH7	Engineering geology	01/01/1980	Tasmania Department of Mines			6	50		Open	1762m	South
21118	BH8	Engineering geology	01/01/1980	Tasmania Department of Mines			6	50		Open	1779m	South
21119	BH9	Engineering geology	01/01/1980	Tasmania Department of Mines			6	50		Open	1796m	South
13593	LV-1	Stratigraphic	01/06/1987	Tasmania Department of Mines			247	51.4		Open	1943m	South West
20650	MB64	Engineering geology	06/09/2002	Pasminco Metals EZ (Hobart)			11.8			Open	1980m	North
20651	MB65	Engineering geology	02/09/2002	Pasminco Metals EZ (Hobart)			15.1			Open	1980m	North
20652	MB66	Engineering geology	02/09/2002	Pasminco Metals EZ (Hobart)			15.2			Open	1980m	North
20654	MB68	Engineering geology	05/09/2002	Pasminco Metals EZ (Hobart)			11.6			Open	1980m	North
20656	MB70	Engineering geology	03/09/2002	Pasminco Metals EZ (Hobart)			13.15			Open	1980m	North
20658	MB72	Engineering geology	04/09/2002	Pasminco Metals EZ (Hobart)			9.15			Open	1980m	North
20659	MB73	Engineering geology	09/09/2002	Pasminco Metals EZ (Hobart)			7.45			Open	1980m	North
20660	MB74	Engineering geology	09/09/2002	Pasminco Metals EZ (Hobart)			8.75			Open	1980m	North
20661	MB75	Engineering geology	05/09/2002	Pasminco Metals EZ (Hobart)			6.15			Open	1980m	North
20653	MB67	Engineering geology	03/09/2002	Pasminco Metals EZ (Hobart)			13.65			Open	1980m	North
20655	MB69	Engineering geology	01/09/2002	Pasminco Metals EZ (Hobart)			10.3			Open	1980m	North
20657	MB71	Engineering geology	04/09/2002	Pasminco Metals EZ (Hobart)			11.5			Open	1980m	North

Drill Hole Database (DORIS) from Mineral Resources Tasmania
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Groundwater Boreholes

1 Queens Walk, New Town, TAS 7008

Boreholes (NGIS)

Boreholes from the National Groundwater Information System (NGIS) within the dataset buffer:

NGIS Bore Id	State Bore Id	Drilled Date	Bore Depth (m)	Drilled Depth (m)	Elevation (m)	Distance	Direction
60002864	2864	21/02/1983	0.00	54.00	15.00	1393m	South East

Borehole Data Source: © Commonwealth of Australia (Bureau of Meteorology)
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Borehole Logs (NGIS)

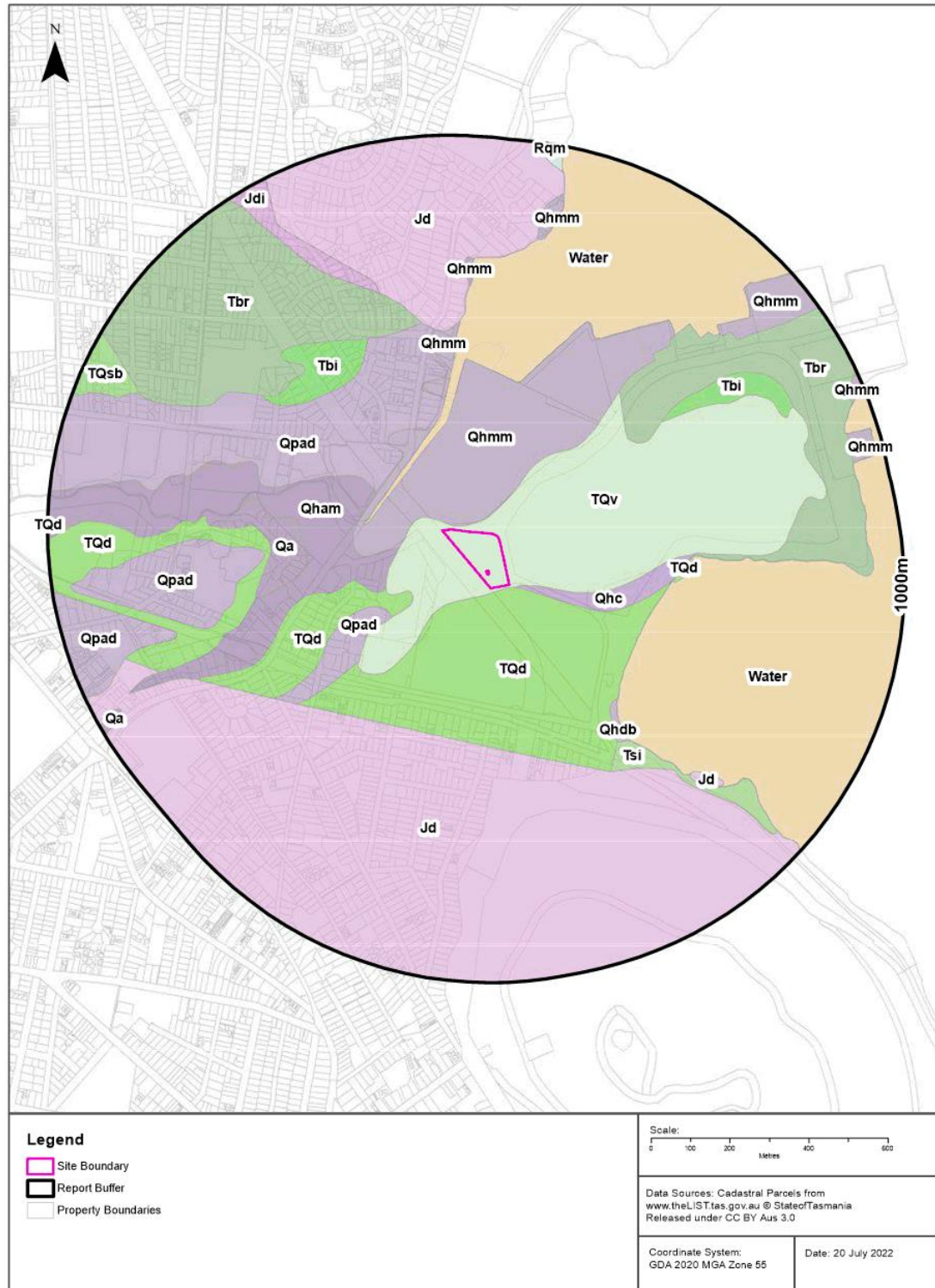
Borehole logs from the National Groundwater Information System (NGIS) within the dataset buffer:

NGIS Bore Id	Driller's Log	Distance	Direction
60002864	0.00m-1.80m 1.80m-19.80m 19.80m-64.10m	1393m	South East

Borehole Log Data Source: © Commonwealth of Australia (Bureau of Meteorology)
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Geology 1:25,000

1 Queens Walk, New Town, TAS 7008



Geology

1 Queens Walk, New Town, TAS 7008

Geological Units (1:25,000)

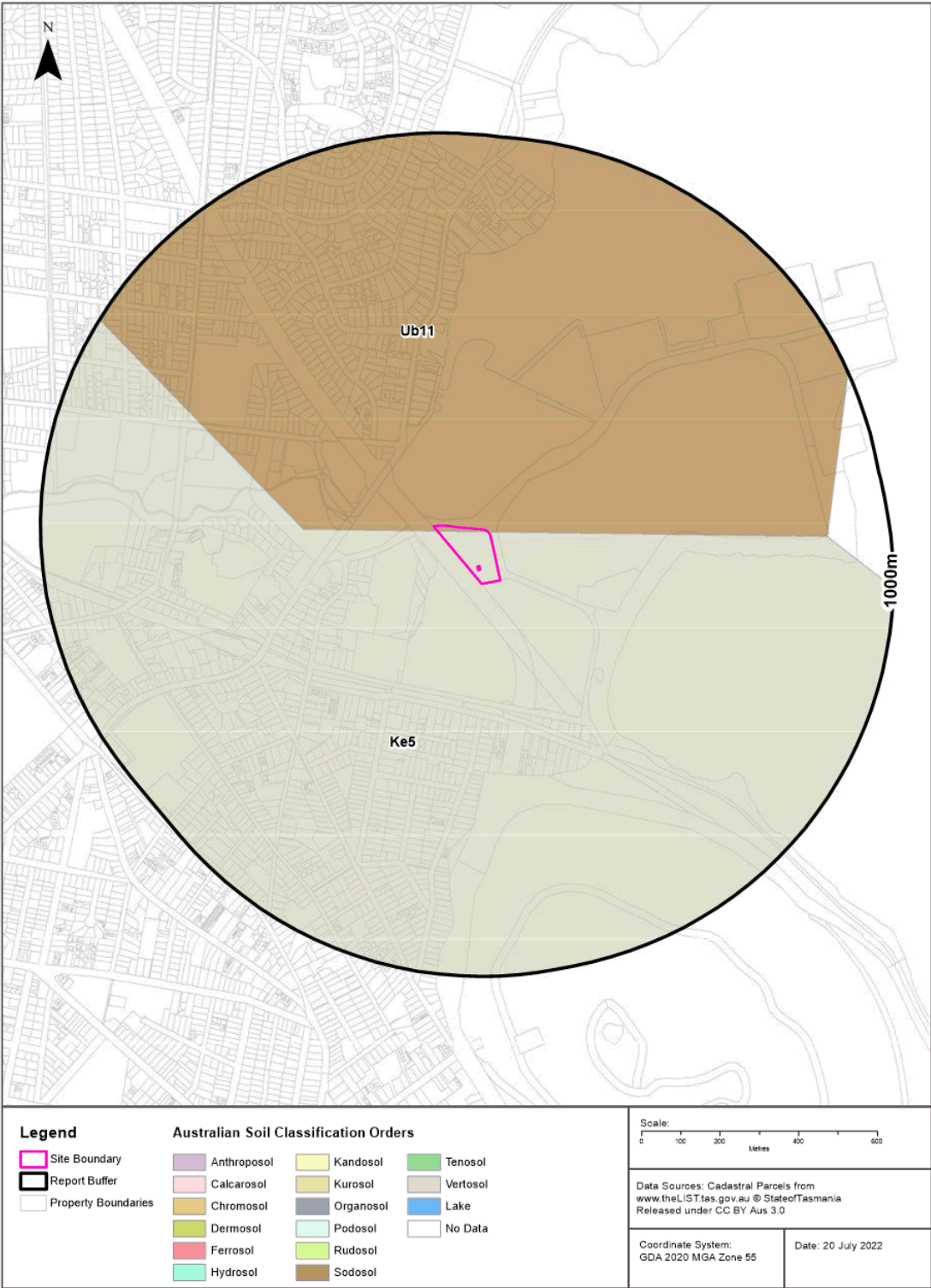
Geological units at a scale of 1:25,000, within the dataset buffer:

Symbol	Description	Region	Super Group	Group	Sub Group	Formation	Era	Period	Distance to Nearest Feature
TQv	Supra-basalt moderately lithified conglomerate with at places ferruginous cement or interbedded sandstone, clasts of well rounded cobbles and pebbles of quartz, quartzite, hornfels and traces of silicified wood, recycled Lower Parmeener limestones, Tertiary derived silica, and rarely dolerite.	Cenozoic cover sequences					Mesozoic - Cenozoic	Cretaceous - Quaternary	On-site
TQd	Undifferentiated fluvialite 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, minor fine-gravel; includes deposits related to probable former course of Derwent River, surficial swamp deposits and supra-basalt.	Cenozoic cover sequences					Mesozoic - Cenozoic	Cretaceous - Quaternary	8m
Qhmm	Man-made deposits.	Cenozoic cover sequences					Cenozoic	Quaternary	11m
Qhc	Colluvium.	Cenozoic cover sequences					Cenozoic	Quaternary	17m
Qham	Alluvium and marsh deposits of modern flood plains.	Cenozoic cover sequences					Cenozoic	Quaternary	113m
Water	Water.								160m
Qpad	Older alluvium of river terrace, predominantly dolerite derived.	Cenozoic cover sequences					Cenozoic	Quaternary	192m
Qa	Alluvial gravel, sand and clay.	Cenozoic cover sequences					Cenozoic	Quaternary	348m
Jd	Dolerite and related rocks					Tasmanian Dolerite	Mesozoic	Jurassic	393m
Qhdb	Modern shore face and associated aeolian dune sand.	Cenozoic cover sequences					Cenozoic	Quaternary	398m
Tbr	Transitional olivine basalt.	Cenozoic cover sequences					Mesozoic - Cenozoic	Cretaceous - Neogene	414m
Tbi	Inferred basalt beneath soil or Cainozoic deposits.	Cenozoic cover sequences					Mesozoic - Cenozoic	Cretaceous - Neogene	444m
Tsi	Poorly-consolidated white siltstone, sandstone and claystone with Tertiary fossil flora.	Cenozoic cover sequences					Mesozoic - Cenozoic	Cretaceous - Quaternary	482m
Jdi	Inferred dolerite beneath soil or Cainozoic deposits.					Tasmanian Dolerite	Mesozoic	Jurassic	622m
TQsb	Undifferentiated deposits with possible subsurface Tertiary basalt.	Cenozoic cover sequences					Mesozoic - Cenozoic	Cretaceous - Quaternary	833m
Rqm	Interbedded micaceous brown, red-purple, green and grey carbonaceous siltstone, shale and mudstone with notable thin beds of bioturbated silicified sandstone, and planar-bedded, ripple cross-laminated and cross-bedded quartzose and muddy quartzose sandstone.	Tasmanian Basin	Upper Parmeener Supergroup				Paleozoic - Mesozoic	Permian - Triassic	935m

1:25,000 Digital Geology from Mineral Resources Tasmania

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Atlas of Australian Soils
1 Queens Walk, New Town, TAS 7008



Soils

1 Queens Walk, New Town, TAS 7008

Atlas of Australian Soils

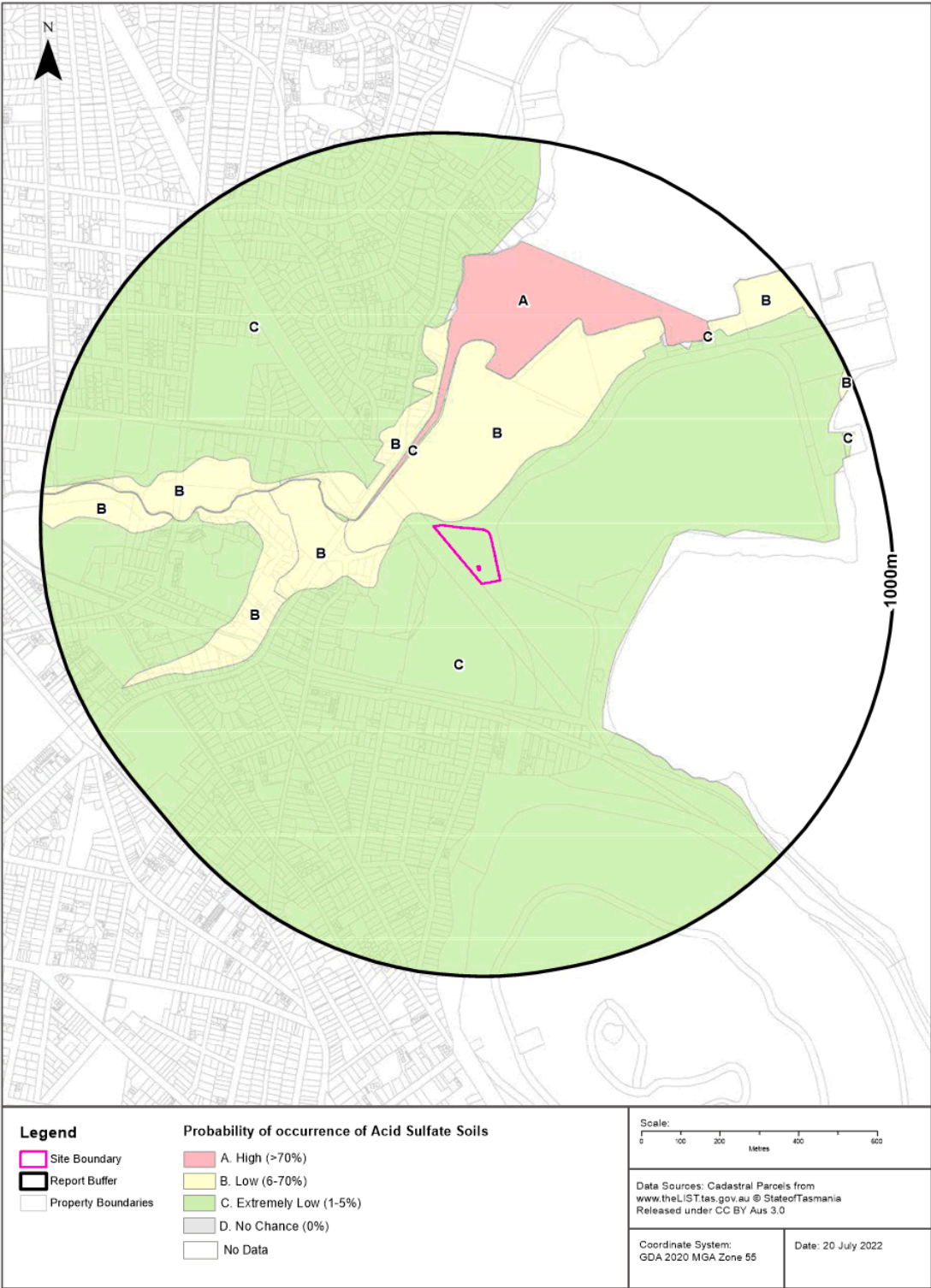
Australian soil types within the dataset buffer:

Symbol	Soil Order	Map Unit Description	Distance to Nearest Feature
Ke5	Vertosol	Hilly; Gentle to moderate, sometimes stony, slopes of deep dark clays (Ug5.14 and Ug5.13) with smaller areas of dark friable earths (Gn3.43) and minor areas of (Dr2.12 and Dr2.13); also steep slopes often stony, of dark clays (Ug5.12).	On-site
Ub11	Sodosol	Coastal plains: plains of hard neutral yellow mottled soils (Dy3.42) in association with (Dy3.43), (Dy3.12), (Ug5.16), and (Uc2.33); some saline flats and marshes with undescribed soils, fringed in places along the coast by dunes, as for unit A8.	On-site

Atlas of Australian Soils: ABARES

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Atlas of Australian Acid Sulfate Soils
1 Queens Walk, New Town, TAS 7008



Acid Sulfate Soils

1 Queens Walk, New Town, TAS 7008

Atlas of Australian Acid Sulfate Soils

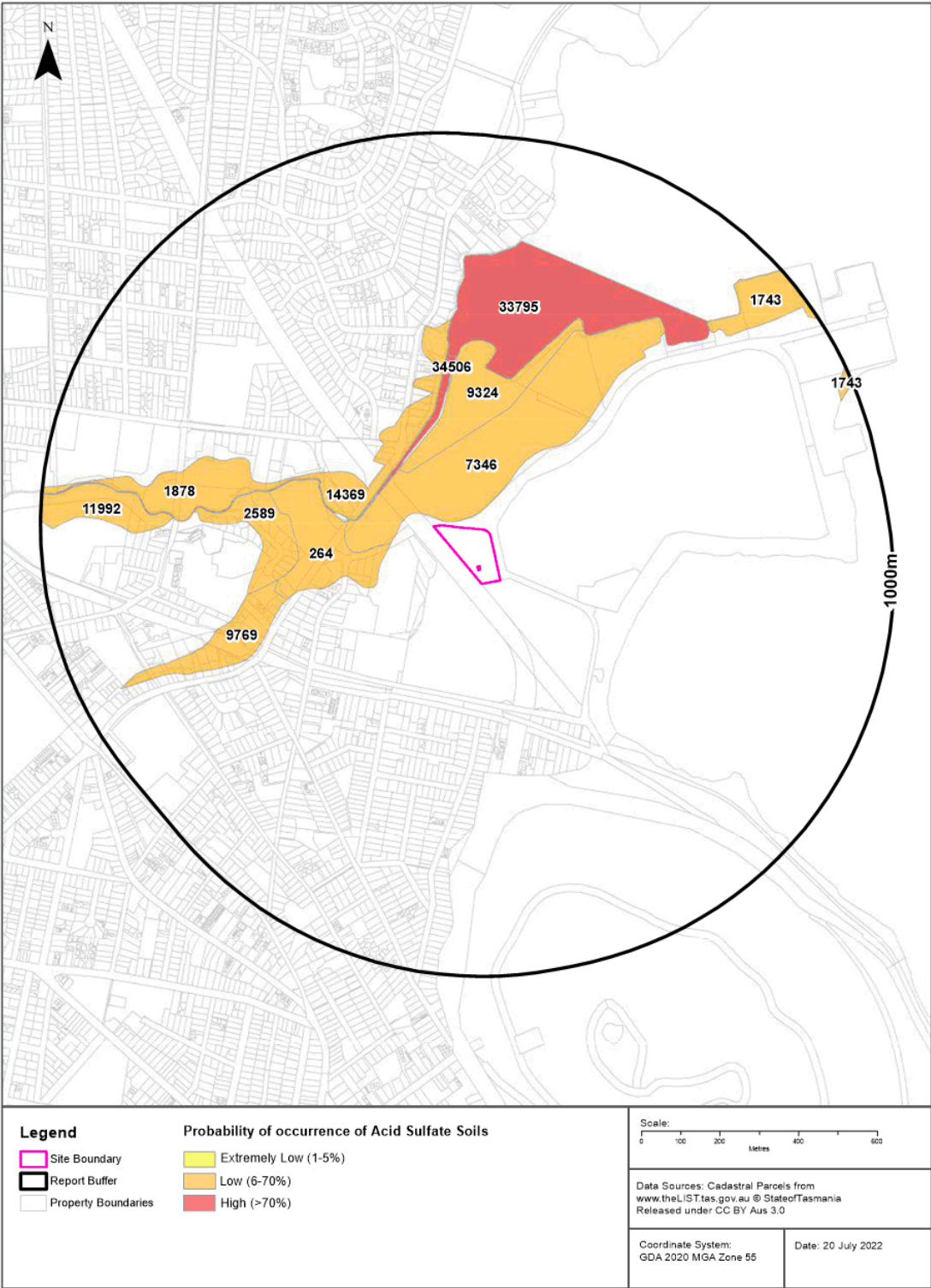
Atlas of Australian Acid Sulfate Soil categories within the dataset buffer:

Class	Description	Distance to Nearest Feature
C	Extremely low probability of occurrence. 1-5% chance of occurrence with occurrences in small localised areas.	On-site
B	Low Probability of occurrence. 6-70% chance of occurrence.	11m
A	High Probability of occurrence. >70% chance of occurrence.	160m

Atlas of Australian Acid Sulfate Soils Data Source: CSIRO
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Acid Sulfate Soils

1 Queens Walk, New Town, TAS 7008



Acid Sulfate Soils

1 Queens Walk, New Town, TAS 7008

Areas of Tasmanian with Potential to Contain Acid Sulfate Soils

Coastal, inland and marine areas of Tasmania with the potential to contain acid sulfate soils, within the dataset buffer:

Map Id	Atlas Code	Probability	Total Weight	Depth Range	Distance	Direction
7346	Bx(p3)	Low	1.5		11m	North
264	Bf(p3)	Low	3		113m	West
9324	Bx(p3)	Low	2.5		150m	North
34506	Aa(p3)	High		0-5m	160m	North
14369	Be(p3)	Low	3		166m	North West
2589	Bg(p3)	Low	2		348m	West
33795	Aa(p3)	High		0-5m	390m	North
1878	Bg(p3)	Low	2		401m	West
9769	Bg(p3)	Low	2		415m	West
11992	Bg(p3)	Low	2		660m	West
1743	Bx(p3)	Low	2.5		761m	North East

Coastal areas of Tasmania with potential to contain Acid Sulfate Soils from www.theLIST.tas.gov.au ©State of Tasmania

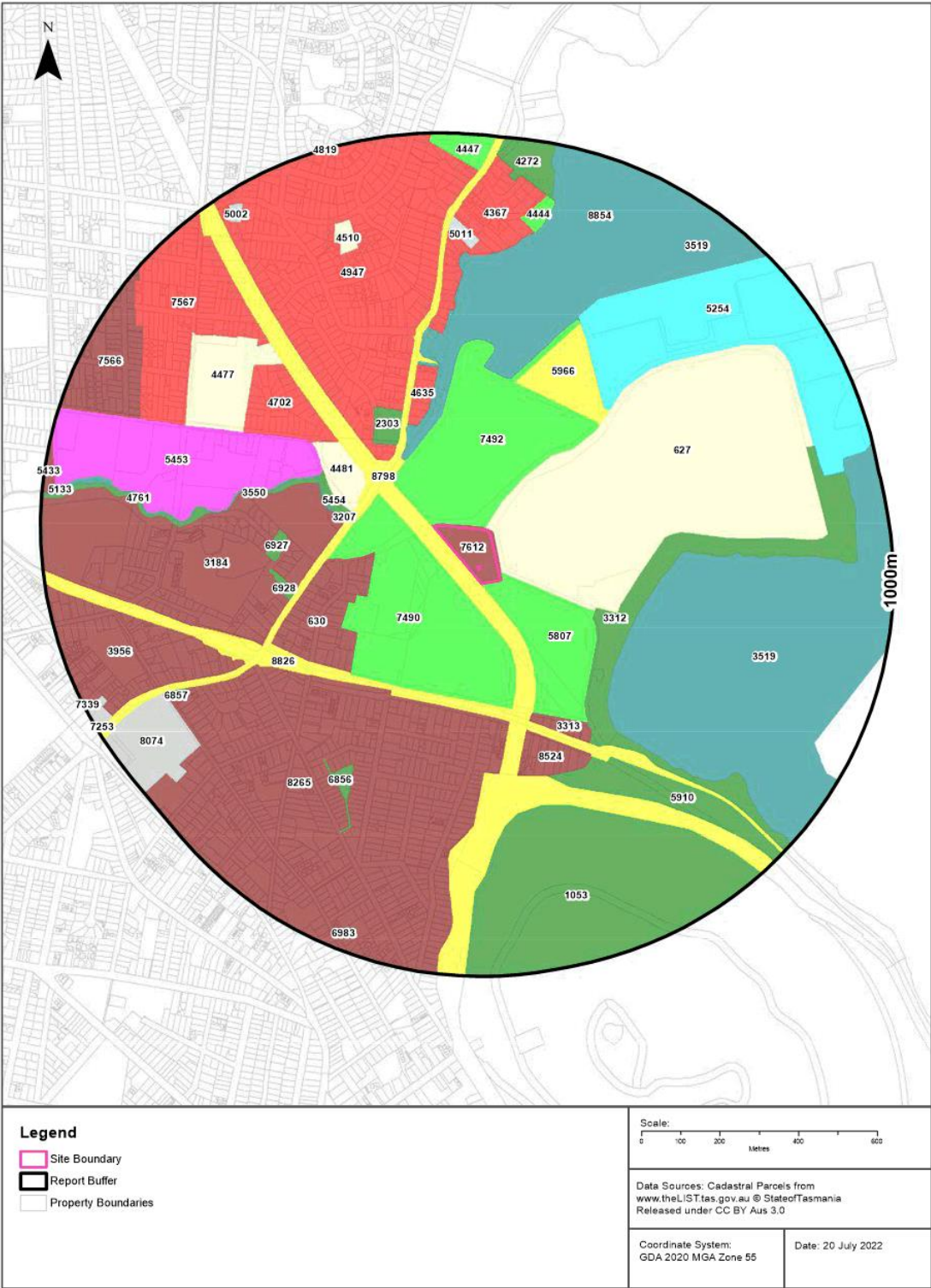
Inland areas of Tasmania with potential to contain Acid Sulfate Soils from www.theLIST.tas.gov.au ©State of Tasmania

Marine areas of Tasmania with potential to contain Acid Sulfate Soils from www.theLIST.tas.gov.au ©State of Tasmania

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Planning Zones

1 Queens Walk, New Town, TAS 7008



Planning

1 Queens Walk, New Town, TAS 7008

Interim Planning Scheme Zoning

Interim Planning Scheme Zones within the dataset buffer:

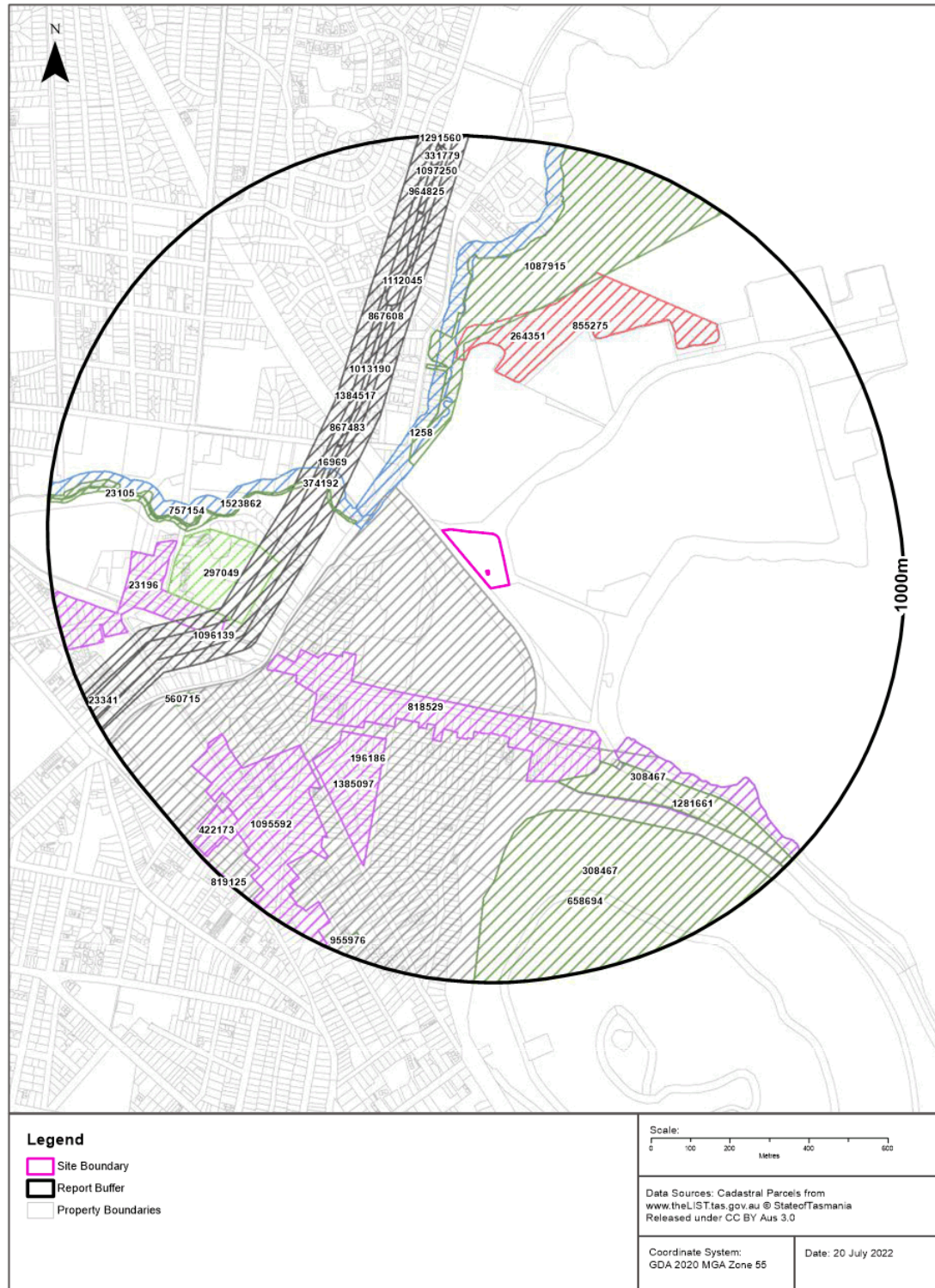
Map Id	Zone Code	Zone Name	Plan Scheme	Comments	Distance	Direction
7612	11	11.0 Inner Residential	Hobart Interim Planning Scheme 2015		0m	On-site
8826	28	28.0 Utilities	Hobart Interim Planning Scheme 2015		1m	South
5807	18	18.0 Recreation	Hobart Interim Planning Scheme 2015		1m	South East
7492	18	18.0 Recreation	Hobart Interim Planning Scheme 2015		4m	North
627	17	17.0 Community Purpose	Hobart Interim Planning Scheme 2015		7m	East
7490	18	18.0 Recreation	Hobart Interim Planning Scheme 2015		47m	South West
8798	28	28.0 Utilities	Glenorchy Interim Planning Scheme 2015		160m	North West
630	11	11.0 Inner Residential	Hobart Interim Planning Scheme 2015		160m	South West
8854	29	29.0 Environmental Management	Glenorchy Interim Planning Scheme 2015		179m	North West
4481	17	17.0 Community Purpose	Glenorchy Interim Planning Scheme 2015		195m	North West
4947	10	10.0 General Residential	Glenorchy Interim Planning Scheme 2015		200m	North
5454	19	19.0 Open Space	Glenorchy Interim Planning Scheme 2015		207m	West
3207	29	29.0 Environmental Management	Glenorchy Interim Planning Scheme 2015		217m	West
3184	11	11.0 Inner Residential	Hobart Interim Planning Scheme 2015		223m	West
2303	19	19.0 Open Space	Glenorchy Interim Planning Scheme 2015		225m	North West
3312	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		255m	South East
4635	10	10.0 General Residential	Glenorchy Interim Planning Scheme 2015		259m	North
3550	19	19.0 Open Space	Hobart Interim Planning Scheme 2015	http://www.iplan.tas.gov.au/Pages/XC.Track.Assessment/SearchAssessment.aspx?id=141	310m	West
5453	24	24.0 Light Industrial	Glenorchy Interim Planning Scheme 2015		314m	West
4702	10	10.0 General Residential	Glenorchy Interim Planning Scheme 2015		320m	North West
8265	11	11.0 Inner Residential	Hobart Interim Planning Scheme 2015		324m	South
3313	11	11.0 Inner Residential	Hobart Interim Planning Scheme 2015		347m	South East
3519	29	29.0 Environmental Management	Hobart Interim Planning Scheme 2015		354m	East
6927	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		369m	West
5966	28	28.0 Utilities	Hobart Interim Planning Scheme 2015		372m	North East
8524	11	11.0 Inner Residential	Hobart Interim Planning Scheme 2015		386m	South
6928	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		388m	West
5254	31	31.0 Port and Marine	Hobart Interim Planning Scheme 2015		432m	North East
4367	10	10.0 General Residential	Glenorchy Interim Planning Scheme 2015		487m	North
5910	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		504m	South East

Map Id	Zone Code	Zone Name	Plan Scheme	Comments	Distance	Direction
4477	17	17.0 Community Purpose	Glenorchy Interim Planning Scheme 2015		538m	North West
6856	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		564m	South West
4761	19	19.0 Open Space	Hobart Interim Planning Scheme 2015	http://www.iplan.tas.gov.au/Pages/XC.Track.Assessment/SearchAssessment.aspx?id=141	569m	West
1053	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		582m	South East
3956	11	11.0 Inner Residential	Hobart Interim Planning Scheme 2015		591m	West
5133	29	29.0 Environmental Management	Glenorchy Interim Planning Scheme 2015		616m	West
7567	10	10.0 General Residential	Glenorchy Interim Planning Scheme 2015		625m	North West
5011	20	20.0 Local Business	Glenorchy Interim Planning Scheme 2015		706m	North
4510	17	17.0 Community Purpose	Glenorchy Interim Planning Scheme 2015		731m	North
6857	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		752m	South West
4444	18	18.0 Recreation	Glenorchy Interim Planning Scheme 2015		765m	North
7566	11	11.0 Inner Residential	Glenorchy Interim Planning Scheme 2015		793m	North West
8074	15	15.0 Urban Mixed Use	Hobart Interim Planning Scheme 2015		803m	South West
4272	19	19.0 Open Space	Glenorchy Interim Planning Scheme 2015		856m	North
4447	18	18.0 Recreation	Glenorchy Interim Planning Scheme 2015		908m	North
5002	20	20.0 Local Business	Glenorchy Interim Planning Scheme 2015		916m	North West
6983	19	19.0 Open Space	Hobart Interim Planning Scheme 2015		934m	South
7253	15	15.0 Urban Mixed Use	Hobart Interim Planning Scheme 2015		939m	South West
5433	11	11.0 Inner Residential	Glenorchy Interim Planning Scheme 2015		965m	West
7339	15	15.0 Urban Mixed Use	Hobart Interim Planning Scheme 2015	http://www.iplan.tas.gov.au/Pages/XC.Track.Assessment/SearchAssessment.aspx?id=616	975m	West
4819	19	19.0 Open Space	Glenorchy Interim Planning Scheme 2015		993m	North

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Planning Overlays

1 Queens Walk, New Town, TAS 7008



Planning

1 Queens Walk, New Town, TAS 7008

Interim Planning Scheme Overlays

Interim Planning Scheme Overlays within the dataset buffer:

Map Id	Overlay Code	Overlay Name	Plan Scheme	Description	Class	Comments	Distance	Direction
196186	116.SAP.3	Specific Area Plan	Hobart Interim Planning Scheme 2015	Royal Hobart Hospital Helipad Airspace Specific Area Plan	Outer Area 100m AHD	http://www.iplan.tas.gov.au/Pages/XC.Track.Assessment/SearchAssessment.aspx?id=752	17m	South
1258	118.WCP	Waterway and Coastal Protection Areas	Glenorchy Interim Planning Scheme 2015	High Water Mark	Class 1		160m	North West
757154	118.WCP	Waterway and Coastal Protection Areas	Glenorchy Interim Planning Scheme 2015	New Town Rivulet	Class 1		174m	West
1087915	118.BPA	Biodiversity Protection Area	Glenorchy Interim Planning Scheme 2015				179m	North
1523862	118.BPA	Biodiversity Protection Area	Glenorchy Interim Planning Scheme 2015				217m	West
867608	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015				267m	West
1096139	116.ETI	Electricity Transmission Infrastructure Protection	Hobart Interim Planning Scheme 2015		Electricity Transmission Corridor		276m	West
1384517	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015				302m	North
818529	116.HER	Heritage Precinct	Hobart Interim Planning Scheme 2015	Heritage Number: NT2. Heritage Area: Bellevue Parade			303m	South
23341	116.ETI	Electricity Transmission Infrastructure Protection	Hobart Interim Planning Scheme 2015		F25m Transend 110kV Transmission Lines		305m	West
374192	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-18,	312m	North West
16969	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-25,	321m	North West
867483	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-2, Approximate Boundaries	332m	North West
1013190	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-5,	338m	North West
264351	116.ASS	Potential Acid Sulfate Soils	Hobart Interim Planning Scheme 2015				390m	North East
297049	116.FRC	Former Douglas Parker Rehabilitation complex	Hobart Interim Planning Scheme 2015				421m	West
1385097	116.HER	Heritage Precinct	Hobart Interim Planning Scheme 2015	Heritage Number: NT11. Heritage Area: Harbroe Avenue			464m	South West
308467	116.QCL	Queens Domain Cultural Landscape	Hobart Interim Planning Scheme 2015			http://www.iplan.tas.gov.au/Pages/XC.Track.Assessment/SearchAssessment.aspx?id=686	490m	South East

Map Id	Overlay Code	Overlay Name	Plan Scheme	Description	Class	Comments	Distance	Direction
1281661	116.BPA	Biodiversity Protection Area	Hobart Interim Planning Scheme 2015				504m	South East
23105	116.BPA	Biodiversity Protection Area	Hobart Interim Planning Scheme 2015				570m	West
658694	116.BPA	Biodiversity Protection Area	Hobart Interim Planning Scheme 2015				582m	South East
855275	116.BPA	Biodiversity Protection Area	Hobart Interim Planning Scheme 2015				583m	North East
1112045	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-5,	584m	North
23196	116.HER	Heritage Precinct	Hobart Interim Planning Scheme 2015	Heritage Number: NT1. Heritage Area: Tower Road			588m	West
1095592	116.HER	Heritage Precinct	Hobart Interim Planning Scheme 2015	Heritage Number: NT5. Heritage Area: Bay road/Swanston Street			626m	South West
560715	116.BPA	Biodiversity Protection Area	Hobart Interim Planning Scheme 2015				752m	South West
964825	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-1, Also D85-4-1	806m	North
422173	116.HER	Heritage Precinct	Hobart Interim Planning Scheme 2015	Heritage Number: NT12. Heritage Area: Flint Avenue			864m	South West
1097250	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-13,	902m	North
331779	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-30,	923m	North
955976	116.BPA	Biodiversity Protection Area	Hobart Interim Planning Scheme 2015				935m	South
1505678	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-13,	952m	North
1291560	118.ETI	Electricity Transmission Infrastructure Protection	Glenorchy Interim Planning Scheme 2015			85-4-28,	969m	North
819125	116.HER	Heritage Precinct	Hobart Interim Planning Scheme 2015	Heritage Number: NT4. Heritage Area: New Town Road			994m	South West

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Natural Hazards

1 Queens Walk, New Town, TAS 7008

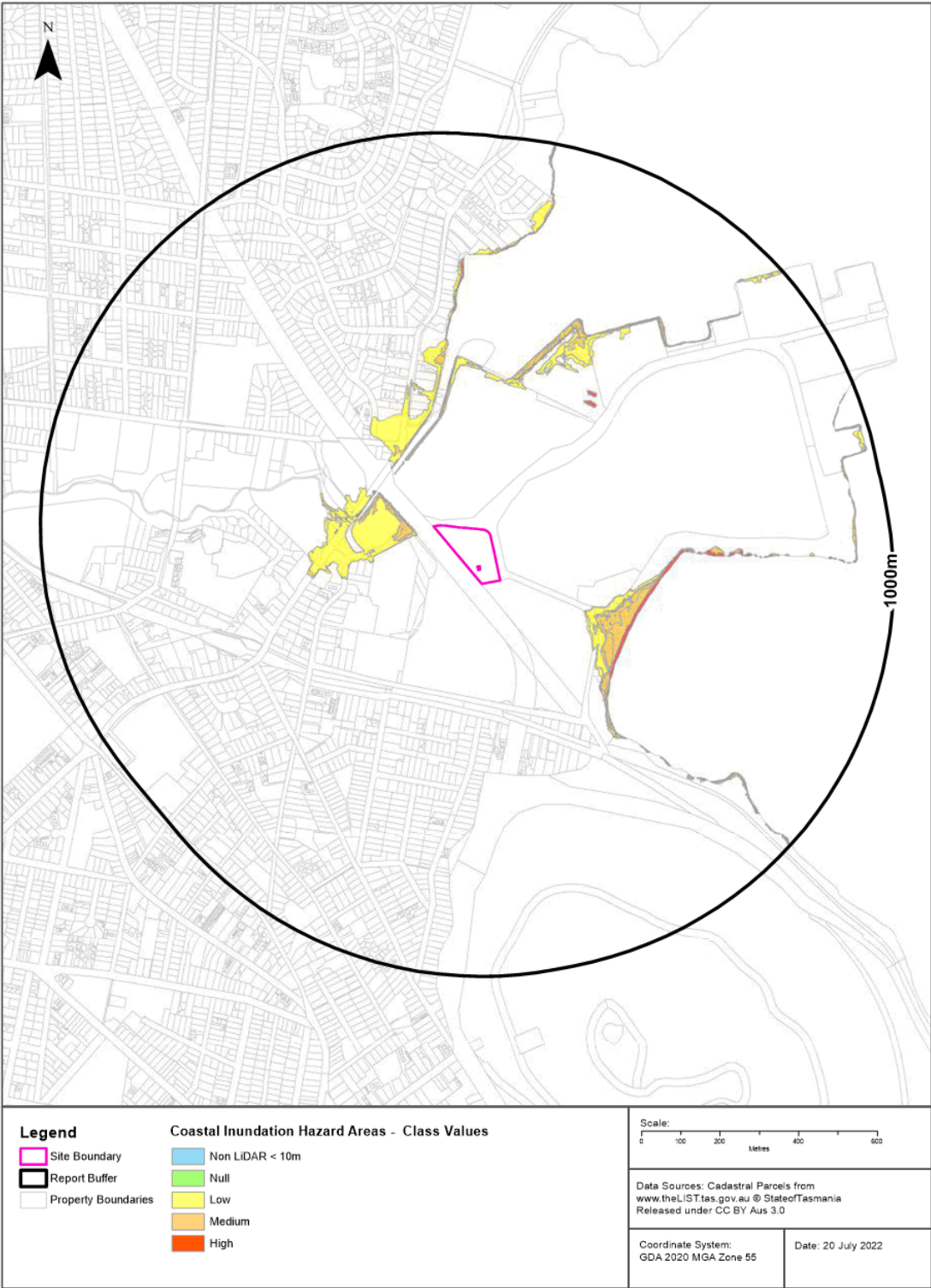
Interim Planning Scheme Overlays - Flood

Interim Planning Scheme Flood Overlays within the dataset buffer:

Overlay Name	Plan Scheme	Description	Class	Comments	Distance to Nearest Feature
N/A	No records within buffer				

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Natural Hazards - Coastal Inundation
1 Queens Walk, New Town, TAS 7008



Natural Hazards

1 Queens Walk, New Town, TAS 7008

Interim Planning Scheme Overlays - Coastal Inundation

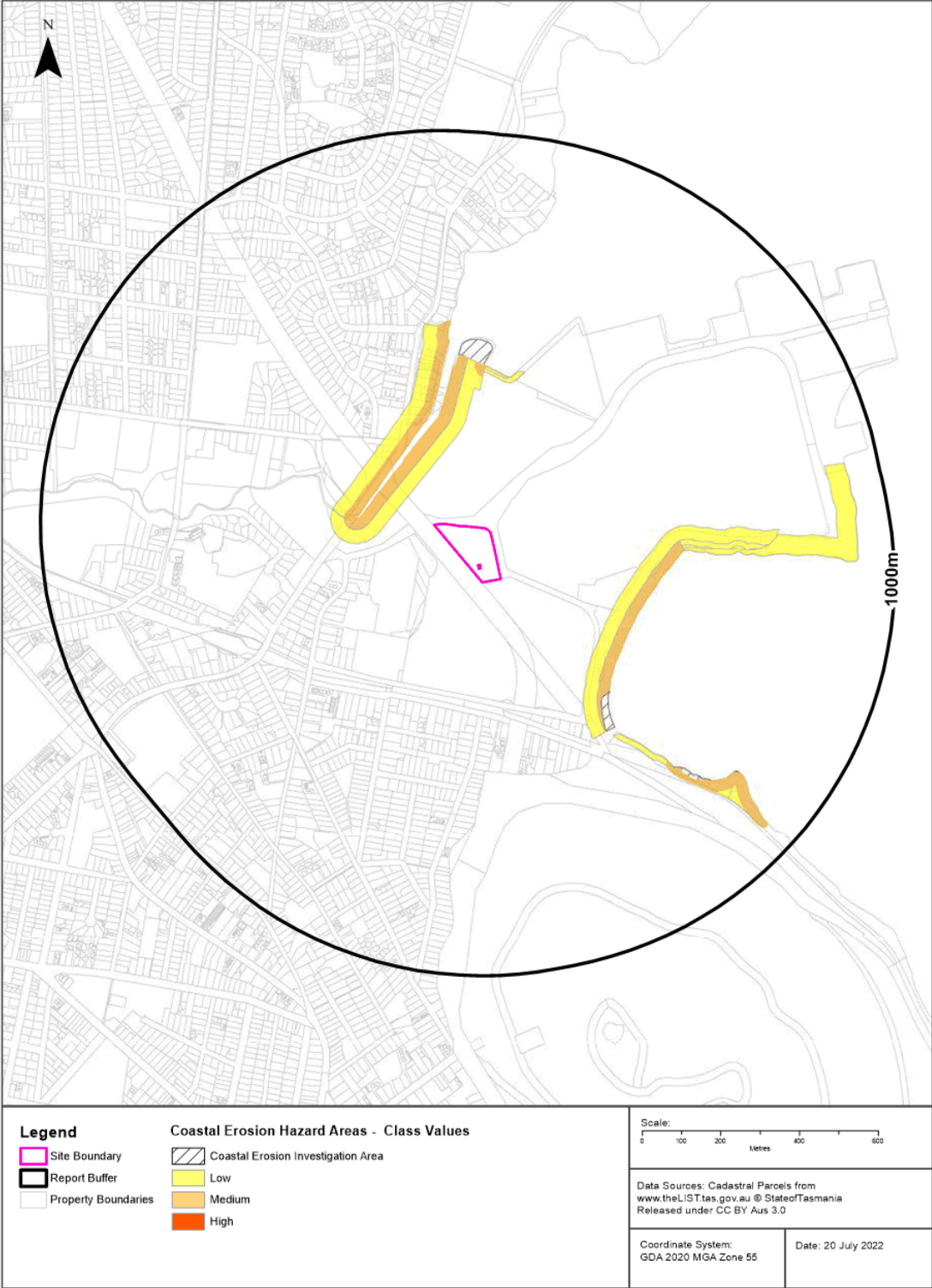
Interim Planning Scheme Coastal Inundation Overlays within the dataset buffer:

Overlay Name	Plan Scheme	Description	Class	Comments	Distance to Nearest Feature
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2100.	Low	Location: New Town	45m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2050 and a 0.8m sea level rise by 2100.	Medium	Location: New Town	51m
Coastal Inundation Hazard Areas	Glenorchy Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2100.	Low	Version 1,2014-M.J.Lacey, J.R.Hunter and R.E.Mount (2012). Coastal Inundation Mapping for Tasmania - Stage 2. Report to the DPAC by the Blue Wren Group, School of Geog and Enviro Studies, UTAS, Antarctic Climate and Ecosystems Cooperative Research.	164m
Coastal Inundation Hazard Areas	Glenorchy Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2050 and a 0.8m sea level rise by 2100.	Medium	Version 1,2014-M.J.Lacey, J.R.Hunter and R.E.Mount (2012). Coastal Inundation Mapping for Tasmania - Stage 2. Report to the DPAC by the Blue Wren Group, School of Geog and Enviro Studies, UTAS, Antarctic Climate and Ecosystems Cooperative Research.	165m
Coastal Inundation Hazard Areas	Glenorchy Interim Planning Scheme 2015		High	Version 1,2014-M.J.Lacey, J.R.Hunter and R.E.Mount (2012). Coastal Inundation Mapping for Tasmania - Stage 2. Report to the DPAC by the Blue Wren Group, School of Geog and Enviro Studies, UTAS, Antarctic Climate and Ecosystems Cooperative Research.	170m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	Vulnerable to max astronomical tide now & and to 0.2m sea level rise from mean high tide by 2050	High	Location: New Town	220m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	Vulnerable to max astronomical tide now & and to 0.2m sea level rise from mean high tide by 2050	High	Location: Moonah	221m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2100.	Low	Location: Moonah	221m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2050 and a 0.8m sea level rise by 2100.	Medium		561m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2100.	Low		611m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	Vulnerable to max astronomical tide now & and to 0.2m sea level rise from mean high tide by 2050	High		718m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	Vulnerable to max astronomical tide now & and to 0.2m sea level rise from mean high tide by 2050	High	Location: Queens Domain	781m

Overlay Name	Plan Scheme	Description	Class	Comments	Distance to Nearest Feature
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2100.	Low	Location: Queens Domain	782m
Coastal Inundation Hazard Area	Hobart Interim Planning Scheme 2015	This area is vulnerable to a 1% AEP storm event in 2050 and a 0.8m sea level rise by 2100.	Medium	Location: Queens Domain	782m

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Natural Hazards - Coastal Erosion
1 Queens Walk, New Town, TAS 7008



Natural Hazards

1 Queens Walk, New Town, TAS 7008

Interim Planning Scheme Overlays - Coastal Erosion

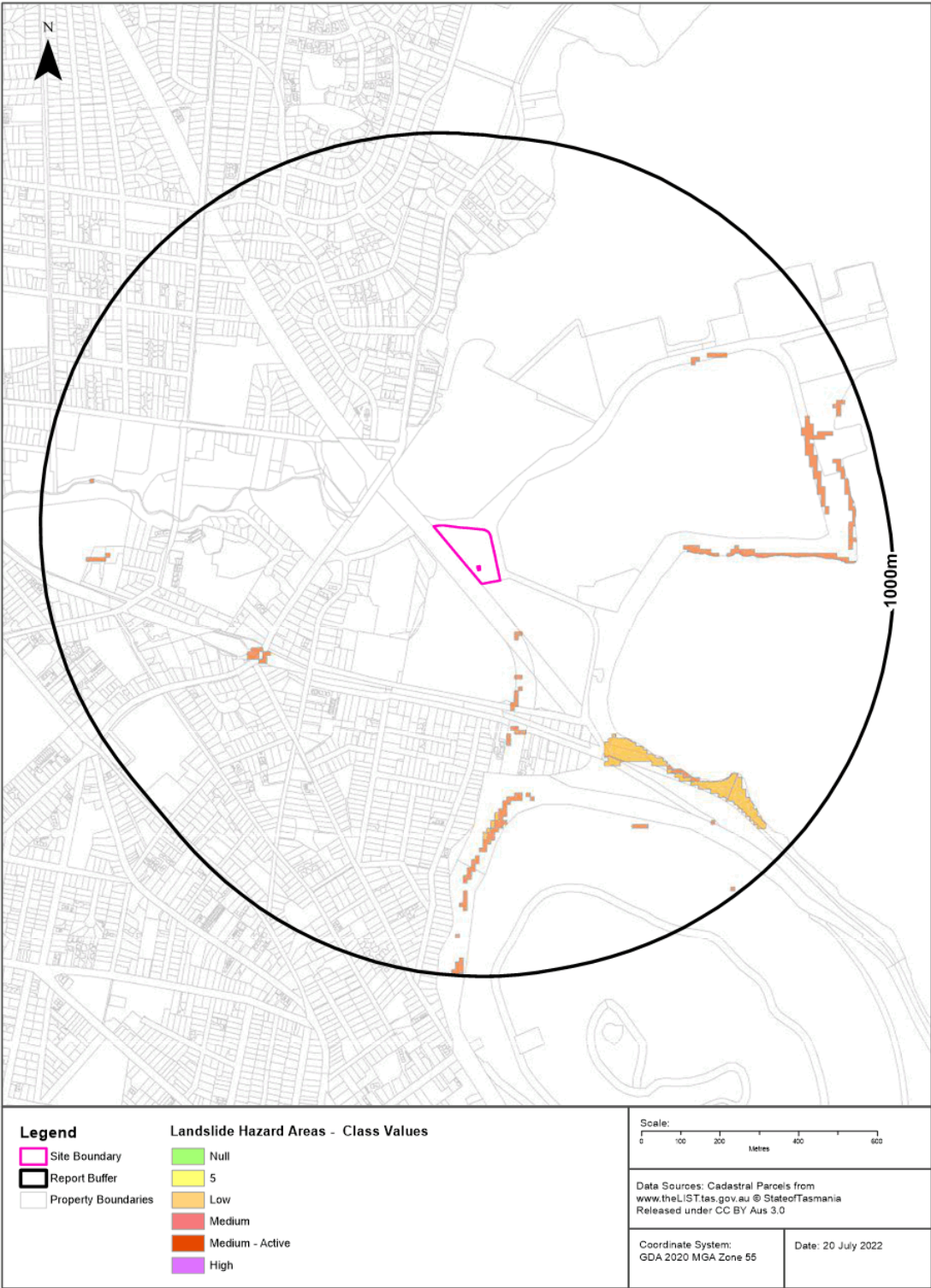
Interim Planning Scheme Coastal Erosion Overlays within the dataset buffer:

Overlay Name	Plan Scheme	Description	Class	Comments	Distance to Nearest Feature
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Longer-term potential recession hazard zone (normal soft rocks) – Low haz zone 63m to 2100	Low	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 Is protected by coastal defences for erosion. Location: New Town	96m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Medium-term potential recession hazard zone (normal soft rocks) – Med haz zone 28m to 2050	Medium	The area is vulnerable to coastal recession to 2050 based on current sea level rise models, soil type, and the geomorphology of the area. Location: New Town	131m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Near-term potential recession hazard zone (normal soft rocks) – High haz zone 14m to 2030	Medium	The area is vulnerable to coastal recession to 2050 based on current sea level rise models, soil type, and the geomorphology of the area. Location: New Town	145m
Coastal Erosion Hazard Area	Glenorchy Interim Planning Scheme 2015		Medium		163m
Coastal Erosion Hazard Area	Glenorchy Interim Planning Scheme 2015		Low		194m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Medium-term potential recession hazard zone (normal soft rocks) – Med haz zone 28m to 2050	Medium	The area is vulnerable to coastal recession to 2050 based on current sea level rise models, soil type, and the geomorphology of the area. Location: Moonah	212m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Longer-term potential recession hazard zone (normal soft rocks) – Low haz zone 63m to 2100	Low	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 Is protected by coastal defences for erosion. Location: Moonah	231m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Near-term potential recession hazard zone (normal soft rocks) – High haz zone 14m to 2030	Medium	The area is vulnerable to coastal recession to 2050 based on current sea level rise models, soil type, and the geomorphology of the area.	355m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Resilient because of artificial protection (storm bite / near-term recession zones)	Low	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 Is protected by coastal defences for erosion. Location: New Town	375m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015		Coastal erosion investigation area	Susceptibility of the coastal area to erosion is unknown due to uncertainty in the underlying information. Location: New Town	379m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Resilient because of artificial protection (storm bite / near-term recession zones)	Low	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 Is protected by coastal defences for erosion.	385m

Overlay Name	Plan Scheme	Description	Class	Comments	Distance to Nearest Feature
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Acceptable hazard (all soft sed. shores) – landwards of likely & possible natural recession limits	Coastal erosion investigation area	Susceptibility of the coastal area to erosion is unknown due to uncertainty in the underlying information. Location: New Town	398m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Medium-term potential recession hazard zone (normal soft rocks) – Med haz zone 28m to 2050	Low	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 Is protected by coastal defences for erosion. Location: New Town	466m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Near-term potential recession hazard zone (normal soft rocks) – High haz zone 14m to 2030	Low	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 Is protected by coastal defences for erosion. Location: New Town	470m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Regression & slump hazard zone (steep to cliffed hard rocks)	Low	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 Is protected by coastal defences for erosion. Location: New Town	471m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Regression & slump hazard zone (steep to cliffed hard rocks)	Low	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 Is protected by coastal defences for erosion.	472m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Near-term potential recession hazard zone (normal soft rocks) – High haz zone 14m to 2030	Medium	The area is vulnerable to coastal recession to 2050 based on current sea level rise models, soil type, and the geomorphology of the area. Location: Queens Domain	781m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015		Coastal erosion investigation area	Susceptibility of the coastal area to erosion is unknown due to uncertainty in the underlying information. Location: Queens Domain	781m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Medium-term potential recession hazard zone (normal soft rocks) – Med haz zone 28m to 2050	Medium	The area is vulnerable to coastal recession to 2050 based on current sea level rise models, soil type, and the geomorphology of the area. Location: Queens Domain	786m
Coastal Erosion Hazard Area	Hobart Interim Planning Scheme 2015	Longer-term potential recession hazard zone (normal soft rocks) – Low haz zone 63m to 2100	Low	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 Is protected by coastal defences for erosion. Location: Queens Domain	793m

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Natural Hazards - Landslide
1 Queens Walk, New Town, TAS 7008



Natural Hazards

1 Queens Walk, New Town, TAS 7008

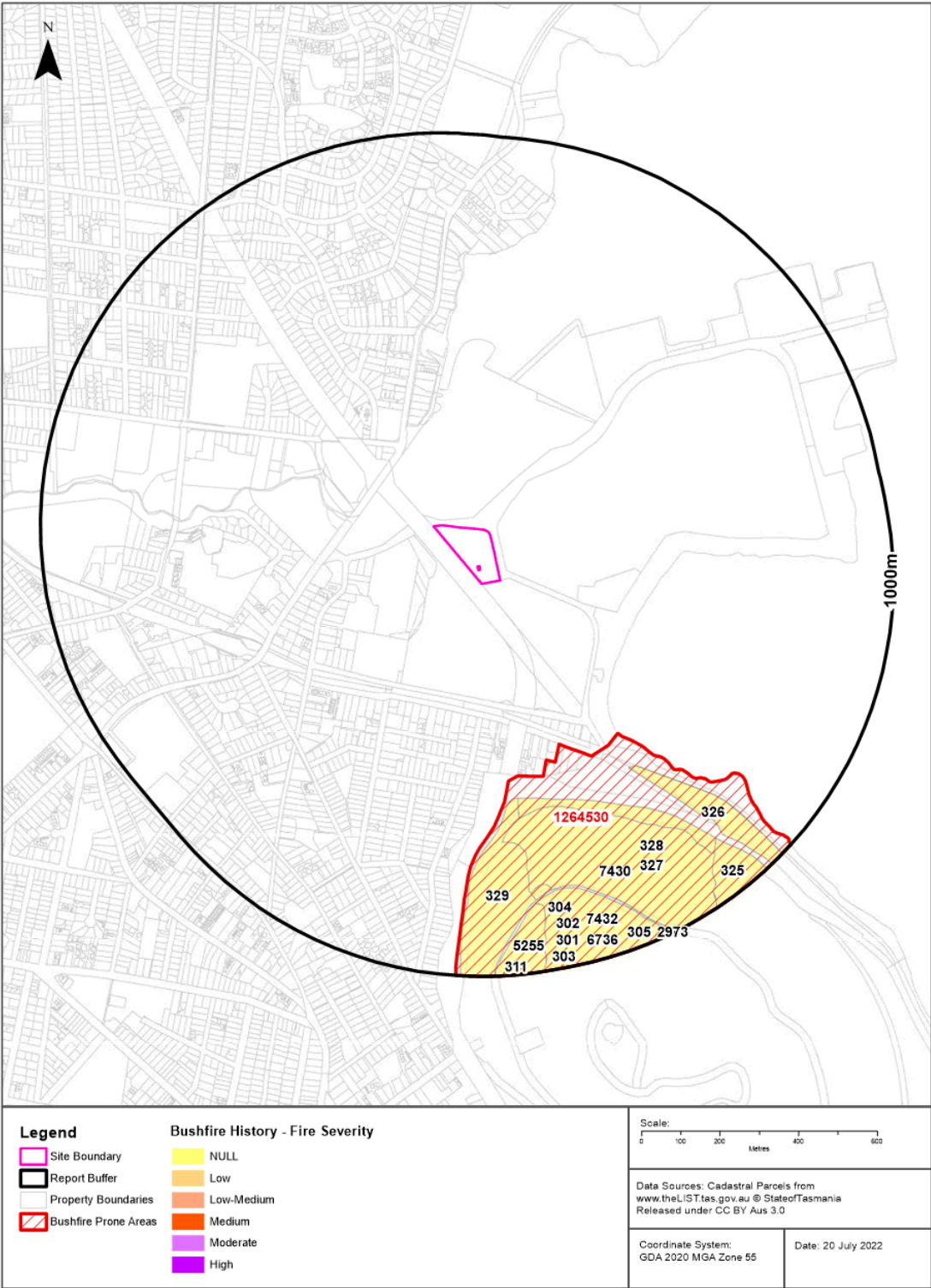
Interim Planning Scheme Overlays - Landslide

Interim Planning Scheme Landslide Overlays within the dataset buffer:

Overlay Name	Plan Scheme	Description	Class	Comments	Distance to Nearest Feature
Landslide Hazard Area	Hobart Interim Planning Scheme 2015	Rockfall susceptibility source + runout area 34 degrees	Medium	The area has known landslide features, or is within a landslide susceptibility zone, or has legislated controls to limit disturbance of adjacent unstable areas.	137m
Landslide Hazard Area	Hobart Interim Planning Scheme 2015	Hobart-Glenorchy deep-seated slide susceptibility (Rosetta scenario)	Low	This area has no known active landslides, however it has been identified as being susceptible to landslide by Mineral Resources Tasmania (MRT).	486m
Landslide Hazard Area	Hobart Interim Planning Scheme 2015	Rockfall susceptibility runout area 30 degrees	Low	This area has no known active landslides, however it has been identified as being susceptible to landslide by Mineral Resources Tasmania (MRT).	584m
Landslide Hazard Area	Glenorchy Interim Planning Scheme 2015	Rockfall susceptibility source + runout area 34 degrees	Medium	The area has known landslide features, or is within a landslide susceptibility zone, or has legislated controls to limit disturbance of adjacent unstable areas.	869m

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Natural Hazards - Bushfire
1 Queens Walk, New Town, TAS 7008



Natural Hazards

1 Queens Walk, New Town, TAS 7008

Interim Planning Scheme Overlays - Bushfire

Interim Planning Scheme Bushfire Overlays within the dataset buffer:

Map Id	Overlay Name	Plan Scheme	Description	Class	Comments	Distance	Direction
1264530	Bushfire Prone Areas	Hobart Interim Planning Scheme 2015			Bushfire prone areas mapping added to overlays. Refer to http://www.iplan.tas.gov.au/Pages/XC.Track.Assessment/SearchAssessment.aspx?id=739	443m	South East

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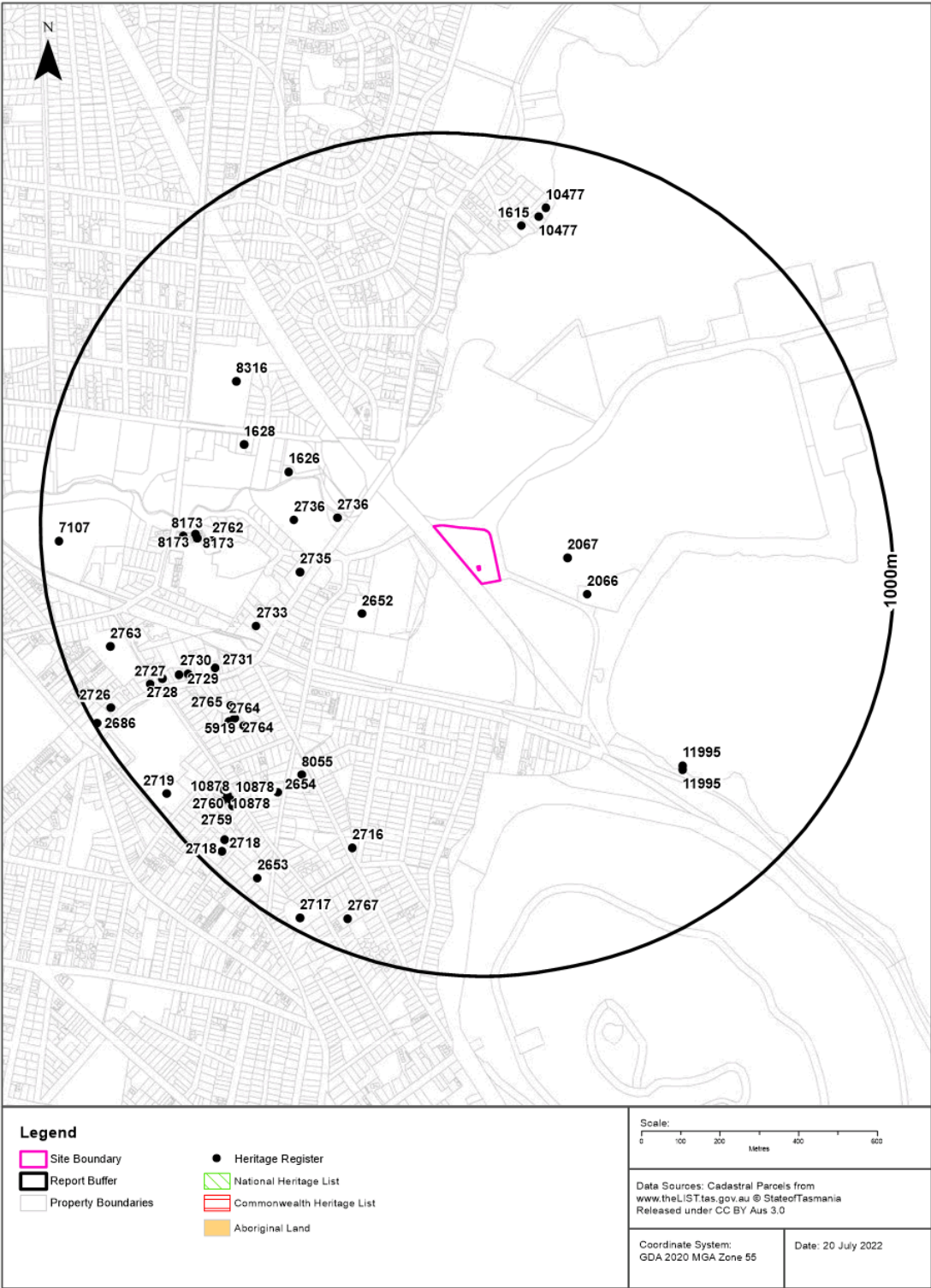
Bushfire History

Bushfire history within the dataset buffer:

Map Id	Fire Name	Fire Type	Ignition Date	Severity	Incident Number	Distance	Direction
327	QD22	Planned Burn	12/1/2003 12:00:00 AM			554m	South East
328	QD22	Planned Burn	5/1/2010 12:00:00 AM			554m	South East
329	QD23	Planned Burn	4/1/2002 12:00:00 AM			554m	South
326	QD20	Planned Burn	1/1/2004 12:00:00 AM			579m	South East
7430	North Domain (Stage 1)	Planned Burn	4/26/2021 12:00:00 AM		HHZ049BU	589m	South East
7432	Domain Grassland	Planned Burn	4/26/2021 12:00:00 AM		HHZ064BU	801m	South
6736	Upper Domain Road 3	Planned Burn	4/20/2018 12:00:00 AM		HHZ048BU	801m	South
301	QD01	Planned Burn	4/1/2003 12:00:00 AM			801m	South
302	QD01	Planned Burn	4/1/2005 12:00:00 AM			801m	South
303	QD01	Planned Burn	9/1/2007 12:00:00 AM			801m	South
304	QD01	Planned Burn	5/1/2013 12:00:00 AM			801m	South
305	QD02	Planned Burn	11/1/2004 12:00:00 AM			801m	South
5255	QD05 QD06	Planned Burn	5/4/2017 12:00:00 AM		HRB2015/16-02	817m	South
311	QD06	Planned Burn	5/1/2006 12:00:00 AM			825m	South
325	QD19	Planned Burn	1/1/2006 12:00:00 AM			856m	South East
2973	Upper Domain Road	Bushfire	1/24/2013 12:00:00 AM		202602	990m	South East

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Heritage
1 Queens Walk, New Town, TAS 7008



Heritage

1 Queens Walk, New Town, TAS 7008

Commonwealth Heritage List

What are the Commonwealth Heritage List Items located within the dataset buffer:

Place Id	Name	Address	Place File No	Class	Status	Register Date	Distance	Direction
N/A	No records in buffer							

Heritage Data Source: Australian Government Department of the Environment and Energy - Heritage Branch
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National Heritage List

What are the National Heritage List Items located within the dataset buffer:

Place Id	Name	Address	Place File No	Class	Status	Register Date	Distance	Direction
N/A	No records in buffer							

Heritage Data Source: Australian Government Department of the Environment and Energy - Heritage Branch
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Tasmanian Heritage Register

Tasmanian Heritage Register sites within the dataset buffer:

Map Id	Name	Address	Status	CPR No	Title	Folio	Dist	Dir
2067	Hobart Public Cemetery, Cornelian Bay: Jewish Cemetery and receiving house	27 QUEENS WALK NEW TOWN TAS 7008	Permanently Registered		154847	2	179m	East
2066	Hobart Public Cemetery, Cornelian Bay: The Cottage (former Caretaker's Residence)	25 QUEENS WALK NEW TOWN TAS 7008	Permanently Registered		154847	1	225m	East
2736	Lauderdale Cottage	74 RISDON RD NEW TOWN TAS 7008	Permanently Registered	CPR9358	141336	2	245m	West
2652	Runnymede	61 BAY RD NEW TOWN TAS 7008	Permanently Registered		147052	1	283m	South West
2736	Lauderdale Cottage	74 RISDON RD NEW TOWN TAS 7008	Permanently Registered	CPR9358	141336	1	355m	West
2735	Poplarville	68 RISDON RD NEW TOWN TAS 7008	Permanently Registered		44331	3	359m	West
1626	Pitt Farm	129 ALBERT RD MOONAH TAS 7009	Permanently Registered		106981	4	392m	North West
2733	Cawarra	52 RISDON RD NEW TOWN TAS 7008	Permanently Registered		112968	1	517m	West
1628	Formerly Stowellville	113-117 ALBERT RD MOONAH TAS 7009	Permanently Registered	CPR10973	132068	1	524m	North West
2762	Swanston House (former New Town Park)	7 EMMETT PL NEW TOWN TAS 7008	Permanently Registered		152693	2	563m	West
8173	Swanston House Stables	UNIT 2, 39 TOWER RD NEW TOWN TAS 7008	Permanently Registered	CPR11078	177722	2	601m	West
8173	Swanston House Stables	UNIT 1, 39 TOWER RD NEW TOWN TAS 7008	Permanently Registered	CPR11078	177722	1	606m	West
8316	Bowen Road School	35 BOWEN RD MOONAH TAS 7009	Permanently Registered	CPR10978			622m	North West
8173	Swanston House Stables	39 TOWER RD NEW TOWN TAS 7008	Permanently Registered	CPR11078	177722	0	636m	West
2731	Malunna	40 RISDON RD NEW TOWN TAS 7008	Permanently Registered		26610	1	662m	South West

Map Id	Name	Address	Status	CPR No	Title	Folio	Dist	Dir
11995	Cornelian Bay Boatsheds and Slipway	QUEENS DOMAIN TAS 7000	Permanently Registered	CPR10943			664m	South East
8055	Louisville	35 BAY RD NEW TOWN TAS 7008	Permanently Registered		250076	1	668m	South West
11995	Cornelian Bay Boatsheds and Slipway	2 DAVIES AVE QUEENS DOMAIN TAS 7000	Permanently Registered	CPR10943	135056	6	671m	South East
2765	Wendover - Green including trees in centre of Wendover Place	WENDOVER PL New Town TAS 7008	Permanently Registered		230893	1	689m	South West
5919	Wendover Outbuildings	9 WENDOVER PL NEW TOWN TAS 7008	Permanently Registered		60498	11	696m	South West
2764	Wendover House	10 WENDOVER PL NEW TOWN TAS 7008	Permanently Registered		60498	10	702m	South West
2764	Wendover House	10 WENDOVER PL NEW TOWN TAS 7008	Permanently Registered		60498	9	718m	South West
2730	House	34 RISDON RD NEW TOWN TAS 7008	Permanently Registered		113993	1	728m	South West
2654	House	26 BAY RD NEW TOWN TAS 7008	Permanently Registered		164354	1	743m	South West
2716	Former Tollhouse	343 PARK ST NEW TOWN TAS 7008	Permanently Registered		232813	1	749m	South
2729	House	32 RISDON RD NEW TOWN TAS 7008	Permanently Registered		79750	1	749m	South West
1615	House	6 LALLABY RD LUTANA TAS 7009	Permanently Registered		136238	18	779m	North
2728	Killarney	26 RISDON RD NEW TOWN TAS 7008	Permanently Registered		27514	3	792m	West
10477	New Town Bay Ship Discard Site	8 LALLABY RD LUTANA TAS 7009	Permanently Registered		109254	1	809m	North
2727	House	22 RISDON RD NEW TOWN TAS 7008	Permanently Registered		116677	2	825m	South West
10477	New Town Bay Ship Discard Site	LALLABY RD LUTANA TAS 7009	Permanently Registered		109254	1	834m	North
2760	House	84 SWANSTON ST NEW TOWN TAS 7008	Permanently Registered		109256	1	839m	South West
10878	Swanston Street Free Kindergarten	80-82 SWANSTON ST NEW TOWN TAS 7008	Permanently Registered	CPR8913	225869	1	841m	South West
10878	Swanston Street Free Kindergarten	80-82 SWANSTON ST NEW TOWN TAS 7008	Permanently Registered	CPR8913	74653	2	843m	South West
2759	House	78 SWANSTON ST NEW TOWN TAS 7008	Permanently Registered		227631	1	850m	South West
10878	Swanston Street Free Kindergarten	80-82 SWANSTON ST NEW TOWN TAS 7008	Permanently Registered	CPR8913	223236	1	860m	South West
2763	Barrington	120 SWANSTON ST NEW TOWN TAS 7008	Permanently Registered		156324	1	877m	West
2767	Woodlands	7 WOODLANDS AVE NEW TOWN TAS 7008	Permanently Registered		234603	1	919m	South
2718	Flint House	43 PIRIE ST NEW TOWN TAS 7008	Permanently Registered	CPR10908	60960	22	923m	South West
2726	House	6 RISDON RD NEW TOWN TAS 7008	Permanently Registered		123011	2	942m	South West
2653	Brightside	4 BAY RD NEW TOWN TAS 7008	Permanently Registered		199436	1	943m	South West
2718	Flint House	43 PIRIE ST NEW TOWN TAS 7008	Permanently Registered	CPR10908	199999	1	949m	South West
7107	Junior Technical School (New Town High School)	6 MIDWOOD ST NEW TOWN TAS 7008	Permanently Registered				953m	West
2719	Mary Ogilvy Home	51-53 PIRIE ST NEW TOWN TAS 7008	Permanently Registered		109413	1	958m	South West
2717	Mayland	27 Pirie ST New Town TAS 7008	Permanently Registered		156991	1	968m	South West
2686	Maypole Hotel	191 NEW TOWN RD NEW TOWN TAS 7008	Permanently Registered		37218	1	992m	South West

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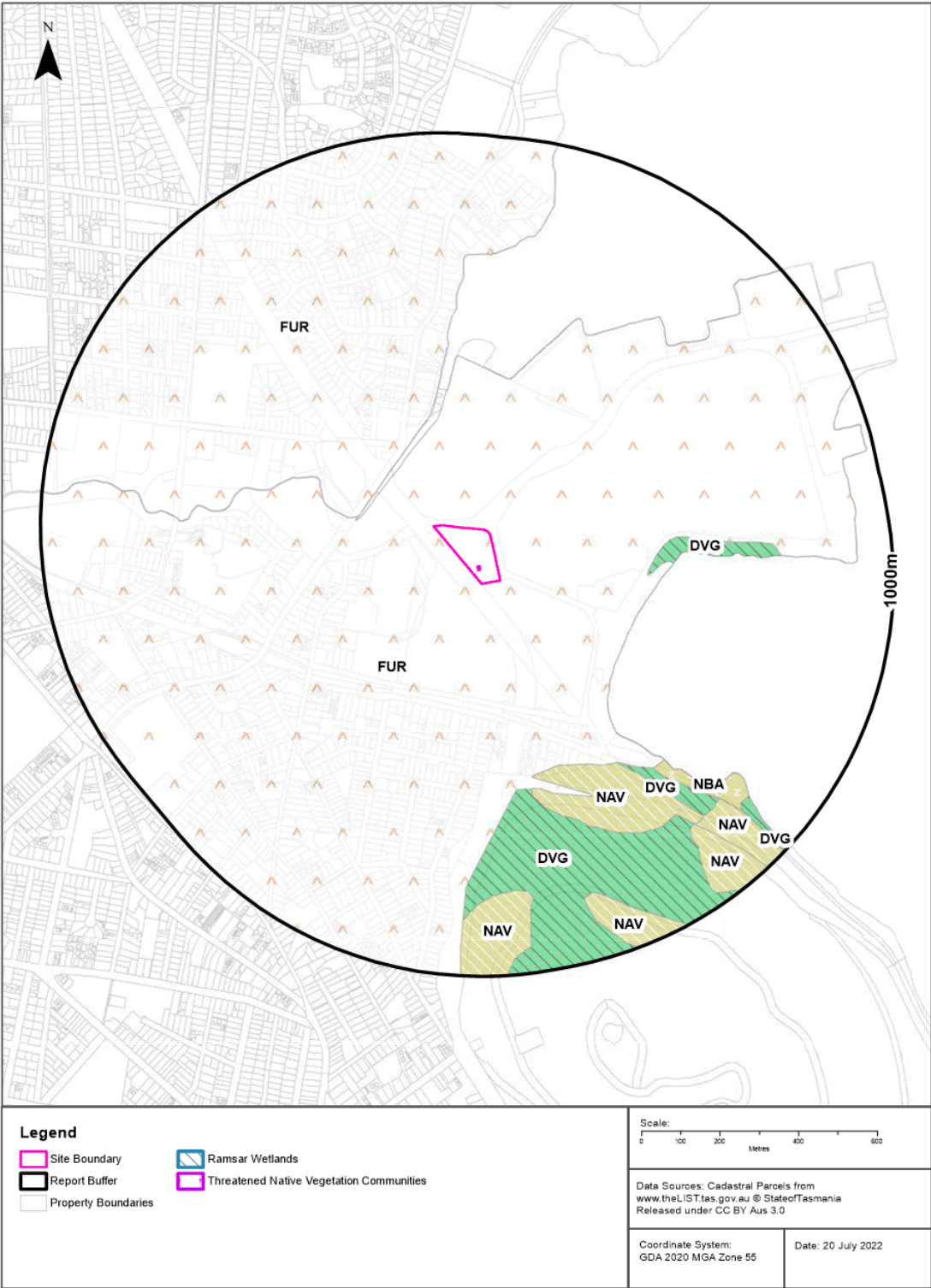
Aboriginal Land

Aboriginal land from the LIST Authority Land dataset within the dataset buffer:

Map Id	Instrument Type	Instrument No	Gazettal Date	Volume	Folio	Distance	Direction
N/A	No records in buffer						

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Ecological Constraints
1 Queens Walk, New Town, TAS 7008



Ecological Constraints

1 Queens Walk, New Town, TAS 7008

TASVEG

TASVEG vegetation units within the dataset buffer:

Vegetation Code	Vegetation Group	Description	Distance to Nearest Feature
FUR	Modified land	Urban areas	On-site
DVG	Dry eucalypt forest and woodland	Eucalyptus viminalis grassy forest and woodland	377m
NAV	Non eucalypt forest and woodland	Allocasuarina verticillata forest	494m
NBA	Non eucalypt forest and woodland	Bursaria - Acacia woodland	617m

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Threatened Native Vegetation Communities

Threatened native vegetation communities within the dataset buffer:

Schedule Id	Schedule Name	Distance to Nearest Feature
N/A	No records within buffer	

Threatened Native Vegetation Communities 2014 from www.theLIST.tas.gov.au ©State of Tasmania
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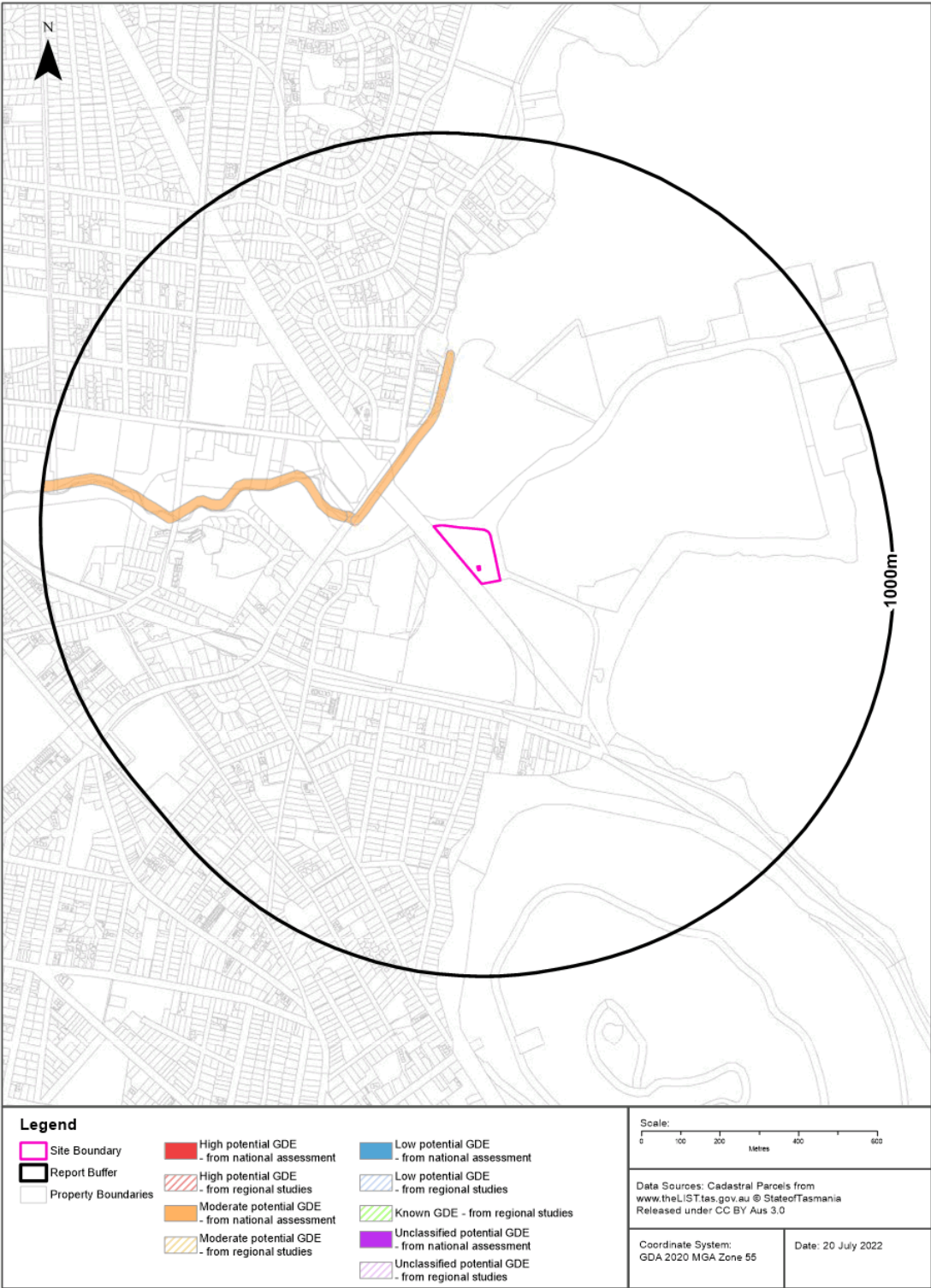
Ramsar Wetlands

Ramsar Wetlands within the dataset buffer:

Map Id	Ramsar Name	Wetland Name	Designation Date	Source	Distance	Direction
N/A	No records in buffer					

Ramsar Wetlands Data Source: © Commonwealth of Australia - Department of Environment

Ecological Constraints - Groundwater Dependent Ecosystems Atlas
1 Queens Walk, New Town, TAS 7008



Ecological Constraints

1 Queens Walk, New Town, TAS 7008

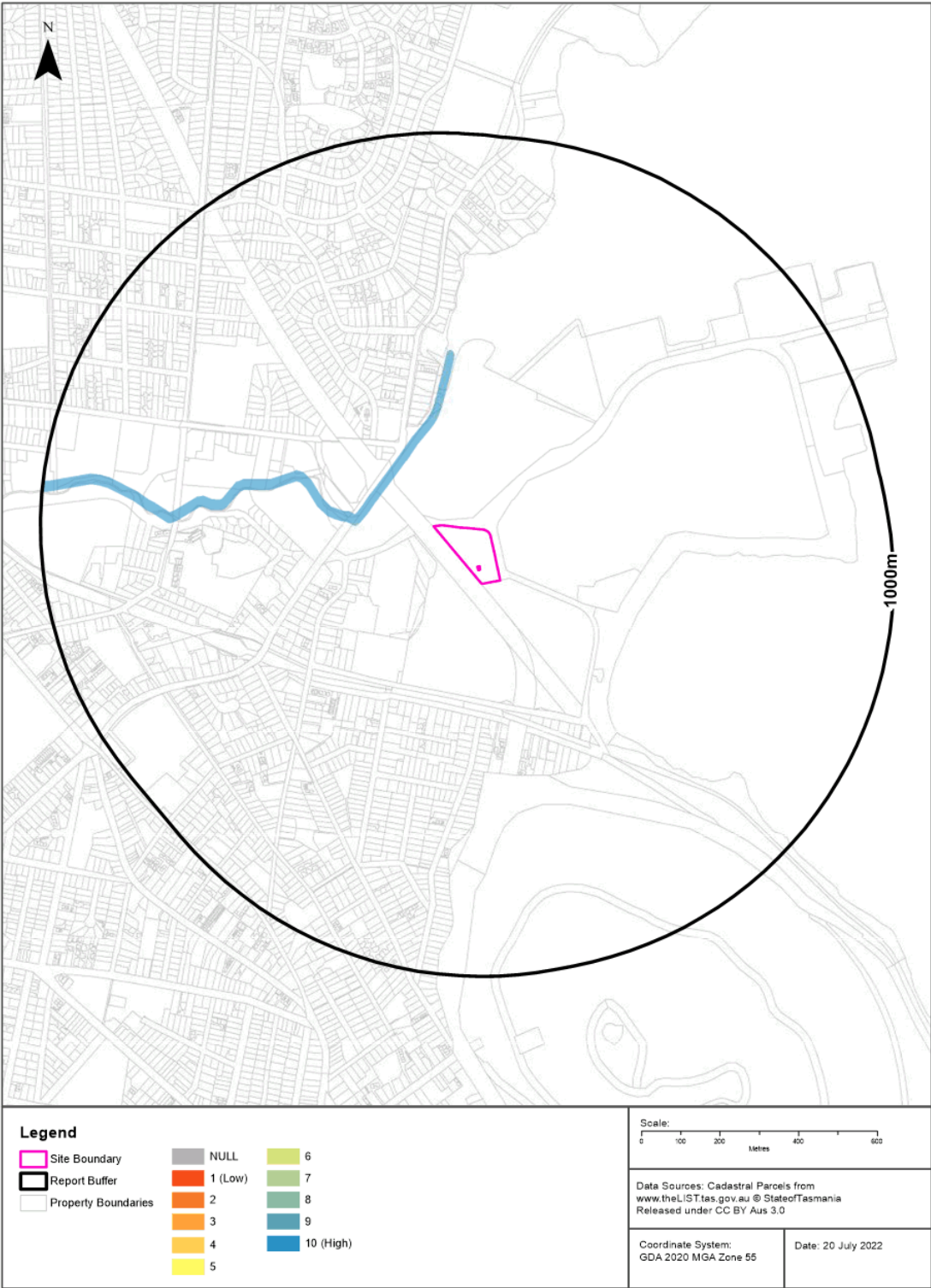
Groundwater Dependent Ecosystems Atlas

GDEs within the dataset buffer:

Type	GDE Potential	Geomorphology	Ecosystem Type	Aquifer Geology	Distance to Nearest Feature
Aquatic	Moderate potential GDE - from national assessment	Fault block hills and mountains on dolerite, sandstone, and mudstone, with granite residuals, ria coast.	River		153m

Groundwater Dependent Ecosystems Atlas Data Source: The Bureau of Meteorology
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Ecological Constraints - Inflow Dependent Ecosystems Likelihood
1 Queens Walk, New Town, TAS 7008



Ecological Constraints

1 Queens Walk, New Town, TAS 7008

Inflow Dependent Ecosystems Likelihood

IDEs within the dataset buffer:

Type	IDE Likelihood	Geomorphology	Ecosystem Type	Aquifer Geology	Distance to Nearest Feature
Aquatic	10	Fault block hills and mountains on dolerite, sandstone, and mudstone, with granite residuals, ria coast.	River		153m

Inflow Dependent Ecosystems Likelihood Data Source: The Bureau of Meteorology
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Location Confidences

Where Lotsearch has had to georeference features from supplied addresses, a location confidence has been assigned to the data record. This indicates a confidence to the positional accuracy of the feature. Where applicable, a code is given under the field heading "LC" or "LocConf". These codes lookup to the following location confidences:

LC Code	Location Confidence
Premise Match	Georeferenced to the site location / premise or part of site
Area Match	Georeferenced to an approximate or general area
Road Match	Georeferenced to a road or rail corridor
Road Intersection	Georeferenced to a road intersection
Buffered Point	A point feature buffered to x metres
Adjacent Match	Land adjacent to a georeferenced feature
Network of Features	Georeferenced to a network of features
Suburb Match	Georeferenced to a suburb boundary
As Supplied	Spatial data supplied by provider

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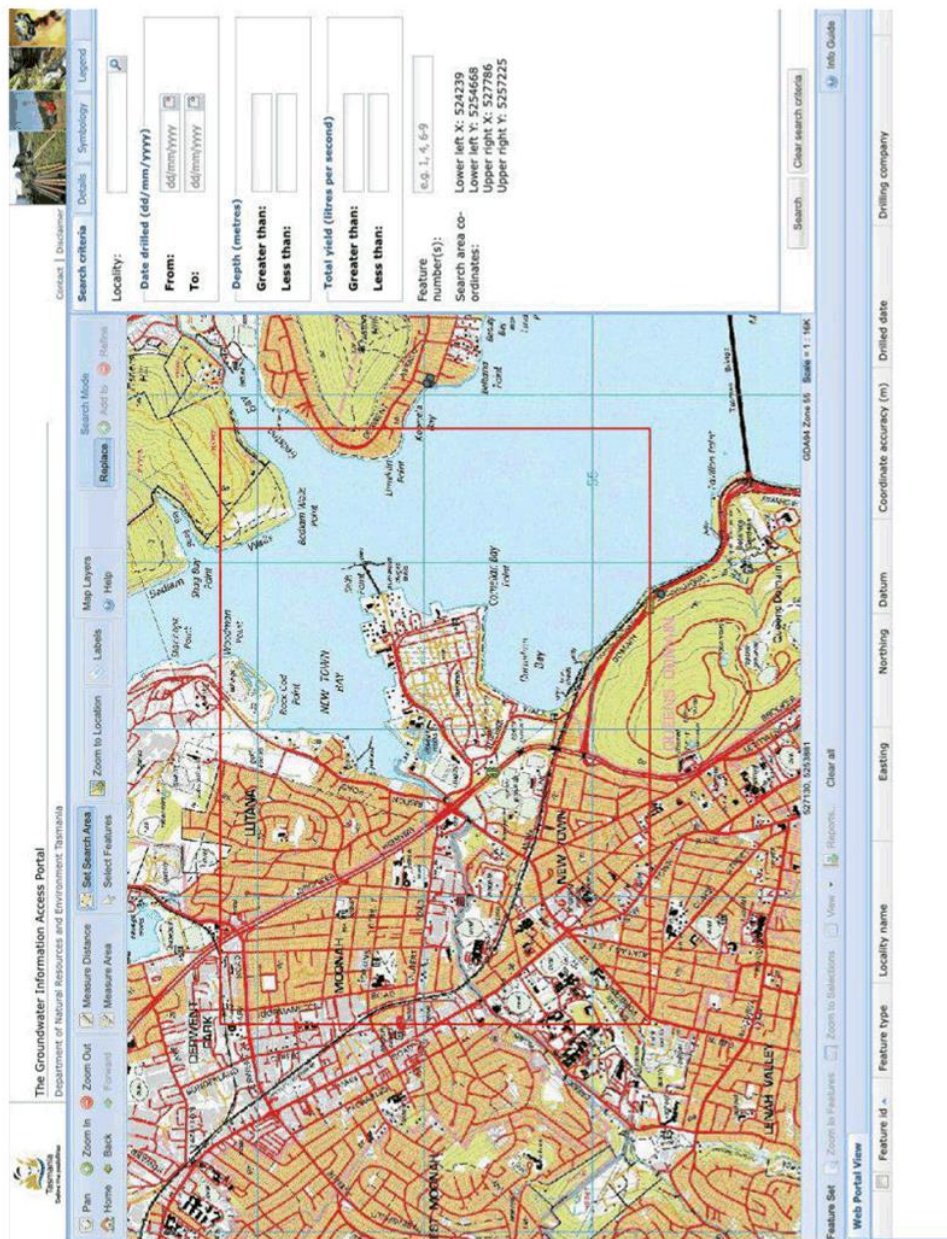
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APPENDIX B

Tasmanian GIAP Groundwater Features Detailed Report

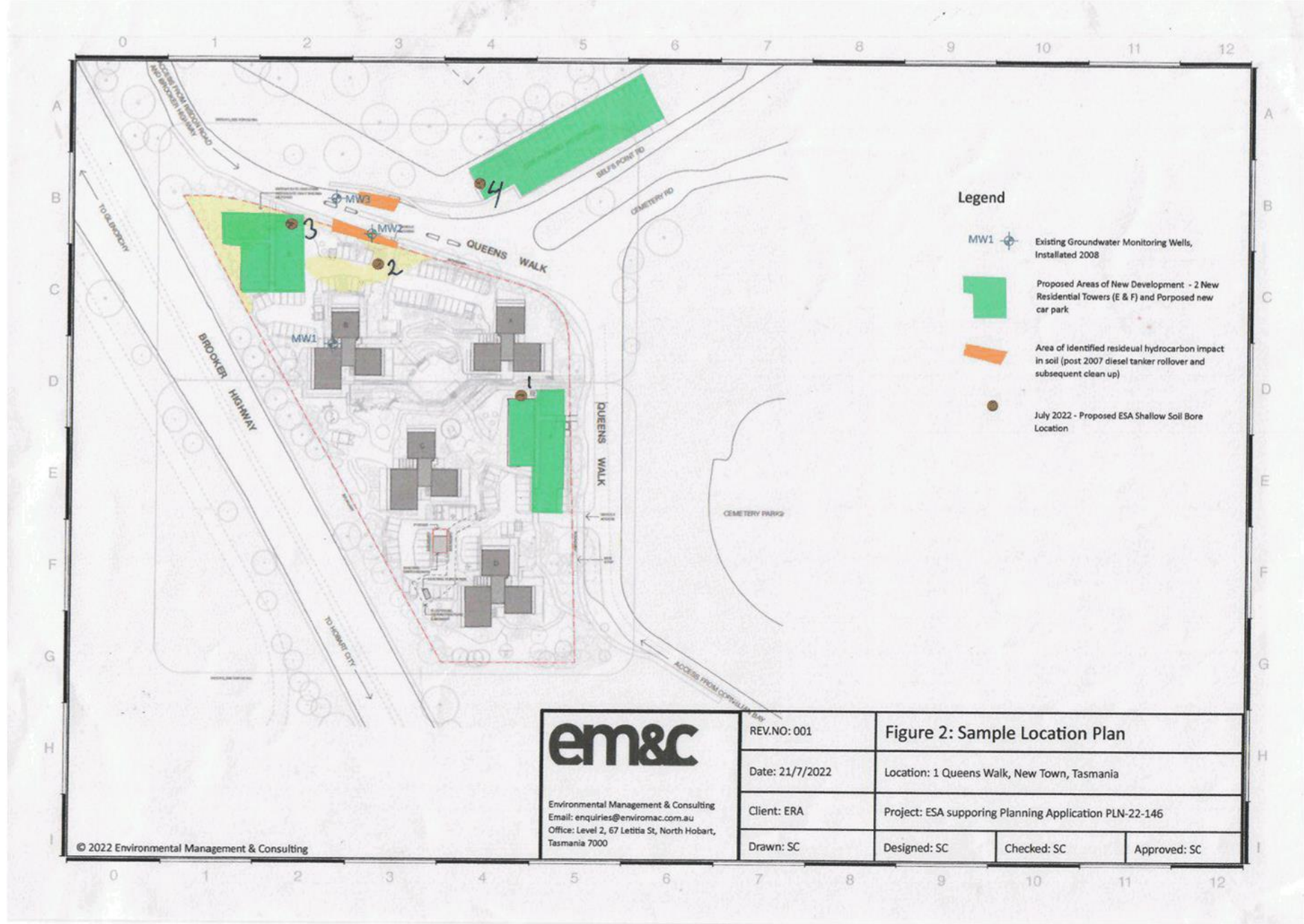


Source: Tasmanian Groundwater Information Access Portal (GIAP), available at: <https://wrt.tas.gov.au/groundwater-info/> Accessed on 22 December 2021.



APPENDIX C

Field Logs



[illegible]

Soil Bore ID:		Site Name:		ESA addressing PLN-22-16 RFI conditon PCLC1		em&c	
Site Address:		1 Queens Walk New Town		ENVIRONMENTAL MANAGEMENT & CONSULTING PTY LTD		Date: 21/7/22	
Job No:		ERA2233		Logged by: WQ		mBGS	
Drilling Method		Ø(mm)		Depth (mBGS)		Method of abandoning soil bore	
<input checked="" type="checkbox"/> Hand Auger <input type="checkbox"/> NDD <input type="checkbox"/> Hollow Auger <input type="checkbox"/> Concrete Saw <input type="checkbox"/> _____ <input type="checkbox"/> _____		_____ _____ _____ _____ _____		<input checked="" type="checkbox"/> Backfill with drill cuttings and compact <input type="checkbox"/> Resurface with concrete <input type="checkbox"/> Install monitoring well <input type="checkbox"/> Install soil vapour point <input type="checkbox"/> Backfilled with virgin material <input type="checkbox"/> _____		Well Development By: _____ Date: _____ Method: _____ Initial DTW: _____ Purged Volume: _____ Post purge DTW: _____	
Driller:		Drill Rig:		Well Construction Details		Concrete:	
Bentonite:		Sand:		Screen Interval:			
Depth (mBGS)		Soil Classification		USCS Group		Plasticity/Particle characteristics	
From To 0.0 0.1 0.1 0.6		Dominant soil component CLAY		Descriptive soil component SP		Other minor soil component M/H	
Colour HIGH D/B		Moisture (see field guide) _____		Soil Consistency _____		Comments COMPOST CLAY / SILT / SAND	
Sample ID		PID		Analysed/QC sample ID			
Soil Classification		USCS Group		Particle Characteristics (Sand and Gravel Only)		Plasticity	
Dominant soil type >50% Descriptive soil component Other minor soil component		Gravel Sand GW SW GP SP GM SM GC SC		Silt & Clay ML MH CL CH OL OH PT		W - Well Graded P - Poorly Graded G - Gap Graded U - Uniform	
Range of Liquid Limit Low Medium High		Colour Dark Grey Grey Light Grey Orange		Moisture Content Dry Moist Wet		Soil Consistency Clays Sand Very Soft Loose Medium Stiff Medium dense Stiff Dense Very stiff Very dense	
USCS		CLAY		SILT		SAND	
Particle Size (mm)		<0.08		0.08-0.43		0.43-2.0	
Fine		Med		Coarse		GRAVEL	
Fine		Coarse		Fine		Coarse	
COBBLES		BOULDERS		QA/QC:			
75-300		>300					

[illegible]

Soil Bore ID:		Site Name:		ESA addressing PLN-22-16 RFI conditon PCLC1				em&c ENVIRONMENTAL MANAGEMENT & CONSULTING PTY LTD																	
Site Address:		1 Queens Walk New Town								Logged by: WQ				Date: 21/7/22											
Job No:		ERA2233																							
Drilling Method		Ø(mm)		Depth (mBGS)		Method of abandoning soil bore				Well Development				Driller:		mBGS		Graphical Well Construction							
<input checked="" type="checkbox"/> Hand Auger <input type="checkbox"/> NDD <input type="checkbox"/> Hollow Auger <input type="checkbox"/> Concrete Saw <input type="checkbox"/> _____ <input type="checkbox"/> _____		_____ _____ _____ _____ _____		_____ _____ _____ _____ _____		<input checked="" type="checkbox"/> Backfill with drill cuttings and compact <input type="checkbox"/> Resurface with concrete <input type="checkbox"/> Install monitoring well <input type="checkbox"/> Install soil vapour point <input type="checkbox"/> Backfilled with virgin material <input type="checkbox"/> _____				By: Date: Method: Initial DTW: Purged Volume: Post purge DTW:				Drill Rig: Well Construction Details Concrete: Bentonite: Sand: Screen interval:											
Depth (mBGS)		Soil Classification				USCS Group letters		Plactisity/ Particle characteristics		Colour		Moisture (see field guide)		Soil Consistency		Comments				Sample ID		PID		Analysed/QC sample ID	
From	To	Dominant soil component		Descriptive soil component		Other minor soil component																			
0.0	0.05															GRASS									
0.05	0.5	R/B								ORANGE						CLAY / ROAD BASE									



APPENDIX D

NATA Accredited Laboratory Certificates of Analysis



CERTIFICATE OF ANALYSIS

Work Order	: EM2214044	Page	: 1 of 7
Client	: ENVIRONMENTAL MANAGEMENT & CONSULTING P/L	Laboratory	: Environmental Division Melbourne
Contact	: MR SIMON CHISLETT	Contact	: Graeme Jablonskas
Address	: LEVEL 2 BIGGENS BUILDING 67 LETITIA STREET NORTH HOBART TASMANIA, AUSTRALIA 7000	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: ---	Telephone	: +6138549 9609
Project	: ERA2233	Date Samples Received	: 22-Jul-2022 12:50
Order number	: ---	Date Analysis Commenced	: 23-Jul-2022
C-O-C number	: ---	Issue Date	: 26-Jul-2022 19:09
Sampler	: Wayne Quine		
Site	: 1 Queens Walk, New Town, TAS		
Quote number	: EN/222		
No. of samples received	: 6		
No. of samples analysed	: 6		



This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	Position	Accreditation Category
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

Page : 2 of 7
Work Order : EM2214044
Client : ENVIRONMENTAL MANAGEMENT & CONSULTING P/L
Project : ERA2233



General Comments

The analytical procedures used by ALS have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are fully validated and are often at the client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis.

Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

When sampling time information is not provided by the client, sampling dates are shown without a time component. In these instances, the time component has been assumed by the laboratory for processing purposes.

Where a result is required to meet compliance limits the associated uncertainty must be considered. Refer to the ALS Contract for details.

Key : CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.

LOR = Limit of reporting

^ = This result is computed from individual analyte detections at or above the level of reporting

ø = ALS is not NATA accredited for these tests.

~ = Indicates an estimated value.

- Benzo(a)pyrene Toxicity Equivalent Quotient (TEQ) per the NEPM (2013) is the sum total of the concentration of the eight carcinogenic PAHs multiplied by their Toxicity Equivalence Factor (TEF) relative to Benzo(a)pyrene. TEF values are provided in brackets as follows: Benz(a)anthracene (0.1), Chrysene (0.01), Benzo(b+j) & Benzo(k)fluoranthene (0.1), Benzo(a)pyrene (1.0), Indeno(1.2.3.cd)pyrene (0.1), Dibenz(a,h)anthracene (1.0), Benzo(g,h,i)perylene (0.01). Less than LOR results for 'TEQ Zero' are treated as zero, for 'TEQ 1/2LOR' are treated as half the reported LOR, and for 'TEQ LOR' are treated as being equal to the reported LOR. Note: TEQ 1/2LOR and TEQ LOR will calculate as 0.6mg/Kg and 1.2mg/Kg respectively for samples with non-detects for all of the eight TEQ PAHs.
- EP080: Where reported, Total Xylenes is the sum of the reported concentrations of m&p-Xylene and o-Xylene at or above the LOR.
- EP075(SIM): Where reported, Total Cresol is the sum of the reported concentrations of 2-Methylphenol and 3- & 4-Methylphenol at or above the LOR.

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Work Order : EM2214044
Client : ENVIRONMENTAL MANAGEMENT & CONSULTING P/L
Project : ERA2233



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB1/0.7	SB2/0.6	SB3/0.6	SB4/0.5	TB_21/7/22
Sampling date / time					21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00
Compound	CAS Number	LOR	Unit		EM2214044-001	EM2214044-002	EM2214044-003	EM2214044-004	EM2214044-006
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	0.1	%	----	----	----	----	----	<0.1
Moisture Content	----	1.0	%	11.8	11.8	13.5	13.1	----	----
EG005(ED093)T: Total Metals by ICP-AES									
Lead	7439-92-1	5	mg/kg	<5	47	27	56	----	----
EP071 SG: Total Recoverable Hydrocarbons - NEPM 2013 Fractions - Silica gel cleanup									
>C10 - C16 Fraction	----	50	mg/kg	<50	<50	<50	<50	<50	----
>C16 - C34 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100	----
>C34 - C40 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100	----
^ >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	<50	<50	<50	<50	----
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	<50	<50	<50	<50	<50	----
EP071 SG-S: Total Petroleum Hydrocarbons in Soil - Silica gel cleanup									
C10 - C14 Fraction	----	50	mg/kg	<50	<50	<50	<50	<50	----
C15 - C28 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100	----
C29 - C36 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100	----
^ C10 - C36 Fraction (sum)	----	50	mg/kg	<50	<50	<50	<50	<50	----
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons									
Naphthalene	91-20-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Acenaphthylene	208-96-8	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Acenaphthene	83-32-9	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Fluorene	86-73-7	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Phenanthrene	85-01-8	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Anthracene	120-12-7	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Fluoranthene	206-44-0	0.5	mg/kg	<0.5	<0.5	<0.5	0.9	0.9	----
Pyrene	129-00-0	0.5	mg/kg	<0.5	<0.5	<0.5	0.9	0.9	----
Benz(a)anthracene	56-55-3	0.5	mg/kg	<0.5	<0.5	<0.5	0.5	0.5	----
Chrysene	218-01-9	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Benzo(b+j)fluoranthene	205-99-2 205-82-3	0.5	mg/kg	<0.5	<0.5	<0.5	0.6	0.6	----
Benzo(k)fluoranthene	207-08-9	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Benzo(a)pyrene	50-32-8	0.5	mg/kg	<0.5	<0.5	<0.5	0.5	0.5	----
Indeno(1.2.3.cd)pyrene	193-39-5	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Dibenz(a,h)anthracene	53-70-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
Benzo(g,h,i)perylene	191-24-2	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	----
^ Sum of polycyclic aromatic hydrocarbons	----	0.5	mg/kg	<0.5	<0.5	<0.5	3.4	3.4	----

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Work Order : EM2214044
Client : ENVIRONMENTAL MANAGEMENT & CONSULTING P/L
Project : ERA2233



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB1/0.7	SB2/0.6	SB3/0.6	SB4/0.5	TB_21/7/22
Sampling date / time					21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00
Compound	CAS Number	LOR	Unit		EM2214044-001	EM2214044-002	EM2214044-003	EM2214044-004	EM2214044-006
					Result	Result	Result	Result	Result
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons - Continued									
^ Benzo(a)pyrene TEQ (zero)	----	0.5	mg/kg		<0.5	<0.5	<0.5	0.6	----
^ Benzo(a)pyrene TEQ (half LOR)	----	0.5	mg/kg		0.6	0.6	0.6	0.9	----
^ Benzo(a)pyrene TEQ (LOR)	----	0.5	mg/kg		1.2	1.2	1.2	1.2	----
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg		<10	<10	<10	<10	<10
C10 - C14 Fraction	----	50	mg/kg		----	----	----	----	<50
C15 - C28 Fraction	----	100	mg/kg		----	----	----	----	<100
C29 - C36 Fraction	----	100	mg/kg		----	----	----	----	<100
^ C10 - C36 Fraction (sum)	----	50	mg/kg		----	----	----	----	<50
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg		<10	<10	<10	<10	<10
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		<10	<10	<10	<10	<10
>C10 - C16 Fraction	----	50	mg/kg		----	----	----	----	<50
>C16 - C34 Fraction	----	100	mg/kg		----	----	----	----	<100
>C34 - C40 Fraction	----	100	mg/kg		----	----	----	----	<100
^ >C10 - C40 Fraction (sum)	----	50	mg/kg		----	----	----	----	<50
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg		----	----	----	----	<50
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
Toluene	108-88-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
^ Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
^ Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	<1	<1
EP075(SIM)S: Phenolic Compound Surrogates									
Phenol-d6	13127-88-3	0.5	%		77.6	86.0	87.8	88.0	----
2-Chlorophenol-D4	93951-73-6	0.5	%		71.7	79.2	80.8	82.3	----
2,4,6-Tribromophenol	118-79-6	0.5	%		66.7	77.0	77.4	79.9	----
EP075(SIM)T: PAH Surrogates									
2-Fluorobiphenyl	321-60-8	0.5	%		91.0	100	102	104	----

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Work Order : EM2214044
Client : ENVIRONMENTAL MANAGEMENT & CONSULTING P/L
Project : ERA2233



Analytical Results

Sub-Matrix: SOIL
(Matrix: SOIL)

				Sample ID	SB1/0.7	SB2/0.6	SB3/0.6	SB4/0.5	TB_21/7/22
Sampling date / time					21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00	21-Jul-2022 00:00
Compound	CAS Number	LOR	Unit		EM2214044-001	EM2214044-002	EM2214044-003	EM2214044-004	EM2214044-006
					Result	Result	Result	Result	Result
EP075(SIM)T: PAH Surrogates - Continued									
Anthracene-d10	1719-06-8	0.5	%		81.1	89.2	91.7	92.3	----
4-Terphenyl-d14	1718-51-0	0.5	%		83.0	90.0	92.8	96.5	----
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		89.7	98.1	96.2	100	91.6
Toluene-D8	2037-26-5	0.2	%		89.0	98.5	96.8	97.6	90.8
4-Bromofluorobenzene	460-00-4	0.2	%		101	110	108	106	101

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Work Order : EM2214044
Client : ENVIRONMENTAL MANAGEMENT & CONSULTING P/L
Project : ERA2233



Analytical Results

Sub-Matrix: WATER (Matrix: WATER)			Sample ID	RB_21/7/22	----	----	----	----
Sampling date / time				21-Jul-2022 00:00	----	----	----	----
Compound	CAS Number	LOR	Unit	EM2214044-005	-----	-----	-----	-----
Result				----	----	----	----	----
EP080/071: Total Petroleum Hydrocarbons								
C6 - C9 Fraction	----	20	µg/L	<20	----	----	----	----
C10 - C14 Fraction	----	50	µg/L	<50	----	----	----	----
C15 - C28 Fraction	----	100	µg/L	<100	----	----	----	----
C29 - C36 Fraction	----	50	µg/L	<50	----	----	----	----
^ C10 - C36 Fraction (sum)	----	50	µg/L	<50	----	----	----	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions								
C6 - C10 Fraction	C6_C10	20	µg/L	<20	----	----	----	----
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	20	µg/L	<20	----	----	----	----
>C10 - C16 Fraction	----	100	µg/L	<100	----	----	----	----
>C16 - C34 Fraction	----	100	µg/L	<100	----	----	----	----
>C34 - C40 Fraction	----	100	µg/L	<100	----	----	----	----
^ >C10 - C40 Fraction (sum)	----	100	µg/L	<100	----	----	----	----
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	100	µg/L	<100	----	----	----	----
EP080: BTEXN								
Benzene	71-43-2	1	µg/L	<1	----	----	----	----
Toluene	108-88-3	2	µg/L	<2	----	----	----	----
Ethylbenzene	100-41-4	2	µg/L	<2	----	----	----	----
meta- & para-Xylene	108-38-3 106-42-3	2	µg/L	<2	----	----	----	----
ortho-Xylene	95-47-6	2	µg/L	<2	----	----	----	----
^ Total Xylenes	----	2	µg/L	<2	----	----	----	----
^ Sum of BTEX	----	1	µg/L	<1	----	----	----	----
Naphthalene	91-20-3	5	µg/L	<5	----	----	----	----
EP080S: TPH(V)/BTEX Surrogates								
1,2-Dichloroethane-D4	17060-07-0	2	%	102	----	----	----	----
Toluene-D8	2037-26-5	2	%	105	----	----	----	----
4-Bromofluorobenzene	460-00-4	2	%	116	----	----	----	----

Page : 7 of 7
 Work Order : EM2214044
 Client : ENVIRONMENTAL MANAGEMENT & CONSULTING P/L
 Project : ERA2233



Surrogate Control Limits

Sub-Matrix: SOIL		Recovery Limits (%)	
Compound	CAS Number	Low	High
EP075(SIM)S: Phenolic Compound Surrogates			
Phenol-d6	13127-88-3	54	125
2-Chlorophenol-D4	93951-73-6	65	123
2,4,6-Tribromophenol	118-79-6	34	122
EP075(SIM)T: PAH Surrogates			
2-Fluorobiphenyl	321-60-8	61	125
Anthracene-d10	1719-06-8	62	130
4-Terphenyl-d14	1718-51-0	67	133
EP080S: TPH(V)/BTEX Surrogates			
1,2-Dichloroethane-D4	17060-07-0	51	125
Toluene-D8	2037-26-5	55	125
4-Bromofluorobenzene	460-00-4	56	124
Sub-Matrix: WATER		Recovery Limits (%)	
Compound	CAS Number	Low	High
EP080S: TPH(V)/BTEX Surrogates			
1,2-Dichloroethane-D4	17060-07-0	73	129
Toluene-D8	2037-26-5	70	125
4-Bromofluorobenzene	460-00-4	71	129

[illegible]

Ranil Weerakkody

From: ALS Enviro Melbourne
Sent: Friday, 22 July 2022 1:56 PM
To: COC Melbourne; Dilani Fernando
Subject: FW: COC for samples from EM&C - ERA2233, 1 Queens Walk, New Town, TAS (eCOC attached)
Attachments: ERA2233 CoC 210722.pdf

Hey team!

Please see attached COC from Environmental Management and Consulting on a 3 DAY TAT. Client says samples should arrive today.

@Dilani Fernando can you please confirm if 3 DAY TAT is possible?

Thank you!

Kind Regards,



right solutions,
right partner.

Emily Chan
Client Service Officer, Environmental
ALS Limited

T: +61 3 8549 9600
D: +61 3 8549 9652

emily.chan@alsglobal.com

2-4 Westall Road, Springvale VIC 3171

alsglobal.com

From: Simon Chislett <simon@enviromac.com.au>
Sent: Friday, 22 July 2022 1:33 PM
To: MLB ALS Login/ sample containers <melbourne.enviroservices@alsglobal.com>
Cc: ALS Enviro Melbourne <ALSEnviroMelbourne@ALSGlobal.com>
Subject: [EXTERNAL] - ERA2233, 1 Queens Walk, New Town, TAS (eCOC attached)

CAUTION: This email originated from outside of ALS. Do not click links or open attachments unless you recognize the sender and are sure content is relevant to you.

Hi Sample Receipt,

These samples were sent to ALS yesterday from em&c in Hobart and should arrive this morning. There was no COC in the esky. The attached COC pertains to these samples. I have requested a 3 day TAT.

Could you please confirm that samples have been received.

The information contained in this email and any attachment is confidential and may contain legally privileged or copyright material. It is intended only for the use of the addressee(s). If you are not the intended recipient of this email, you are not permitted to disseminate, distribute or copy this email or any attachments. If you have received this message in error, please notify the sender immediately and delete this email from your system.

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Cumulus Studio
Elizabeth Street
Hobart, TAS

18 August 2022

Ref: 1548-2 Planning Scheme Assessment_03

Attention: Clare Hester

QUEENS WALK — NOISE IMPACT ASSESSMENT

Two additional accommodation buildings are proposed for 1 Queens Walk, New Town. As part of the DA process, an assessment of traffic noise and its impact on the residential amenity of the buildings is required. Specifically, the assessment is required to address clause E5.6.1 of the Hobart Interim Planning Scheme. Such an assessment was originally completed by NVC in December 2021 (Ref: 1548-1 Planning Scheme Assessment).

The Department of State Growth (DSG) have subsequently provided feedback on the proposal, principally regarding the potential impact of future roadway expansions or alterations in the vicinity of the site. As such, NVC has completed additional noise modelling to quantify these predicted differences. That version of the report (_02), written in July 2022, was amended to reflect these changes. A subsequent RFI from Council requested additional amendments to the noise assessment, which are reflected in this version (_03), updated in August 2022.

1. BACKGROUND

1.1. Site and Surrounds

Four accommodation blocks already exist on the site, with the development to add two further blocks, Towers 1 and 2, outlined in white in Figure 1.1.



FIGURE 1.1: SITE AND SURROUNDS



The Brooker Highway comprises the western boundary of the site, with the Cornelian Bay sports ground and cemetery on the eastern boundary. The site boundary to the Brooker Highway is shown in red in Figure 1.1 and indicates Tower 1 is slightly closer to the boundary than the existing towers. Additionally, the figure shows that Tower 2 has several adjacent buildings closer to the highway. Tower 1 is located on flat ground level with the highway, whilst the remainder of the site slopes up from the highway toward the cemetery. There are no acoustic barriers or similar between the site and the Brooker Highway. The site is zoned Inner Residential under the Hobart Interim Planning Scheme (the Scheme).

The two new towers are to be nominally six storey, comprising up to seven residential apartments on each level. These apartments include small external balconies, on all sides of the buildings. On the ground level, the proposal includes revitalising the external landscaping on the whole site, including the provision of outdoor space for the utilisation of residents. A site layout plan is included at the end of this document.

1.2. Department of State Growth Feedback

The Department of State Growth has provided feedback on the proposed development, stating that

"...strategic plans for this section of the Brooker Highway have identified that the highway will be widened in the future to support six lanes (three lanes in each direction) bringing traffic closer to the existing towers and the proposed development."

As a result, it has been deemed necessary to assess the potential noise impact from the future widening of the Brooker Highway. This re-assessment is for a 10 year post-development scenario, as per the Tasmanian State Road Traffic Noise Management Guidelines 2015 (the Guidelines), and will determine whether further mitigation is necessary.

2. CRITERIA

There are no noise criteria relevant to the development under section 11 of the Scheme, however, section E5.0 Road and Railway Assets Code provides development standards, to ensure *"... the development... is located to minimise adverse effects of noise, vibration, light, and air emissions from roads and the rail network."* To satisfy this, the following Acceptable Solutions are stated under clause E5.6.1-A1:

A1.1 *except as provided in A1.2 the following development must be located at least 50 m from the rail network or a category 1 road or a category 2 road in an area subject to a speed limit of more than 60 km/h:*

(a) New buildings

...

A1.2 *Buildings may be:*

(a) *Located within a row of existing buildings and setback no closer than the immediately adjacent; ..."*

If the Acceptable Solution is not met, the following Performance Criteria must be addressed.

P1 *Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:*

(a) *the proposed setback;*

(b) *Existing setback of buildings on the site*

(c) *The frequency of use of the rail network*

(d) *The speed limit and traffic volume of the road*

(e) *Noise, vibration, light, and air emissions from the rail network or road*

...

(j) *Any recommendations from a suitably qualified person for mitigation of noise if for a habitable building for sensitive use; ..."*



Tower 2 then meets the Acceptable Solution at A1.2, as the existing buildings are closer to the highway. The performance criteria must be addressed for Tower 1, as it is located closer to the highway than any adjacent existing building.

Internal noise levels are considered primarily relevant in assessing those noise emissions. AS/NZS 2107:2016 *Recommended design sound levels and reverberation times for building interiors* is then used to indicate appropriate indoor noise levels from the Brooker Highway traffic. In particular, the following excerpt from the standard is referred to, from which an acceptable internal noise level is determined as ≤ 40 dBA.

TABLE 1: EXCERPT FROM TABLE 1 OF AS2107

Item	Type of occupancy/activity	Design sound level ($L_{Aeq,t}$) range	Design reverberation time (T) range, s
7	RESIDENTIAL BUILDINGS (see Note 5 and Clause 5.2)		
	Houses and apartments in inner city areas or entertainment districts or near major roads—		
	Apartment common areas (e.g. foyer, lift lobby)	45 to 50	—
	Living areas	35 to 45	—
	Sleeping areas (night time)	35 to 40	—
	Work areas	35 to 45	—

At the request of Council, the Tasmanian Environment Protection Policy (Noise) 2009 (the Noise EPP) has also been referred to. In Table 1 of the Noise EPP¹, a list of Acoustic Environmental Indicator levels are given for which the environmental values specified in the Noise EPP "...will be protected for the majority of the human population where the acoustic environment indicator levels are not exceeded..." A section of that table is reproduced here in Table 2.

TABLE 2: ACOUSTIC ENVIRONMENTAL INDICATOR LEVELS - TAS. EPP

Specific Environment	Critical Health Effect	L _{Aeq}	Time	L _{Amax}
		dBA	hrs	dBA
Outdoor living area	Serious annoyance, daytime and evening	55	16	-
	Moderate annoyance, daytime and evening	50	16	-
Dwelling, indoors	Speech intelligibility & moderate annoyance, daytime & evening	35	16	-
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

Part 4 of the Noise EPP refers specifically to transport infrastructure, and is included below.

¹ Tasmanian Environmental Protection Policy (Noise) 2009 (the Noise EPP)

PART 4 – TRANSPORT INFRASTRUCTURE**Public roads, railways, ports and airports**

- 11. (1)** It is recognised that although the operation or use of public roads, railways, ports or airports may prejudice protection of the environmental values, the function the transport network serves is necessary for the community's economic, environmental and social wellbeing.
- (2)** Notwithstanding sub-clause (1), it is intended that –
- (a)** transport planning initiatives for freight and passenger movement and new transport infrastructure be developed in a systematic way to achieve an optimal balance of economic, environmental and social benefits and costs with a major criterion of minimising the number of people exposed to noise levels that would prejudice protection of the environmental values; and
- (b)** where environmental values are acutely prejudiced, existing transport infrastructure noise should be reduced to the greatest extent that is reasonably practical, consistent with achieving an optimal balance of economic, environmental and social benefits and costs.
- (3)** The allocation of any public resources to minimise noise impacts resulting from public roads, railways, ports or airports shall aim to achieve the most benefit for the greatest number of people exposed to those impacts.
- (4)** A transport noise strategy will be developed to improve transport noise outcomes, further the objectives of the Act and assist in implementation of subclauses (2) and (3).

As noted in point (4) above, a transport noise strategy has since been developed; the DIER Tasmanian State Road Traffic Noise Management Guidelines², which state the following criteria, applicable at the nearest residential facade:

Design Target	63 dBA, L10 _{18 hour}
Operational Upper Limit	68 dBA, L10 _{18 hour}

Where these levels are exceeded, the Guidelines also state secondary criteria for alternative outdoor habitable space, and for internal noise levels.

The Guidelines note, regarding the Tas Noise EPP criteria, that 'outdoor living' areas are not necessarily applicable on the side of a residence facing the roadway. As such, they apply the following, under *Principle 9*. Note that a level difference of 2 dB is applied to account for the difference between the L10_{18-hour} metric utilised in the Guidelines and the Leq_{16-hour} metric utilised in the Noise EPP.

"Principle 9: The Department adopts LA10 (18 hour) 52 dB(A) as an alternative external target noise level, with assessment against this criterion to be in any outdoor living area located on the side of the building opposite to the façade most exposed to traffic noise (or in the case of an approved but not yet built building, 1m from the most exposed edge of the approved building envelope)."

It is noted that this level is taken from the Noise EPP criterion of 50 dBA for moderate annoyance - the Guidelines' level of 52 dBA, L10_{18-hour} is equivalent to the 50 dBA Leq_{16-hour} criterion used in the Noise EPP.

Regarding indoor noise levels, the Guidelines note the following at *Principle 10*:

"Principle 10: Where external noise criteria cannot be reasonably or practicably achieved, the Department will consider the acoustic treatment of sensitive use buildings to achieve internal noise criteria."

The Guidelines then further note that:

² *Tasmanian State Road Traffic Noise Management Guidelines*, Department of Infrastructure, Energy and Resources (DIER), 2011.



"The Tasmanian Environmental Protection Policy (Noise) 2009 establishes a daytime indoors indicator level of LAeq (16 hour) 35 dBA. The nominal internal design criterion for this approach will therefore be LAeq (16 hour) 35 dBA."

2.1. Project Criteria

As such, the applicable criteria for this project are taken as:

Design Target	L10 _{18-hour}	≤ 63 dBA, and
Operational Upper Limit	L10 _{18-hour}	≤ 68 dBA, or
Alternative Outdoor Living Areas	L10 _{18-hour}	≤ 52 dBA, and
Indoor Amenity	Leq _{16-hour}	≤ 35 dBA.

where, if the operational upper limit is exceeded, mitigation measures are required to achieve compliance with both the alternative outdoor living area criteria, and the indoor amenity criteria.

3. TRAFFIC NOISE LEVELS

3.1. Original Assessment

The CoRTN algorithms were used to predict the external traffic noise level to which Tower 1 is currently exposed. The following inputs were used in the predictions:

- Annual Average Daily Traffic (AADT) traffic count data was taken from the permanent counter located nominally 400m south of Tower 1 along the highway. Hourly data for November 2021 was used.
- Heavy vehicle percentage: 9.4. %
- Speed limit: 80km/hr.
- The ground was assumed flat/level.
- View of the highway: 150°
- No barriers or screens.
- Ground absorption: 10% - this is conservative.

The external Leq_{16-hour} calculated utilising the above inputs was 70 dBA, and the L10_{18-hour} was 73 dBA.

An on-site measurement was made over a 30-minute period on Tuesday 14th December 2021, just prior to midday. The measurement location was the proposed location of the south-western corner of Tower 1, at a height of 1.5m above ground level, and thus represents worst-case. Traffic was strong and constantly present on the highway throughout this period - since the traffic was already constant, further increases in traffic volumes will present an insignificant difference in noise levels. These measurements showed an Leq of 68 dBA. Predictions (as above) of the anticipated Leq over this period determined a predicted level (Leq_{30-minute}) of 71 dBA. The predictions are then slightly overestimating the actual traffic noise level, and are thus conservative.

As the predicted noise levels are higher than the Operational Upper Limit under the Guidelines, the indoor amenity criterion will apply. The relevant external level is thus the predicted Leq_{16-hour} of 70 dBA, which has been used to determine the required facade construction.

3.2. Software Noise Model

Further modelling has subsequently been conducted following the DSG feedback.

iNoise³ software has been used to construct an acoustic software model from the existing and proposed roadways. The model implements the ISO9613 algorithms for environmental noise propagation. The predictions account for geometric divergence, topographical screening, atmospheric absorption, reflections/screening from buildings/structures, and ground absorption.

³ iNoise V2022.1 Pro, DGMR Software



Two scenarios were modelled – the current alignment (to verify the model against the measurements of existing traffic noise), and the proposed widening of the highway. The following factors were common across both models:

- 1m topographical contours (from LIDAR data) have been used for the site and surrounding area.
- The primary source of vehicular noise is the tyres, and so the source is modelled as 0.5m above the road surface as per CoRTN⁴.
- The vehicle sound power level used is from the CNOSSOS-EU project for a medium vehicle at 80km/hr.
- Corrections for speed, vehicle types, road surface, and gradient were as per CoRTN, which uses the $L_{10_{18-hour}}$ as its noise descriptor, with subsidiary calculations to allow presentation of the Leq values⁵.
- Vehicle numbers on the existing major roadways were obtained from the aforementioned traffic counter, and are based on traffic count measurements on the Brooker Highway, (station A0090103) from 2000 to 2019.
 - 18-hour traffic flows are modelled as the 18-hour period from 0600 to 0000 hours, as per the Guidelines. Traffic count data showed that 96.0% of traffic flow occurred within this period.
- Traffic on subsidiary roads has not been modelled, as traffic on these roads is insignificant compared to the Brooker Highway.
- The ground has been assumed to have a ground factor of 0 (100% reflective) on the road surface, and a ground factor of 0.5 (50% reflective) elsewhere. This is generally conservative, and will present as a worst case scenario.
 - The road surface has been modelled as 100% reflective because corrections for the road surface have been applied as per CoRTN, as noted above.
- All building façades are modelled with a reflection factor of 0.8 (80% reflective).
- As per the Tasmanian Noise Measurement Procedures Manual, noise levels across the area are predicted at 1.2m above ground level. Secondary calculations were conducted at a height of 4.5m, to assess the potential difference at upper levels of the building façades.
- Receivers are placed at locations that are predicted to see the highest noise levels to allow for detailed analysis of those areas.

The details below are specific to each model.

Existing Highway

- DSG traffic data over the past approximately 19 years has been used to define flow numbers used for software modelling. The annual average daily traffic (AADT) has been extrapolated to arrive at an AADT value for current (2022) conditions.
 - The traffic flow for 2022 has been estimated at 55,017 vehicles for the 18-hour period.
 - DSG data on lane usage has been included to model each individual lane with the appropriate traffic flow volumes.

Widened Highway

- Details of the proposed towers have been provided by Housing Choices Tasmania Limited, and implemented in the model.

⁴ "Calculation of Road Traffic Noise", Department of Transport UK, 1988, ISBN 0 11 550847 3

⁵ "Converting the UK Traffic Index $LA_{10_{18hr}}$ to EU Indices for Noise Mapping", Transport Research Laboratory, 2002, PR/SE/451/02

- The south-bound slip lane already in place has been continued across the width of the model, to provide a prediction of the noise levels once the highway is widened.
 - The topography of the site has been altered to achieve a flat road surface where the future highway widening would be. This change in topography results in a steeper embankment between the site and the Brooker Highway.
 - The hard, sealed surface has been extended approximately 5m to account for the additional lane and associated road verge.
- Historical traffic data has been used to predict future traffic flow numbers through extrapolation of AADT data between 2000 and 2019.
 - The predicted 2032 traffic flow has been estimated at 59,205 vehicles.

Figure 3.1 shows the predicted *difference* between the future (2032) and the current (2022) models.

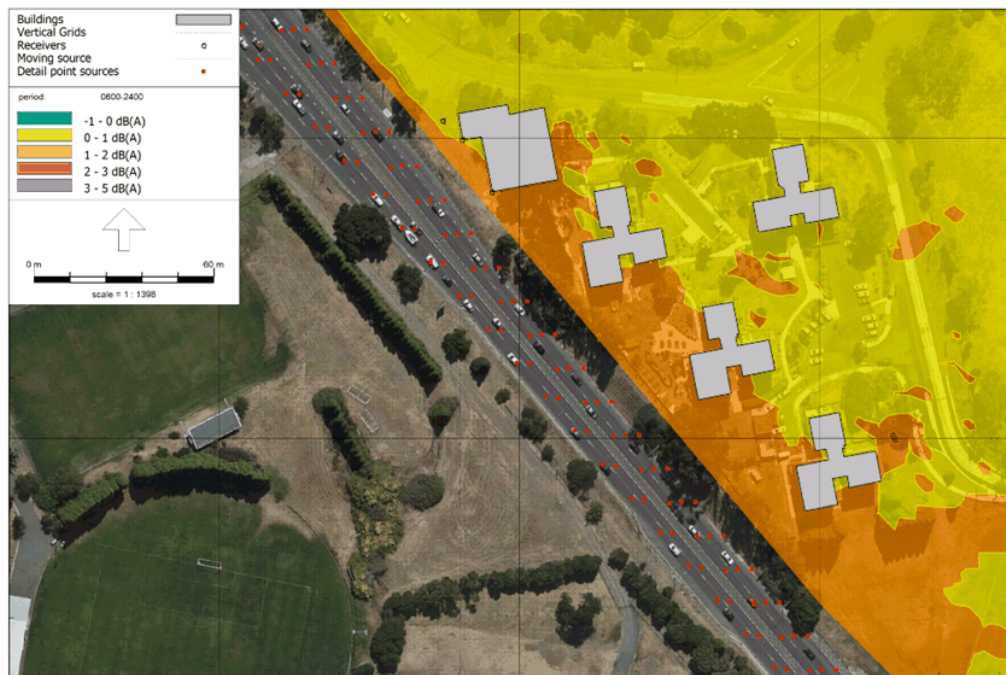


FIGURE 3.1: PREDICTED NOISE LEVEL DIFFERENCE, 2032 COMPARED TO 2022

Figure 3.2 shows the predicted noise levels across the site, given the future lane alignments and extrapolated 2032 traffic volumes.

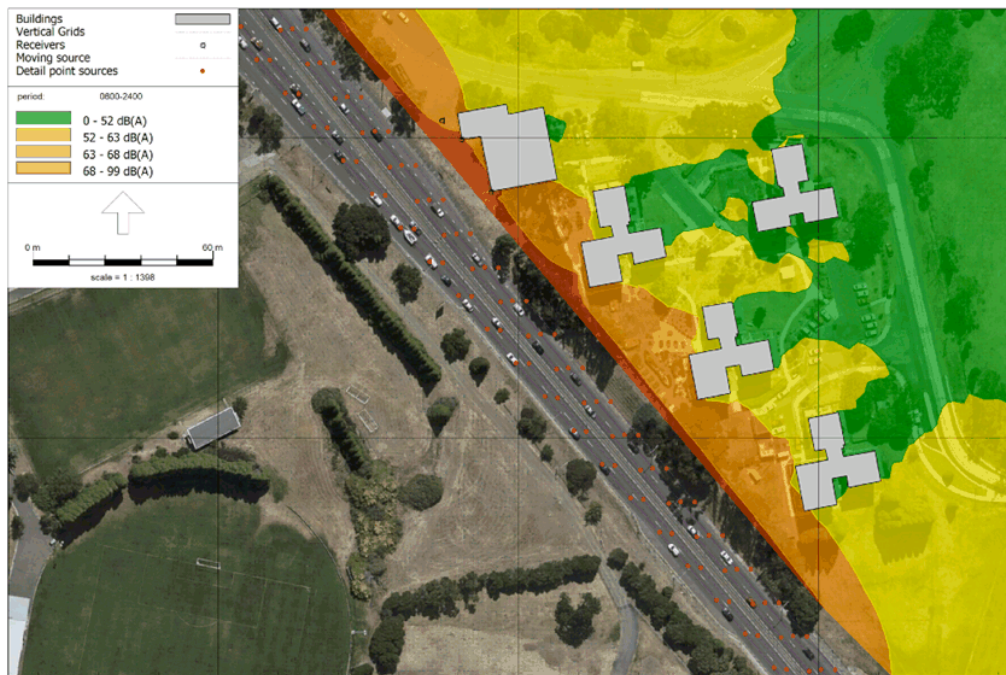


FIGURE 3.2: PREDICTED NOISE LEVELS ON SITE, YEAR 2032

4. RESULTS

Figure 3.1 shows that, with the given increase in traffic flow and the widening of the highway, the external traffic noise on the façade is predicted to see an increase of approximately 1dB. The façade expected to experience the highest noise levels remains the south-western corner of Tower 1.

Tower 2 will experience a negligible difference, as its location provides significant screening due to the other towers.

Figure 3.2 shows that the majority of the areas outside the buildings on the side opposite the Highway are predicted to experience noise levels less than 52 dBA $L_{10\text{18-hour}}$, and thus satisfy the alternative outdoor living area criterion under the Guidelines.

5. BUILDING CONSTRUCTION

Due to the predicted 1 dB increase in noise levels between 2022 and 2032, an external level of 71 dBA is then used to assess the building construction. With an external level of 71 dBA and an internal noise level design criteria of 35 dBA, the minimum facade sound reduction required is R_w 50.

Using the wall / window areas indicated in the elevations of drawing J21058-A300, dated 6/12/21, the following constructions types are acceptable:

- Concrete panel, double glazing - 6.5mm Viridian VLam Hush glass / 12mm air gap / 6mm float glass. Note any operable windows will require full perimeter seals.
- Staggered stud frame, 8mm cement sheet, cavity insulation 120mm 22kg/m³, 2x13mm fire-rated plasterboard.

These construction types are required on the northern, southern and western facades of Tower 1.

The eastern facade R_w requirements may be reduced by nominally 5 dB. As a result, the recommended construction types on these facades are as follows:

- Concrete panel, double glazing - 6mm float glass / 12mm air gap / 6mm float glass.
- Staggered studs, 8mm cement sheet, cavity insulation 120mm 22kg/m³, 2x13mm plasterboard

6. ASSESSMENT

Due to its setback from the highway being greater than the adjacent buildings, Tower 2 meets the Scheme Acceptable Solutions under clause E5.6.1-A1.2(a).

Tower 1 is assessed against the performance criteria E5.6.1-P1. Comments for each of the relevant criteria are listed below:

Building setback

The adjacent existing building, Manna Gum, is set back 2.6m from the highway boundary. Tower 1 has a setback of 1m. Such a distance change will have negligible impact on the external noise levels and as a result, Tower 1 will be exposed to the same noise as Manna Gum.

Only the south-west corner bedroom is closer to the boundary than Manna Gum and hence only 8% of the building does not meet the Acceptable Solution (A1.2) setback requirements.

Further, from Figure 3.1, only the south-western corners of Tower 1 are predicted to experience levels in excess of the Guidelines' *Operational Upper Limit* criterion, and only the western half of the building is predicted to experience levels above the *Design Target*.

The speed limit and traffic volume of the road

The Brooker Highway is the major road route north from Hobart. It carries high traffic volumes, which are relatively consistent across the period 0600 - 1900 hours. During the night time, volumes drop significantly which consequently, results in a drop in noise levels.

Noise, vibration, light, and air emissions from the rail network or road

Noise emissions have been predicted from the highway, with a measurement on site confirming that the predictions are slightly over-estimating the levels, and thus conservative. Using the Guidelines / the Noise EPP to determine an acceptable internal noise level (35 dBA Leq_{16-hour}), a building facade performance of Rw50 is required for the western, southern and northern facades, to comply with the internal noise criterion. Note this also results in internal noise levels well below the recommended internal design levels under AS2107. As the predictions are on the high side and account for potential future road realignment and increases in traffic volumes, this construction specification is conservative.

Any recommendations from a suitably qualified person for mitigation of noise if for a habitable building for sensitive use

A typical concrete panel and double glazed construction is shown to meet the required level of performance, whilst a dry wall construction requires a staggered or double stud configuration.

Additionally, alternative outdoor living space is provided, as noted in section 1, and shown in the appendix. As shown in Figure 3.2, a substantial portion of this area is predicted to experience noise levels lower than the Guidelines' alternative outdoor living area criterion of 52 dBA L_{10-18-hour}.

Considering these comments, provided the western, southern and northern facade walls are constructed to achieve a sound isolation of minimum Rw 50, and the eastern wall Rw 45, it is concluded Tower 1 then satisfies the Performance Criteria under clause E5.6.1-P1 of the Scheme.

Should you have any queries, please do not hesitate to contact me directly.

Kind regards,

**Bill Butler****Jack Pitt**

CIVIL DRAWINGS
QUEENS WALK COMMUNITY HOUSING
1 QUEENS WALK

C001	COVER	H	18/08/2022
C002	ENGINEERING NOTES	H	18/08/2022
C101	LOCALITY PLAN	H	18/08/2022
C102	EXISTING SERVICES PLAN	H	18/08/2022
C103	OVERALL SITE PLAN	H	18/08/2022
C104	DETAIL SITE PLAN - SHEET ONE	H	18/08/2022
C105	DETAIL SITE PLAN - SHEET TWO	H	18/08/2022
C106	DETAIL SITE PLAN - SHEET THREE	H	18/08/2022
C107	DETAIL SITE PLAN - SHEET FOUR	H	18/08/2022
C108	DETAIL SITE PLAN - SHEET FIVE	H	18/08/2022
C109	DETAIL SITE PLAN - SHEET SIX	H	18/08/2022
C110	SIGHT LINE PLAN - SHEET ONE	H	18/08/2022
C111	SIGHT LINE PLAN - SHEET TWO	H	18/08/2022
C112	SIGHT LINE PLAN - SHEET THREE	H	18/08/2022
C113	TURN PATH PLAN - SHEET ONE	H	18/08/2022
C114	TURN PATH PLAN - SHEET TWO	H	18/08/2022
C301	SECTIONS - SHEET 1	H	18/08/2022
C302	SECTIONS - SHEET 2	H	18/08/2022
C303	SECTIONS - SHEET 3	H	18/08/2022
C304	SECTIONS - SHEET 4	H	18/08/2022
C401	CONSTRUCTION DETAILS	H	18/08/2022
C501	INTERSECTION LAYOUT PLAN	H	18/08/2022

		 ALDANMARK CONSULTING ENGINEERS		PROJECT: QUEENS WALK COMMUNITY HOUSING Lower Ground 199 Macquarie Street Hobart TAS 7000 (03) 5244 8699 mail@aldanmark.com.au www.aldanmark.com.au		ADDRESS: 1 QUEENS WALK NEW TOWN TAS		SHEET: COVER	
		18/04/2022 VERIFIED: -		CLIENT: HOUSING CHOICES TASMANIA LIMITED		SCALE: AS INDICATED		TOTAL SHEETS: 22	
IN DEVELOPMENT APPROVAL		DATE		APPROVAL		PROJECT No: 21 E 54 - 3		SHEET: C001	
REV		ISSUE		DATE		APPROVAL		REV H	

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL, MECHANICAL AND STRUCTURAL CONDITIONS AND SPECIFICATIONS. STANDARD REQUIREMENTS ARE GIVEN IN THE MOST CURRENT EDITION.
2. THESE DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED FOR CONSTRUCTION AND AUTHORIZED FOR ISSUE ACCORDINGLY.
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH STANDARD DRAWINGS AND SPECIFICATIONS, ARCHITECTURAL STANDARDS, DESIGN STANDARDS CODE OF AUSTRALIA & NATIONAL CODE OF AUSTRALIA AND TO THE SATISFACTION OF THE ENGINEER.
4. PRELIMINARY STANDARDS, DRAWINGS TO BE READ IN CONJUNCTION WITH GENERAL EXPLANATION SHEETS TO BE SUPPLIED.
5. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DESIGNER'S REQUIREMENTS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF WORKS.
7. CONTRACTOR TO OBTAIN APPROVALS BEFORE COMMENCING AND COORDINATE WORK WITH ALL RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT.
8. A STATE OF WORKS NOTIFICATION TO BE OBTAINED FROM COUNCIL PRIOR TO ANY WORK COMMENCING.
9. DESIGN DATA AND DRAWINGS PROVIDED BY ENGINEER AND DESIGNER TO BE USED.
10. PLANS SHALL BE TO BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK COMMENCING.

WORKPLACE HEALTH & SAFETY NOTES:

- BEFORE THE CONTRACTOR COMMENCES WORK THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC PROJECT RISK ASSESSMENT ANALYSIS. JOB SAFETY ANALYSIS (JSA) WHICH SHALL BE IN DOCUMENTED FORM.
- THE TYPE OF WORK.
 - WORKING AND RISK TO HEALTH AND SAFETY.
 - THE CONTROLS TO BE APPLIED IN ORDER TO ELIMINATE OR MINIMIZE THE RISK POSSED BY THE IDENTIFIED HAZARDS.
 - THE MEASURES IN WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED.

THESE ARE TO BE SUBMITTED TO THE SUPERINTENDENT AND/OR OTHER RELEVANT WORKPLACE SAFETY OFFICERS.

- FOR THIS PROJECT POSSIBLE HAZARDS INCLUDE BUT ARE NOT LIMITED TO:
- EXCAVATION OF ANY TYPE & DEPTHS
 - COMPACTED SOILS
 - CONSTRUCTION OF ANY TYPE WITH HIGH WATER TABLE
 - FILLING, LIFTING AND MOVING OF MATERIALS
 - UNSTABILIZED EARTHWORKS (SLOPES, ETC.)
 - EXCAVATED AREAS
 - OVERHEAD POWER LINES
 - UNSTABILIZED EARTHWORKS, WATER AND SEWER PIPES
 - TELECOMMUNICATION CABLES, BOTH UNDERGROUND & OVERHEAD
 - ELECTRICAL CABLES, BOTH UNDERGROUND & OVERHEAD
 - WORKERS WITH ALLERGIES TO COMMON MATERIALS
 - TRAFFIC MANAGEMENT

EARTHWORKS & DRIVEWAY NOTES:

1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS/NZS 4806:2002 (EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENT).
2. ALL EARTHWORKS AND SPECIAL SHALL BE IN ACCORDANCE WITH THE AREA OF PROPOSED WORKS.
3. NEW OR MODIFIED DRIVEWAY CONSTRUCTION SHALL BE IN ACCORDANCE WITH AS/NZS 4806:2002 (EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENT) AND MUST BE INSPECTED AND APPROVED BY COUNCIL.
4. EXCAVATED AND MODIFIED MATERIALS SHALL BE IN ACCORDANCE WITH THE ENGINEER'S REQUIREMENTS PRIOR TO INSTALLATION.
5. FILL MATERIALS SHALL BE WELL GRAINED AND FREE OF ROCKS OR OTHERS OF EXCESSIVE SIZE IN EXCESS OF 100mm UNLESS APPROVED BY THE ENGINEER.
6. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN SUBGRADE SHALL BE INSPECTED AND APPROVED BY THE ENGINEER.
7. TOP SOIL AND ORGANIC MATTER SHALL BE STORED TO A MAXIMUM OF 100mm.
8. THE SOIL GRADE SHALL BE IN ACCORDANCE WITH THE AREA OF PROPOSED WORKS.
9. FILL IN SUBGRADE SHALL BE FREE FROM ANY DEBRIS.
10. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
11. EACH LAYER SHALL BE COMPACTED TO THE REQUIRED DENSITY.
12. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
13. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
14. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
15. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
16. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
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18. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
19. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.
20. THE FILL SHALL BE COMPACTED TO THE REQUIRED DENSITY.

SOIL TYPE (* REFER CL 4.2.4)	EMBANKMENT SLOPES H.L.	
	COMPACTED FILL	CUT
STABLE ROCK (S)	2:1	1:1
STABLE SAND (S)	1:2	1:2
STABLE SILT (S)	1:2	1:2
CLAY	1:2	1:1
	1:2	1:1
SOFT SILT (S)	NOT STABLE	NOT STABLE

NOTE: WHERE SITE CONDITIONS ARE UNSTABLE FOR A BATTERED BANK CONSULT THE ENGINEER FOR A SUITABLE RETAINING WALL DESIGN. CONSIDERATIONS THAT ARE TO BE LEFT EXPOSED MUST BE STABILIZED BY VEGETATION OR SIMILAR WORKS TO PREVENT SOIL EROSION.

DRAINAGE AND SERVICES NOTES:

1. ALL SERVICES ASSOCIATED WITH PUBLIC UTILITY INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH PRELIMINARY DESIGN STANDARDS AND SPECIFICATIONS AND TO THE SATISFACTION OF COUNCIL.
2. ALL SERVICES ASSOCIATED WITH PUBLIC UTILITY INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH THE DESIGNER'S REQUIREMENTS AND TO THE SATISFACTION OF THE ENGINEER.
3. ALL SERVICES ASSOCIATED WITH PUBLIC UTILITY INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH THE DESIGNER'S REQUIREMENTS AND TO THE SATISFACTION OF THE ENGINEER.
4. PRELIMINARY STANDARDS, DRAWINGS TO BE READ IN CONJUNCTION WITH GENERAL EXPLANATION SHEETS TO BE SUPPLIED.
5. ALL SERVICES ASSOCIATED WITH PUBLIC UTILITY INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH THE DESIGNER'S REQUIREMENTS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF WORKS.
7. CONTRACTOR TO OBTAIN APPROVALS BEFORE COMMENCING AND COORDINATE WORK WITH ALL RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT.
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DEPTH TO CENTER OF OUTLET	MINIMUM MINIMUM DRAINAGE DEPTH	
	WIDTH	LENGTH
400	400	400
450	450	450
500	500	500
550	550	550
600	600	600

REV	DESCRIPTION	DATE	APPROVAL	DATE	APPROVAL
1	DEVELOPMENT APPROVAL	18/06/2022	VERIFIED	-	-
2	ISSUE	24/10/2022	APPROVED	-	-



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199 Macquarie Street
Hobart TAS 7000
03 6234 8666
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www.aldanmark.com.au

PROJECT: QUEENS WALK COMMUNITY HOUSING

ADDRESS: 1 QUEENS WALK
NEW TOWN
TAS

CLIENT: HOUSING CHOICES TASMANIA LIMITED

SHEET: ENGINEERING NOTES

SCALE: AS INDICATED

PROJECT No: 21 E 54 - 3

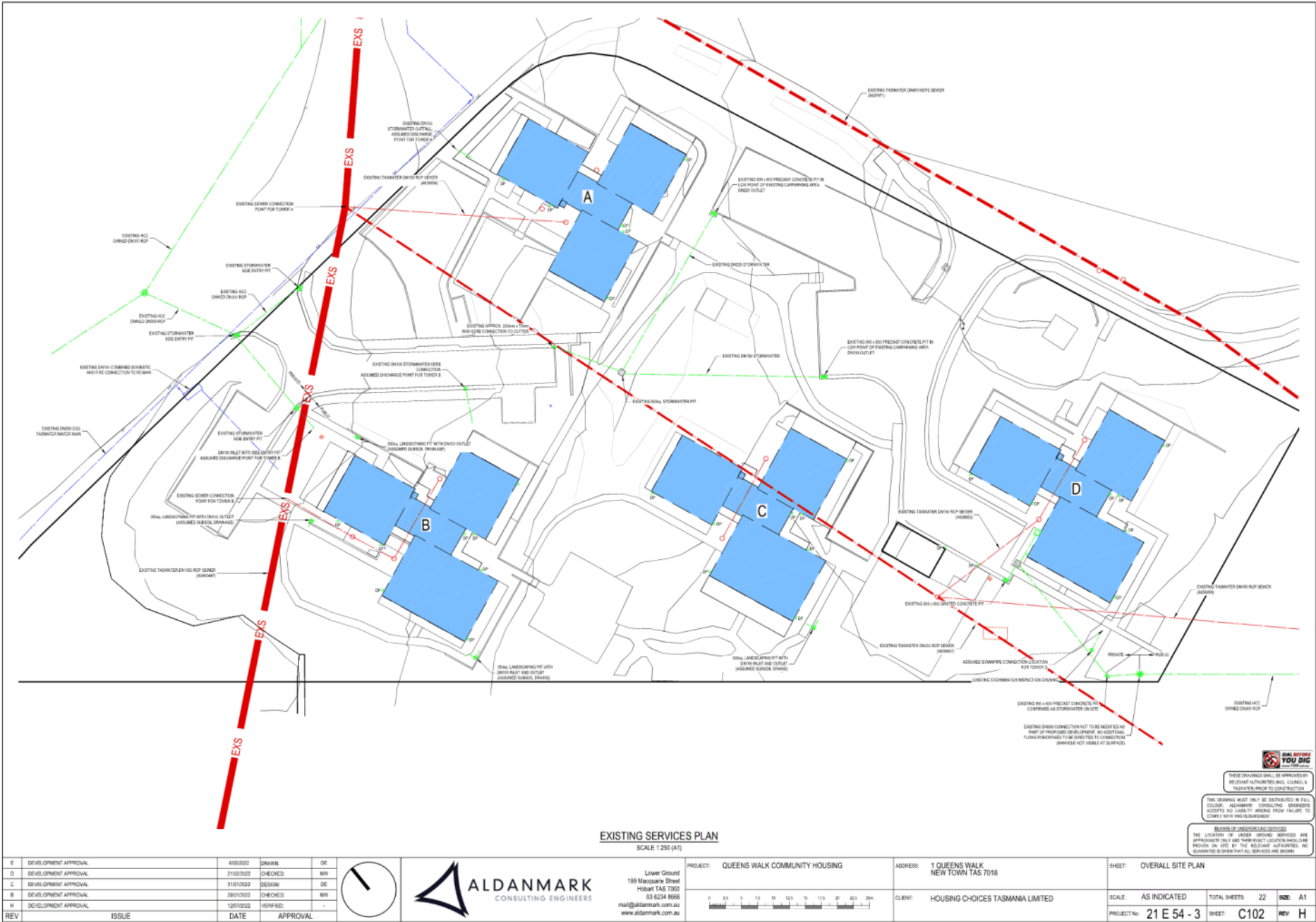
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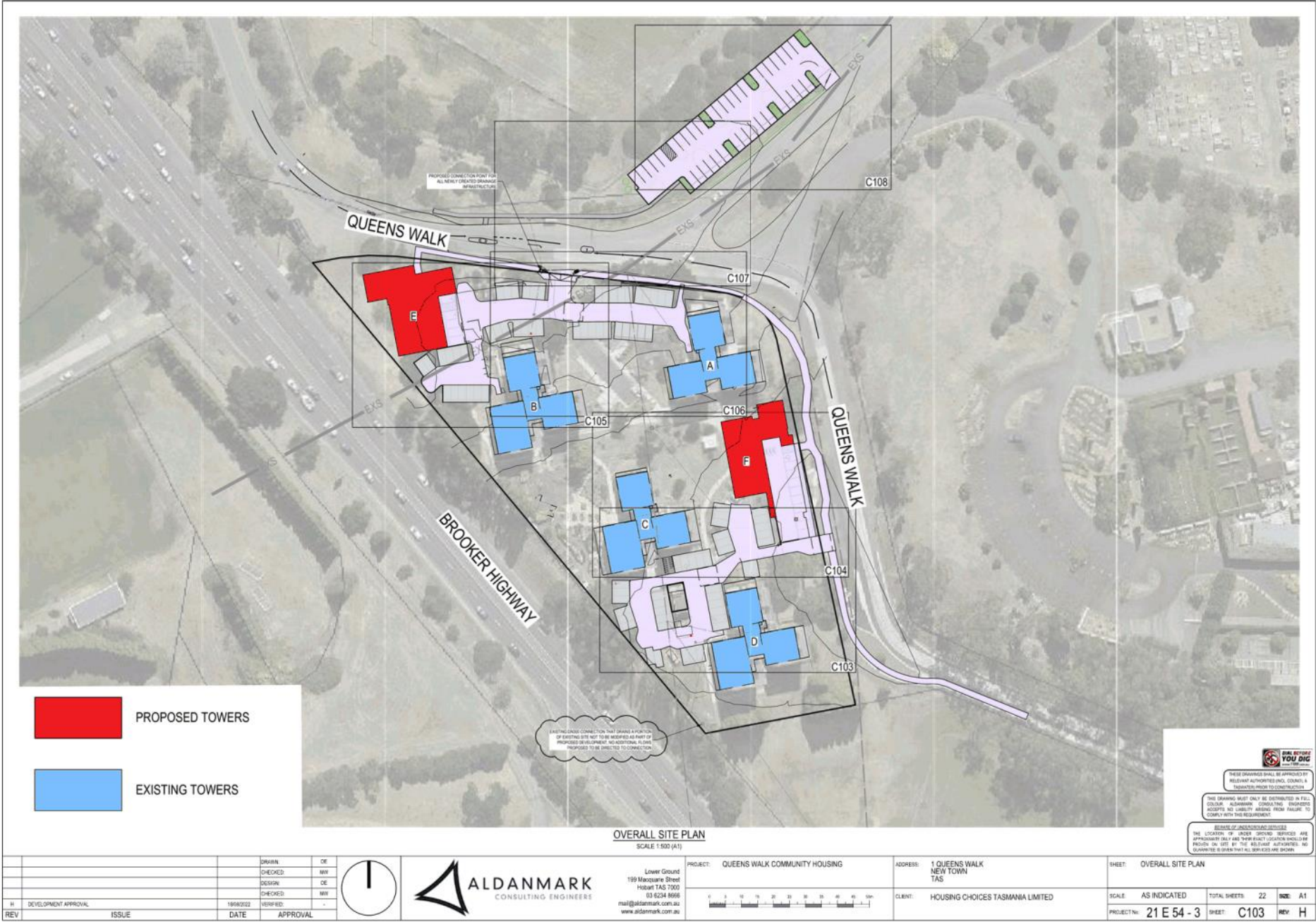
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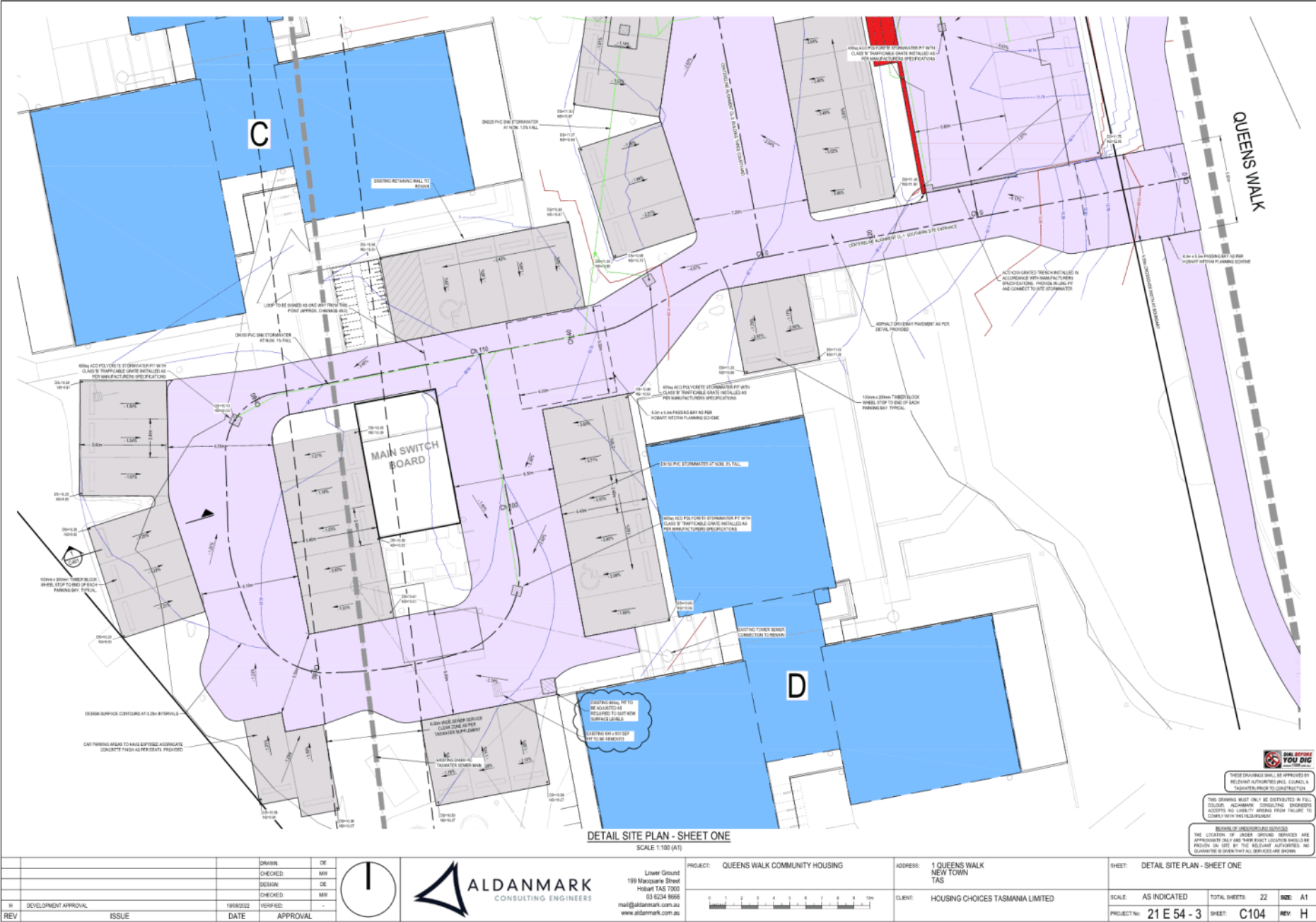
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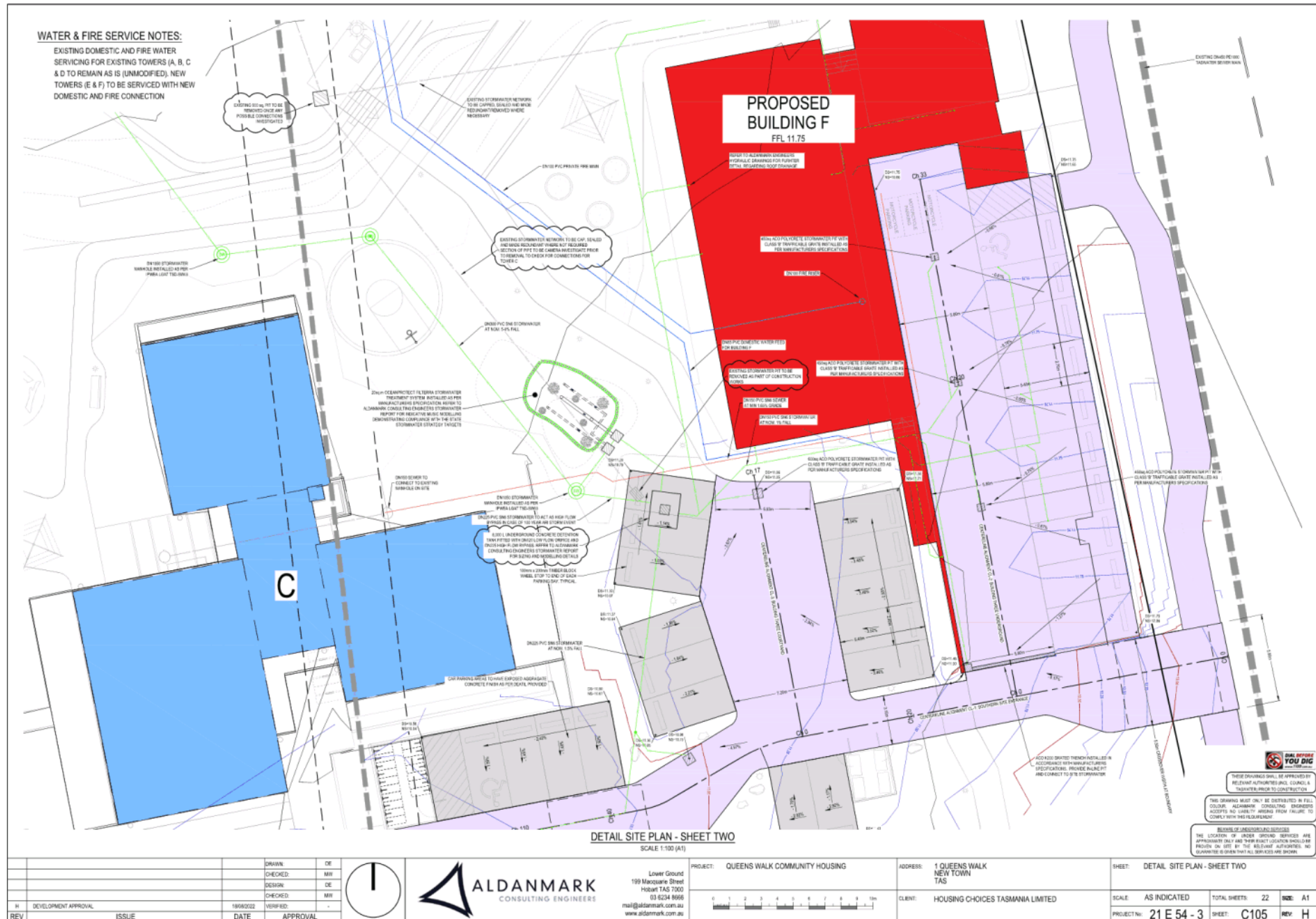
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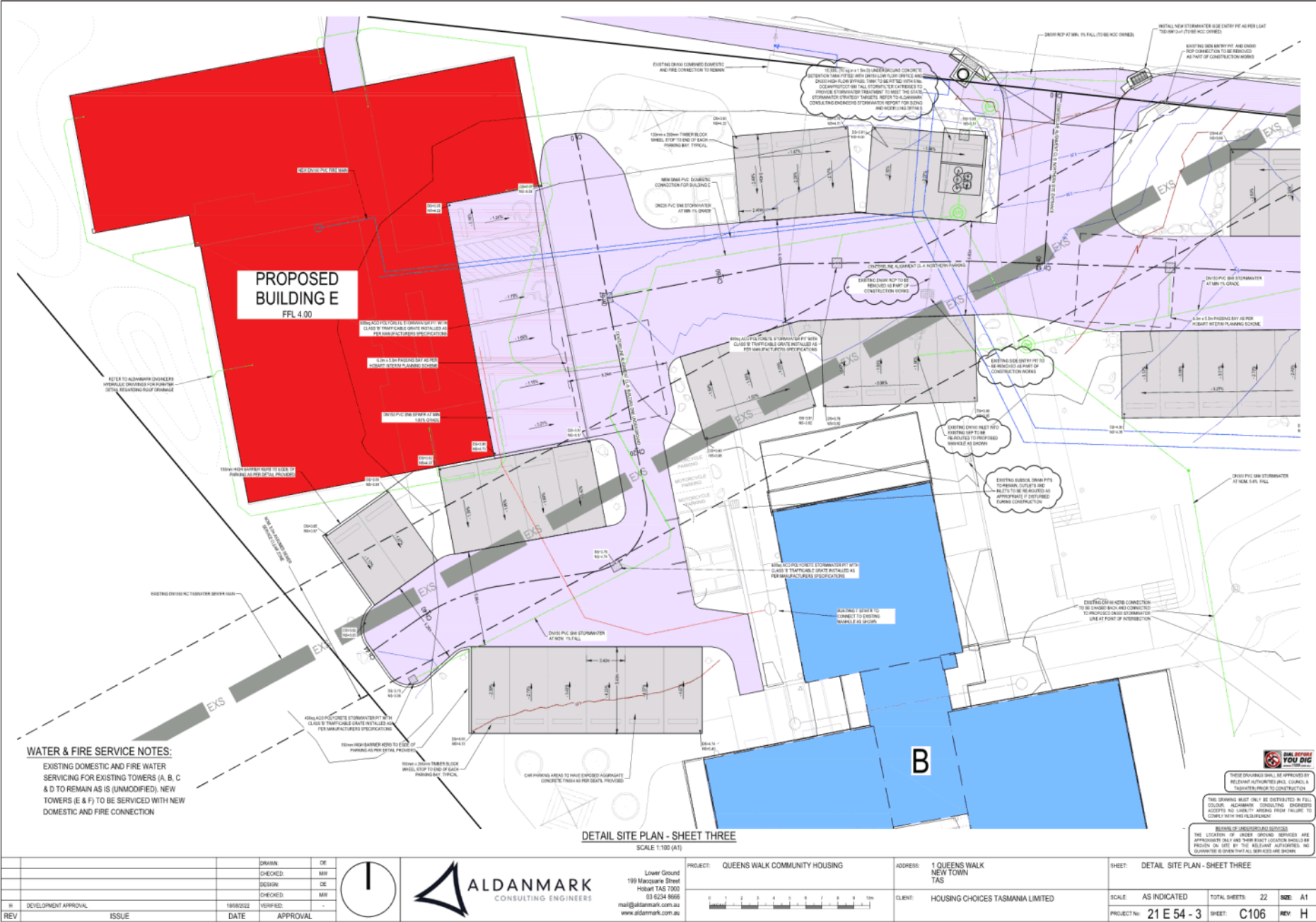


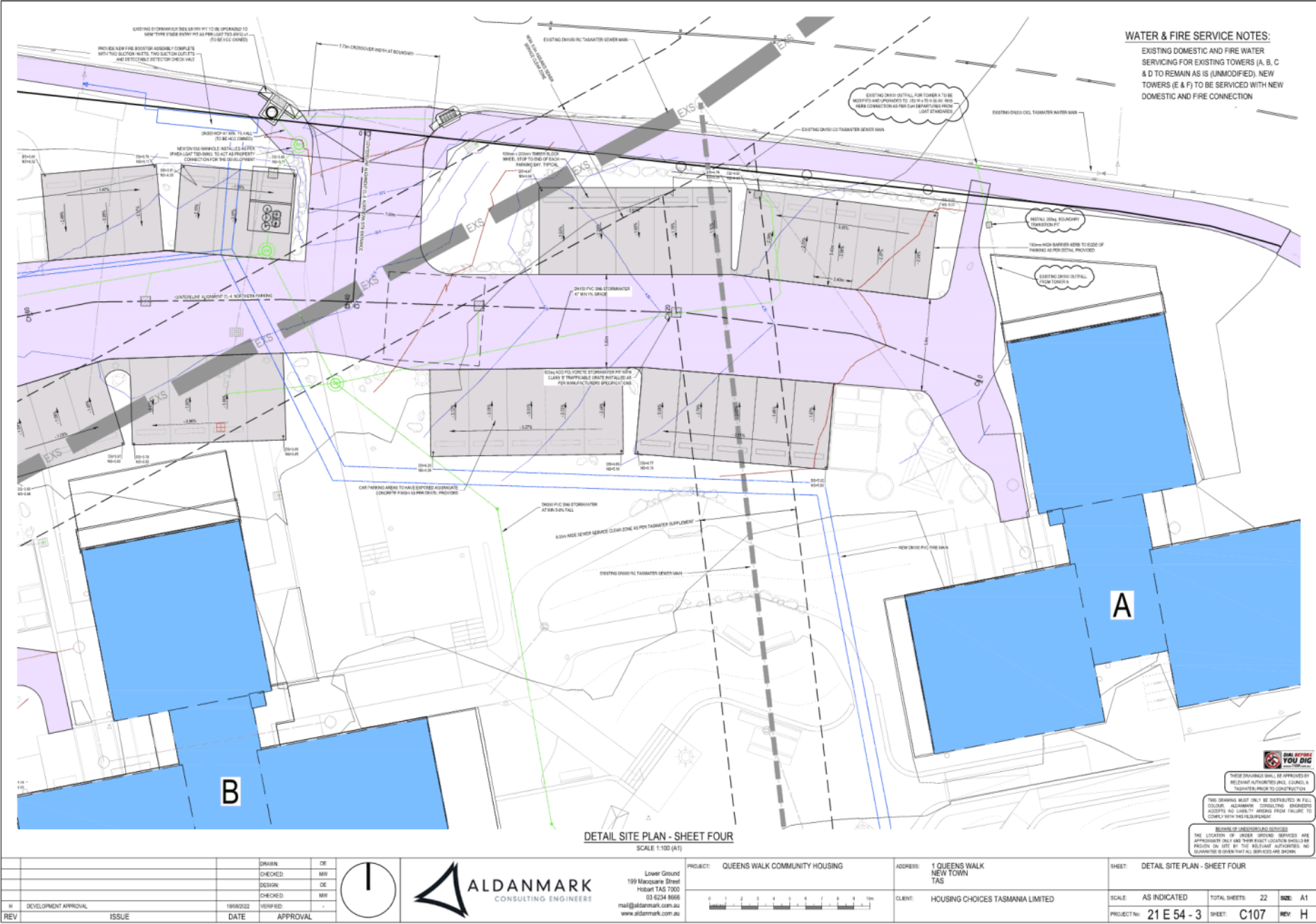




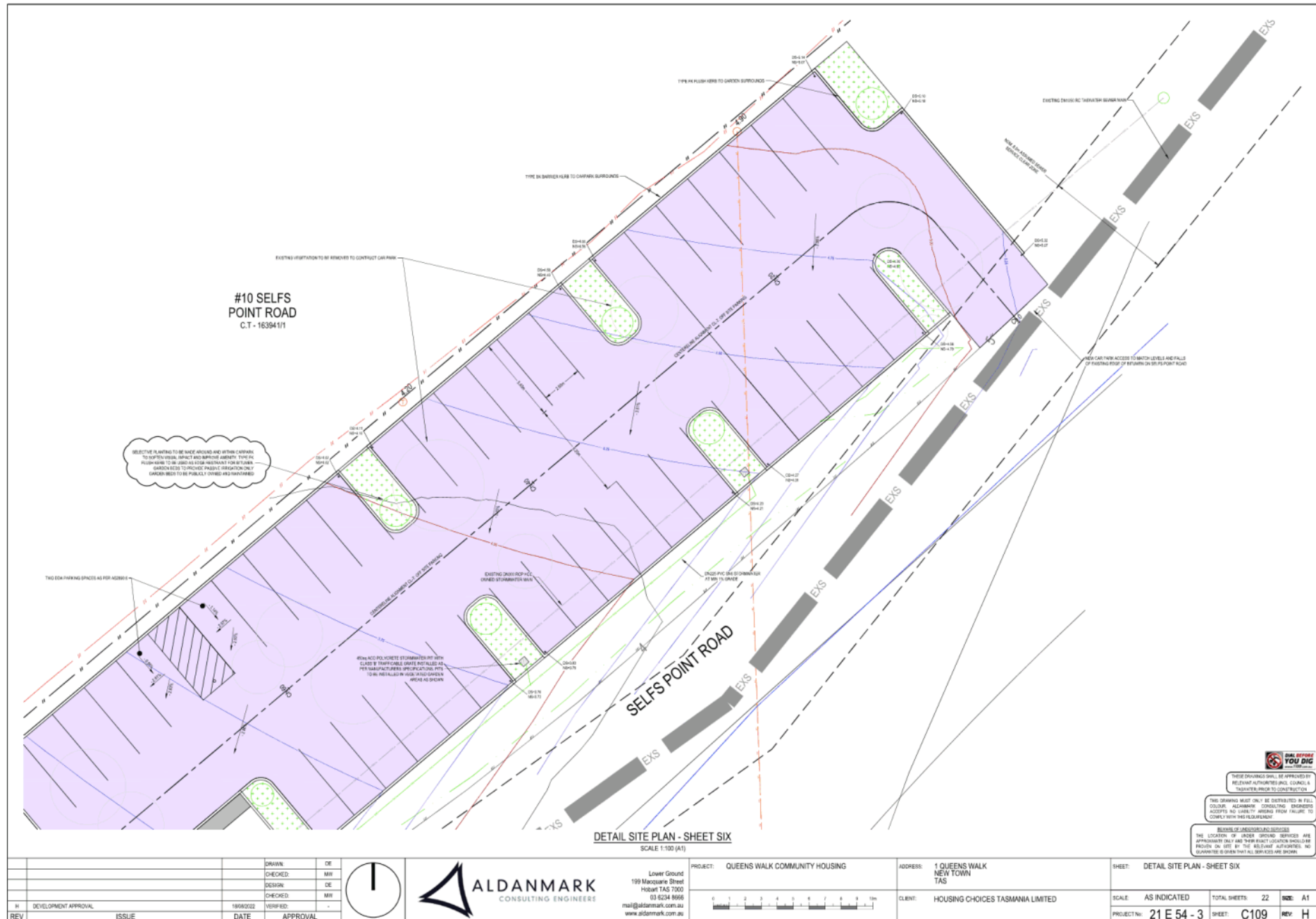


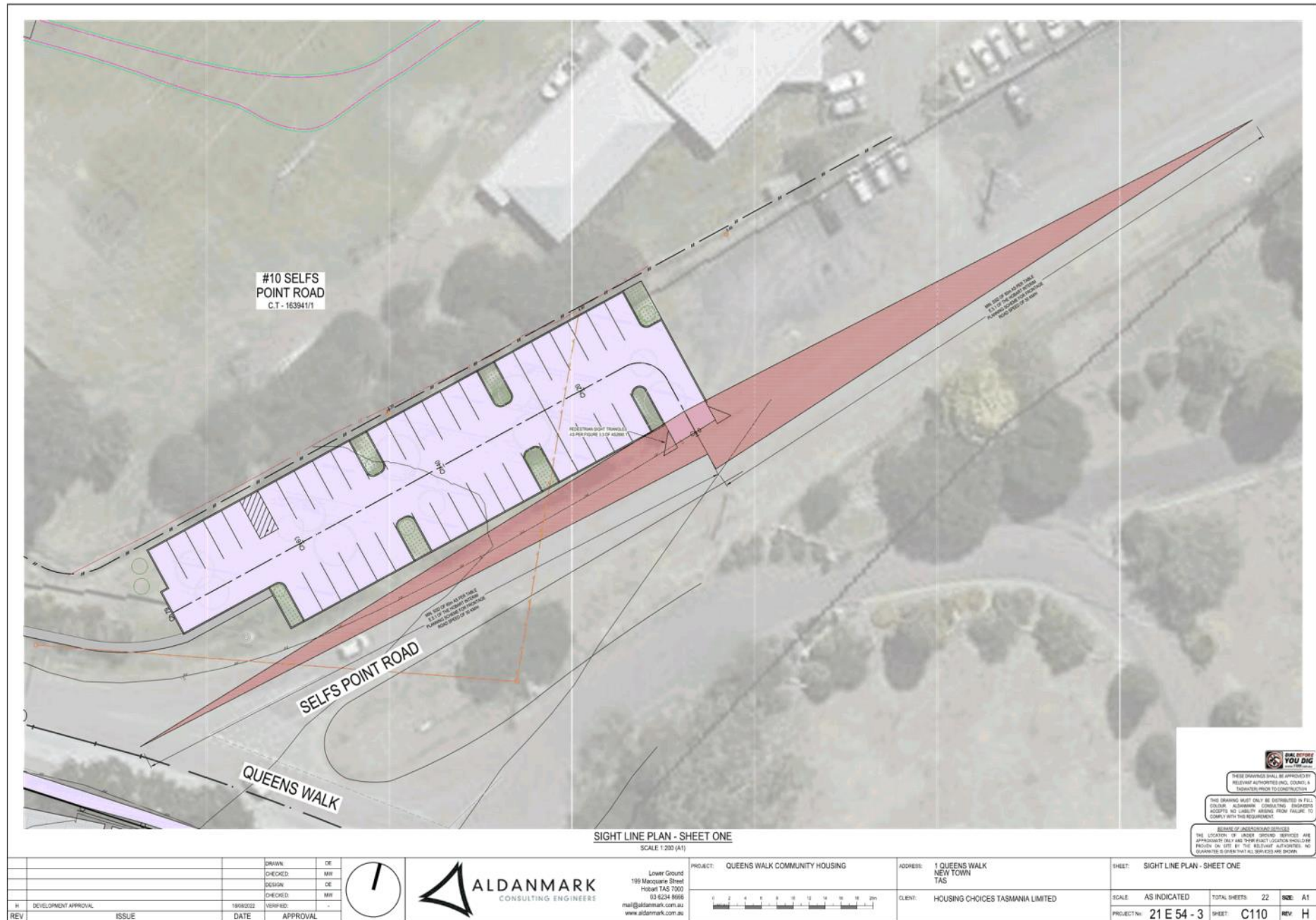


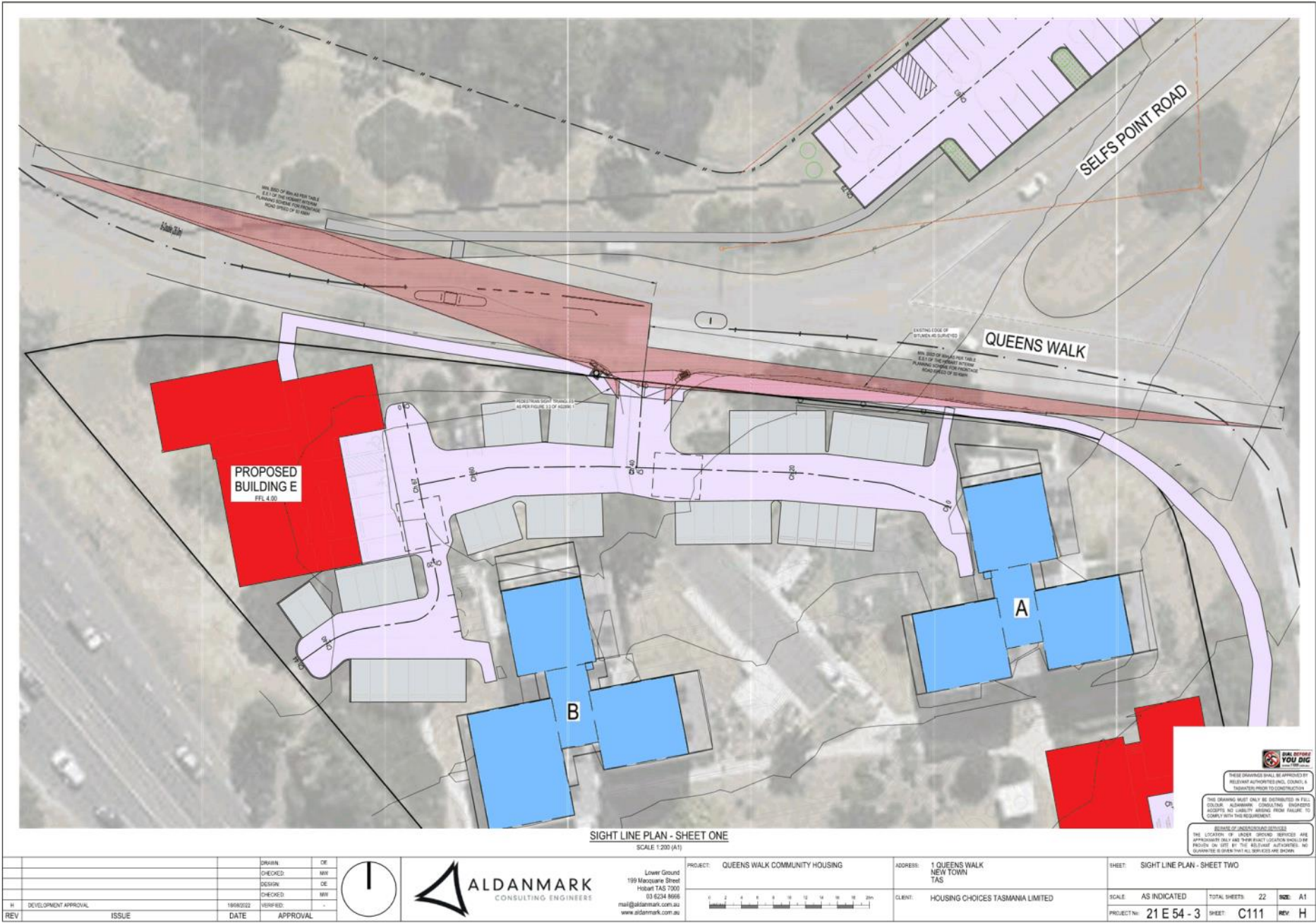


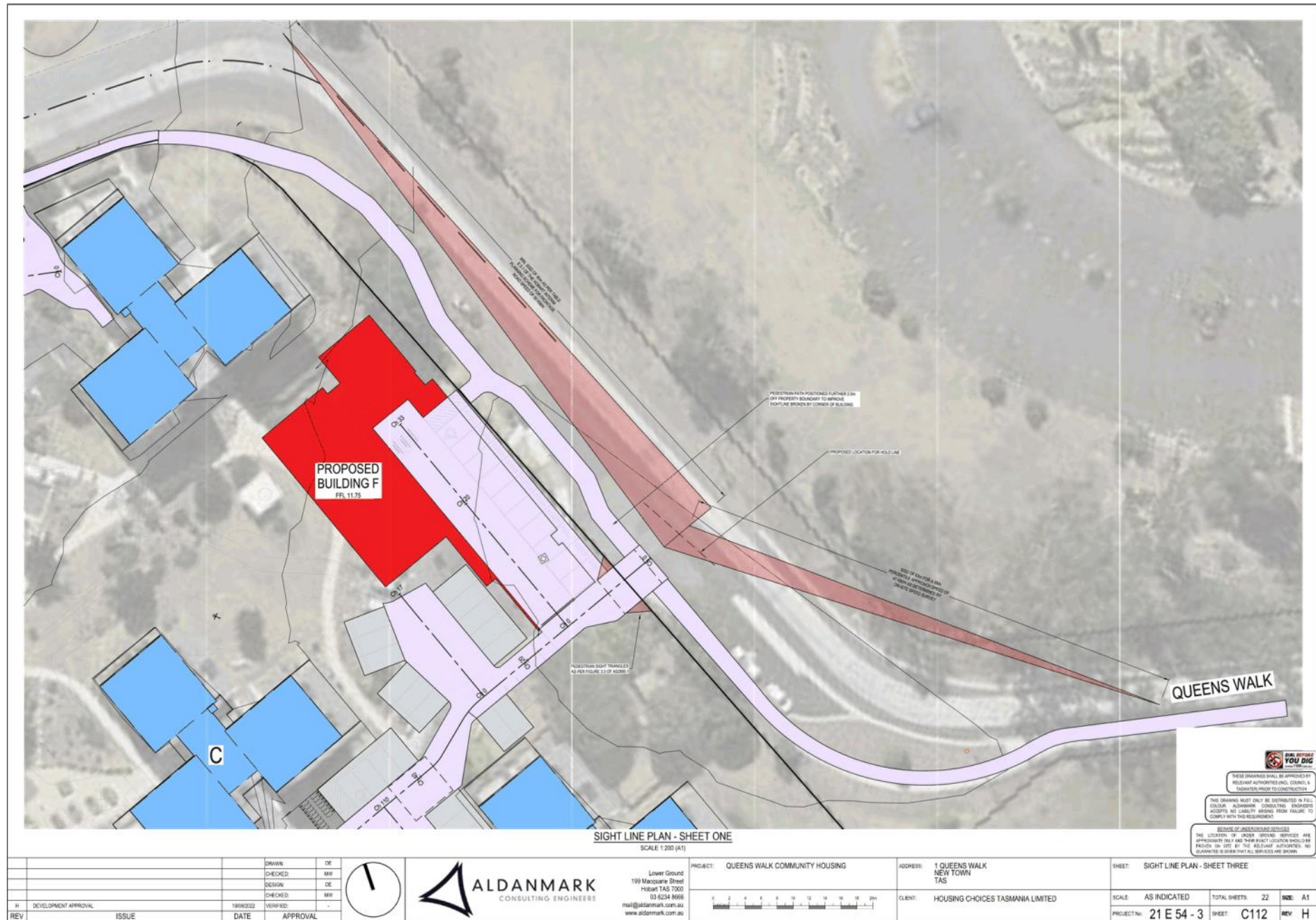


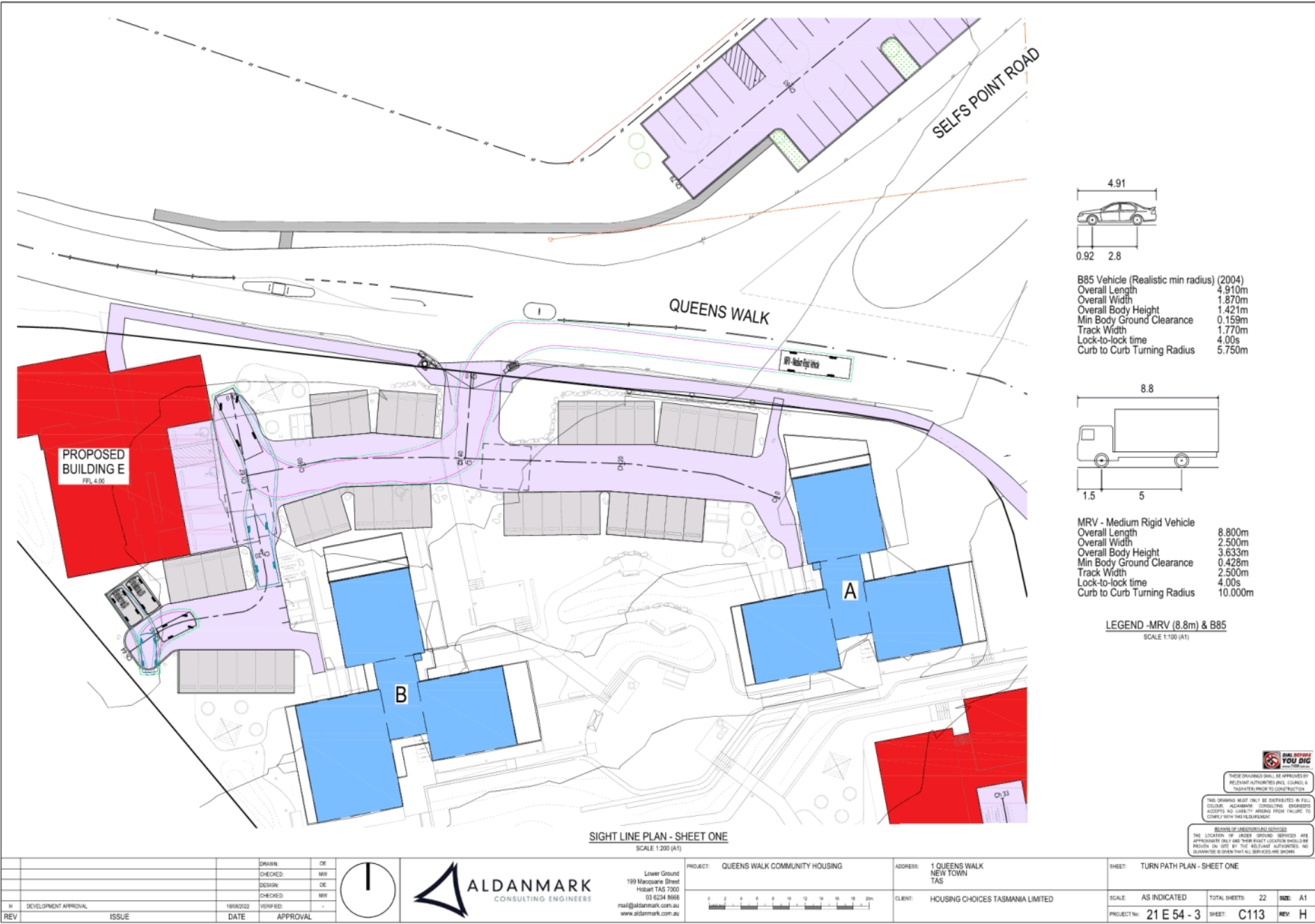


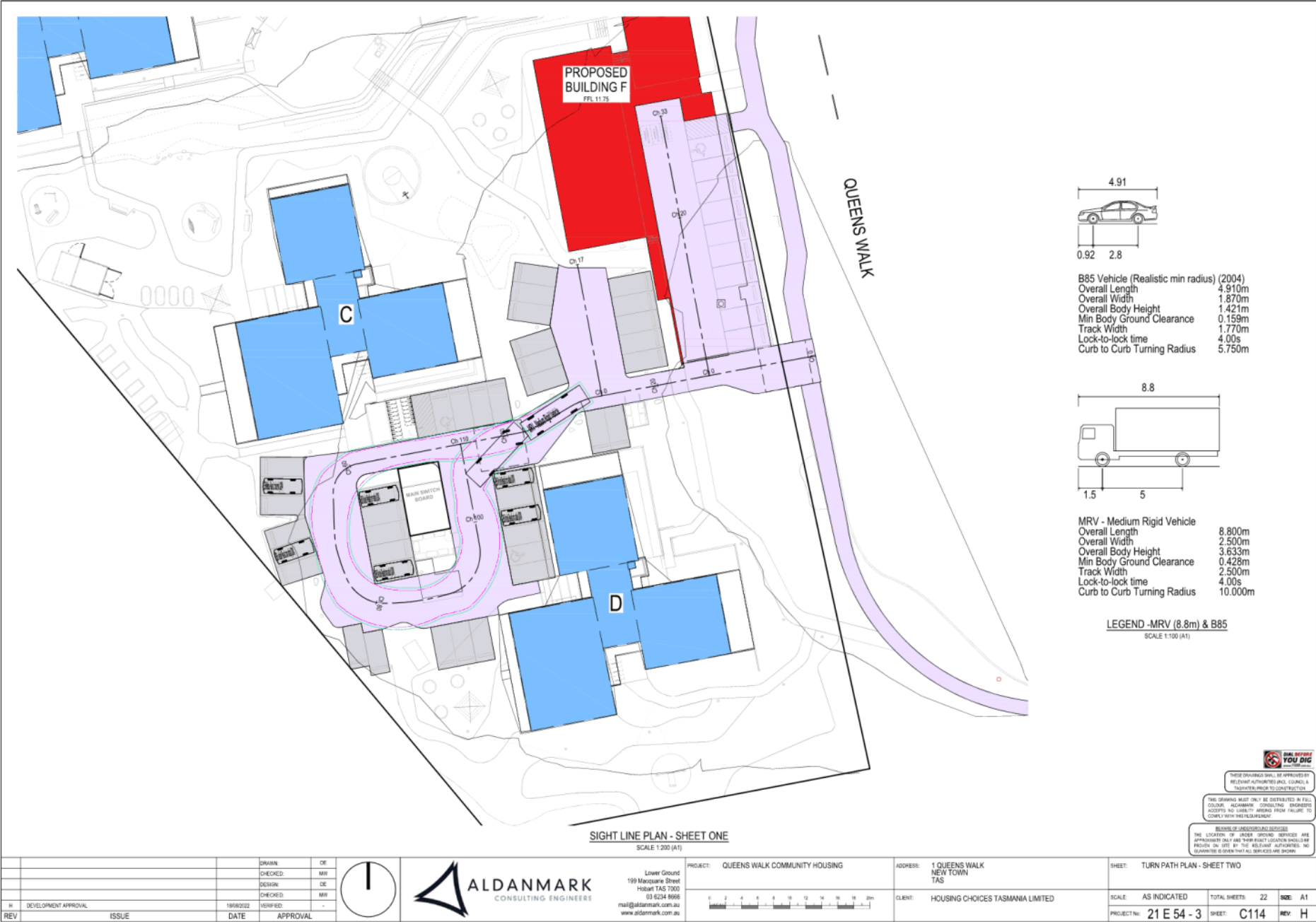


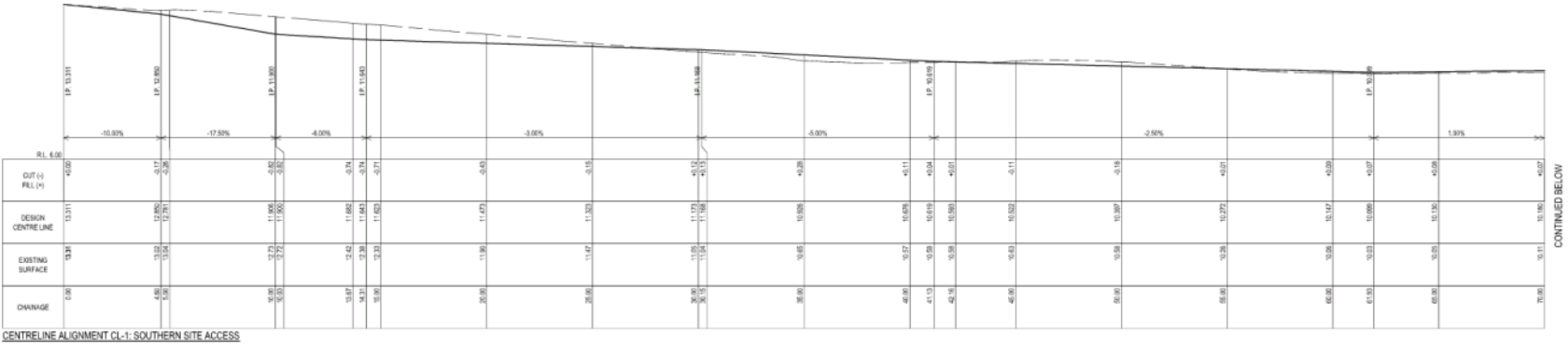




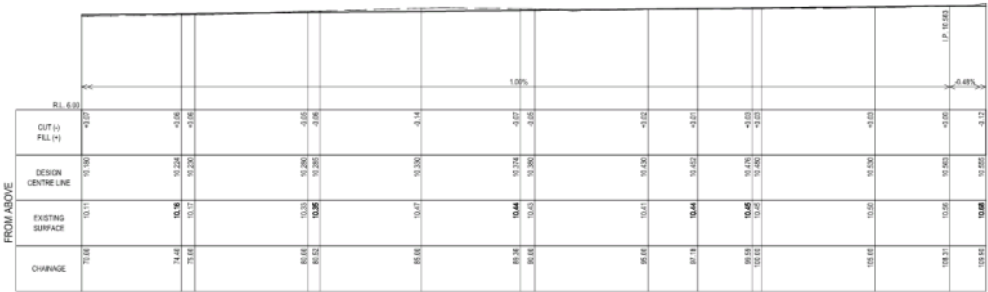








CENTRELINE ALIGNMENT CL-1: SOUTHERN SITE ACCESS



CENTRELINE ALIGNMENT CL-1: SOUTHERN SITE ACCESS

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SCALE 1:100 (A1) VERT

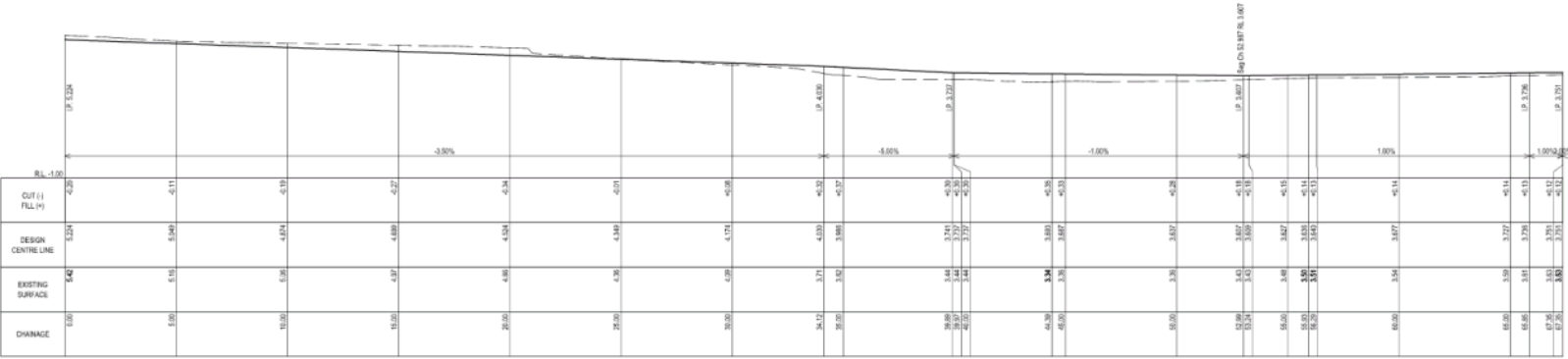
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REMARKS OF LANDSCAPE ARCHITECTS
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APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE
PROVEN BY THE RELEVANT AUTHORITY. NO
GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

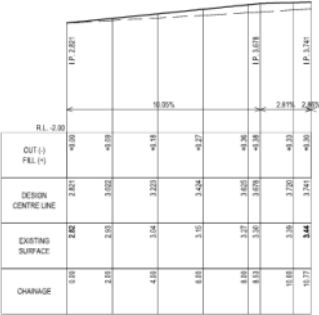
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		CHECKED: MN					SCALE: AS INDICATED	TOTAL SHEETS: 22	REV: A1	
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H	DEVELOPMENT APPROVAL	18/06/2022	VERIFIED: -							
REV	ISSUE	DATE	APPROVAL							





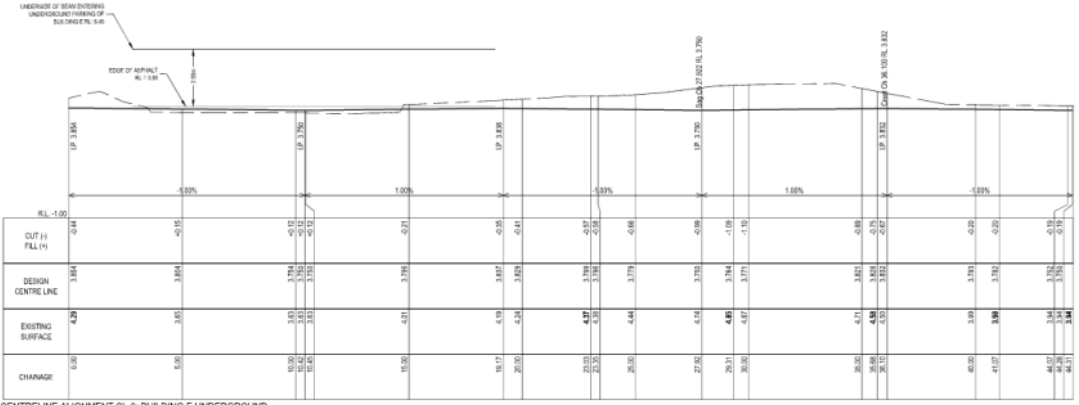
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LONG SECTION 04 - CL4
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SCALE 1:100 (A1) VERT



CENTRELINE ALIGNMENT CL-5: NORTHERN SITE ENTRANCE

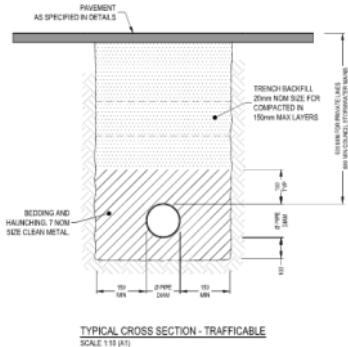
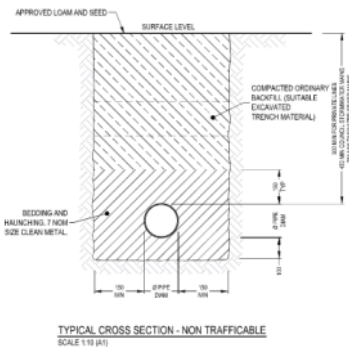
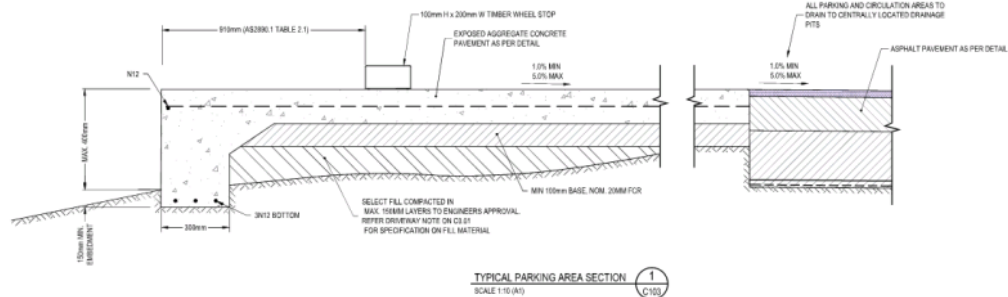
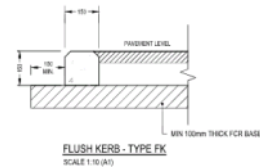
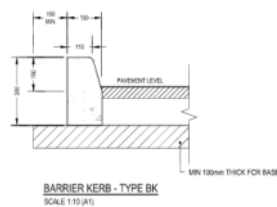
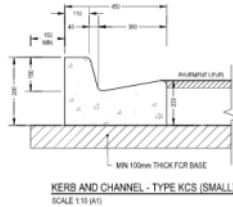
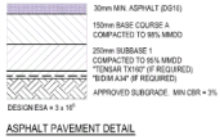
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SCALE 1:100 (A1) VERT



CENTRELINE ALIGNMENT CL-6: BUILDING E UNDERGROUND

LONG SECTION 06 - CL6
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT

		DRAWN: DE			ALDANMARK CONSULTING ENGINEERS	Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 8666 mail@aldanmark.com.au www.aldanmark.com.au	PROJECT: QUEENS WALK COMMUNITY HOUSING	ADDRESS: 1 QUEENS WALK NEW TOWN TAS	SHEET: SECTIONS - SHEET 3			
		CHECKED: MH						CLIENT: HOUSING CHOICES TASMANIA LIMITED	SCALE: AS INDICATED	TOTAL SHEETS: 22	SIZE: A1	
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		CHECKED: MH										
H DEVELOPMENT APPROVAL		18/06/2022	VERIFIED: -									
REV	ISSUE	DATE	APPROVAL									
										PROJECT NO: 21 E 54 - 3	SHEET: C303	REV: H



CONSTRUCTION DETAILS
SCALE AS INDICATED

REV	DESCRIPTION	DATE	APPROVAL
1	DEVELOPMENT APPROVAL	19/06/2022	MIN
2	ISSUE		MIN



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PROJECT:	QUEENS WALK COMMUNITY HOUSING
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CLIENT:	HOUSING CHOICES TASMANIA LIMITED

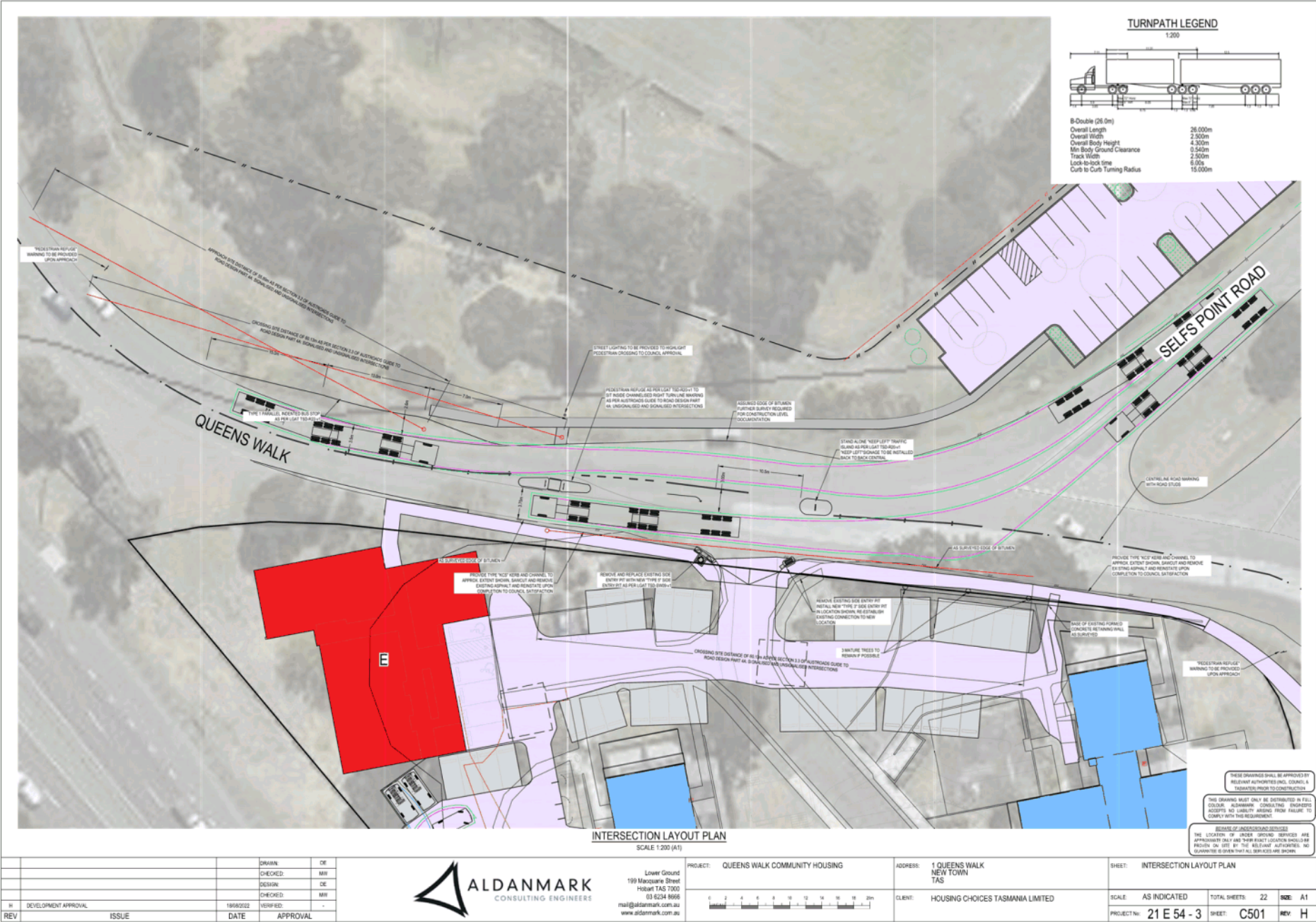
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SCALE:	AS INDICATED
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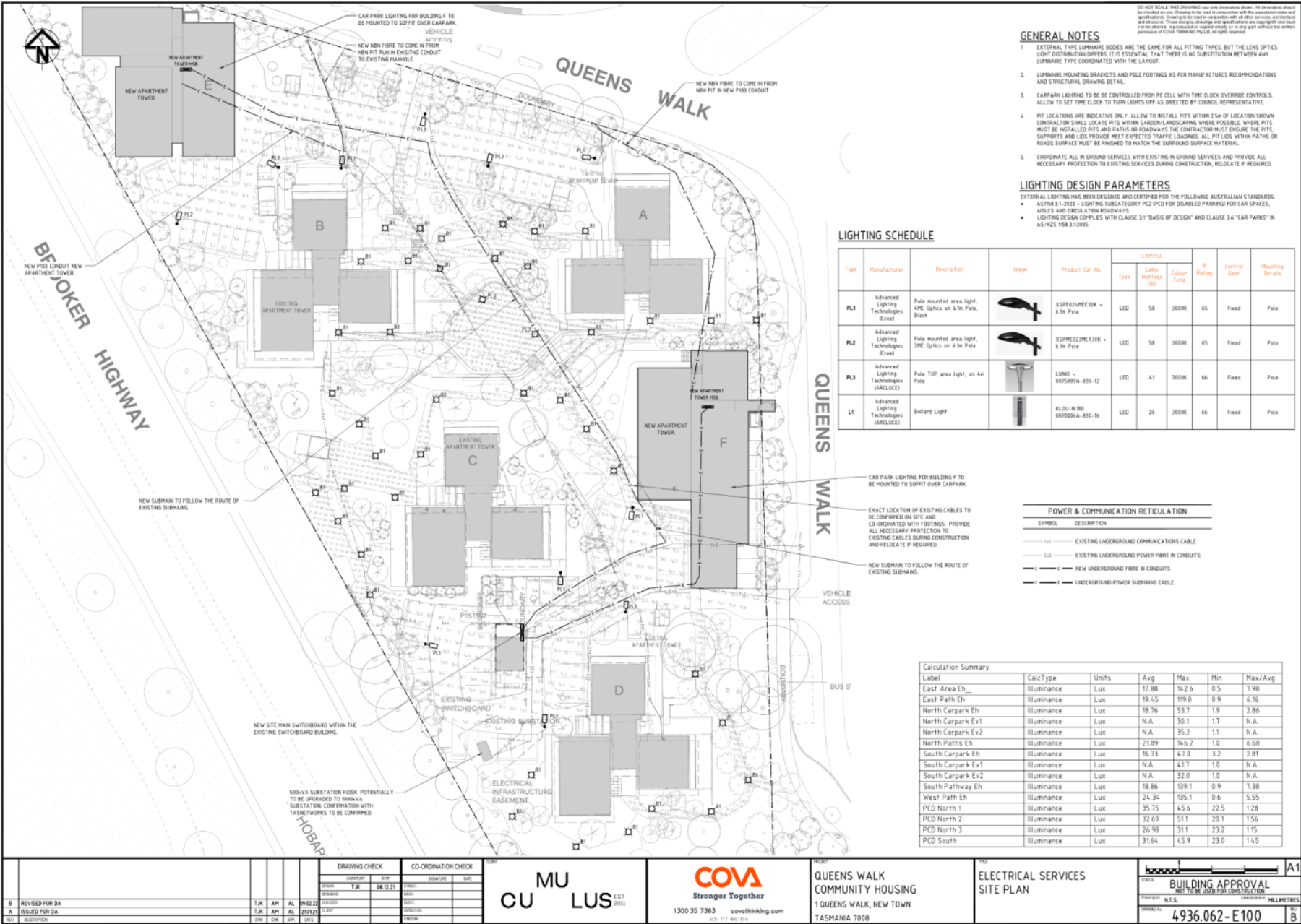
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REV:	H

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PURCELL

QUEENS WALK COMMUNITY HOUSING

I QUEENS WALK, NEW TOWN

HERITAGE IMPACT ASSESSMENT

FEBRUARY 2022

**Author****PURCELL**

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Date	Revision	By	Checked
20/01/2022	Draft for Client Comment	LM	LBS
07/02/2022	Final for DA	LM	LBS

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ABN: 23 609 207 301

Nominated Architect (Tas):
 Lucy Burke-Smith
 ARN Tas 898 CC6606

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HERITAGE IMPACT ASSESSMENT

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ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Custodians of Country throughout Australia and pay our respects to Elders past, present and emerging. Purcell acknowledges the Muwinina people, who are the original and current inhabitants, the traditional owners and custodians of the land.

INTRODUCTION

BACKGROUND

Housing Choices Tasmania commissioned Purcell to prepare this Heritage Impact Assessment (HIA) to accompany a Development Application for the proposed development (Proposal) at Queens Walk Community Housing, 1 Queens Walk, New Town (Site).

The Site, formerly known as 'Stainforth Court', is not registered on the Tasmanian Heritage Register (THR).¹ Stainforth Court is included in Table E13.1 of the *Hobart Interim Planning Scheme 2015* (HIPS 2015, Ref No. 2670).² It is not within a Heritage Precinct.³

The following documentation details the Proposal assessed in this HIA (see Appendix A for details):

- Cumulus Studio, Queens Walk Community Housing Drawing Pack, Rev 01, dated 02/02/2022;
- Cumulus Studio, Queens Walk Community Housing Design Report, dated 02/02/2022;
- Realm Studio, Queens Walk Apartments Landscape Planning Application Report, Rev B, dated 01/02/2022
- Realm Studio, Landscape DA Plans, Rev B, dated 01/02/2022.

Lucy Burke-Smith, (Associate Partner) and Linda Mott, (Heritage Consultant) of Purcell prepared this report. Lucy Burke-Smith visited the Site on 10 September 2021 and completed a physical inspection of the Site, streetscape, and context. Unless otherwise cited, all images were taken at this visit.

LIMITATIONS

This HIA is limited to an assessment of the potential statutory built heritage impacts of the Proposal to the setting, context, and significant fabric of the registered built features on the Site. It is based on the current statutory heritage and development controls, and non-statutory guidelines, applicable to the heritage listed place located at 1 Queens Walk, New Town. Desk-based research, and client-provided information to date, form the basis of this report, no new archival research was undertaken. It does not consider the proposed works' responsiveness to the wider provisions of the *Hobart Interim Planning Scheme, 2015*, beyond that of built heritage.

All references to heritage, or heritage impacts, are to registered, built heritage only. This report does not consider other potential heritage impacts of the Proposal, including, without limitation, to landscape, vegetation, sub-surface, archaeological or indigenous heritage.

TERMINOLOGY

The conservation terminology used in this report is of a specific nature and is defined within The Burra Charter: 'The Australia ICOMOS Charter for Places of Cultural Significance', 2013, (the Burra Charter).

REFERENCES

This HIA references the following documents:

1. Historic Heritage Code of the *Hobart Interim Planning Scheme, 2015* (HIPS 2015)
2. Good Design + Heritage, Office of the Victorian Government Architect, 2017.
3. NSW Heritage Office & RAIA, Design in Context - Guidelines for Infill Development in the Historic Environment, NSW Heritage Office & RAIA, 2005.

¹ Heritage Tasmania, 'Search the Tasmanian Heritage Register', [website], as at January 2021, accessed 10/12/2021.

² *Hobart Interim Planning Scheme 2015* (HIPS 2015), updated 16 September 2020, Part E13.0, Table E13.1.

³ HIPS 2015, Part E13.0, Table E13.2.

UNDERSTANDING THE SITE

LOCATION

The Site, Queens Walk Community Housing (formerly known as Stainforth Court) is located at 1 Queens Walk, New Town (Lot 1 on Plan 152325, prior Certificate of Title 142849/1), on the northern edge of Hobart. There is an easement for a substation and access strip between Buildings C and D (see Figure 1).

The Site is bounded by the Brooker Highway to the west and Queens Walk to the north and east. Ruby Park and the New Town Rivulet are to the North of the Site and Millington Cemeteries are to the east. The Cornelian Bay Oval is to the south, between the Site and Cornelian Bay. The Friends Oval and Tasmanian Hockey Club to the west across the Brooker Highway.



Figure 1 - Aerial view, the approximate Site outlined in yellow dashes, the approximate substation and access easements shaded red and the approximate location of the mains sewer line shaded blue. (Source: [ListMap](#), modified by Purcell)

DESCRIPTION

Stainforth Court was designed by the Tasmanian Housing Department Architect's Division and completed in 1960 to ease the public housing shortage.⁴ The complex was closed in 2011 and all former tenants were relocated. In 2013 the newly renovated complex reopened as 'Queens Walk Apartments'.⁵ External renovations changed the colour and external finish of the buildings, added privacy elements to the facades and solar cells to the roofs.

The Site is currently comprised of four residential tower blocks: Block A (01) to the northeast, Block B (02) to the northwest, Block C (03) in the centre, and Block D (04) to the south (see Figure 1). The New Town data sheet for the place describes the buildings as being "of the International style of architecture featuring largely painted roughcast rendered walls. The buildings feature flat roofs clad in concrete pavers."⁶ The tower blocks are currently set in spacious grounds, with each tower having views towards the open space that surrounds the Site.

4 GHD, New Town Data Sheets, 'Stainforth Court', 3 September 2010, p 64.

5 Miyuki Jokiranta, 'Stainforth Court: closing the door', ABC Radio [website], Broadcast Sat 9 Mar 2019, 1:30pm

6 GHD, New Town Data Sheets, 'Stainforth Court', p 63.

UNDERSTANDING THE SITE

SITE IMAGES



Figure 2 – Current southern (D) Block (Source: Purcell)



Figure 3 – From the eastern entrance carpark towards the three northern Blocks: A to the right with B beyond, and C to the left (Source: Purcell)



Figure 4 – Northeast (A) Block from Cemetery Road (Source: Purcell)



Figure 5 –Northeast (A - left) and northwest (B - right) Blocks from Self's Point Road (Source: Purcell)



Figure 6 – Site view from Queens walk showing the eastern site entrance, Block D left, C ahead with B beyond, and A to the right (Source: Cumulus)

UNDERSTANDING THE SITE



Figure 7 – Site view from Queens Walk showing parking area adjacent to Block A, existing Hills Hoists (white arrows), bin storage (yellow arrow), post boxes (red arrow), and seating (blue arrow), and use of Queens Walk road shoulder for parking. (Source: Purcell)

STATUTORY LISTINGS AND OVERVIEW OF SIGNIFICANCE

Historic Cultural Heritage Act (TAS) 1995

The Site is not Permanently Registered as State Significant on the Tasmanian Heritage Register.

Hobart Interim Planning Scheme 2015

The Site (Certificate of Title 142849/1) is identified as Locally Significant in Table E13.1 of the HIPS 2015 (Ref No. 2670).⁷

The Datasheet for the Place notes it is important in demonstrating the evolution of pattern of Tasmania's history, or that of the local area Criterion (a) because:

Stainforth Court at 1 Queens Walk, New Town is of State level historic cultural heritage significance as an illustration of public housing philosophies of the mid twentieth century and in particular as a reflection of the design philosophy typified by Le Corbusier. The location of the complex beside the Brooker Highway, isolated from services and other residential uses is also revealing of attitudes towards public housing. The complex is distinguished from other public housing developments of the period as large complex of multi-storey blocks, as opposed to standard lower density housing. The place is also of significance as an example of the International Style of architecture.⁸

The data sheet also notes that it is "a rare illustration of large scale, multi-storey public housing philosophies of the mid twentieth century. By comparison, most public housing in Tasmania is of lower density."⁹

The Site is not in a Heritage, nor a Cultural Landscape, Precinct.¹⁰ No trees are included on the Significant Tree Register.¹¹

NON-STATUTORY LISTINGS

The Site is not included on the Register of the National Trust of Australia, nor the Register of the National Estate, (non-statutory archive).

⁷ HIPS 2015, Table E13.1.

⁸ GHD, New Town Data Sheets, 'Stainforth Court', p 63.

⁹ GHD, New Town Data Sheets, 'Stainforth Court', p 63.

¹⁰ HIPS 2015, Tables E13.2 and E13.3.

¹¹ City of Hobart, HIPS 2015 'Significant Tree Register', Updated March 2020.

HERITAGE IMPACT ASSESSMENT

PROPOSED WORKS

The Proposal includes construction of two additional apartment blocks containing 65 affordable dwellings and 57 new car park spaces in addition to the existing 40 spaces on site. The Proposal also includes ramps to provide DDA compliant access to the towers and through the proposed Site landscaping. Demolition of existing car parks and paths, some internal fencing, bin bays, some trees and landscaping elements to support the proposed tower construction, landscaping and additional carparking.

Proposed works to the four existing heritage existing residential towers includes installation of timber pergola structures and concrete pavers at the principal entrances.

Proposed Site landscaping includes new structures for bin and bike storage, timber sheds, and glass houses. Other proposed new landscape elements include timber bench seating, pathways, play elements, an outdoor communal kitchen / BBQ, terrace steps and retaining walls. The Proposal includes restoration and reuse of existing seating arrangements, Hills Hoists, post boxes, and basketball hoops within the site.

The proposed material palette for the two new towers is derived from the International Style and materials currently in use on the Site. Proposed materials include cast concrete, lightweight infill panels and glazing. The colours chosen are generally neutral with brown tones to the lightweight infill panels and green to accent the tower podiums.



Figure 8 – Proposed location of the two new apartment blocks (E and F) with the site highlighted in brown. (Source: Cumulus Studio, 'Queens Walk – DA Design Report', 22/12/2021, p 21)

HERITAGE IMPACT ASSESSMENT

PROPOSAL 3D MODELLING



Figure 9 – 3D modelling of the view from the Brooker Highway looking east. The new Blocks (E and F) are indicated by red arrows (Source: Cumulus Studio, 'Queens Walk – DA Design Report', 22/12/2021, p 40, modified by Purcell)



Figure 10 – 3D modelling of the view from Queens Walk looking west. The new Blocks (E and F) indicated by red arrows (Source: Cumulus Studio, 'Queens Walk – DA Design Report', 22/12/2021, p 40, modified by Purcell)



Figure 11 – 3D modelling of the view from Queens Walk looking south. The new Blocks (E and F) indicated by red arrows (Source: Cumulus Studio, 'Queens Walk – DA Design Report', 22/12/2021, p 40)

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Figure 12 – Landscape plan of Block A showing proposed new car parking, entrance timber pergola and paving (purple arrow), restored Hills Hoist (red arrow), DDA compliant pathways, bin storage and bike parking (blue arrow), retained trees (black circles) and proposed landscaping (Source: Realm Studio, 'Queens Walk Landscape DA Plan 21387-DA-002', 22/12/2021, modified by Purcell)

ARCHITECT'S DESIGN STATEMENT

The following relevant extracts are from the Cumulus Studio (architect) Design Report:

HERITAGE ANALYSIS

To respond to the heritage buildings, key characteristics have been distilled and analysed so that a sympathetic and engaging design can be proposed for the new buildings.¹²

DESIGN INTENT:

To cohabit with the existing without dominating what is already there – to participate in/perpetuates the grid axes and the orientation of buildings looking outwards.¹³

RESPONSE TO HERITAGE

The original buildings were built in an era of postwar optimism in which rebuilding was rational and planned to create clean and functional spaces.

Repetition and mass production led to the ideal of 'equal and the same'.

The proposed design uses this as a base by using the same kit of parts but with more variation, supporting the notion of 'equal and different' and allowing a sense of identity to be expressed.¹⁴

Relevant documents and drawings from the DA package are listed in Appendix A.

GUIDANCE DOCUMENTATION

¹² Cumulus Studio, 'Queens Walk Community Housing Design Report', 22/12/2021, 02 / Existing Conditions, p 15.

¹³ Cumulus Studio, 'Queens Walk Community Housing Design Report', 22/12/2021, 04 / Design Response, p 25.

¹⁴ Cumulus Studio, 'Queens Walk Community Housing Design Report', 22/12/2021, 04 / Design Response, p 25.

HERITAGE IMPACT ASSESSMENT

This assessment follows the best practice management framework for historic sites contained in:

1. The Burra Charter: 'The Australia ICOMOS Charter for Places of Cultural Significance', 2013.
2. Heritage Tasmania, 'Works Guidelines for Historic Heritage Places', for the Tasmanian Heritage Council, November 2015.

ASSESSMENT METHODOLOGY

This assessment follows the provision of preliminary heritage advice through an iterative design process, intended to mitigate potential impact to the significance and values of the place. It is based on observations made during a site visit and a review of the design proposal. The assessment considers the potential for detrimental impacts resulting from the proposal, as well as all mitigation measures proposed, within the context of the Hobart Historic Heritage Code (HIPS 2015). Proposed works have been assessed for their impact to the heritage value of the Heritage Place as identified in its Statement of Significance, and the place's setting and context. The Proposal has also been considered against non-statutory guidelines published by Australia ICOMOS. Direct (fabric) and indirect (visual) impacts are both considered in this assessment.

ASSESSMENT AGAINST HISTORIC HERITAGE CODE PROVISIONS OF THE HOBART INTERIM PLANNING SCHEME 2015

The Site is listed in Table E13.1 of the HIPS 2015 as a Heritage Place. The following table considers the responsiveness of the proposal against the Development Standards and specific Performance Criteria for Heritage Places in E13.7 of the Historic Heritage Code.

E13.7 DEVELOPMENT STANDARDS FOR HERITAGE PLACES	
E13.7.1 Demolition Objective: To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.	
PI Demolition must not result in the loss of significant fabric, form, items, outbuildings, or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied: <ul style="list-style-type: none"> (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; (b) there are no prudent or feasible alternatives; (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained; (d) significant fabric is documented before demolition. 	Demolition is limited to trees, hardstand, and landscaping elements, mainly in the area where the new towers are proposed. It is noted that landscaping is not included in the Site's significance and there are no trees on the Site in the City of Hobart HIPS 2015 Significant Tree Register. The Proposal will not result in loss of significant fabric, form, items, outbuildings, or landscape elements that contribute to the historic cultural heritage significance of the place.
E13.7.2 Buildings and Works other than Demolition Objective: To ensure that development at a heritage place is: <ul style="list-style-type: none"> (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics. 	
PI Development must not result in any of the following: <ul style="list-style-type: none"> (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes; 	The architectural and landscape designs are contemporary and represent a thoughtful and considered response to the existing Site context, within the Site constraints (including the site's shape, topography, the easements, and the spacing of the existing towers.)

HERITAGE IMPACT ASSESSMENT

<p>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings, and other items that contribute to the significance of the place.</p>	<p>'Stainforth Court' is noted as significant for its illustration of the public housing philosophies of the mid twentieth century and the International Style architectural design philosophy.¹⁵ The current site density is much lower than that proposed by the International Style design philosophy. While the proposed additional towers will increase the overall density of the Site, this is in line with the International Style's basic design philosophy of high density clusters of multi-storey apartment blocks and will not result in the loss of the place's historic cultural heritage significance.</p> <p>'Stainforth Court' is also noted as a dominating feature in the area.¹⁶ The Proposal does not detract from this, and the Site will remain a dominating feature in the area.</p> <p>Many of the existing landscape elements are retained, or restored and reused, in the proposed landscape design. There is no loss of significant landscape elements that contribute to the significance of the place.</p>
<p>P2 Development must be designed to be subservient and complementary to the place through characteristics including:</p> <ul style="list-style-type: none"> (a) scale and bulk, materials, built form and fenestration; (b) setback from frontage; (c) siting with respect to buildings, structures, and listed elements; (d) using less dominant materials and colours 	<p>The proposal is generally designed to be subservient and complimentary to the place's characteristics. The architects analysed the planning, form and materials of the heritage place and based the design of the proposed towers on the results of this analysis.</p> <p>The massing and scale of the proposed blocks is complimentary to the place. Block F has a larger footprint than the existing towers to provide the required number of new dwellings in the minimum number of new towers. This helps to maintain the existing sense of space on the Site.</p> <p>The proposed towers are closer to the boundary than the existing place. However, this smaller setback enables the proposed towers to be sited as far from the existing towers as the site constraints allow and responds to the current generous spacing between the existing historic towers.</p>
<p>P3 Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.</p>	<p>Works over recent years to refurbish 'Stainforth Court' extended to changes to exterior materials and finishes, and the introduction of bright colour blocks to building exteriors. In our opinion, these changes have detracted from the place and the characteristics of the International Style.</p> <p>The Proposal's materials, built form, and fenestration, respond to the original intent of the dominant heritage characteristics of the place. The Proposal's materials, built form, and fenestration are derived from the International Style by using rational planning, prefabricated and standardized components to promote equality.</p> <p>Materials, built form and fenestration are readily</p>

15 GHD, New Town Data Sheets, 'Stainforth Court', p 64.

16 GHD, New Town Data Sheets, 'Stainforth Court', p 64.

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	identifiable as new, and interpret, rather than replicate, the dominant heritage characteristics of the place.
P4 Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.	<p>There are no extensions to the existing buildings.</p> <p>The Proposal includes the installation of timber pergola structures at the western entrances to the existing buildings. These are fixed into heritage fabric using powder coated non-ferrous fixings.</p> <p>These structures are not entirely in keeping with the architectural characteristics of the International Style (lack of ornamentation or decoration)¹⁷. However, they are designed with simplified geometry and applied equally to the four existing heritage towers, in keeping with the original philosophy of standardisation promoting equality. The structures are removable and provided they are fixed into the existing buildings following best practice methods and fixing materials, should cause minimal damage to the existing heritage fabric.</p>
P5 New front fences and gates must be sympathetic in design, (including height, form, scale, and materials), to the style, period, and characteristics of the building to which they belong.	Not applicable
P6 The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance of the place	No landscaping that contributes to the historic cultural significance of the place is being removed.
E13.7.3 Subdivision Objective: To ensure that subdivision of part of a heritage place maintains cohesion between the elements that collectively contribute to an understanding of historic cultural heritage values, and protects those elements from future incompatible development.	
PI A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:	Not Applicable.
<ol style="list-style-type: none"> 1. (a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values; 2. (b) ensuring a sympathetic pattern of subdivision; 3. (c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required. 	

SUMMARY OF ASSESSMENT

The proposal to construct two additional towers containing 65 affordable dwellings, and 57 additional car park spaces on the Site is considered an appropriate use for the Site, given the original intent for the site to alleviate the 1960's affordable housing

17 G Merin, 'AD Classics: Modern Architecture International Exhibition / Philip Johnson and Henry-Russell Hitchcock', [online], Architecture Daily, August 02, 2013.

HERITAGE IMPACT ASSESSMENT

crisis, and the similar affordable housing situation currently.

The Proposal includes minimal physical intervention to significant historic built heritage, namely fixing of timber pergolas to the western entrances of the existing towers. The Proposal will not detract from the ability of the place to illustrate the public housing philosophies of the mid twentieth century. There will be no loss of historic cultural heritage significance to the place.

The spaciousness of the grounds will be reduced by the addition of the two proposed towers, the proposed landscaping is intended to increase the amenity and usefulness of the remaining grounds to mitigate this reduction. It is important to note that while there will be a reduction in open space, the grounds will still be spacious owing to the original generous amount of space allowed between the existing four towers.

The architectural language responds to the original intent of the dominant heritage characteristics of the place. It is derived from the form and planning of the heritage buildings on the Site. The material palette chosen reflects the International Style's use of prefabricated materials, and is generally neutral, recessive and subservient to the heritage place.

CONCLUSION

The Proposal for two additional towers, 57 extra car parking places and landscaping at 1 Queens Walk New Town, is a sensitive and considered design response to the Site's context, original design philosophy and the Site's topography and constraints.

It is our position that the proposal is generally sympathetic to the historic cultural heritage significance of the place, does not result in the loss of historic cultural heritage values and should be approved under the Hobart Interim Planning Scheme 2015.

APPENDICES

APPENDIX A DOCUMENT AND DRAWING LIST

Author	Drawing / Document Name	Drawing No.	Rev	Date
Cumulus Studio	Queens Walk Apartments Design Report		01	02/02/2022
Cumulus Studio	Queens Walk Apartments DA Package:		01	02/20/2022
Realm Studio	Queens Walk Apartments Landscape Planning Application Report		B	01/02/2022
Realm Studio	Landscape DA Plans		B	01/02/2022

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**ADDITIONAL AFFORDABLE
HOUSING UNITS' QUEENS WALK,
NEW TOWN**

**TRAFFIC
IMPACT
ASSESSMENT**

Hubble Traffic
JANUARY 2022

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

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1. Introduction

Cumulus Architects have engaged Hubble Traffic Consulting to prepare an independent Traffic Impact Assessment, to consider the traffic impacts of the construction of two additional multi-storey residential unit buildings, within an existing multi-storey social housing complex.

This report considers the amount of traffic the current site generates, the likely traffic generation of the proposed development, and how the additional traffic movements will integrate into the surrounding road network.

The development site is currently occupied with three multi storey residential unit buildings.

This report has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and has referred to the following information and resources:

- City of Hobart Interim Planning Scheme (planning scheme)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards 2890 parts 1, 2 and 6
- SIDRA 8 intersection modelling software
- Autoturn online vehicle swept path software
- Austroads series of Traffic Management and Road Design
 - Part 4: Intersection and crossings, General
 - Part 4a: Unsignalised and Signalised Intersections
 - Part 12: Traffic Impacts of Development
- Google Earth imagery
- State Growth reported crash database
- LIST land information database

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

2. Site Description

The development site is located at Queens Walk Housing Precinct, Queens Walk, New Town, and has direct frontage to Queens Walk, with a rear boundary to the Brooker Highway.

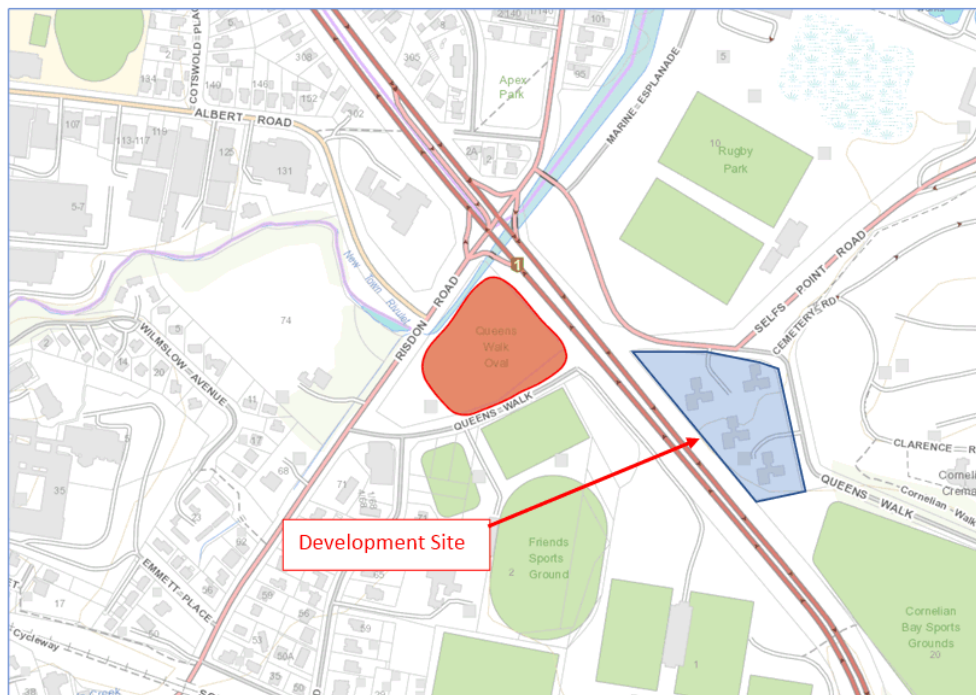
The site is occupied with existing social housing units, located in four multi-storey buildings, with a moderate number of on-site parking spaces.

New Town is an inner-city residential suburb, located about four kilometres north of the central business district of Hobart, with the closest shopping precinct located along Risdon Road. The surrounding land-use is predominantly recreational, with the Hobart Cemetery located on the eastern side of Queens Walk.

Services within walking distance to the site include Coles, K-Mart, cafes, doctors, pharmacies, recreational and cultural facilities. Metro Bus services operate on Queens Walk directly outside of the housing complex, and along the Brooker Highway and Risdon Road. The complex is also in close proximity to the intercity cycleway, providing cycle access into the Hobart CBD.

With both transport and community services easily accessible from the site, tenants can reduce their reliance upon private motor vehicle usage, reducing the car parking requirements.

Diagram 2.0 – Site location (extract from the LIST land information database)



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

3. Development proposal

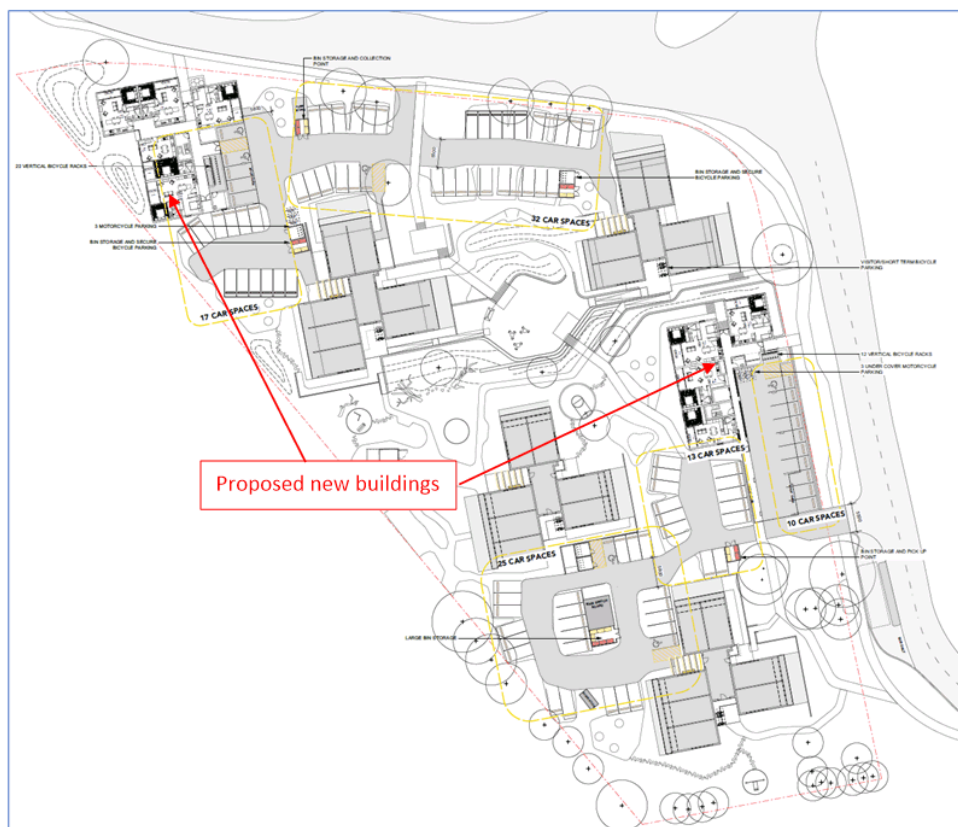
Based on advice received from the Architects, the development proposal will include two new multi-storey buildings to be constructed within the Queens Walk Housing Precinct. The two new buildings will provide 41 one-bedroom and 24 two-bedroom units, providing an additional 65 social housing units.

The existing Queens Walk Precinct site buildings contain a total of 85 units, consisting of 31 one-bedroom and 54 two-bedroom units, and supported with 40 on-site car parking spaces.

To accommodate the additional residential units, the existing on-site parking areas will be remodelled to increase the number of on-site car parking spaces to 97; including additional motorcycle spaces; undercover bicycle storage area; shared garden space; and formalised pedestrian pathways to provide pedestrian access between the buildings and parking areas, and connection with the surrounding footpaths.

To assist with visitor parking, 40 off-site public parking spaces are proposed on the corner of the junction of Selfs Point and Queens Walk, which is directly opposite the development site.

Diagram 3.0 – Layout plan



4. Parking requirements for social housing units

4.1 Social housing parking requirements

Car parking is designed to meet the needs for particular occupants, with the primary objective for a development to provide sufficient off-street parking to accommodate the reasonable demand generated. For social housing developments, there is usually a reduced car parking demand based on reduced car ownership of tenants, the location of the development to public transport routes, and community and recreational facilities.

The Queensland Government has considered this matter and provided guidance on the parking requirements of social housing developments. The document is 'Design Standards for new Construction of social houses and apartments, December 2015'. This parking standard is based on location categories, and the accessibility to public transport and community facilities.

Table 4.1 – Extract from Queensland Government – Design Standards for new construction of social housing units

TABLE 3: Site location categories	
Category	Site location
A	Major centre Brisbane within 800m walking distance of the pedestrian entry to a train station; or within 600m walking distance of an express bus stop; or within 400m walking distance of an appropriate local bus stop* Excludes neighbourhoods zoned low density in the planning scheme (refer category C)
B	Major centre not meeting requirements of category A for proximity to public transport; or Large regional centres such as Gold Coast, Sunshine Coast, Cairns, Caboolture, Gladstone, Ipswich, Logan, Mackay, Pine Rivers, Redcliffe, Redlands, Rockhampton, Toowoomba, Townsville, Yeppoon etc. and Large towns such as Bundaberg, Maryborough, Hervey Bay within 400 metres of a local bus stop* Excludes neighbourhoods zoned low density in the planning scheme (refer category C)
C	Not located in a major centre, large regional centre or large town meeting category 'A' or 'B' criteria e.g. Beaudesert, Charleville, Dalby, Longreach, Mount Isa, Roma, St George etc. Includes sites zoned low density residential in the planning scheme (including Brisbane Suburbs Improvement Strategy sites or similar zoned low density in the planning scheme)

* Note: an appropriate local bus service constitutes a minimum of 6 days, 7am to 7pm, at least hourly

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

TABLE 1: Reduced car parking rates Initial Allocation	
Applies To	Rate (number of covered spaces required)
First 3 Units	1 space per unit

TABLE 2: Reduced car parking rates Rates Applicable to Remaining Units After Initial Allocation (to be rounded up if required)			
Number of bedrooms	Site Location Category (refer table 3) Rate (number of covered spaces required)		
	A	B	C
Studio	1 per 4 units	1 per 2 units	NA
1 Bedroom	1 per 2 units	2 per 3 units	1 per each unit
2 Bedrooms	2 per 3 units	1 per each unit	1 per each unit

Notes: Car parking rates may be varied with approval from the State, to meet identified site conditions, project objectives and service delivery requirements.

Based on the Queensland social housing standard, the New Town site could be considered as site category A, due to the proximity to a high frequency bus route, and local community facilities, which is discussed in section 6.6 of this assessment.

This means the 72 one-bedroom units and 78 two-bedroom units (combined number of existing and proposed units), are expected to generate a parking demand of 88 spaces.

4.2 RTA Guide for parking requirements for high density residential units

In addition to the Queensland standard for social housing, the RTA (New South Wales Road Authority) also has parking standards for high density residential units, located in close proximity to a high frequency public transport route. The RTA Guide indicates the following parking requirements.

- 0.6 parking spaces per one-bedroom unit
- 0.9 spaces per two-bedroom unit
- 1.4 spaces per three-bedroom unit
- 1 space per five units (visitor parking)

Based on the RTA guide, this development is expected to generate a parking demand of 114 parking spaces for the tenants, not including visitor parking.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

4.3 Existing Queens Walk social housing units

A recent parking demand survey was undertaken on the existing Queens Walk Housing Precinct units. The current complex contains a total of 85 social housing units, with a combination of one and two-bedroom units, supported with 40 formal on-site parking spaces.

The survey captured both tenant and visitor parking demand over ten periods throughout various days and evenings, with the parking results shown in Table 4.3.

The survey demonstrated that the current 40 on-site parking spaces are inadequate, as the parking demand creates parking overflow on the site, where vehicles are forced to park outside of a formal parking space, either along Queens Walk or within the landscaped areas.

Although the survey identified that the site has an inadequate number of on-site parking spaces, as the average parking demand is 51 vehicles, it also indicates that social housing units do not generate a high parking demand, as not all tenants own a motor vehicle, but rely on an alternative transport mode, such as walking, public buses and cycling.

The average parking demand of 51 vehicles, represents each unit generating a parking demand of 0.6 car parking spaces. This parking survey data can be used to predict the parking demand for the additional units, based on the average parking demand of 0.6 spaces per unit, this means the parking demand for 150 units is predicted to be 90 car parking spaces.

Table 4.3 – Parking demand survey at the Queens Walk Housing Precinct

Time	Number of parked vehicles	Parked vehicle per 85 units
9:00am	57	0.67
12:00pm	49	0.58
3:00pm	55	0.65
8:00pm	54	0.63
6:00am	59	0.69
12:00pm	32	0.38
6:00pm	55	0.65
5:00pm	46	0.54
10:00am	54	0.63
2:00pm	49	0.58
Average	51	0.60
85th percentile	55	0.65
Maximum	59	0.69

To cater for the fluctuations in parking demand, it is standard practise in traffic engineering to design for the 85th percentile demand, which in this case is 0.65 spaces per unit, and represents 97 parking spaces for 150 units.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

4.4 Summary of social housing parking requirements

The above three examples clearly demonstrates that social housing units located in close proximity to alternative transport modes, do not generate a high parking demand.

Given the available data, it would be appropriate to expect that the provision of 97 on-site car parking spaces will meet the reasonable demand generated by the 150 units.

Table 4.4 – Summary of social housing parking demand

Parking method	Expected peak number of parking spaces
Queensland social housing standard	88 spaces
RTA Guide for high density units	114 spaces
Existing Queens Walk social housing units (85 th percentile demand)	97 spaces

In addition to the 97 on-site parking spaces, the development will provide 40 off-street parking spaces located within the Selfs Point Road reserve, opposite the development site. The parking spaces will be available for use by the general public and surrounding land-uses, including visitors to the social housing units.

5. Planning scheme parking requirements

The planning scheme table E6.1 specifies the number of on-site parking spaces required for residential developments. For a multiple dwelling development, the planning scheme recommends:

- One-bedroom units – one parking space per bedroom (to include all rooms that are capable of being used as a bedroom)
- Two-bedroom units – two parking spaces
- One visitor parking space per four units

Based on the planning scheme requirements, 228 on-site parking spaces would be needed to accommodate tenants of the 150 units, plus 38 visitor parking spaces, totalling 266 on-site car parking spaces.

The planning scheme does not take into account the low car ownership for social housing tenants, the development sites close proximity to high frequency public transport routes, the intercity shared cycleway, and accessibility to community facilities that includes a range of medical services, supermarkets and other retail and commercial businesses.

The development is increasing the number of on-site car parking spaces to 97, based on the existing units current parking demand, which is expected to meet the reasonable demand generated, without causing excessive overflow parking to the surrounding street network.

The development will also provide six dedicated motorcycle parking spaces, and 70 bicycle spaces, with 58 located within secure enclosures.

5.1 Supply and demand for on-street car parking

With this development providing 97 dedicated parking spaces for the tenants, it is important to understand the supply and demand for on-street parking spaces along the surrounding streets, which could be used to assist with any visitor parking demand.

The only other land use within immediate proximity to the Queens Walk Housing Precinct that generates a parking demand, is the Rugby Oval located opposite. While this use generates a parking demand at evenings and weekends, the facility has its own on-site parking area, with an overflow gravel parking area within the road reserve. While the parking survey found this use did not generate a parking overflow, there is anecdotal advice that overflow parking occurs at busy peak periods.

6. Trip generation by this development

A trip in this report is defined as a one-way vehicular movement from one point to another excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments.

6.1 High density residential building

The RTA Guide specifies a high density residential flat building, is a building containing 20 or more units. This does not include aged or disabled persons' housing.

- High density residential flat buildings are usually more than five levels, have basement level car parking and are located in close proximity to public transport services.

With the development site being located in close proximity to a high frequency bus route, the RTA Guide provides no guidance on the number of daily trips but indicates 0.29 peak hour trips per unit.

To verify the RTA Guide information on trip generation, a travel mode survey was undertaken to capture the number and type of movements generated by the existing Queens Walk Precinct housing complex, which comprises 85 social housing units.

The survey was undertaken between 7:00am to 10:00am, and found the precinct generated 65 movements, with 43 using a motor vehicle, which represents 66 percent of movements. The highest number of vehicle trips generated in any one-hour period was 17, or 0.2 peak hour trips per unit.

Table 6.1 – Queens Walk unit vehicle movements during the AM peak period Travel

Time	Vehicles leaving the units					Vehicles arriving at the units				Total movements	Total vehicles
	Car	Taxi	Bus	Walk	Trade	Car	Taxi	Walk / bus	Trade		
7- 8am	4	0	3	2	1	4	0	0	0	14	9
8- 9am	4	2	2	4	1	7	0	0	3	23	17
9- 10am	9	1	8	3	1	3	1	0	2	28	17
Total	17	3	13	9	3	14	1	0	5	65	43

The survey also found 22 of the 65 trips (35 percent) were tenants using alternative transport modes, such as walking or using public transport.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

6.2 Existing trips generated from the current site

There is a strong correlation between the RTA Guide trip generation rate of 0.29 peak hour trips per unit, with the current 85-unit generation rate of 0.2 peak hour trips per unit.

This assessment will consider the worst-case scenario, based on the RTA Guide trip generation rate, where the 150 units could generate 44 peak hour vehicular movements.

7. Existing traffic Conditions

Queens Walk within the surrounding road network operates as a minor urban collector, transferring traffic flow between two State Roads, the Domain and Brooker Highway. The road supports one traffic lane in each direction and operates under the 50 km/h urban default speed limit.

The development site is located approximately 250 metres from the corner of Queens Walk and Risdon Road junction, with direct frontage to Queens Walk. The current site has two vehicular access points on to Queens Walk, both access points are junctions, and both will be retained within the development proposal.

7.1 Queens Walk

Queens Walk extends off the Domain Highway in a northerly direction connecting with Risdon Road, which then connects to the Brooker Highway. The road standard varies, with the section of road from the Domain Highway to Bellevue Parade having no roadside development, with road standard edge of seal. After Bellevue Parade the road standard is more urban, with concrete kerb and guttering, and footpath on the western side. Adjacent to the development site there is no concrete kerb, and the concrete footpath terminates on the southern boundary of the development site.

The development site is located on a vertical crest on the inside of a reverse horizontal curve, with an eight percent uphill grade approaching the southern boundary of the development site, then the grade changes to seven percent downhill, before leveling after the Sells Point junction.

Diagram 7.1 – Vertical grades of Queens Walk adjacent to the development site



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

At the southern boundary of the development site, council have provided a slip road with several parking spaces that lead to the development sites first access, as shown in photograph 7.1 below.

Apart from the existing buildings located at the development site, the properties along Queens Walk are mainly non-residential, with two sporting ovals, the Cornelian Bay Cemetery, parkland with a playground, and Cornelian Boat House café and restaurant. Although this street connects between the two state highways, it primarily services the adjacent land-uses.

During peak hour periods, because of the difficulty for motorists on Domain Highway accessing the Brooker Highway using the northbound on-ramp, some motorists use Queens Walk as a bypass route to connect to Risdon Road and the Brooker Highway, and this can increase the amount of traffic using the road during the peak periods.

Photograph 7.1 – Queens Walk



7.2 Selfs point Road

Selfs Point Road is a no through road, located directly across from the development site. The road is approximately 1.5 kilometres long, with an average bitumen carriageway of 7.4 metres wide, and signed with a 50km/h speed limit.

Along the southern side of the road is the side boundary of the Cornelian Bay Cemetery, which has an access on Queens Walk. The primary purpose of the road is to service a range of Petroleum storage centres located at the end of the route. Along the northern side of the route there is the Rugby Sport and Recreation House and park, Ten Lives cat home, and Taswater, with all properties having off street parking facilities, as well as on-street parking areas.

Due to the petroleum storage activities, the road has regular heavy vehicle movement.

Photograph 7.2 – Selfs Point Road



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

7.3 Traffic activity on Queens Walk

With additional vehicle movements generated by the development site expected to use Risdon Road or Domain Highway, it is important to understand the traffic performance of the junction of Sels Point Road and Queens Walk. A traffic survey was conducted at the development site, including vehicles accessing both Sels Point Road and the Cemetery access, during the morning and afternoon peak periods.

Tables 7.3A and 7.3B provide an overview of the traffic movements, with the busiest peak hours occurring between 8:30am and 9:30am and 4:00pm to 5:00pm, as shown in the rows highlighted in yellow.

During the morning peak hour, 263 two-way vehicles were recorded using Queens Walk, while Sels Point Road generated 59 vehicle movements, and the Cemetery access generated 27 vehicle movements.

Table 7.3A – Morning traffic survey results

Time	Queens Walk		Sels Point Road				Cemetery Road				Total
	South	North	Left-In	Right-in	Left-out	Right-out	Left-In	Right-in	Left-out	Right-out	
8:00 to 8:15am	14	34	8	0	1	3	0	5	0	0	65
8:15 to 8:30am	16	22	7	2	1	6	1	3	0	0	58
8:30 to 8:45am	24	37	7	1	1	6	0	4	0	1	81
8:45 to 9:00am	11	41	7	2	1	2	4	1	0	1	70
9:00 to 9:15am	12	56	7	1	5	1	4	2	0	5	93
9:15 to 9:30am	12	29	7	5	2	4	1	3	0	1	64
Total	89	219	43	11	11	22	10	18	0	8	431
Peak hour total	59	163	28	9	9	13	9	10	0	8	308

In the evening peak hour, 273 vehicles were recorded on Queens Walk, with 91 vehicles generated by Sels Point Road, and 48 vehicles generated by the Cemetery.

Table 7.3B – Evening traffic survey results

Time	Queens Walk		Sels Point Road				Cemetery Road				Total
	South	North	Left-In	Right-in	Left-out	Right-out	Left-In	Right-in	Left-out	Right-out	
4:00 to 4:15pm	22	42	7	2	10	10	2	1	10	5	111
4:15 to 4:30pm	20	49	6	3	2	7	0	0	5	7	99
4:30 to 4:45pm	18	38	7	5	4	7	1	0	8	6	94
4:45 to 5:00pm	9	42	6	3	4	8	0	1	0	2	75
5:00 to 5:15pm	19	44	3	2	5	5	1	3	5	4	91
5:15 to 5:30pm	22	62	3	3	2	0	1	0	1	1	95
Total	110	277	32	18	27	37	5	5	29	25	565
Peak hour total	69	171	26	13	20	32	3	2	23	20	379

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

7.4 Traffic performance at the junction of Queens Walk and Selfs Point Road

The simplest method to evaluate the impact of vehicles entering and leaving Queens Walk at the Selfs Point Road junction, is to use SIDRA traffic modelling software. Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays and queues. There are six levels from A to F, with A providing the highest level for give-way controlled junctions, meaning motorists are not incurring delays, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users.

A traffic model of the current junction was developed for the morning peak hour using the recent traffic data collected. Traffic modelling demonstrates the junction is operating at the highest level of traffic efficiency for a give way control, with all motorists receiving level of service A. There is no notable traffic delays or queues, and the results indicate there is spare traffic capacity.

Diagram 7.4A – Traffic modelling for the existing traffic flow during the morning peak

MOVEMENT SUMMARY

▽ Site: 101 [Queens Walk and Selfs Point - existing traffic conditions AM peak]

New Site
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Queens Walk (from Domain)								
5	T1	172	0.0	0.095	0.0	LOS A	0.1	0.4
6b	R3	9	0.0	0.095	6.3	LOS A	0.1	0.4
Approach		181	0.0	0.095	0.4	NA	0.1	0.4
NorthEast: Selfs point road								
24b	L3	9	30.0	0.023	7.0	LOS A	0.1	0.7
26a	R1	14	30.0	0.023	6.5	LOS A	0.1	0.7
Approach		23	30.0	0.023	6.7	LOS A	0.1	0.7
West: Queens Walk (from Brooker)								
10a	L1	29	30.0	0.050	5.7	LOS A	0.0	0.0
11	T1	62	0.0	0.050	0.0	LOS A	0.0	0.0
Approach		92	9.7	0.050	1.8	NA	0.0	0.0
All Vehicles		296	5.3	0.095	1.3	NA	0.1	0.7

Although during the evening peak the junction become slightly busier, all motorists received the highest level of traffic efficiency, and the modelling indicates there is spare traffic capacity at the junction.

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Diagram 7.4B – Traffic modelling for the existing flows during the evening peak

MOVEMENT SUMMARY								
▽ Site: 101 [Queens Walk and Selfs Point - existing traffic conditions PM peak]								
New Site Site Category: (None) Giveaway / Yield (Two-Way)								
Movement Performance - Vehicles								
Mov ID	Turn	Demand Flows Total veh/h	HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Queens Walk (from Domain)								
5	T1	180	0.0	0.102	0.0	LOS A	0.1	0.6
6b	R3	14	0.0	0.102	6.4	LOS A	0.1	0.6
Approach		194	0.0	0.102	0.5	NA	0.1	0.6
NorthEast: Selfs point road								
24b	L3	21	30.0	0.056	7.1	LOS A	0.2	1.7
26a	R1	34	30.0	0.056	6.7	LOS A	0.2	1.7
Approach		55	30.0	0.056	6.9	LOS A	0.2	1.7
West: Queens Walk (from Brooker)								
10a	L1	27	30.0	0.055	5.7	LOS A	0.0	0.0
11	T1	73	0.0	0.055	0.0	LOS A	0.0	0.0
Approach		100	8.2	0.055	1.6	NA	0.0	0.0
All Vehicles		348	7.1	0.102	1.8	NA	0.2	1.7

7.5 Junction of Queens Walk with Domain Highway

The Domain Highway is a State Road managed by the Department of State Growth, and during the morning and evening peak periods the highway carries substantial traffic flow, with 2,400 two-way traffic movements (traffic data sourced from the State Growth traffic database).

There are limited gaps in the eastbound traffic flow along the highway for vehicles to enter or leave Queens Walk, which creates significant traffic delays and queues.

Analysis of this junction has not been included in this assessment, as the highway is operating at or near capacity, and there are no simple infrastructure improvements that can be implemented to resolve the peak hour traffic issues.

7.6 Signalised intersection of Risdon Road and Brooker Highway

This signalised intersection is located within 300 metres north of the development site, and it is expected that the majority of additional traffic movements generated by the development site would use these signals during the peak hours, to gain access to the principal road network, given the level of service available at the Domain Highway junction.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

This intersection is busy throughout the peak periods, with the traffic signals ensuring all motorists receive an appropriate level of service, although they may need to wait for multiple changes in signal phases.

7.7 Surrounding land-use

The surrounding land-use along Queens Walk is mainly recreational with a range of sporting grounds and facilities, most have off-street parking facilities, but at peak periods generate a parking demand that cause a parking overflow to the surrounding road network.

7.8 Public transport

The development site is located within close proximity to a high frequency public transport route, which is important, as public transport is usually a significant transport mode for social housing tenants, reducing the reliance on private motor vehicles and parking demand.

METRO Tasmania runs 3 Metro bus routes (560, 561, and 562) that service Goodwood and Lutana, to Hobart City and Glenorchy areas, with all operating during the weekday, weekends, and public holidays. The metro bus service 562 is available directly outside of the development site, leaving every 30 minutes in the morning and hourly in the afternoon, with the other bus routes located within 350 metres on Risdon Road and within 600 metres on the Brooker Highway, providing further bus services. While the frequency of buses decreases slightly on weekends, there is still a good level of service.

This development site is well positioned to take advantage of the high frequency public bus service, and provides tenants with an accessible, convenient, and viable alternative transport mode.

7.9 Connection with the intercity shared cycleway

The intercity shared cycleway is an off-road facility that operates between Hobart and the northern suburbs, using the old railway corridor, which makes the route very flat and easy to ride on. The nearest access to this shared cycleway is located 600 metres south of the development site at the Bellevue Parade junction.

Cyclists can connect to the shared cycleway, using Queens Walk which is suitable for cyclists. The road has adequate width, with road humps implemented along the route to reduce the operating speeds of vehicles, and a five-tonne load limit along this section to eliminate heavy vehicles.

While cycling along Queens Walk is a safe, convenient, and effective way to connect to the shared cycleway, for inexperienced riders there is a footpath along the western side, and an off-road pathway along the beach frontage that can be used.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

Overall, the development site is located in close proximity to a high quality off-road shared cycleway, which provides excellent connectivity to both Hobart and Glenorchy and provides a real alternative transport mode, reducing the reliance on private motor vehicles.

7.10 Operating speed of vehicles using Queens Walk

The speed limit along Queens Walk is the urban 50 km/h speed limit. A speed survey was undertaken on the morning and afternoon of Tuesday 31 August 2021, on vehicles travelling past the development site to determine the vehicle operating speed, which is strongly influenced by the vertical and horizontal road alignment.

From a sample of 100 vehicles free flowing speeds, the mean operating speed of vehicles was calculated at 34.5 km/h. In traffic engineering the 85th percentile speed is a measure to use when considering sight distance, with the 85% percentile calculated at 41 km/h.

This low operating speed is not unexpected, given the horizontal curvature of the road, particularly at the southern boundary of the development site, where the road turns ninety degrees.

7.11 Traffic movements generated by the current development site

Section 6.1 of this assessment determined through on-site traffic survey, that the current units generate a low number of vehicle movements, with a maximum of 17 vehicles in the morning peak hour period. The current number of vehicles generated by the development site is not causing any safety or traffic efficiency issues to motorists travelling on Queens Walk.

7.12 Traffic safety

The Department maintains a database of all reported road crashes, an interrogation of this database found seven crashes reported along Queens Walk in the last five years, within 300 metres of the development site, with none occurring at either site junction.

Five of the crashes have occurred on the horizontal bend adjacent to the Cemetery access, with the details of these crashes summarised in table 7.12.

Table 7.12 – Reported crashes at the horizontal bend adjacent to the Cemetery access

Crash type	Property Damage	First Aid	Minor	Day	Night	Dusk	Total
Off curve	1		1	1	1		2
Rear-end	1			1			1
Head-on		1		1			1
Other	1				1		1
Total	3	1	1	3	2		5

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

The number of crashes is not as important as the crash severity, under the Safe System approach to road safety, crashes should not cause death or serious injury. With no crashes reported involving serious injury, the type, number of crashes, and crash severity, are within acceptable limits. This reported crash history on this section of Queens Walk do not indicate an overrepresentation of crashes or causing an unacceptable level of road trauma.



8. Impact from traffic generated by this development

Section 6 of this assessment determined that the additional social housing units are not expected to generate a high number of vehicle movements, with an estimated average of 27 additional vehicle movements in each of the two peak hour periods.

8.1 Traffic entering and leaving the development site

The current development site has two vehicular accesses onto Queens Walk and these will be retained with this development. Both accesses operate as junctions, with the access being the same level as the roadway, with no crossover.

Section 7.11 of this assessment determined that the current units generated a maximum of 17 vehicle movements in the morning peak hour period. The additional units are expected to increase the number of vehicle movements to 44 within the peak hour.

Given the low number of vehicles using Queens Walk, with 263 in the morning and 273 in the evening peak hour periods, the traffic movements generated by the additional units are not expected to cause any adverse impact to traffic efficiency. Motorists travelling along Queens Walk will continue to operate at the highest level of traffic efficiency.

8.2 Residential amenity impact to Queens Walk properties

Another method to evaluate the traffic impact of the additional traffic movements is to use the RTA Guide to Traffic Generating Developments, who has developed environment performance standards. Table 8.2B is an extract from the RTA Guide, relating to an urban environment, providing maximum peak hour goals.

With Queens Walk being a minor urban collector, the maximum peak hour goal is 500 vehicles per peak hour (two-way traffic flow). The predicted peak hour two-way traffic flow on Queens Walk, following the development of the additional units will be within acceptable environmental performance, meaning the existing traffic flow will not be adversely impacted, and the surrounding properties will not be adversely impacted from an amenity perspective.

Table 8.2A – Peak hour traffic flow on Queens Walk with additional traffic movements

Period	Current two-way traffic flow	Additional traffic movements	Expected two-way traffic following development	Compliance with RTS Guide
Morning	263	44	290	Compliant
Evening	273	44	300	Compliant

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

Table 8.2B – Extract from the RTA Guide

Environmental capacity performance standards on residential streets			
Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal
			300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

8.3 Traffic impact at the junction of Queens Walk and Selfs Point Road

The traffic modelling of the existing peak hour vehicle movements found this junction is operating at the highest level of traffic efficiency, with no delays or queues for motorists.

The junction is currently operating at a low degree of saturation, at around ten percent of its capacity. Although the vehicle movements generated by the additional units, represent a ten percent increase in traffic movements using the junction, there is substantial spare traffic capacity to absorb the additional traffic movements without causing a deterioration in the level of traffic efficiency.

8.4 Traffic impact at the junction of Queens Walk and Domain Highway

The additional units are predicted to generate a further 27 vehicle trips in each of the peak hours, which could mean an additional 14 vehicles using the Domain Highway junction; based on the Domain Highway current two-way traffic flow of 2,400, this represents less than a one percent increase in traffic flow.

Clearly the additional traffic movements represent a negligible increase in traffic movements and will not cause a deterioration in the level of traffic efficiency operating at this junction.

8.5 Traffic impact at the intersection at the Brooker Highway and Risdon Road

Similar to the Domain Highway junction, the Brooker Highway signalised intersection operates at or near capacity during the peak hour periods, the additional increase in traffic movements generated by the additional units would represent a negligible increase and is not expected to cause any adverse traffic efficiency impacts.

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8.6 Safe Intersection Sight Distance

It is important that motorists leaving and arriving at the development site have adequate sight distance, to turn in a safe and efficient manner. Sight distance is based on the operating speed of approaching vehicles, as calculated by the recent speed survey data, vehicles are influenced by the curved alignment. Particularly at the ninety-degree bend at the southern boundary, with the 85th percentile operating speed calculated at 41km/h, which is much lower than the default speed limit.

The planning scheme specifies the Safe Intersection Sight Distance (SISD), and for a 50 km/h speed limit SISD is 80 metres. SISD less than 50 km/h is not specified in the planning scheme and can be calculated using Austroads Guide to Road Design Part 4a: Unsignalised and signalised intersections (section 3.3). The SISD can be calculated for a 41 km/h operating speed, providing a SISD of 63 metres.

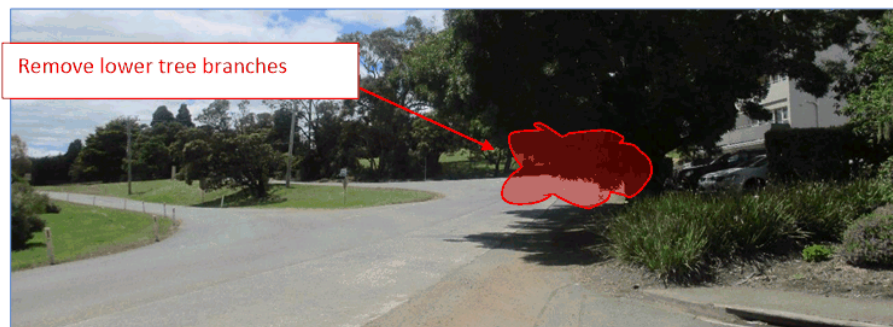
The development site has two vehicular accesses, the northern access, which is located to Risdon Road, has available sight distance of 102 metres to the north, and 80 metres to the south.

Photograph 8.6A –Driver leaving the site viewing left (north)



The view for drivers looking south can be enhanced with the lower tree branches being removed as shown in photograph 8.6B.

Photograph 8.6B – Driver leaving the site viewing right (south)



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

For the access located near the southern boundary of the development site, it is important to recognise that vehicles approaching the access are influenced by the curved horizontal alignment, and particularly vehicles approaching from the Domain Highway direction that must negotiate a tight ninety-degree bend. As demonstrated in the recent speed survey, the 85th percentile operating speed is significantly less than the default speed limit.

Available sight distance for motorists leaving the development site looking left (north) is 75 metres, and 65 metres of sight distance for motorist looking right.

Available sight distance in both directions exceeds 63 metres, which is adequate sight distance for vehicles approaching at 41 km/h and means motorists will be able to enter and leave the development site safely and efficiently.

Photograph 8.6C –Driver leaving the site viewing left



Photograph 8.36D – Driver leaving the site viewing right



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

8.7 Traffic safety impact

The reported crash in the section of Queens Walk within 300 metres of the development site does not indicate a significant crash problem, and the increase in traffic movements likely to be generated by the development site, is not expected to alter this crash rate.

There have been no crashes reported at the two junctions leading into the development site, indicating the available sight distance is adequate.

9. Development layout and access arrangement

9.1 Number of parking spaces

As demonstrated in section 4 of this assessment, it is predicted the tenants of the development site, with the additional social housing units will generate a total parking demand of 97 vehicles.

The development is providing 97 on-site parking spaces located within the grounds of the development site, which will be accessible by the existing two vehicular accesses, which connect directly onto Queens Walk. A further 40 off-site parking spaces are being provided on the corner of the junction of Queens Walk and Selfs Point Road, directly opposite the development site. These parking spaces will be located within the council road reserve and be available for public use, which includes visitor parking for the development.

The 97 on-site parking spaces is considered reasonable to meet the parking demand generated by the tenants, while the off-street parking spaces included in this development will provide suitable visitor parking. This level of parking is designed to minimise parking overflow onto the surrounding public road network.

9.2 Layout of the parking areas

While the development site is constrained, the parking spaces will be accessed from two existing junctions, located as near as practicable to the unit buildings, having consideration to the vertical grade, existing infrastructure, and services.

All parking spaces are to be ninety degrees to the access aisle and have a minimum of 5.8 metres of manoeuvring space to facilitate easy access. The surface of the parking spaces will be an all-weather gravel surface, to minimise the visual impact of the increased number of parking spaces and assist with managing surface water. The circulating and parking aisles will have a concrete surface.

The development is increasing the number of on-site parking spaces to 97 for tenant use, these parking spaces will be accessed from Queens Walk, and passenger type vehicles are expected to be the primary vehicle type. This type of vehicle is compatible with vehicles already operating on the surrounding road network.

Parking bays will be user class 1A for residential parking, with the allowance for three-point turn entry and exit into ninety-degree parking spaces.

- Parking bays will be a minimum of 2.4 metres wide and 5.4 metres long.
- All parking spaces to be ninety degrees to the parking aisle with wheel stops.
- There will be sufficient width within the parking aisle to allow for passing of vehicles and for easy vehicle manoeuvrability into and out of each of the spaces.
- Located on gradient less than five percent.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

Diagram 9.2 – Location of car parking space within the development site



9.3 Manoeuvrability of vehicles entering and leaving the parking spaces

All the parking spaces located within the development site will be allocated to the tenants. The Australian Standards 2890 part 1: Off-street car parking specifies the dimensions for parking spaces, and for residential use (user class 1A) the minimum car park width is 2.4 metres wide, 5.4 metres long, supported with a minimum aisle width of 5.8 metres.

These car parking dimensions are suitable where space is limited, recognises that residential developments will have low turnover, with residential users generally prepared to accept some inconvenience when entering or leaving the parking space. The Australian Standard accepts that with residential use, vehicles may need to undertake a three-point turn entry and exit into 90-degree parking spaces. The parking layout complies with the Australian Standard to facilitate easy and safe access.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

9.4 Southern access layout

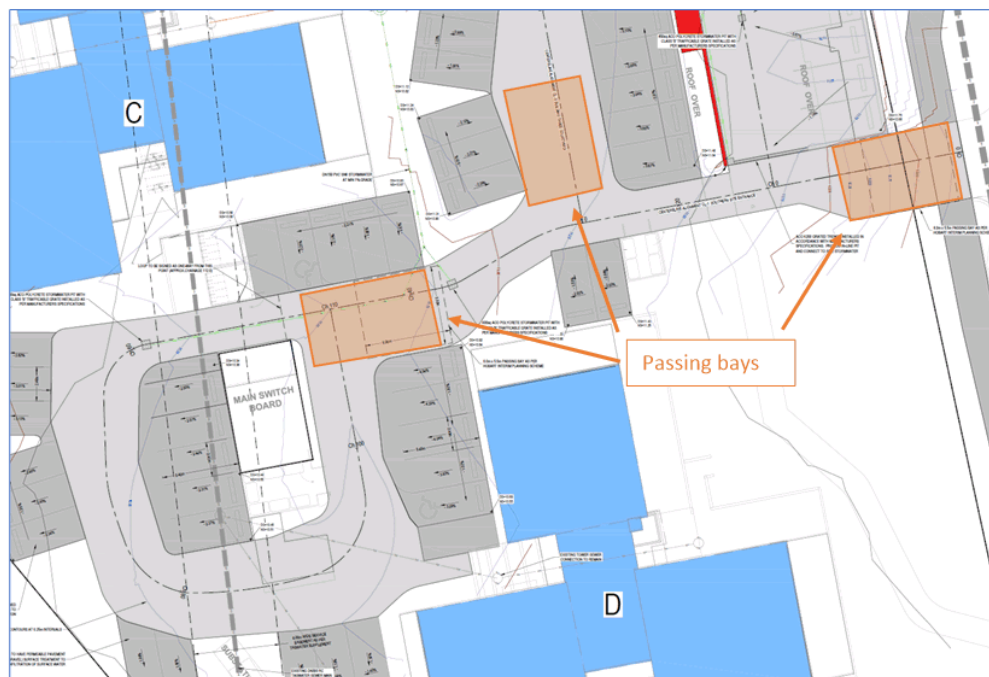
The southern access is primary a single lane arrangement with passing bays, with a loop arrangement at the end to provide adequate vehicle circulation, and ensure vehicles travel in a forward-driving direction. The first passing bay will be located adjacent to Queens Walk, to allow vehicles to pull off the public street, minimising the impact to through traffic. The second passing bay will be located midway along the access to provide for efficient two-way traffic movement.

The access width through the single lane section will be a minimum of three metres wide, and 5.5 metres through the two-way section, to provide adequate width for a low volume local residential access, ensuring traffic speeds are moderated.

This access and loop have been designed to accommodate the swept path of a medium rigid vehicle (8.8m long) to ensure a standard waste bin collection vehicle can enter and leave in a forward-driving direction.

The passing bays will be a minimum 5.5 metres wide and six metres long with appropriate tapers, and spaced about 30 metres apart, as shown in orange in the diagram below.

Diagram 9.4 – Southern access with passing bays



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

9.5 Northern access layout

The access between Queens Walk and the internal parking aisle will be six metres wide to facilitate two-way traffic movements. The western section of the parking aisle will be 5.5 metres wide, while the access to the southern parking spaces will have a one-lane section, with passing bays located either side, as shown in diagram 9.5A. This access layout will provide safe and efficient traffic flow.

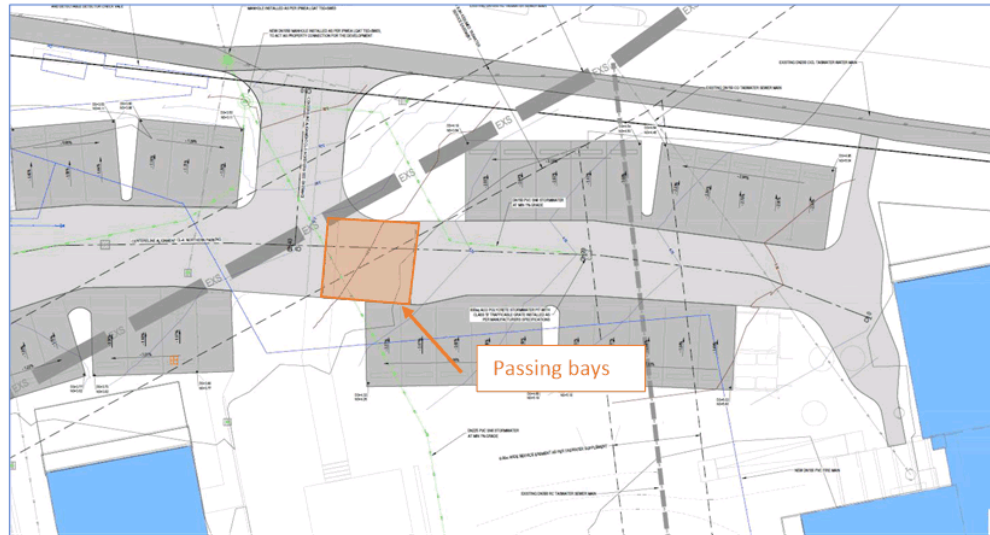
Diagram 9.5A – Western end of the northern access



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The access width along the eastern section of the northern access will reduce to one-lane, with a passing bay located where the access changes direction, and a turning facility suitable for a B99 vehicle located at the end, spaced within 30 metres. This layout will provide safe and efficient traffic flow and considered adequate width for a low volume local residential access, ensuring traffic speeds are moderated.

Diagram 9.5B – Eastern end of the northern access



9.6 Risk of vehicles queuing back onto Queens Walk

The frequency of vehicles using the accesses is considered low, as the southern access provides service to 48 car parking spaces, while the northern access provides service for 49 car parking spaces.

Both accesses have been designed to accommodate two-way traffic flow at the entrance with Queens Walk, to allow a turning vehicle to exit the public road without impacting through traffic. The risk of vehicles accessing the development site adversely impacting through traffic on Queens Walk is considered to be very low.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

9.7 Turnaround facilities within the development site

The southern access contains a one-lane loop, while the northern access provides suitable turning areas to accommodate B99 vehicles to turnaround, with all vehicles able to enter and leave the site in a forward-driving direction.

Diagram 9.7A – Swept path for B99 vehicle turning around

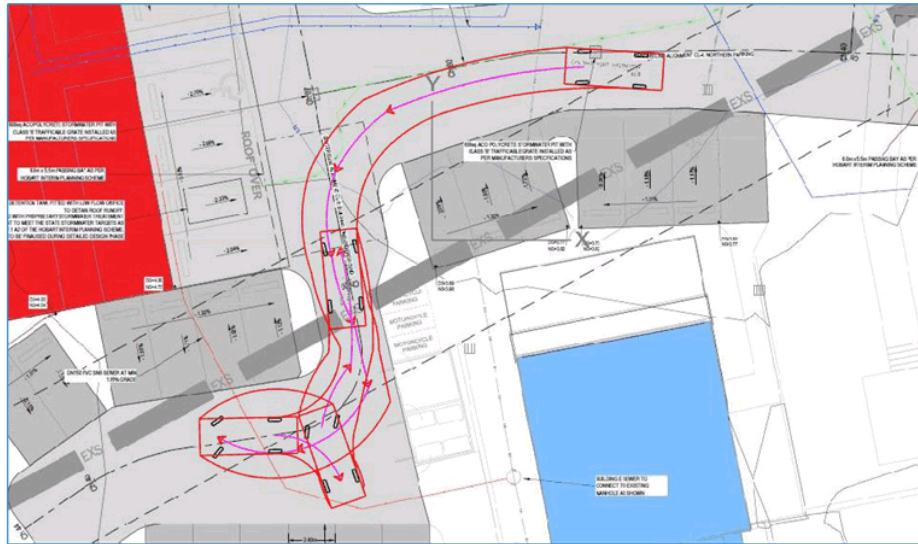
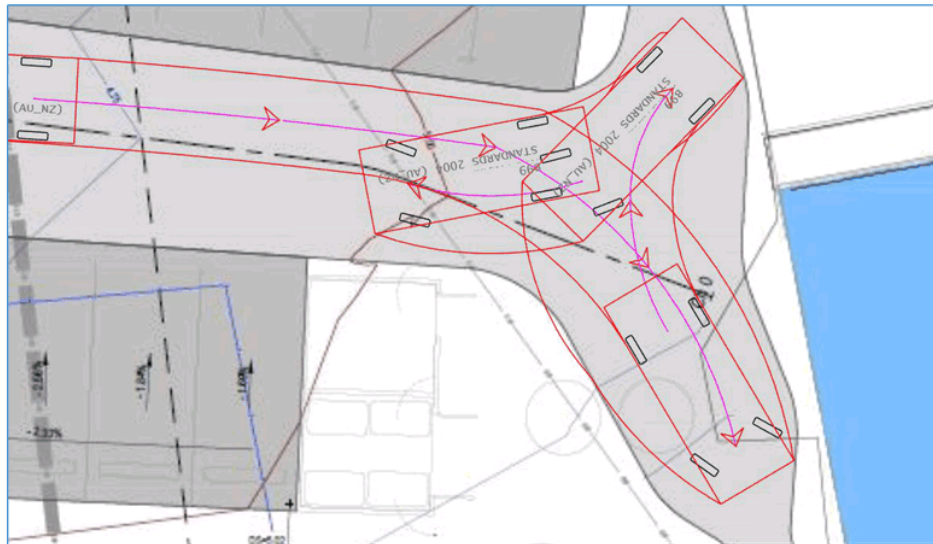


Diagram 9.7B -Swept path for B99 vehicle turning around



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

9.8 Pedestrian access to the development site

The development site is currently connected to both Queens Walk and the Brooker Highway with pathways, but along the development frontage there is no kerbing or footpath. The development will provide a new footpath along the development frontage to provide full connection of footpaths.

Within the development site suitable internal pathways will be provided to connect the parking spaces with the unit buildings.

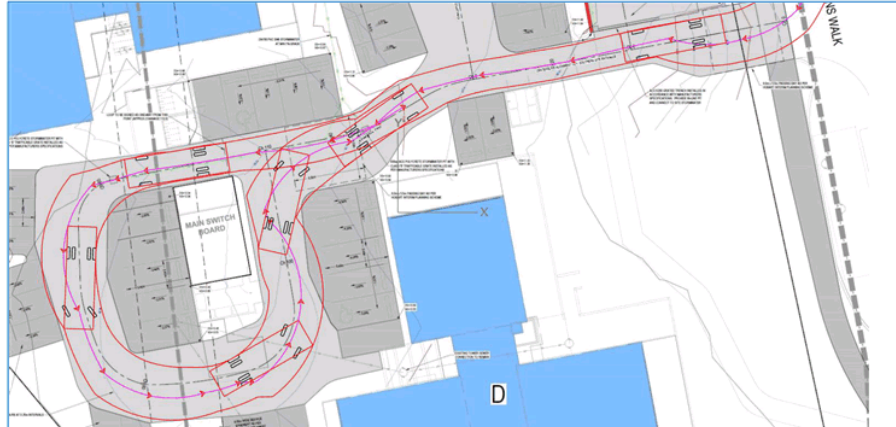
9.9 Waste collection

Waste collection will be arranged through the council waste collection contractor. There are five waste collection areas within the development site, located in close proximity to each of the unit buildings.

A standard waste collection vehicle is slightly smaller in size to a single rigid vehicle (8.8 metres in length), with the waste vehicle having a smaller wheel base, it has better turning capabilities and creates a smaller swept path.

The southern access has been designed to accommodate a single rigid vehicle to enter and travel in a forward-driving direction using the one-lane loop, with the vehicle stopping along the way to collect the waste bins from the waste collection areas. The diagram below demonstrates the swept path of a single rigid vehicle, showing the vehicle can enter and leave in a forward-driving direction.

Diagram 9.9A – Swept path of single rigid vehicle within the southern access



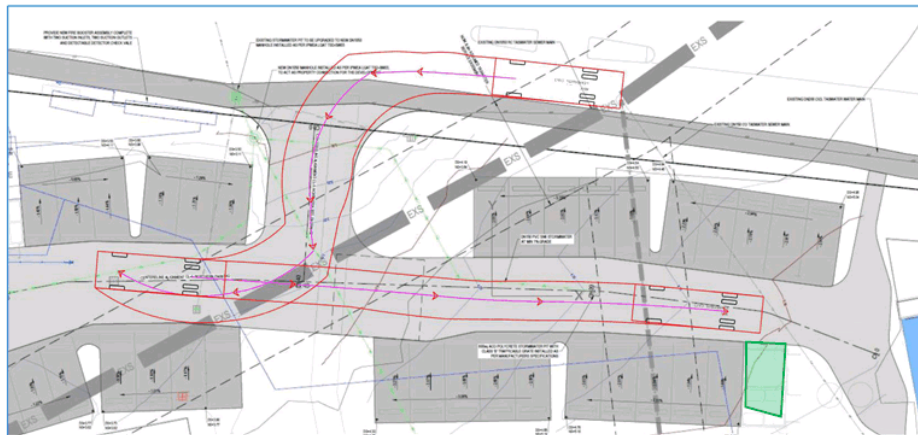
ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

For the northern access, a single rigid vehicle can enter and leave the development site in a forward-driving direction, but to access the southern waste collection and the eastern collection areas, the vehicle will need to reverse a short distance. The waste collection vehicle has reversing cameras, are driven by professional drivers, and the low frequency of the reversing manoeuvres is not expected to cause any adverse safety impacts.

Diagram 9.9B – Swept path for single rigid vehicle accessing the southern collection area



Diagram 9.9C – Swept path for single rigid vehicle accessing the eastern collection area



9.10 Commercial vehicles

Residential units do not generate a regular commercial vehicle activity, and commercial loading bays are not required. The accesses have been designed for a single rigid vehicle, which should provide sufficient area to accommodate a removalist vehicle with a short wheel base.

9.11 Pedestrian sight distance for motorists

Pedestrian sight triangles adjacent to footpaths as specified in the Australian Standard 2890 part 1, section 3.2.4 will be provided at both accesses to ensure there is adequate visibility between a driver leaving the development and pedestrians approaching on the footpaths.

9.12 Headroom clearance for parking spaces

Underneath the two new multi-storey unit buildings, car parking spaces will be provided, including accessible parking spaces. The Australian Standards 2890 section 5.3 specifies for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2.4 metres.

The overhead clearance to any car parking space located beneath a building will be a minimum of 2.4 metres.

9.13 Bicycle facilities

With the development site located in close proximity to the intercity cycleway, the use of cycling will be promoted as an alternative transport mode, with the development providing a number of secured bicycle facilities to accommodate a minimum of 70 bicycles.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

9.14 Off-site parking area with road reserve

The off-site car parking area has been designed for user class 3A (short term, high turnover) and will incorporate a 6.4-metre-wide two-way parking aisle, with the width of the car parking spaces being 2.6 metres wide and 5.4 metres long.

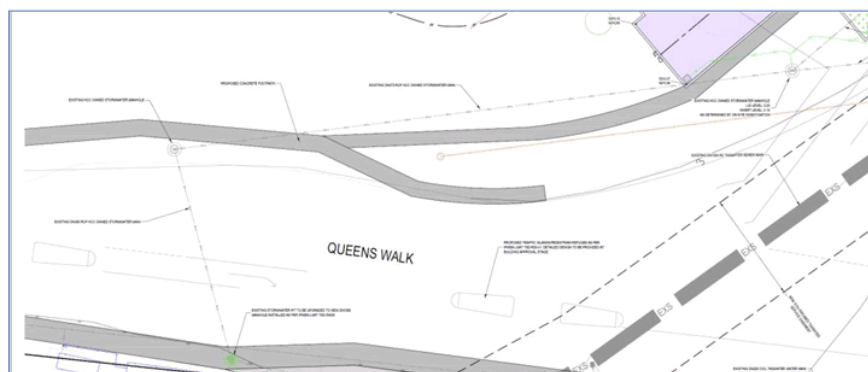
The parking area will have a single two-way access onto Selfs Point Road and there will be adequate sight distance of 80 metres in each direction to ensure vehicles can enter and leave the parking area in a safe and efficient manner. The parking area and pathways will be supplemented with street lighting for the appropriate classification, so not to cause adverse visual impact.

Diagram 9.14A – Development of public car parking within the road reserve



The parking area will be connected to the development site with suitable pathways and solid traffic island implemented on Queens Walk, to enable pedestrians to cross the roadway in two stages. Appropriate pedestrian sight distance will be available to crossing pedestrians, based on the 50 km/h urban speed limit, to ensure pedestrians can cross the roadway safely.

Diagram 9.14B – Traffic islands on Queens Walk



ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

9.15 Gradient of accesses

The vertical gradient of the accesses to the development site has been designed to match with the existing infrastructure and land contours to minimise earthworks. The southern access has a maximum gradient of 17 percent, which extends for a short distance of 5.4 metres. The maximum change in grade is 11.5 percent (sag curve).

The northern access is located on reasonably level terrain, and generally the grades are less than five percent, with the gradients are summarised in tables 9.15A and 9.15B.

The gradient of both accesses complies with Australian Standard 2890 Part1, section 3.3, where the maximum grade is less than 20 percent, maximum change in grade less than 12.5% for a crest curve, and less than 15% for a sag curve to prevent vehicles from scraping or bottoming.

Table 9.15A – Summary of vertical grade for the centreline of the southern access

Chainage (approx.)	Vertical grades	Change in grade
0 to 4.6 metres	-10%	
4.6 to 10 metres	-17.5%	7.5%
10 to 14.31 metres	-6%	11.5%
14.31 to 30 metres	-3%	3%
30 to 41.13 metres	-5%	2%
41.13 to 61.5 metres	-2.5%	2.5%
61.5 to 108.31 metres	+0.97	3.47%
108.31 to 109.9 metres	-0.48%	1.48%

Table 9.15B – Summary of vertical grade for the centreline of the northern access

Chainage (approx.)	Vertical grades	Change in grade
0 to 34.12 metres	-3.5%	
34.12 to 40 metres	-5%	1.5%
40 to 53.76 metres	-1.28%	3.72%
53.76 to 65.55 metres	+1%	2.28%
65.55 to 67.35 metres	+3%	2%

9.16 Access for emergency services

It is important that emergency vehicles, such as ambulance and fire brigade vehicles can access each of the unit buildings. According to Tasmania Fire Service, their newest heavy pump vehicle has the following vehicle dimensions; overall length 8570mm; wheelbase 4550mm; rear overhang 2550; width 2500mm and height 3250mm.

These vehicle dimensions replicate an 8.8-metre-long single rigid vehicle. With the rigid vehicle having a slightly longer wheel base of 5000mm, the fire brigade vehicle is expected to have better manoeuvring capabilities.

As demonstrated in this assessment, both accesses have sufficient width to accommodate a single rigid vehicle, to ensure emergency service vehicles can access each of the unit buildings.

10. Planning scheme

10.1 E5.0 Road and Railway Assets Code

E5.6.2 Road accesses and junctions

The development site will continue to access Queens Walk from the two existing access junctions, and the additional units will generate additional traffic movements. With the urban default 50 km/h speed limit operating on Queens Walk the development must be considered under the Performance Criteria P2. The following information is provided to support the upgrade of the two existing accesses, which will cater for two-way traffic movements, with both expected to operate safely and efficiently.

Performance criteria	Assessment
For roads in an area subject to a speed limit of 60 km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regards to:	
a) The nature and frequency of the traffic generated by the use;	The two existing accesses will provide vehicular connection to the on-site parking areas of six multi-storey buildings containing social housing units, with the two parking areas allocated to the tenants, with one area containing 48 parking spaces and the other 49. Passenger type vehicles are expected to be the primary vehicle type and this type of vehicle is compatible with vehicles already operating on the surrounding road network.
b) The nature of the road;	Queens Walk extends between the Domain and Brooker Highways, with the standard of the road varying. Within the surrounding road network, the road operates as a minor urban collector. The road section between the Domain Highway and the development site is fitted with road humps to moderate operating speeds, as the adjacent land-use is recreational that generates high pedestrian activity. This section is also covered by a five-tonne load limit to eliminate heavy vehicles using this route. Adjacent to the development site the road alignment is curved with tight ninety-degree bends that also moderates the operating speed of vehicles passing the development site. The road has one traffic lane in each direction, and for large sections of the road there are parking restrictions limiting the amount of on-street parking permitted. Extending off Queens Walk is Selfs Point Road, which is a dead-end road that provides access to petroleum supplies, and this activity generates heavy vehicle movements that passes the northern portion of the development site.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

c) The speed limit and traffic flow of the road;	While the urban default 50 km/h speed limit operates along Queens Walk, a recent speed limit survey undertaken adjacent to the development site found the curved horizontal alignment moderates the operating speed of vehicles travelling past the development site. The speed survey found the 85 th percentile operating speed was 41 km/h. Recent traffic surveys found the maximum two-way peak hour traffic flow of 263 vehicles travelling along Queens Walk in the morning and 273 vehicles in the evening peak. The current development site is generating on average 17 vehicle movements in the morning peak hour, and the additional residential units is predicted to generate an additional 27 vehicle movements in each of the peak periods. Traffic modelling at the junction of Queens Walk and Selfs Point Road found the additional vehicles is not expected to cause any adverse traffic flow impact, and motorists will continue to receive the highest level of traffic performance. Based on the RTA Guide to Traffic Generating Developments, the increase in traffic movements is not expected to cause any adverse amenity impact to surrounding land-uses. Both the Domain Highway junction and the Brooker Highway signalised intersection are operating at, or near traffic capacity during the peak periods, the additional vehicles using these junctions will be negligible, and not cause any deterioration in the level of traffic performance.
d) Any alternative access to a road;	The development site will maintain use of the two existing accesses onto Queens Walk, and this is the most practical method to provide access to the on-site parking spaces.
e) The need for the access or junction;	There is a deficiency in social housing within the community and maintaining the two accesses is a critical part of the development operation.
f) Any traffic impact assessment; and	This independent Traffic Impact Assessment found no reason for this development not to proceed.
g) Any written advice received from the road authority.	Aware of none.

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

Both access locations off Queens Walk will provide two-way traffic movements. Motorists leaving the development site from both accesses will have sufficient site distance for the prevailing operating approach speeds, which satisfies the planning scheme requirement for Safe Intersection Sight Distance.

This development will comply with the acceptable solution for Safe Intersection Sight Distance, and motorists will be able to enter Queens Walk in a safe manner, without disrupting the current road users.

The available sight distance at the new off-site car park to be located off Selfs Point Road will comply with Safe Intersection Sight Distance for a 50 km/h speed limit.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

10.2 E6.0 Parking and Access CodeE6.6.1 Number of parking spaces

It is important to acknowledge that car ownership for social housing developments is generally less, as the tenants have a higher use of public transport. This development site is in close proximity to 3 Metro bus routes (560, 561, and 562) that service Goodwood and Lutana to Hobart City and Glenorchy areas, with all operating during the weekday, weekends, and public holidays. The Metro bus service 562 is available directly outside of the development site, leaving every 30 minutes in the morning and hourly in the afternoon, with the other bus routes accessible from Risdon Road and Brooker Highway, providing additional services. While the frequency of buses decreases slightly on weekends, there is still a good level of service.

The development site is located within walking distance to various commercial businesses, including supermarkets, medical services, and other community facilities. It is also located within 600 metres of the intercity shared cycleway that operates between Hobart and the northern suburbs, providing a high-quality alternative transport mode. The link between the shared cycleway and the development site is adequate for cyclists to share the roadway, and there is a network of pathways for pedestrians to provide safe and convenient connection.

Section 4 within this assessment provided evidence that the demand for parking spaces for social housing units is significantly less than the planning scheme requirements. The development will provide for 97 on-site car parking spaces for the tenants, and this level is considered reasonable to meet the expected demand.

With the number of parking spaces for the social housing units being less than that specified by the planning scheme requirements, the use must be considered under the performance criteria and the following information is provided to support the application.

Performance criteria	Assessment
To ensure there is enough car parking to meet the reasonable needs of all users of a development, taking into account the level of parking available on or outside of the land and the access afforded of users by other modes of transport. The use or development does not detract from the amenity of users or the locality by preventing regular parking overspill and minimising the impact of car parking on heritage and local character.	
a) car parking demand;	The planning scheme specifies that 228 parking spaces for the tenants, and 38 spaces for visitor spaces are required for the 150 units. The development is providing 97 on-site parking spaces for the tenants.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

b) The availability of on street and public car parking in the locality;	There is a limited supply of on-street parking, as large sections of Queens Walk are provided with parking restrictions to ensure on-street parking does not obstruct the traffic flow. The development is providing a new public car parking area located within the road reserve, opposite the development site. This public car park will provide for 40 car parking spaces, and with the surrounding land-users generating a moderate parking demand, these spaces are expected to be available for use by visitors to the development site.
c) The availability and frequency of public transport within 400m walking distance of the site;	METRO Tasmania runs a high frequency bus service between Glenorchy and Lutana to Hobart and Glenorchy via Risdon Road, Brooker Highway and Queens Walk, with buses operating regularly between 6:15am and 6:44pm, Monday to Friday. With bus stops located on Queens Walk directly outside of the development site, within 350 metres on Risdon Road and 600 metres on Brooker Highway, this level of service provides the tenants with a convenient and viable alternative transport mode.
d) the availability and likely use of other modes of transport;	The development site is located within four kilometres of the Hobart CBD, and within 600 metres of the intercity shared cycleway that operates between Hobart and the northern suburbs. This shared cycleway is a high-quality facility and provides users with a safe and convenient mode of transport. Cyclists can connect to this shared cycleway by operating along Queens Walk, which is adequate for cyclists, as the roadway is supplemented with road humps to moderate the operating speed of vehicles, vehicles over five tonnes are not permitted to use this section, on-street parking is not permitted along large sections, and the peak hour traffic volume of 317 vehicles is not considered high. Pathways are provided to provide connection for pedestrians.
e) the availability and suitability of alternative arrangements for car parking provisions;	The development is located within an inner residential suburb, there are a range of commercial and retail businesses within walking distance, including a range of medical services, supermarkets, and other community facilities, reducing the need for car ownership.
f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;	There is evidence provided in section 4 of this assessment that social housing units located in close proximity to a high frequency bus route and community facilities, reduces the car ownership. This evidence indicates that 97 parking spaces is expected to meet the reasonable tenant demand for this development.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

g) Any car parking deficiencies or surplus associated with the existing use of the land;	None.
h) Any credit which should be allowed for a car parking demand deemed to have been provided or associated with a use which existed before the change of parking requirements, except in the case of substantial redevelopment of a site;	None.
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;	No financial contribution is considered necessary as the level of on-site parking spaces will more than meet the needs of the development, without any adverse impact to the surrounding road network.
j) Any verified prior payment of a financial contribution in lieu of parking for the land;	None required.
k) Any relevant parking plan for the area adopted by Council;	Not aware of any.
l) The impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;	None expected.
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.	None.

ADDITIONAL AFFORDABLE HOUSING UNITS' QUEENS WALK, NEW TOWN

E6.7 Development standards

Development standards		Comment
6.7.1	number of vehicular accesses;	This development site will maintain use of the two existing accesses onto Queens Walk.
6.7.2	design of vehicular access;	The vehicular accesses will be designed to conform with the Australian Standards 2890 part 1.
6.7.3	vehicular passing areas along an access;	The internal accesses will either be 5.5 metres wide to provide two-way traffic movements, or adequate passing bays be used to ensure traffic can move safely and efficiently.
6.7.4	On-site turning;	All vehicles will be able to enter and leave the development site in a forward driving direction.
6.7.5	Layout of parking areas;	Designed to conform with AS 2890 part 1.
6.7.6	Surface treatment of parking areas;	The circulating aisles will be a concrete hard wearing surface, while the parking spaces will be an all-weather gravel surface to assist with drainage of surface water and minimise the visual impact of the hard surfaces.
6.7.7	Lighting of parking areas;	Lighting will be provided to satisfy the acceptable solution.
6.7.8	Landscaping of parking areas;	Landscaping will be provided within the development site.
6.7.9	Design of Motorcycle parking areas;	Six dedicated motorcycle parking spaces will be provided.
6.7.10	Design of Bicycle Parking facilities;	A number of secure bicycle storage facilities are spaced within the development site, in close proximity to each of the unit buildings. Total of 70 bicycle spaces with 58 located within secured enclosures.
6.7.11	Bicycle end of trip facilities;	Not required for residential units.
6.7.12	Siting of car parking;	The development site is constrained, the on-site parking spaces will be located at the rear of the buildings where possible. The off-site car park will be screened with appropriate landscaping to minimise the visual impact to road users.
6.7.13	Facilities for commercial vehicles;	Not required for residential units.

11. Conclusion

This development site is currently providing social housing units, the additional units is a continuation of the current land-use. The site is located within proximity to a high frequency bus service, has good connection to the shared intercity cycleway, and walking distance to a range of retail and commercial facilities.

From a traffic engineering and road safety perspective, this development is expected to generate a low number of additional vehicle movements, and not expected to adversely impact the traffic efficiency of the surrounding road network, as the roads have spare traffic capacity.

Vehicles entering and leaving the parking areas, are not expected to create any adverse safety or traffic efficiency impacts to pedestrians or existing road users, as there will be adequate sight distance, and entering vehicles are not expected to cause a queuing risk.

The number of on-site parking spaces being provided by this development is expected to meet the reasonable demand generated by the unit tenants, recognising that social housing units located in proximity to a high frequency public bus service generates a low parking demand. The development is also increasing the number of off-street car parking spaces that can be used by the public, including visitors to the development. The number of tenant parking spaces and available public car parking spaces is expected to meet the reasonable needs of the development, without causing parking overflow to the public road network, or surrounding properties. The development will also provide accessible parking spaces, along with dedicated motorcycle spaces and secured bicycle storage areas.

The development site will provide convenient, safe, and accessible access for pedestrians at street level.

Waste collection will be arranged with the council services, dedicated bin storage areas will be created within the development site, with accesses designed to ensure the waste collection vehicle can enter and leave the development site in a forward-driving direction.

An examination of the geometric internal layout of the car park, found compliance with the planning scheme and the Australian Standards 2890.

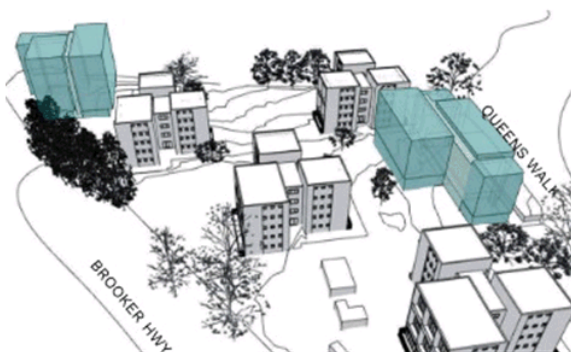
This Traffic Impact Assessment found no reason for this development not to proceed.

Application Referral Development Engineering - Response

From:	Eswaren Shanmugam
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	1 QUEENS WALK, NEW TOWN ADJACENT ROAD RESERVE
Proposal:	Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works
Application No:	PLN-22-146
Assessment Officer:	Cameron Sherriff,

Referral Officer comments:

OVERVIEW:



This development proposal is for two (2) new mid-rise (6-storey) multiple dwelling buildings (social housing blocks), with 41 one-bedroom and 24 two-bedroom residences, thus an additional 65 new dwellings is proposed, with a new design total of 97 off street car parking spaces for the subject site (+57, including 6 DDA compliant spaces). In addition to the development's car parking provision, 6 on-site motorcycle parking spaces (as required), and 70 bicycle parking spaces (58 located in secure enclosures) area also proposed. The subject site is stated to already contain 85 existing units, 31 one-bedroom and 54 two-bedroom residences, and 40 existing off-street car parking spaces.

ASSESSMENT SUMMARY:

• E5.0 Road and railway access code - DOES APPLY

- Clause E5.5.1 Existing road accesses and junctions - **Performance Criteria**
- Clause E5.5.2: Existing level crossings - **Not Applicable**
- Clause E5.6.1: Development adjacent to roads and railways (EDP jointly assessed)
- **Performance Criteria**
- Clause E5.6.2: Road accesses and junctions - **Performance Criteria**

- Clause E5.6.3: New level crossings - Not Applicable
- Clause E5.6.4: Sight distance at accesses, junctions and level crossings - Performance Criteria

• **E6.0 Parking and Access Code - DOES APPLY**

- Clause(s) E6.6's: Are all to do with parking number assessment - Performance Criteria
- Clause E6.7.1: Number of vehicle accesses - Not Applicable
- Clause E6.7.2: Design of vehicle accesses - Acceptable Solution
- Clause E6.7.3: Vehicle passing area along an access - Acceptable Solution
- Clause E6.7.4: On-site turning - Acceptable Solution
- Clause E6.7.5: Layout of parking areas - Performance Criteria
- Clause E6.7.6: Surface treatment of parking areas - Acceptable Solution
- Clause E6.7.7: Lighting of parking areas - (Planner assessment)
- Clause E6.7.8: Landscaping of parking areas - Acceptable Solution
- Clause E6.7.9: Design of motorcycle parking areas - Acceptable Solution
- Clause E6.7.10: Design of bicycle parking areas - Performance Criteria
- Clause E6.7.11: Bicycle end trip facilities - (Planner assessment)
- Clause E6.7.12: Siting of car parking - (Planner assessment)
- Clause E6.7.13: Facilities for commercial vehicles - Acceptable Solution
- Clause E6.7.14: Access to a road - Acceptable Solution
- Clause E6.7.15: Access to Niree Lane Sandy Bay - Not Applicable

• **E7.0 Stormwater - DOES APPLY**

- Exclusively assessed via ECA, in this instance.

COMMENTS:

In a municipal engineering context, Development Engineering can support this proposal in principal subject to the City Engineer's following conditions, advice, and assessment.

GENERAL CONDITIONS:

ENG 1: Pay Costs
ENG 2a: Physical Controls
ENG 3a: P&A Design
ENG 3c: P&A Certification
ENG 4: Surface Treatment
ENG 5: Car Parking
ENG 5b: Bicycle Parking
ENG 6: Motorcycle Parking
ENG 9: DDA Parking
ENG s1: BP Design
PLN s1: PA Lighting
ENV 1: SWMP
ENV s1: NLR
ENVHE 4: CEMP
OPS s1: Division Contact

ADVICE:

- Dial before you dig
- Fees and charges

- Building Permit
- Plumbing Permit
- Occupation of the Public Highway
- Driveway surfacing over highway reservation
- Redundant Crossover
- Work in the highway reservation
- Permit to construct Public Infrastructure
- Stormwater

REPRESENTATIONS:

N/A

DETAILED ASSESSMENT:**E5.0 Road and railway access code**

E5.1 Purpose		E5.1.1 The purpose of this provision is to: (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
E5.2 Application of this Code	YES	
		This Code applies to use or development of land:
	Yes	(a) that will require a new vehicle crossing, junction or level crossing; or
	Yes	(b) that intensifies the use of an existing access; or
	Yes	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	No	(i) a rail network;
	Yes	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment		Comments / Discussion (in bold)
Clause E5.5.1: Existing road accesses and junctions PERFORMANCE CRITERIA		The existing road access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i> . Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.5.1 (A3) and as such, shall be assessed under Performance Criteria. Acceptable Solution - A3: - NON COMPLIANT The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access

or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

Performance Criteria - P3: - **COMPLIANT**

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

(a) the increase in traffic caused by the use;

- **"There is a strong correlation between the RTA Guide trip generation rate of 0.29 peak hour trips per unit, with the current 85-unit generation rate of 0.2 peak hour trips per unit. This assessment will consider the worst-case scenario, based on the RTA Guide trip generation rate, where the 150 units could generate 44 peak hour vehicular movements."** - *Hubble Traffic TIA* dated January 2022, page 12

- **"Section 6.1 of this assessment determined through on-site traffic survey, that the current units generate a low number of vehicle movements, with a maximum of 17 vehicles in the morning peak hour period. The current number of vehicles generated by the development site is not causing any safety or traffic efficiency issues to motorists travelling on Queens Walk."** - *Hubble Traffic TIA* dated January 2022, page 19

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

- **"The survey was undertaken between 7:00am to 10:00am, and found the precinct generated 65 movements, with 43 using a motor vehicle, which represents 66 percent of movements. The highest number of vehicle trips generated in any one-hour period was 17, or 0.2 peak hour trips per unit."** - *Hubble Traffic TIA* dated January 2022, page 11

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

- **"The simplest method to evaluate the impact of vehicles entering and leaving Queens Walk at the Selfs Point Road junction, is to use SIDRA traffic modelling software."** - *Hubble Traffic TIA* dated January 2022, page 16

- **"Traffic modelling demonstrates the junction (at *Queens Walk* and *Selfs Point Road*) is operating at the highest level of traffic efficiency for a give way control, with all motorists receiving level of service A."** - *Hubble Traffic TIA* dated January 2022, page 16

(d) the nature and category of the road;

		<p>- "Queens Walk (Road) within the surrounding road network operates as a minor urban collector, transferring traffic flow between two State Roads, the Domain and Brooker Highway." - <i>Hubble Traffic TIA</i> dated January 2022, page 13</p> <p>(e) the speed limit and traffic flow of the road; - "The road (<i>Queens Walk Road</i>) supports one traffic lane in each direction and operates under the 50 km/h urban default speed limit." - <i>Hubble Traffic TIA</i> dated January 2022, page 14</p> <p>(f) any alternative access to a road; - No alternative accesses are proposed for the development.</p> <p>(g) the need for the use; - No changes to the the subject sites existing Use Class has been proposed.</p> <p>(h) any traffic impact assessment; and - <i>Hubble Traffic TIA</i> dated January 2022 was submitted, and duly reviewed.</p> <p>(i) any written advice received from the road authority. - Consent, under GMC-22-23, appears to have been granted by the City's Road authority.</p> <p>Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed 'intensification' of the subject site's accesses may be accepted under <i>Performance Criteria E5.5.1 - P3</i>.</p>
<p>Clause E5.5.2: Existing level crossings</p> <p>NOT APPLICABLE</p>		<p>Documentation submitted to date appears not to invoke clause E5.5.2.</p> <p>No intensification of an existing level crossings proposed.</p>
<p>Clause E5.6.1: Development adjacent to roads and railways</p> <p>PERFORMANCE CRITERIA</p>		<p>The road and access junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>.</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.1 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable solution - A1.1 - NON COMPLIANT Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road , in an area subject to a speed limit of more than 60km/h:</p>

- (a) new buildings;
- (b) other road or earth works; and
- (c) building envelopes on new lots.

Acceptable solution - A1.2 - **NON COMPLIANT**

Buildings, may be:

- (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or
- (b) an extension which extends no closer than:
 - (i) the existing building; or
 - (ii) an immediately adjacent building.

Performance Criteria - P1: - **COMPLIANT**

The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;
 - **"The adjacent existing building, Manna Gum, is set back 2.6m from the highway boundary. Tower 1 has a setback of 1m. Such a distance change will have negligible impact on the external noise levels and as a result, Tower 1 will be exposed to the same noise as Manna Gum. Only the south-west corner bedroom is closer to the boundary than Manna Gum and hence only 8% of the building does not meet the Acceptable Solution (A1.2) setback requirements."** - NVC Noise Impact Assessment dated July 2022, page 5

- (b) the existing setback of buildings on the site;
 - **"The site boundary to the Brooker Highway is shown in red in Figure 1.1 and indicates Tower 1 is slightly closer to the boundary than the existing towers."** - NVC Noise Impact Assessment dated July 2022, page 2

- (c) the frequency of use of the rail network;
 - N/A

- (d) the speed limit and traffic volume of the road;
 - **"Speed limit: 80km/hr"** - NVC Noise Impact Assessment dated July 2022, page 3

- **"The Brooker Highway is the major road route north from Hobart. It carries high traffic volumes, which are relatively consistent across the period 0600 - 1900 hours. During the night time, volumes drop significantly which consequently, results in a drop in noise levels."** - NVC Noise Impact Assessment dated July 2022, page 6

- (e) any noise, vibration, light and air emissions from the

		<p>rail network or road; - "Noise emissions have been predicted from the highway with a measurement on site confirming the veracity of the predictions. Using AS2107 to define the internal noise level standard for the building, a building facade performance of Rw45 is required to meet the standard." - <i>NVC Noise Impact Assessment</i> dated July 2022, page 6</p> <p>(f) the nature of the road; - "The Domain Highway is a State Road managed by the Department of State Growth, and during the morning and evening peak periods the highway carries substantial traffic flow, with 2,400 two-way traffic movements (traffic data sourced from the State Growth traffic database)." - <i>Hubble Traffic TIA</i> dated January 2022, page 17</p> <p>(g) the nature of the development; - Residential in nature.</p> <p>(h) the need for the development; - N/A</p> <p>(i) any traffic impact assessment; - <i>Hubble Traffic TIA</i> dated January 2022 was submitted, and duly reviewed.</p> <p>(j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and - "A typical concrete panel and double glazed construction is shown to meet the required level of performance, whilst a dry wall construction requires a staggered or double stud configuration." - <i>NVC Noise Impact Assessment</i> dated July 2022, page 6</p> <p>(k) any written advice received from the rail or road authority. - "The Department of State Growth (DSG) have subsequently provided feedback on the proposal, principally regarding the potential impact of future roadway expansions or alterations in the vicinity of the site." - <i>NVC Noise Impact Assessment</i> dated July 2022, page 1</p> <p>Based on the above assessment and given the submitted documentation, the proposed building setback meets the relevant requirements of a performance based solution and therefore may be accepted under <i>Performance Criteria E5.6.1 - P1</i>.</p>
Clause E5.6.2: Road accesses and junctions		<p>The road and access junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015</i></p>

**PERFORMANCE
CRITERIA**

(HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.2 and as such, shall be assessed under Performance Criteria.

Acceptable solution - A2 - **NON COMPLIANT**

No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.

Performance Criteria - P2: - **COMPLIANT**

For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the nature and frequency of the traffic generated by the use;

- "During the morning peak hour, 263 two-way vehicles were recorded using Queens Walk, while Selfs Point Road generated 59 vehicle movements, and the Cemetery access generated 27 vehicle movements." - *Hubble Traffic TIA* dated January 2022, page 15

- "In the evening peak hour, 273 vehicles were recorded on Queens Walk, with 91 vehicles generated by Selfs Point Road, and 48 vehicles generated by the Cemetery." - *Hubble Traffic TIA* dated January 2022, page 15

(b) the nature of the road;

- "Queens Walk (Road) within the surrounding road network operates as a minor urban collector, transferring traffic flow between two State Roads, the Domain and Brooker Highway." - *Hubble Traffic TIA* dated January 2022, page 13.

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

- "The road (*Queens Walk Road*) supports one traffic lane in each direction and operates under the 50 km/h urban default speed limit." - *Hubble Traffic TIA* dated January 2022, page 14.

(d) any alternative access to a road;

- **No alternatives proposed.**

(e) the need for the access or junction;

- **As per the requirements under clause E6.7.14, access to a road is necessary, and the development has proposed the 'existing access points' shall be retained in principal.**

(f) any traffic impact assessment; and

- *Hubble Traffic TIA* dated January 2022 was

		<p>submitted, and duly reviewed.</p> <p>(g) any written advice received from the road authority.</p> <p>- Consent, under GMC-22-23, appears to have been granted by the City's Road authority.</p> <p>Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed number of accesses appear to meet the relevant requirements of a performance based solution and therefore may be accepted under <i>Performance Criteria E5.6.2 - P2</i>. This is in principal due to the retaining of the 'existing access points', and the preservation of an A Level of Service (LOS).</p>
Clause E5.6.3: New level crossings		<p>Documentation submitted to date appears not to invoke clause E5.6.3.</p>
NOT APPLICABLE		<p>No new level crossings proposed.</p>
Clause E5.6.4: Sight distance at accesses, junctions and level crossings		<p>The sight distance at access and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>.</p> <p>Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.4 and as such, shall be assessed under Performance Criteria.</p> <p>Acceptable solution - A1: - NON COMPLIANT</p> <p>Sight distances at:</p> <p>(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and</p> <p>(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p> <p>Performance Criteria - P1: - COMPLIANT</p> <p>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:</p> <p>(a) the nature and frequency of the traffic generated by the use;</p> <p>- "During the morning peak hour, 263 two-way vehicles were recorded using Queens Walk, while Selfs Point Road generated 59 vehicle movements, and the Cemetery access generated 27 vehicle movements." - <i>Hubble Traffic TIA</i> dated January 2022, page 15</p> <p>- "In the evening peak hour, 273 vehicles were recorded on Queens Walk, with 91 vehicles</p>

		<p>generated by Selfs Point Road, and 48 vehicles generated by the Cemetery." - <i>Hubble Traffic TIA</i> dated January 2022, page 15</p> <p>(b) the frequency of use of the road or rail network; - "During the morning peak hour, 263 two-way vehicles were recorded using Queens Walk, while Selfs Point Road generated 59 vehicle movements, and the Cemetery access generated 27 vehicle movements." - <i>Hubble Traffic TIA</i> dated January 2022, page 15</p> <p>(c) any alternative access; - No alternatives proposed.</p> <p>(d) the need for the access, junction or level crossing; - As per the requirements under clause E6.7.14, access to a road is necessary, and the development has proposed the 'existing access points' shall be maintained in principal.</p> <p>(e) any traffic impact assessment; - <i>Hubble Traffic TIA</i> dated January 2022 was submitted, and duly reviewed.</p> <p>(f) any measures to improve or maintain sight distance; and - "The view for drivers looking south can be enhanced with the lower tree branches being removed as shown in photograph 8.6B." - <i>Hubble Traffic TIA</i> dated January 2022, page 15</p> <p>(g) any written advice received from the road or rail authority. - Consent, under GMC-22-23, appears to have been granted by the City's Road authority.</p> <p>Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed sight distances appear to meet the relevant requirements of a performance based solution and therefore may be accepted under <i>Performance Criteria E5.6.4 - P1</i>.</p>

E 6.0 Parking and Access Code

E6.1 Purpose		<p>E6.1.1</p> <p>The purpose of this provision is to:</p>
	Yes	<p>(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;</p>

	Yes	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	Yes	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	— This code applies to all use and development.
Clause for Assessment		Comments / Discussion (in bold)
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. PERFORMANCE CRITERIA		<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>.</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable solution - A1: - NON COMPLIANT</p> <p>The number of on-site car parking spaces must be:</p> <p>(a) no less than and no greater than the number specified in Table E6.1;</p> <p>- Submitted documentation does not satisfy this requirement, a deficiency of car parking spaces is proposed as follows (only for the proposed 65 dwellings, part of this assessment);</p> <p>- At 1 per 4 dwellings, thus 17 required, 17 visitor car parking spaces deficient, and</p> <p>- At 1 per 1 bedroom dwelling and 2 per >2 bedroom dwelling, thus 72 required, 32 car parking spaces deficient.</p> <p>Therefore a total deficiency of 49 car parking spaces is proposed, and a parking rate 0.876 per proposed dwelling.</p>

Performance Criteria - P1: - **COMPLIANT**

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;

- **The empirical parking assessment indicates that the provision of 57 on-site car parking spaces will sufficiently meet the likely demands associated with the development, with the exception of on-site visitor parking.**

- **"Based on the Queensland social housing standard, the New Town site could be considered as site category A, due to the proximity to a high frequency bus route, and local community facilities, which is discussed in section 6.6 of this assessment. This means the 72 one-bedroom units and 78 two-bedroom units (combined number of existing and proposed units), are expected to generate a parking demand of 88 spaces." - Hubble Traffic TIA dated January 2022, page 7**

- **"Based on the RTA guide, this development is expected to generate a parking demand of 114 parking spaces for the tenants, not including visitor parking." - Hubble Traffic TIA dated January 2022, page 7**

- **"This parking survey data can be used to predict the parking demand for the additional units, based on the average parking demand of 0.6 spaces per unit, this means the parking demand for 150 units is predicted to be 90 car parking spaces." - Hubble Traffic TIA dated January 2022, page 8**

- **"Given the available data, it would be appropriate to expect that the provision of 97 on-site car parking spaces will meet the reasonable demand generated by the 150 units." - Hubble Traffic TIA dated January 2022, page 9**

(b) the availability of on-street and public car parking in the locality;

- **"In addition to the 97 on-site parking spaces, the development will provide 40 off-street parking spaces located within the Selfs Point Road reserve, opposite the development site. The parking spaces will be available for use by the general public and surrounding land-uses, including visitors to the social housing units." - Hubble Traffic TIA dated January 2022, page 9**

(c) the availability and frequency of public transport within a 400m walking distance of the site;

- "Metro Bus services operate on Queens Walk directly outside of the housing complex, and along the Brooker Highway and Risdon Road." - *Hubble Traffic TIA* dated January 2022, page 4

- "METRO Tasmania runs 3 Metro bus routes (560, 561, and 562) that service Goodwood and Lutana, to Hobart City and Glenorchy areas, with all operating during the weekday, weekends, and public holidays. The metro bus service 562 is available directly outside of the development site, leaving every 30 minutes in the morning and hourly in the afternoon, with the other bus routes located within 350 metres on Risdon Road and within 600 metres on the Brooker Highway, providing further bus services. While the frequency of buses decreases slightly on weekends, there is still a good level of service." - *Hubble Traffic TIA* dated January 2022, page 18

(d) the availability and likely use of other modes of transport;

- "The complex is also in close proximity to the intercity cycleway, providing cycle access into the Hobart CBD." - *Hubble Traffic TIA* dated January 2022, page 4

(e) the availability and suitability of alternative arrangements for car parking provision;

- **An alternative parking provision has been proposed, a new public car park facility, containing 40 car parking spaces, approved under GMC-22-23.**

(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;

- N/A

(g) any car parking deficiency or surplus associated with the existing use of the land;

- **A deficiency of 99 car parking spaces, with the exception of on-site visitor parking, has been identified with respect to the existing 85 existing dwellings and 40 car parking spaces (Residential Use Class), as per the current scheme's parking rate requirements.**

(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;

- **Substantial redevelopment of the subject site is proposed.**

		<p>(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; - N/A</p> <p>(j) any verified prior payment of a financial contribution in lieu of parking for the land; - N/A</p> <p>(k) any relevant parking plan for the area adopted by Council; - N/A</p> <p>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; and - No prohibiting impact, as per Cultural Heritage report assessment.</p> <p>(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code. - No impact, as per Cultural Heritage Officer's assessment.</p> <p>Based on the above assessment and given the submitted supporting documentation (i.e., Applicant TIA), the proposed parking provision(s) may be accepted under <i>Performance Criteria E6.6.1 - P1</i>. This is particularly due to the actual parking demands identified as likely to be generated by the development. Furthermore, the proposal includes a contribution of 40 car parking spaces off-site that will increase the availability of public car parking in the locality.</p>
<p>Clause E6.7.1: Number of vehicle accesses</p> <p>NOT APPLICABLE</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.1.</u></p> <p>Submitted documentation appears to indicate no changes proposed to the number of vehicle accesses.</p>

<p>Clause E6.7.2: Design of vehicle accesses</p> <p>ACCEPTABLE SOLUTION</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>.</p> <p><u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause 6.7.2.</u></p> <p>Acceptable Solution - A1: - COMPLIANT</p> <p>Design of vehicle access points must comply with all of the following:</p> <p>(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking</p> <p>Location; - Submitted documentation appears satisfactory</p> <p>Sight distance; - Submitted documentation appears satisfactory</p> <p>Width; and - Submitted documentation appears satisfactory</p> <p>Gradient - Submitted documentation appears satisfactory</p>
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<p>Clause E6.7.3: Vehicle passing area along an access</p> <p>ACCEPTABLE SOLUTION</p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>. <u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.3.</u></p> <p>Acceptable solution - A1: - COMPLIANT</p> <p>Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <ul style="list-style-type: none"> - (i) it serves more than 5 car parking spaces; - Yes - (ii) is more than 30 m long; - Yes - (iii) it meets a road serving more than 6000 vehicles per day; - No <p>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - Submitted documentation appears to satisfy this requirement</p> <p>(c) have the first passing area constructed at the kerb; - Submitted documentation appears to satisfy this requirement</p> <p>(d) be at intervals of no more than 30 m along the access. - Submitted documentation appears to satisfy this requirement</p> <p>Five (5) Passing Areas detailed on Aldanmark plans, shown along CL-1, CL-4, CL-5, and CL-6.</p>
<p>Clause E6.7.4: On-site turning</p> <p>ACCEPTABLE SOLUTION</p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.7.4.</u></p> <p>Acceptable solution - A1: - COMPLIANT</p> <p>On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</p> <ul style="list-style-type: none"> (a) it serves no more than two dwelling units; - APPLIES (b) it meets a road carrying less than 6000 vehicles per day. - APPLIES
<p>Clause E6.7.5: Layout of parking areas</p> <p>PERFORMANCE CRITERIA</p>		<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable Solution A1: - NON COMPLIANT</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS</p>

2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.

Performance Criteria - P1: - **COMPLIANT**

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

- Car Parking Space Dimensions (AS2890.1 Fig 2.2 = Class, 1A, 3):

- **Submitted documentation appears able to satisfy this requirement, dimensioned bays denoted & detailed**

- Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side):

- **Submitted documentation appears able to satisfy this requirement, not detailed albeit achievable**

- Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance):

- **Submitted documentation appears able to satisfy this requirement, >2.2m detailed (2.95m, see CL-2)**

- Parking Space Gradient (5%):

- **Submitted documentation appears able to satisfy this requirement, <5% detailed**

- Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A, 3):

- **Submitted documentation appears able to satisfy this requirement, deficient albeit swept path simulations provided**

- Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide = >7m wide apron):

- **N/A**

- Parking Module Gradient (10% Performance):

- **Submitted documentation appears able to satisfy this requirement, <10% including passing areas**

- Circulation Roadway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m):

- **Submitted documentation appears able to satisfy this requirement, <25% & >3m detailed**

- Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag = >2m transition):

- **Submitted documentation appears able to satisfy this requirement, longitudinal sections provided**

- Physical Controls (AS2890.1 Section 2.4.5.4):

- **Submitted documentation appears able to satisfy this requirement, *Concrete Wheel Stops* shown**

- Single-sided Aisle Widening (AS2890.1 Fig 2.3 = 0.3m

		<p>extra):</p> <ul style="list-style-type: none"> - Submitted documentation appears able to satisfy this requirement • "Jockey Parking" Tandem Bay Configuration (Performance Assessment): - N/A <p>Submitted documentation appears to meet the relevant parameters for a performance based solution and therefore may be accepted under Performance Criteria E6.7.5 - P1 given the typical configuration of the off-street car park proposed. This is in principal due to the submitted detailed designs being prepared by a suitably qualified engineer and having demonstrated the layout of car parking spaces, access aisles, circulation roadways and ramps, are safe, ensure ease of access, egress, and manoeuvring on-site.</p>
<p>Clause E6.7.6: Surface treatment of parking areas</p> <p>ACCEPTABLE SOLUTION</p>		<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</u></p> <p>Acceptable Solution - A1: - COMPLIANT</p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; and</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p>Submitted plans indicate a sealed surface treatment and ability to be drained to an approved stormwater system, as per REALM plans.</p>
<p>Clause E6.7.7: Lighting of parking areas (Planner and health unit to assess)</p>	—	Planner to assess
<p>Clause E6.7.8: Landscaping of parking areas (Planner to assess)</p>	—	Planner to assess

<p>Clause E6.7.9: Design of motorcycle parking areas</p> <p>ACCEPTABLE SOLUTION</p>		<p>The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.9.</u></p> <p>Acceptable Solution A1: - COMPLIANT The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; and (b) be located within 30 m of the main entrance to the building.</p> <p>Submitted documentation indicates adequate motorcycle parking provisions on-site. Six (6) bays required and provided (designed in accordance, 1.2x2.5m bays).</p>
<p>Clause E6.7.10: Design of bicycle parking areas</p> <p>PERFORMANCE CRITERIA</p>		<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.10 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable Solution A1: - NON COMPLIANT The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p>- "With the development site located in close proximity to the intercity cycleway, the use of cycling will be promoted as an alternative transport mode, with the development providing a number of secured bicycle facilities to accommodate a minimum of 70 bicycles." - <i>Hubble Traffic TIA</i> dated January 2022, page 4</p> <p>There appears to be 41 of 70 bicycle parking spaces shown on <i>CUMULUS</i> plans. The spaces are shown as follows;</p> <ul style="list-style-type: none"> - 17 New Bike Store spaces shown (proposed), - 24 Existing Bicycle Racks spaces shown (existing), - *16 New Bike Store spaces not shown (proposed), <p>and</p> <p><small>*New Bike Store x2 with 0 spaces shown, however DEVENG has determined (using a 0.656 FA factor, including circulation, and at 0.61sq.m per space) the 2 stores are able to contain a max. of 15.38 spacGMCes</small></p> <ul style="list-style-type: none"> - 13 spaces not shown (proposed). <p>Performance Criteria - P1: - COMPLIANT The design of bicycle parking facilities must provide safe,</p>

		<p>obvious and easy access for cyclists, having regard to all of the following:</p> <p>(a) minimising the distance from the street to the bicycle parking area;</p> <p>- Facilities shown appear to be located at a maximal distance from the public streets bordering the subject site.</p> <p>(c) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building; and</p> <p>- Facilities shown appear to be located in visible area suitable for passive surveillance.</p> <p>(d) avoiding creation of concealment points to minimise the risk.</p> <p>- Facilities shown appear to be located in an exposed space, thus requiring clear and open approach by persons/users.</p> <p>Acceptable Solution A2: - NON COMPLIANT</p> <p>The design of bicycle parking spaces must be to the class specified in Table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.</p> <p>Performance Criteria – P2: - COMPLIANT</p> <p>The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.</p> <p>- The design details provided do not demonstrate a convenient, efficient, and safe service for users, without conflicting with vehicular or pedestrian movements or the safety of building occupants.</p> <p>- Further design details for all (46) proposed bicycle parking spaces, and proposed storage facilities shall be required.</p> <p>Based on the above assessments of each performance based solution, with respect to the submitted design documentation, the proposed bicycle parking provision(s) may be accepted under the Performance Criteria E6.7.10 - P1, P2. This is primarily due to the including of an Engineering permit condition that shall require sufficient design details be provided post planning.</p>
Clause E6.7.11: Bicycle end trip facilities (Planner to assess)	—	Planner to assess

Clause E6.7.12: Siting of car parking (Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area)	—	—	Planner to assess
Clause E6.7.13: Facilities for commercial vehicles ACCEPTABLE SOLUTION			<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.13.</u></p> <p>Acceptable Solution A1: - COMPLIANT Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; and (b) the use is not primarily dependent on outward delivery of goods from the site.</p>
Clause E6.7.14: Access to a road ACCEPTABLE SOLUTION			<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</u></p> <p>Acceptable Solution A1: - COMPLIANT Access to a road must be in accordance with the requirements of the road authority.</p> <p>Performance Criteria - P1: No Performance Criteria</p> <p>Submitted plans appear to indicate access to a road in accordance with relevant LGAT drawings. Referred to the Roads - City Amenity and Traffic - City Planning for assessment and determination (including referral recommendation, conditions, and advice).</p>
Clause E6.7.15: Access to Niree Lane Sandy Bay NOT APPLICABLE			<p>The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.15.</u></p> <p>No development proposed within Niree Lane.</p>

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Application Referral Cultural Heritage - Response

From:	Allie Costin
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	1 QUEENS WALK, NEW TOWN ADJACENT ROAD RESERVE
Proposal:	Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works
Application No:	PLN-22-146
Assessment Officer:	Cameron Sherriff,

Referral Officer comments:

Historical Context

Following the construction of the Brooker Highway, the Stainforth Court complex was built by the State Housing Department on a parcel of land situated between the new highway and Queens Walk. The four housing towers were completed in 1960 and provided accommodation in the arrangement of 31 one bedroom flats and 54 two bedroom flats. At the time the Department had already built the Windsor Court flats in Harrington Street (demolished 2002), and another multi-storey block of flats were in progress on Augusta Road. The Director of Housing referred to the significance of this new approach to public housing, designed not only to relieve the housing shortage, but also to pause the sprawling low density development that was becoming a characteristic of Australian cities.

Architectural Philosophy

The existing towers at Queens Walk are demonstrative of International Style architectural design. The style was pioneered in Europe, and was popularised in Australia by the early Post-War period. The design philosophy of International Style housing towers was typified by the Swiss/French architect Le Corbusier. Le Corbusier proposed towers set in open parkland as a solution to the urban housing crisis. He believed that his new, modern architectural forms would provide an organizational housing solution that was economic and aimed to promote equality by assisting those in vulnerable living conditions and with limited housing choices.

While Stainforth Court is at a much lower density and height than that promoted by Le Corbusier, it does reflect the basic philosophy of such public housing schemes to accommodate density whilst balancing the requirements for onsite amenity including solar access, open space, and landscaping. The design in the case of Stainforth Court was to provide clusters of multi-storey apartment blocks sited at sufficient distance apart to allow adequate solar access and amenity.

The Site

The existing site contains the cluster of four c1960 multi-storey residential apartment blocks. The topography is gently sloping to the southwest and contains some groupings of mature trees in the northwest corner of site and along the boundary with Brooker Avenue. There is some landscaping between the buildings on site. There are expansive views to New Town and Mount Wellington to the west, Lutana to the north, to the Cornelian Bay sporting fields, and foreshore reserve to the southeast.

Statements of Significance

The following Statement of Significance comes from the 2007 New Town Heritage Study Criterion (a): it is important in demonstrating the evolution or pattern of Tasmania's history; (or that of the local area)

Stainforth Court at 1 Queens Walk, New Town is of historic cultural heritage significance as an illustration of public housing philosophies of the mid twentieth century and in particular as a reflection of the design philosophy typified by Le Corbusier. The location of the complex beside the Brooker Highway, isolated from services and other residential uses is also revealing of attitudes towards public housing. The complex is distinguished from other public housing developments of the period as large complex of multi-storey blocks, as opposed to standard lower density housing. The place is also of significance as an example of the International Style of architecture.

Background:

- The site was identified for heritage listing in the 2007 New Town Heritage Study that was undertaken for Council by GHD
- The site was closed in 2011 and all former tenants were relocated. In 2013 the newly renovated complex reopened as 'Queens Walk Apartments'. External renovations changed the colour and external finish of the buildings, added privacy elements to the facades and solar panels to the roofs.
- The site was listed as a Heritage Place under the Hobart Interim Planning Scheme 2015
- In September 2021 Heritage Officers attended a meeting with the architects, heritage consultant, and consultant planner. Preliminary plans showed 65 social housing dwellings, and early concept massing.
- On the 22nd of June 2022 the proposal was presented to UDAP
- The applicant's submission includes a Heritage Impact Assessment by Purcell dated February 2022

Proposal:

- Construction of two additional apartment blocks buildings E and F containing 65 dwellings and 57 new car park spaces.
- Building E will be located on the corner of Queens Walk and the Brooker Highway, and building F fronting Queens Walk, opposite the cemetery and will accommodate 27 dwellings.
- Building E will contain 38 dwellings and is setback 1.4 m from Queens Walk and 1.8 m from the Brooker Highway. The six-storey building will be 19.75 m tall. The building is comprised of 3 towers joined by internal circulation areas.
- Building F is setback 2.2 m from Queens Walk. The 4-storey building will be 14.7 m tall. The building is comprised of three towers joined by circulation areas.
- Buildings E and F includes use of materials to match the existing buildings, including: textured concrete; coloured cement sheet; mesh panelling, tile and powder coated window frames
- The proposal also includes a vehicle parking area within the Selfs Point road reserve of 40 car parking spaces (outside of the heritage listed site)
- Proposed works to the existing residential towers includes installation of timber pergola structures and concrete pavers at the entrances.
- Demolition of existing car parks and paths, some internal fencing, trees and landscaping elements.
- Proposed site landscaping includes new structures for bin and bike storage, timber sheds, and glass houses.
- Other proposed new landscape elements include timber bench seating, pathways, play elements, an outdoor communal kitchen / BBQ, terrace steps and retaining walls.

Representations:

There was two (2) representations received during the advertising period, the representations did not raise heritage concerns.

Assessment:

E13.7 Development Standards for Heritage Places**E13.7.1 Demolition**

Objective:

To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

Performance Criteria 1 of E13.7.1

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

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

The proposed demolition is restricted to vegetation, landscaping elements, and some fencing. This demolition is for the purposes of clearing the ground plane for the construction of the new buildings. There are no trees within the site which are listed under the Significant Tree Code E24.0 of HPS 2015, and the statements of significance for the site do not reflect any landscaping or vegetation significance.

Some mature Eucalyptus trees (numbered T 47-51 on the Existing Tree Schedule of the Landscape Plan) are proposed for removal in the north-west corner of the site (see fig 1), whilst they contribute to the setting of the apartments, the retention of these trees is not a heritage requirement under the provisions of the scheme. It is also noted many native plantings are proposed as part of the future landscaping plans.

It is considered elements proposed for demolition will not result in loss of significant fabric, form, items, outbuildings, or landscape elements that contribute to the historic cultural heritage significance of the place. E13.7.1 Performance Criteria 1 is considered satisfied



Fig. 1. Eucalyptus trees proposed for removal as seen from Brooker Hwy – image taken by Heritage Officer 04/09/2022

E13.7.2 Buildings and Works other than Demolition

Objective:

To ensure that development at a heritage place is:

- (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and*
- (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.*

Performance Criteria 1 of E13.7.2

Development must not result in any of the following:

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

The architectural design and detailing of the proposed apartment blocks complement the principal heritage characteristics of the listed place. The material palette on the whole reflects the original towers International Style design influences through the use of prefabricated materials, and finishes such as tiles and paving, but remains, recessive and subservient to the heritage place.

The fenestration and articulation of the new buildings is less formal than the existing but still provides a recognisable rhythm, vertical emphasis, and sits within a hooded form corresponding to the original towers. See fig 2 below.



Fig 2. To the left is an existing tower showing the façade treatment and fenestration (image taken by Heritage Officer), the centre and right image shows the proposed façade treatments and fenestration pattern of the proposed new buildings.

The proposed landscape design is contemporary but represents a sympathetic and considered response to the existing site context and the wider Cornelian Bay landscape with mass planting of native vegetation proposed. A condition of permit has been applied to make sure the landscaping plans are implemented within a specified amount of time post building completion.

Subject to the aforementioned condition Performance Criteria 1 of E13.7.2 is considered satisfied.

Performance Criteria 2 of E13.7.2

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

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

The design approach limits 65 dwellings into two buildings, it is considered that this minimises the visual impact on the existing heritage buildings, and reduces the removal of outdoor space. The design retains the high density approach of the existing buildings.

In regards to setback and siting the constraints of the site must be acknowledged. As stated in the Heritage Consultant report these constraints include the site's shape, topography, easements, and the spacing of the existing towers. Another additional consideration is the road borders of Queens Walk, Selfs Point Road, and the high traffic Brooker Highway.

The new buildings are sited with appropriate curtilage given to the existing listed towers. The proposed new buildings are considered to be clearly detached from the c1960 towers, and are interpreted physically and visually as separate new developments within the site. The spatial character of the site will be changed, but the listed buildings will remain intact and free standing, with the site retaining the existing sufficient spacing between the existing buildings. The new buildings are positioned to the peripheries of the site, and not directly between the existing cluster arrangements of the 4 towers.

In regards to scale the existing towers on site range from 20.43m to 24.44m in height. The scale of the two new buildings is considered appropriate and proportional to the existing, with building E at the north-western end of the site proposed at 6 storeys (19.75m tall). Whilst building F on the eastern side of the site is proposed at 4 storeys (14.7m tall). See fig. 3. Site

Elevation showing building E and fig. 4. Showing building F.

The bulk of building F which fronts onto Queens Walk was raised by the UDAP panel, whilst the Heritage Impact Statement indicates that the footprint of building F is larger than the existing towers to provide the required number of new dwellings in the minimum number of new towers. By consolidating the new dwellings to only two new buildings, it has maintained the existing sense of space between buildings on the site. See fig. 4 below for footprints of existing / proposed buildings.

It is not considered necessary for building F to replicate the smaller footprints of the existing buildings. It is considered the approach to consolidate the required dwellings over two buildings has less impact, than if additional buildings with less bulk / smaller footprints were proposed throughout the site, which would encroach on the curtilage of the significant original towers. The layout and bulk of building F is considered appropriate as it retains the required negative space to be able to experience the existing listed buildings wholly, in their full extent and setting. Performance Criteria 2 of E13.7.2 is considered satisfied.

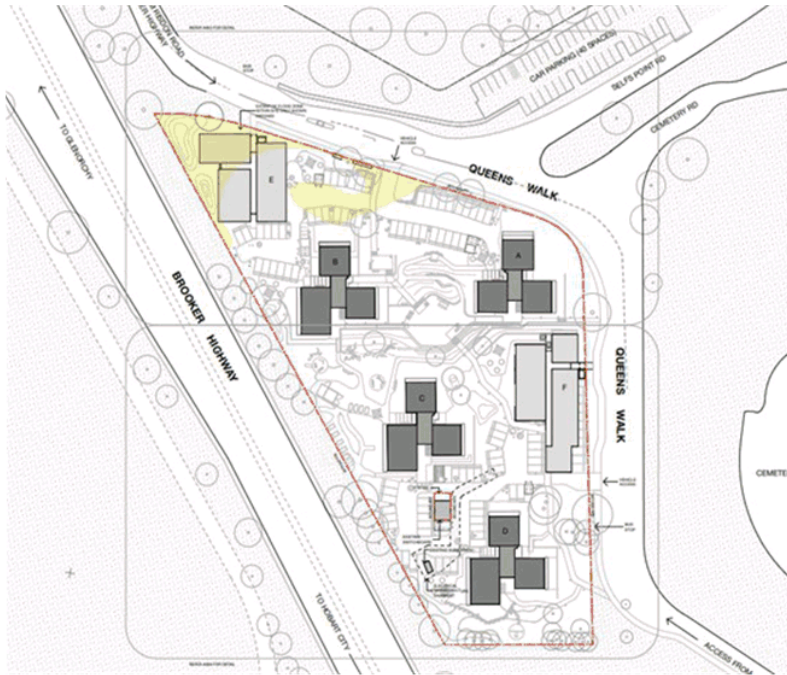
Fig. 3. Site Elevation – North proposed Building E to the right of the image.



Fig. 4. Site Elevation – East proposed Building F in centre foreground.



Fig.4. Overall Proposed Site Plan showing footprints of Buildings E and F in light grey.



Performance Criteria 3

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

The materials proposed are a mixture of solid and lightweight elements such as textured concrete hoods with recessed glazing, or perforated cement sheet. This is a contemporary interpretation of the existing articulation of materials. It is considered that materials, built form and fenestration are readily identifiable as new, and take reference from the original buildings rather than replicate.

The new buildings introduce a tiled podium type base, finished in a mottled green, this is considered appropriate and helps to incorporate and ground the new buildings into the landscape setting, and it also allows the heavy concrete bases of the listed buildings to be more visually prominent. See fig. 5 below. A condition of permit has been applied ensuring that all finalised colours and finishes are to the satisfaction of the Council Heritage Officer.

Subject to the aforementioned condition Performance Criteria 3 of E13.7.2 is considered satisfied.



Fig.5. Image to the left shows heavy concrete connection at ground level, image to right shows proposed less dominant approach to ground level finishes.

Performance Criteria 4 of E13.7.2

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

The Heritage Impact Statement describes light weight timber pergola structures to the ground floor western sides of the existing towers. It is acknowledged that in essence these structures will be reversible and unlikely to detract from the heritage significance of the towers. However detailed documentation of the structures is lacking, and a condition of permit has been applied that further documentation is required that shows the roof junctions and fixing points of the pergolas onto the western sides of the buildings. Subject to the aforementioned condition Performance Criteria 4 of E13.7.2 is considered satisfied.

Performance Criteria 6 of E13.7.2

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

There are no trees within the site which are listed as significant under E24.0 the Significant Tree Code of HIPS 2015, and the statements of significance for the site do not reflect any landscaping or vegetation significance. In addition the removal of vegetation is exempt under clause E13.4.1 (K, i) 6 of the Historic Heritage Code. It is however noted many native plantings are proposed as part of the future landscaping plans, including plantings between the roads reserves and buildings.

In conclusion the proposed works are considered to satisfy the relevant provisions of the Historic Heritage Code E13.0 of HIPS 2015, subject to the applied conditions. It is also advised that a Conservation Management Plan for the site should be prepared and adopted to guide any future works and development for the site.

Allie Costin
Cultural Heritage Officer
15 September 2022

Reviewed
Sarah Waight
Senior Cultural Heritage Officer
15 Sept 2022

Application Referral Environmental Development Planner - Response

From:	Rowan Moore Environmental Development Planner 15 September 2022
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	1 QUEENS WALK, NEW TOWN ADJACENT ROAD RESERVE
Proposal:	Partial Demolition, 150 Multiple Dwellings (85 Existing, 65 New), Car Parking, Landscaping including Tree Removal, and Associated Works
Application No:	PLN-22-146
Assessment Officer:	Cameron Sherriff,

Referral Officer comments:

Codes Applicable:

Code	Applicable	Exempt	Permitted	Discretionary
E1.0 Bushfire-Prone Areas	No			
E3.0 Landslide	No			
E9.0 Attenuation	Yes	No	No	Yes - E9.7.2 P1
E10.0 Biodiversity	No			
E11.0 Waterway & Coastal	No			
E15.0 Inundation Prone Areas	Yes - Refer to SWU assessment			
E16.0 Coastal Erosion	No			
E18.0 Wind & Solar Energy	No			
E20.0 Acid Sulfate Soils	No			

Assessment:

Approval is sought for 65 multiple dwellings in two multi-storey buildings at 1 Queens Walk, New Town. A new off-site car park, extensive landscaping and driveways are also proposed.

Attenuation Code

The Code applies because sensitive use is proposed within the attenuation distances of activities listed in Table E9.1 and E9.2 of the Code. One of the proposed residential buildings

would be within the attenuation distance of the Cornelian Bay crematorium and a small part of that building would be within the attenuation distance of the Self's Point sewage treatment plant.



Image 1: Approximate footprints of proposed buildings and carpark (blue dashed line indicates extent of attenuation area for the sewage treatment plant)

No Code exemptions apply.

The relevant standards are under clause E9.7.2. There is no acceptable solution for A1.

Performance criterion P1 states the following:

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

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

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

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

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

Potential impacts from the crematorium are odours and particulates and potential impacts from the sewage treatment plant are odours.

At around 400m from the site, the proposed eastern building is right on the edge of the attenuation area for the sewage treatment plant, and may be slightly within or slightly outside the attenuation area.

There is no history of odour complaints from existing residents about the STP, and at this distance no odour impacts are expected from the existing STP. Any future expansion or upgrade of the STP would require further assessment for odour impacts (most likely by the EPA as a Level 2 Activity).

The proposed eastern building would be set back by approximately 195m from the crematorium which has an attenuation distance of 300m. There is no history of odour complaints from existing residents about the crematorium, and the results of air quality studies for other crematoria suggests that atmospheric emissions from the crematorium would be very unlikely to lead to an exceedance of air quality criteria.

The exercise of discretion is recommended with regard to the Attenuation Code.

Road and Railway Assets Code

With regard to E5.6.1, the proposal does not comply with acceptable solution A1.1 and A1.2 because a new building ('Building E') and earthworks are proposed within 50m of a category 1 or category 2 road with a speed limit of more than 60km/h, and Building E would have a lesser setback from the road than the adjacent apartment building.

Performance criterion P1 states the following:

The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;*
- (b) the existing setback of buildings on the site;*
- (c) the frequency of use of the rail network;*
- (d) the speed limit and traffic volume of the road;*
- (e) any noise, vibration, light and air emissions from the rail network or road;*
- (f) the nature of the road;*
- (g) the nature of the development;*
- (h) the need for the development;*
- (i) any traffic impact assessment;*
- (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and*
- (k) any written advice received from the rail or road authority.*

A Noise Impact Assessment was submitted with the application. The Assessment included consideration of future widening of the Brooker Avenue carriageway to increase the number of traffic lanes from 4 to 6 based on advice from the Department of State Growth.

The Assessment makes reference to the Tasmanian *Environment Protection Policy (Noise) 2009* ('the Noise EPP') which in turn refers to the development of a transport noise strategy to improve transport noise outcomes and assist in implementation of the Noise EPP.

The Assessment indicates that a transport noise strategy has since been developed; the DIER *Tasmanian State Road Traffic Noise Management Guidelines* (2011), which state the following criteria, applicable at the nearest residential facade:

- Design Target: 63 dBA, L¹⁰ (18 hour)
- Operational Upper Limit: 68 dBA, L¹⁰ (18 hour)

Where these levels are exceeded, the Guidelines also state secondary criteria for alternative outdoor habitable space, and for internal noise levels.

The Assessment report states the following:

The Guidelines note, regarding the Tas Noise EPP criteria, that 'outdoor living' areas are not necessarily applicable on the side of a residence facing the roadway. As such, they apply the following, under Principle 9. Note that a level difference of 2 dB is applied to account for the difference between the L10 18-hour metric utilised in the Guidelines and the Leq 16-hour metric utilised in the Noise EPP.

"Principle 9: The Department adopts LA10 (18 hour) 52 dB(A) as an alternative external target noise level, with assessment against this criterion to be in any outdoor living area located on the side of the building opposite to the façade most exposed to traffic noise (or in the case of an approved but not yet built building, 1m from the most exposed edge of the approved building envelope)."

It is noted that this level is taken from the Noise EPP criterion of 50 dBA for moderate annoyance - the Guidelines' level of 52 dBA, L1018-hour is equivalent to the 50 dBA Leq16-hour criterion used in the Noise EPP...

As such, the applicable criteria for this project are taken as:

*Design Target L10^{18-hour} ≤ 63 dBA, and
Operational Upper Limit L10^{18-hour} ≤ 68 dBA, or
Alternative Outdoor Living Areas L10^{18-hour} ≤ 52 dBA, and
Indoor Amenity Leq^{16-hour} ≤ 35 dBA.*

where, if the operational upper limit is exceeded, mitigation measures are required to achieve compliance with both the alternative outdoor living area criteria, and the indoor amenity criteria.

Existing traffic noise was monitored and the 16-hour Leq was determined to be 70 dBA at the nearest point of the proposed building adjacent the highway (i.e. above the design target and operational upper limit).

Modelling was carried out for both the existing highway, and the extended highway. The difference at the proposed residential building was an increase of 0-2dBA for the widened highway. The modelling showed the nearest parts of the proposed building would be subject to noise levels of over 68dBA, with the vast majority of the building facade subject to 52-68dBA. The highest predicted noise level at the nearest point of the building was 71dBA. On the side of the proposed building facing away from the highway, some areas were modelled to experience levels above 52dBA, and some below 52dBA.

The noise report indicates that for an external noise level of 71dBA, the minimum facade sound reduction required on the northern, southern and western facades of Tower 1 is Rw 50 to achieve the internal noise criterion of 35dBA, and Rw 45 for the eastern wall. This is considered adequate for traffic noise to not cause an unreasonable amenity impact on future residents inside the buildings.

While outdoor areas (including decks for the western building) would experience noise levels generally above the Noise EPP and traffic guideline indicator/recommended levels, there will be significant areas of the site where noise levels would comply, including communal outdoor spaces. This is considered reasonable.

With regard to potential noise impact, the exercise of discretion is recommended subject to a condition requiring the northern, southern and western facades of Tower 1 being constructed to achieve Rw 50 and the eastern wall constructed to achieve Rw 45, with the building drawings being certified by an acoustic engineer or other suitably qualified person as being adequate to achieve the Rw ratings.

Recommended Conditions:

Building facades to recommended Rw values

Construction EMP

Recommended Advice:

N/A

URBAN DESIGN ADVISORY PANEL
REPORT
22 June 2022**6. 1 QUEENS WALK – PLN-22-146**

Attending: Peter Walker - Cumulus
Roselyn Bermudez – Cumulus
Clare Hester – ERA Planning and Environment
Aleric Hellawell – REALMstudios
William Harkness – Housing Choices

The Panel met to discuss the proposal in detail and the below report is a summary of the Panel's views and is provided for the consideration of the proponents and officers.

Description:

The proposal is for the further development of the Housing Tasmania site at 1 Queens Walk, adding two new multi-storey buildings contributing 65 additional dwellings and bringing the total number of dwellings on the site to 150 (86 existing across four separate, multi-storey buildings). Associated vehicle parking is also proposed, increasing the total from 40 to 97, with forty of the new spaces nearby within the adjacent Self's Point Road Reservation. Substantial landscaping is also proposed throughout the refreshed site that will incorporate play and recreation spaces, as well as social event spaces, gardens, parking areas for cars, motorcycles and bicycles and practical facilities such as clotheslines and waste bin storage.

More specifically, the proposal:

- Building E, at the north-western end of the site, containing 38 dwellings at 19.75m tall (six storeys - RL23.60). This building is comprised of three towers joined by internal circulation areas in between.
- Building F, on the eastern side of the site, containing 27 dwellings at 14.7m tall (four storeys - RL25.15, comprised of three towers joined by circulation areas in between.
- Building E contains 21 one-bedroom dwellings and 17 two-bedroom dwellings.
- Building F contains 20 one-bedroom dwellings and 7 two-bedroom dwellings.
- All dwellings include small balconies ranging between 7 to 10m² in area.
- Includes use of materials to match the existing buildings, including: textured concrete; coloured cement sheet; mesh panelling, tile and powdercoated window frames.

Panel Report:

The Panel noted that 1 Queens Walk – PLN-22-146 is a lodged planning application currently under assessment, where additional information cannot be requested. The

**URBAN DESIGN ADVISORY PANEL
REPORT
22 June 2022**

following comments will be provided to the applicant and Development Appraisal Planner.

Whilst the Panel is generally supportive of more density on the site, they do have some concerns.

The Panel had concerns about the depth of understanding of the heritage values of the existing complex, (recognising this being one of the last examples of post-war free-standing social housing), where time has not appreciated the values of this type of housing. By densifying the site, the spatial character and hence the heritage value of the housing complex, will be considerably changed.

The Panel would have liked to have received a feasibility study containing the heritage values of the complex and its siting, noting the proposal will impact the heritage of the area by filling in the gaps, instead of reinforcing the existing spatial disposition. The sense of the free-standing buildings will be lost by virtue of the new buildings being included. The proposal will result in a cluster of intermingled, rather than a collection of free-standing, buildings. Building F is particularly ambiguous to the existing free-standing typology.

The Panel were of the view the design is picking up on elements of the existing buildings, but lacks in consideration of a more nuanced urban response. The Panel also lamented the lack of significant improvement to the ground plane, noting that a considerable extent was being taken up with carparking, and there were opportunities for it to be used in other ways. Notwithstanding a lengthy presentation on the work that has gone into the site landscaping and benefits realised, such as the all-abilities accessible through-access on a steep-sloping site, on balance the Panel felt that there was insufficient improvement in the ground plane, including the connection between new buildings and the ground plane itself. The Panel would have liked to have heard more about the way the buildings meet the ground and felt the current proposal contributes to the perceived bulk of the proposed buildings.

The Panel questioned the lack of strategy on communal space. The Panel notes that while there is open space and landscaping, and ability to create micro communities amongst the garden space, there are no covered and enclosed communal spaces for residents of the buildings to gather. The Panel also questioned if Building E would overshadow the productive green outdoor space.

The Panel felt the condition for residents was either “in” their apartment or “out” in the space around buildings. Citing the generosity of the communal circulation spaces on

**URBAN DESIGN ADVISORY PANEL
REPORT
22 June 2022**

each floor of the existing buildings, the Panel questioned if there were cues in the potential for “in between” public-private spaces that had not been fully explored.

The Panel accepts that the site can take multi-level development but were concerned by the bulk of Building F and questioned whether it would be better to be taller resulting in less bulk. The Panel felt that it was incongruous compared to existing buildings and also wondered if it would be better to have the larger building at the rear and the smaller on the Brooker Highway side, which would reinforce the existing urban pattern of towers rising up the topography. To this, the proposal has approached the height of the existing buildings as creating a datum, to which the new buildings have been scaled. By contrast the significance of the existing building heights are their relationship to the setting including the forms to the rising landscape.

The solid balconies on the existing buildings give privacy to apartments internally. The Panel remains unsure whether the new proposal of open balustrades appreciates that feature or is creating a hybrid version. The proposed balustrade will offer less privacy for the residents, especially to the busy highway frontage of Building E.

The Panel notes this proposal draws attention to the absence of a broader masterplan and the long-term opportunities for the area, and look to the City of Hobart for this.

To the proponents, the Panel regret this was not a Pre-Application meeting, where the concerns raised could have been addressed.



City of Hobart
Town Hall, Macquarie St
GPO Box 503
Hobart, Tasmania, 7001
Australia

Dear City of Hobart Elected Members and Staff,

Re: Housing Choices Tasmania – Response to Council Representations re Queens Walk

Housing Choices Tasmania (HCT) is committed to working with the City of Hobart and stakeholders to ensure the successful outcome of our recent development application (DA) for the addition of 65 dwellings on our current site at 1 Queens Walk, New Town.

We understand that whilst most representations submitted in relation to our DA were not related to issues of planning, that it is important for Council to have confidence that the housing and property management services provided by HCT will continue to reflect a quality place to live for our residents. I would therefore like to provide you with the following:

1. A broad overview of our organisation.
2. A reiteration of the current housing situation.
3. Responses to the range of issues raised within the representations received by Council.

Organisation Overview

Housing Choices Tasmania is a subsidiary of our national Housing Choices Australia Group and is a leading Tier One Registered Housing Provider of Community Housing in Tasmania.

We have been operating in the Tasmanian environment for over eleven years, with close to eight years as a large-scale provider. Our growth follows the transfer of portfolio management from Housing Tasmania (HT) under the Better Housing Futures (BHF) initiative and more recently the Community Housing Growth Program. Our commitment to increasing supply through our construction pipeline has also contributed to this growth.

With over 2,100 homes currently in our portfolio (both owned by HCT or managed on behalf of the Tasmanian state government) HCT provides secure, sustainable and affordable homes for some of our most financially and socially vulnerable people including but not limited to seniors, people living with a disability, women escaping family violence, families and singles. To do this successfully we ensure that, in addition to the provision of quality property and tenancy management, we place an emphasis on building our communities and on working with a range of partners and stakeholders to support the successful tenancies of our residents.

Importantly, we have been proactive in working with state and local governments together with our construction partners in the delivery of 272 additional social housing dwellings to date, with a further 263 in our current pipeline. We also expect to be key to the current state government's commitment to 10,000 dwellings by 2032.

Our development team, our architects and our building contractors have worked in partnership to deliver a range of quality dwellings throughout this period, all constructed to a high standard, utilising quality materials, providing improvements to the cost of living for residents and with high levels of resident satisfaction. We are confident that the product we provide will continue to meet the expectations of stakeholders.

Current Housing Situation

As you are aware, Tasmania has a housing crisis, and this crisis is escalating despite a number of interventions over the past several years. Housing Choices Tasmania has a key role to play in addressing this crisis as do governments of all tiers. We already know that the City of Hobart is committed to seeing an end to homelessness, and to quote our current Housing Minister:

“Housing is a fundamental need that supports people to reach their goals and potential in every other area of their lives. Every Tasmanian deserves a roof over their head and with it, the opportunity to thrive”.

The Tasmanian housing market has been one of the fastest growing in Australia. We have seen soaring housing costs, historically low rental vacancy rates and growing housing supply pressures. This has resulted in more Tasmanians than ever experiencing housing stress, a growing demand for social housing and increasing rates of homelessness.

Tasmania’s circumstances and challenges include:

- population growth of around 50,000 from December 2016 to the December 2021;
- the highest proportion of households on low incomes nationally;
- an older/ageing population with a high proportion of people living with disability (26.8% in 2018 - the highest of any jurisdiction), many of whom are on a lower income; and
- an increasing number of applicants on the Tasmanian Social Housing Wait List (currently at around 4,500), two thirds of which are Priority applicants.

We know that Tasmania’s housing market is extremely constricted and supply is limited, affecting our most vulnerable. We also know that access to suitable and affordable land is a key barrier to supply. This is even more true for the south of our state.

Increasing housing supply across all tenure types (but particularly social housing in our current environment) is the only way to put downward pressure on demand over the longer term and ensure those who need it can access safe, secure and affordable accommodation.

Response to Representations

In responding to the various representations received by Council, I have attempted to group them into themes rather than address individual items. In doing so I will speak specifically to the planning related concerns raised and more broadly about our housing and property management and resident engagement approaches which fall outside issues related to planning.

Consultation

Housing Choices Tasmania recognised early in our project planning that existing residents would have concerns around the development itself and about the impacts of the construction program. We therefore held two on site sessions to which all residents were invited. The first session was to alert residents to our

proposal, to provide context as to the reason for the proposal and to invite feedback around the issues that were concerning for residents. From this feedback we wrote to all residents responding to their concerns, inviting further feedback and advising them that future sessions would be held.

The second session specifically involved our landscape architects who spent significant time going through the design principles and focussing on obtaining input relating to landscaping, common areas, garden and tree retention and other concerns.

Again, follow up letters were provided to residents advising the outcomes of these sessions and ensuring that residents felt comfortable in providing additional feedback or raising concerns. We also provided secure boxes in the Community Room to facilitate the provision of anonymous feedback.

As a result of the consultation process and feedback from residents, HCT reduced the number of proposed towers on the site from three to two to retain more open space and adopted a range of landscaping and community infrastructure options.

In response to issues raised regarding safety and parking, residents also banded together with support from HCT and took it upon themselves to lobby Council for pathways around Queens Walk.

Housing Choices Tasmania also advised residents when we had submitted the planning application with Council and we undertook to increase the level of engagement with existing residents at that point where we had a definite outcome and a project timetable.

The underlying message however was that because of the increasingly dire situation for people on the social housing wait list (people such as themselves) HCT were committed to an increase in density on site, but wanted to ensure that the amenities for existing residents were not lost – that they were in fact enhanced. We believe we have achieved this goal through the current proposal.

Parking

During the consultation with residents parking was raised as a key area of concern for them and HCT and our Architects subsequently developed a proposal that would go some way to resolving these issues.

Following consultation between HCT's Planner, Architects and Traffic Engineers at Council HCT understand that Council is supportive of the parking provision on site. We recognise however, that this will continue to be an area of concern for existing residents. In recognition of this HCT can advise the following:

- The ratio of parking spaces to dwellings has increased;
- Parking for visitors will be transitioned to the area adjacent to Queens Walk (this was supported by Council's Traffic Engineers);
- Additional designated accessible parking spaces will be provided on site for those residents and visitors with a disability to utilise;
- Parking delineation under our proposal is much more formalised (including along the verges) which will assist in ensuring clear parking requirements; and
- Overall, the parking infrastructure will greatly improve as will other infrastructure across the site.

Residents were advised that HCT would continue to monitor and respond to parking issues as they arise.

Access/Pathways/Potholes

As part of the overall improvement to infrastructure across the site, the design proposal includes major upgrades to enhance disability access throughout the complex with wider, compliant, connecting pathways providing greater accessibility and connectivity for all.

Similarly, the current issues mentioned relating to pot potholes will also be addressed.

Some comments were also made relating to the access to and timing of public transport. HCT are happy to advocate on behalf of residents to the appropriate authority (Metro and the Department of State Growth) however unfortunately we do not have the power to improve this. A bus stop on the main highway which is only 800m away from the Queens Walk site, together with a bus stop directly outside the complex on Queens Walk is considered accessible for the majority of residents.

Council Responsibility

We note a number of representations that were made fall outside the remit of HCT. These include issues relating to road safety, road markings, road lighting and the lack of barrier to the rivulet.

We understand that Council now has several separate but related projects in train to address those issues and HCT has already commenced discussions with relevant project managers to ensure projects are aligned and complement one another.

Construction Works Impact

Housing Choices Tasmania understands that there will be an impact on existing residents during the construction phase. We have acknowledged this in our communications and have factored in the need to engage with all residents once we have a clear understanding of project timeframes. We also need now to factor in the works proposed by Council in relation to their additional planned projects around the site.

In the meantime, we have flagged with our construction partners that a staged approach to the project will need to occur to ensure that residents have continued access to their homes and that disruptions (including related to the daily timing of on-site works) are minimised.

Housing Choices Tasmania intend to appoint a single point of contact for residents during the construction phase, who will be regularly on-site and meeting with the building site manager to ensure regular updates are provided to residents. We will continue to work closely with residents to manage issues and keep them updated on the construction program.

Fire Alarms/Drills

The fire panels at Queens Walk have never been connected to the Tasmanian Fire Service (TFS).

During the 2012 refurbishment of the complex which was both owned and managed by Housing Tasmania (HT) at the time, new fire panels were installed in each Tower. There was no requirement to comply with existing TFS regulations, whereby buildings such as this must be directly connected to the TFS. Any requirement under the current regulations is not imposed retrospectively. We do expect that this will be reviewed with the addition of two towers.

Currently, all fire panels sound when a smoke alarm is triggered in a unit and a resident must call "000" to notify the TFS. All residents know this process: it is made clear in HCT's sign up information and HCT provides periodic reminders. Our most recent reminder was sent in March 2022 (*see attached*).

This mail out included information in six other languages and pictorial information regarding what to do and where to assemble in the event of an alarm. We also have two trained fire wardens in each tower who periodically receive refresher training.

In the past HCT have engaged Hande Services to assist with annual fire drills and have conducted fire education sessions. HCT also has a comprehensive Fire Policy document (*see attached*).

Housing Choices Tasmania ensures that compliance checks and maintenance are undertaken by Wormald in line with safety regulations. Wormald also undertake all compliance and maintenance on fire doors, fire hoses and fire extinguishers located in each disability unit within the Queens Walk complex.

Existing Gardens and Landscaping on site

As indicated earlier, consultation around landscaping, the retention of existing spaces/gardens and the creation of new communal spaces was paramount in developing our proposal.

Additionally new designated areas for recycling and garbage disposal are proposed by the current DA. Significant trees are being retained and residents have been assured that where possible smaller shrubs and plants that have been cared for over the years will be retained and/or relocated.

Secure bike racks are included as are community gathering areas and new clotheslines for each tower area.

Maintenance

The Queens Walk complex is owned by Housing Tasmania and under our Residential Management Agreement they have been responsible for structural issues to date. One such issue has been ongoing damage to the roofing membranes of the towers caused by cockatoo infestations.

We explored a number of ways in which we could resolve the problem however options were extremely limited as cockatoos are a protected species. Our only solution until such time as HT are in a position to rectify the roofing situation in a permanent way was to engage the services of a manually operated "bird scaring" device. We are not concerned as to what the person does during his time operating this device if he is not negatively impacting residents. We have had no complaints of this nature until the representation submitted, so will proactively look into this further now with HT.

A few of our residents did experience water leaks and associated mould during the middle of winter due to the damaged roof membranes. Affected residents were given immediate attention and in one case, relocated during rectification works.

As an older unit development HCT understands that condensation/mould can be problematic in some of the less well-ventilated bathrooms however we respond immediately to these issues when notified. We are able to provide evidence of our responsiveness and that of our contractors should that be necessary.

Housing Choices Tasmania has a panel of Contractors who understand our residents and our property and are diligent in their work. We undertake Quality Assurance checks regularly.

We respond extremely proactively to all Maintenance requests with an 87% resident satisfaction rate and our turnaround time in responding to maintenance requests is well above standard benchmarks (see below):

Key Performance Indicator	Benchmark	FY 21-22	Jul 22
Urgent Repairs	=>90%	96.65%	95.07%
Priority Repairs	75-90%	93.51%	90.13%
Normal Repairs	=>80%	93.14%	91.52%

Tenant Support/Events/Sense of Community

Housing Choices Tasmania was surprised to note comments relating to a lack of care and attention to our resident community at Queens Walk, particularly the one below:

“The general sense of community is now one of uprising, upset by everything that has happened along the way. Residents have spoken out about feeling abandoned and neglected by Housing Choices. Others, choose to say nothing out of fear and undoubtedly the trauma they have experienced by authorities previously, whether by dodgy landlords like myself or those previously living in corrupt places.”

Housing Choices Tasmania can confidently advise that the level of engagement that we have with our resident community is high and we are particularly cognisant of our refugee community. We are however aware that there are some residents of Queens Walk that are opposed to our proposal and who are actively contributing to a sense of anxiety. Housing Choices Tasmania is committed to ensuring that all residents feel safe in their homes and safe to let us know of any issues they are experiencing.

Council would be aware of Harmony Day events held on site with notable involvement from an array of our resident community, particularly those from other cultural backgrounds. Council has provided sponsorship for these events in the past. This large-scale event is additional to the many Christmas events, planting days and other gatherings that are coordinated and supported by HCT.

Whilst it is true that the number of opportunities to engage in larger numbers and with face-to-face events has been severely limited over the past two years due to imposed COVID related restrictions, one on one engagement between HCT staff and residents has continued throughout.

It is important to note that residents of HCT do not live in supported accommodation. Whilst some have complex needs that require a level of external supports and an empathetic approach as a landlord to sustain tenancies successfully it is the expectation that residents are self-driven in their daily activities. Our role is to provide opportunities for engagement, ensure accessibility and support the endeavours of others.

Most residents of Queens Walk have lived there for many years (since the refurbishment in 2012) and in those early years there was a lot of work done to assist in establishing a sense of community and building a sense of cohesion. This was particularly important in bringing together 84 new tenancies into a complex that had experienced a high level of stigmatisation over the course of many years.

Many early events were also resident driven in response to the specific interests and skills of residents themselves. However, over time interest declined, people retired from volunteering and others no longer required assistance.

The need for such intensive work diminished over the years and we are now, and have been for some time, at a point where HCT undertakes regular garden/planting days, assists in maintaining community gardens, brings residents together for targeted events and generally responds to the needs of residents.

The community room is made available to anyone who wants to utilise it for whatever purpose. Information on how to book is posted on the community room notice board. It was most recently utilised by a resident and her family/community in early July 2022. Again, COVID has impacted a number of residents with many still relatively fearful about the potential for transmission and larger group gatherings.

Issues raised in relation to the actions of some residents around access to gardens have not been raised with HCT. Whilst we anticipate a level of self-motivation around gardening activities and the like, HCT is always responsive to requests for assistance with equipment, plants, soil and are ready to join with residents to undertake planting days etc. We also provide a garden shed on-site with a supply of gardening items and replenish at regular intervals.

Queens Walk has very little turnover due in large part to the positive sense of community, the supportive nature of HCT staff and to the quality of the service provided.

Conclusion

As indicated, HCT is committed to doing whatever is possible to increase the supply of social housing whilst ensuring that the amenity of existing residents is maintained/improved. We recognise that whilst the primary role of Council is to ensure that all planning requirements are met, Councillors will also have a need to satisfy themselves that the development will not create an unwelcome problem for the broader community.

To assist in providing a level of assurance around HCT's capability in the challenging task of managing social housing, I have included two additional pieces:

1. An ABC podcast showcasing the complete turnaround of the Queens Walk complex since the refurbishment and transfer of management from Housing Tasmania to HCT; and
2. A letter of support from Housing Tasmania.

We at HCT trust that the information above and attached is sufficient for your purposes but should you require anything additional we would be happy to supply.

Yours sincerely,



Kim Bomford
General Manager,
Housing Choices Tasmania

6 October 2022

7.2.21 Knopwood Street, Battery Point - Revised Plans - PLN-21-719
File Ref: F22/105426

Memorandum of the Manager Development Appraisal of 18 October 2022 and attachments.

Delegation: Council



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

1 Knopwood Street, Battery Point - Revised Plans - PLN-21-719

An application has been made for the redevelopment of this site. That application has been assessed and is recommended for refusal. A copy of the original planning report is attached as **ATTACHMENT A**. The assessment of the application which is contained in the planning report continues to be the officer assessment of this application.

Subsequently, the applicant has provided further revised plans, in an attempt to satisfy the planning scheme. Those plans are attached as **ATTACHMENT B**. The revised plans have been assessed at officer level and they are not supported, with officers continuing to recommend refusal. Further detail of this assessment is provided below.

Elected Members will recall that it is no longer possible for an applicant to choose to amend its application, due to a decision of the Supreme Court that this is not provided for under the planning legislation. However, it is possible to alter an application if the decision maker (which for this application is the Council) is satisfied that to do so would not be approving a substantially different application, and alters the application by imposing conditions.

Having reviewed the plans, it is our advice that the Council is able to amend the application to accommodate the change proposed in the revised plans. If the Council wishes to do so, then it may do so through via conditions.

FURTHER ASSESSMENT:

The amended plans submitted to Council, when compared to the original application, show a reduction in height of the penthouse, removing the top floor of the penthouse but at the same time increasing the footprint of the penthouse and shifting the northern wall (Knopwood Street) closer to the north and widening it to the east and western wall (Montepelier Retreat).

The building in James Street (to the rear of Preachers) has been amended with a reduction in height, removing the proposed top (5th floor and plant).

The amended plans from 11 October 2022 were submitted following a meeting on 13 September 2022 with the applicant's architects. It was recommended that there be a reduction in height to submit photomontages from a number of new locations. No modifications or revised photomontages were submitted.

Planning assessment:

There would be a total of 24 dwellings (reduced by 2 dwellings) comprising the following sizes: 19 dwellings of 3 bedrooms, 4 dwellings of 2 bedrooms and 1 dwelling of 1 bedroom.

Under the amended plans, discretion would remain required for use, parking, private open space and sunlight to private open space of multiple dwellings. From a planning point of view, we are satisfied that the proposal meets the scheme requirements.

1. Use

In the amended plans, an art and craft centre is proposed for part of the ground floor. This would replace food services which is proposed in the original application but is prohibited and therefore included as a proposed ground of refusal.

This is a discretionary use and the amended plans meet the requirements of the scheme.

2. Parking

A total of 40 car parking spaces would be provided over basement and ground/lower ground levels.

The art and craft use would generate 6 spaces. The 24 dwellings would generate 24 spaces under E13.8.4 A9 of the Heritage Code.

The total parking requirement of 30 spaces would be met. Discretion would remain but parking would be in surplus.

3. Private Open Space

A number of the dwellings would have decks below 12 square metres in area requiring discretion. As set out in the original planning report, we are satisfied that this discretion is satisfied.

4. Sunlight to Private Open Space of Multiple Dwellings

A number of areas of private open space on the western side of the James Street building would require discretion. As set out in the original planning report, we are satisfied that this discretion is satisfied.

5. Privacy

Previous discretion relates to proposed level 5 decks of dwellings within James Street building which would be within 3 metres of the side property boundary.

Under the amended plan there would be no level 5 of the James Street building (only roof plant). There would be no discretion triggered.

Heritage assessment:

Having considered the amended plans against the Historic Heritage Code, the assessing officer is not satisfied that the requirements of the planning scheme are met for the following reasons and continues to recommend refusal of the proposal:

- (a) The locations of the sections AA and BB in relation to the representation of the Penthouse require close and careful examination. Section AA for example is sited such that the majority of the bulk of the penthouse is not shown.
- (b) The proposal is more akin to the scale of buildings opposite that are located within the area covered by the *Sullivans Cove Planning Scheme 1997*.
- (c) This proposal must be assessed by the provisions of the *Hobart Interim Planning Scheme 2015*. The proposal is within the Battery Point Heritage Precinct (BP1).
- (d) This block of Hampden Road, Montpelier Retreat, Knopwood Street and James Street is characterised by houses and shops scaled to the Battery Point scale. Within this block Portsea Terraces are the tallest buildings at two (2) stories and a basement.

- (e) This proposal has two brick apartment blocks that have a 'podium' which remains unchanged from the original proposal. Both blocks are four stories high. At street level, the top of the parapet wall to the block on the corner of Knopwood Street and Montpelier Retreat is higher than 38 Montpelier Retreat. In summary, when compared to all nearby buildings they remain substantial, incompatible in scale and bulk particularly in comparison to the heritage listed buildings within the block such as Preachers and Portsea Terraces.
- (f) The apparent bulk of the Montpelier Retreat tower will be particularly dominant when viewed from Montpelier Retreat and from Hampden Road. The other apartment block in James Street, when viewed from Hampden Road will also dominate the streetscape with the eaves line completely out of scale with the one to two storey cottage in that street.
- (g) The height of the proposal remains far greater than nearby buildings in the Battery Point Precinct BP1.
- (h) This proposal remains a significant departure in terms of scale, bulk and height to that approved in 2015 and will appear larger and bulkier because of its form, bulk and height.
- (i) This proposal will dominate and detract from buildings in the Battery Point Heritage Precinct (BP1) and therefore cause detriment.
- (j) The proximity to buildings of a traditional type and incongruity of scale creates a visual detriment. This conclusion is irrespective of whatever the cladding, fenestration pattern or otherwise outward expression of the proposed building.
- (k) The proposal does not satisfy E13.8.2 P1, E13.8.4 P1, E13.8.4 P3, E13.8.4 P6 and is recommended for refusal.

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for a partial demolition and new building for 26 multiple dwellings and food services at 1 Knopwood Street Battery Point TAS 7004 for the following reasons:

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



2. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.4 A1 or P1 of the *Hobart Interim Planning Scheme 2015* because the site area per dwelling of the proposal detracts from the pattern of development that is a characteristic of the historic cultural heritage significance of the precinct in the vicinity of the site as described in Table E13.2.
3. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.4 A3 or P3 of the *Hobart Interim Planning Scheme 2015* because the building height is obtrusive in the streetscape and detracts from the pattern of development that is a characteristic of the precinct in the vicinity of the site as described in Table E13.2.
4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.4 A6 or P6 of the *Hobart Interim Planning Scheme 2015* because the building detracts from the pattern of development that is a characteristic of the precinct in the vicinity of the site as described in Table E13.2.
5. The proposed cafe/wine bar is within the use class Food Services which is prohibited in the use Table at clause 11.2 of the *Hobart Interim Planning Scheme 2015*, because it is not within an existing building.

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



Karen Abey
**MANAGER DEVELOPMENT
APPRAISAL**

Date: 18 October 2022
File Reference: F22/105426

Attachment A: PLN-21-719 - 1 KNOPWOOD STREET BATTERY POINT TAS
7004 - Planning Committee or Delegated Report ↓ 
Attachment B: PLN-21-719 - 1 KNOPWOOD STREET BATTERY POINT TAS
7004 - Amended Plans ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	1 August 2022
Expiry Date:	2 August 2022
Application No:	PLN-21-719
Address:	1 KNOPWOOD STREET , BATTERY POINT ADJACENT ROAD RESERVE
Applicant:	(Bensons Property, by their Agent, Ireneinc Planning) C/- 49 Tasma Street
Proposal:	Demolition and New Building for 26 Multiple Dwellings and Food Services and works within Council Road Reservation
Representations:	348
Performance criteria:	Inner Residential Zone Use and Development Standards, Parking and Access Code, Historic Heritage Code, Potentially Contaminated Land Code, Attenuation Code.

1. Executive Summary

- 1.1 Planning approval is sought for a demolition and new building for 26 multiple dwellings and food services at 1 Knopwood Street, Battery Point TAS 7004 and adjacent road reserve.

- 1.2 More specifically the proposal includes:
- a total of 26 multiple dwellings within two buildings on the site over up to 8 levels;
 - the new north west building fronting Montpelier Retreat and Knopwood Street would have up to seven above ground storeys, and the new south east building fronting James Street would have up to four above ground storeys;
 - a basement carpark would cover the site, and would include a lap pool at this level;
 - a ground level carpark, and food services;
 - at level 1, the north west building would contain three multiple dwellings, and the south east building would contain two multiple dwellings;
 - a central courtyard would separate the two buildings. There would be walkways linking the courtyard to the Knopwood Street and James Street frontages;
 - at level 2, four multiple dwellings in each of the two buildings;
 - at level 3, four multiple dwellings in the north west building, and three multiple dwellings in the south east building;
 - at level 4, a penthouse (the lowest of three levels) in the north west building, and three multiple dwellings in the south east building;
 - at level 5, a penthouse (the middle of three levels) in the north west building, and two multiple dwellings in the south east building;
 - at level 6, a penthouse (the topmost of three levels) in the north west building;
 - the 40 space two level carpark would be accessed from Montpelier Retreat; and
 - works within Council Road Reservation.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
- 1.3.1 Inner Residential Zone - Use, Private Open Space, Sunlight, Privacy
 - 1.3.2 Parking and Access Code - Number of Parking Spaces
 - 1.3.3 Historic Heritage Code - Demolition, Building and Works in a Heritage Precinct and in Heritage Precinct BP1
 - 1.3.4 Potentially Contaminated Land Code - Excavation
 - 1.3.5 Attenuation Code - Proximity to Late Night Music venue
- 1.4 A total of 348 representations have been received. A total of 342 state objection to the proposal. A total of 4 state support of the proposal, and two do not state an opinion. The representations were received within the statutory advertising period between the 30th May and the 14th June 2022.

- 1.5 The application was considered by the Urban Design Advisory Panel at its meeting of 14th June 2022. In the context of the provisions on which they were asked to comment, the Panel was not supportive of the proposal. The Panel's report is provided as an Attachment to this report.
- 1.5 The proposal is recommended for refusal.
- 1.6 The final decision is delegated to the Council, because the proposal exceeds 3 storeys and 2,000 square metres in size, involves Council land, is recommended for refusal, and received more than five objections.

2. Site Detail

- 2.1 The site is known as 1 Knopwood Street, and comprises a number of titles with frontages to Montpelier Retreat, Knopwood Street, and James Street. The site is within the Inner Residential Zone, and the Battery Point Heritage Precinct. Montpelier Retreat and Knopwood Street also form the boundary of the Hobart Interim Planning Scheme area, with the Sullivans Cove Planning Scheme applying to development on the other side of these streets.
- 2.2 The site was visited date the 1st November 2021 and has been re-visited since including on the 1st June 2022.

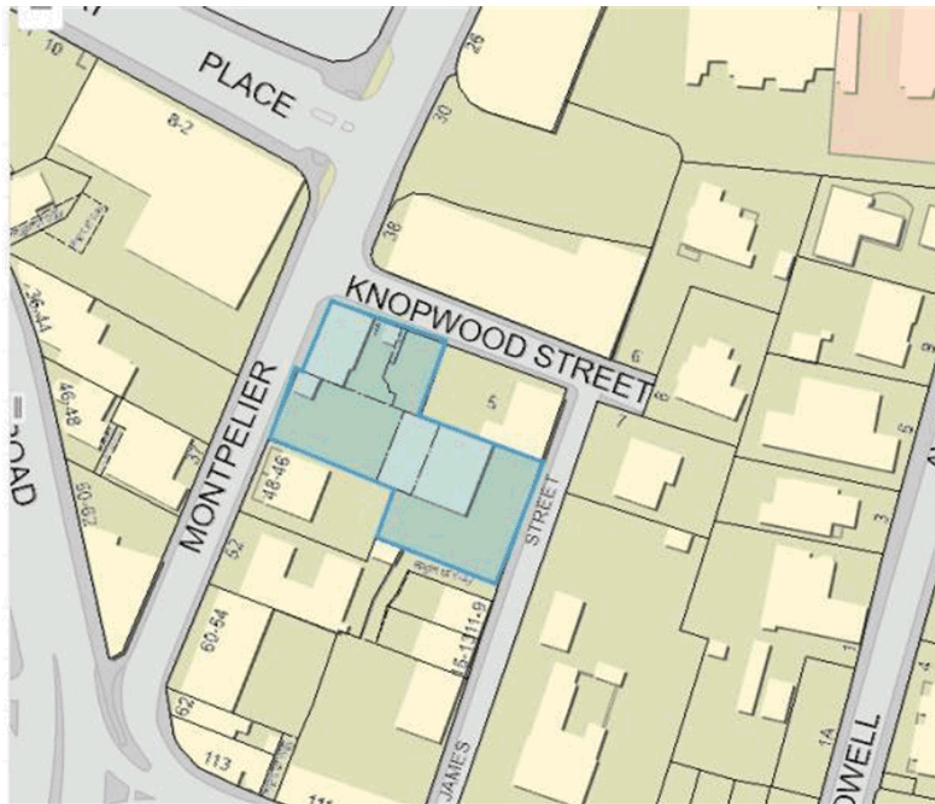


Figure 1 above: location plan with site highlighted.

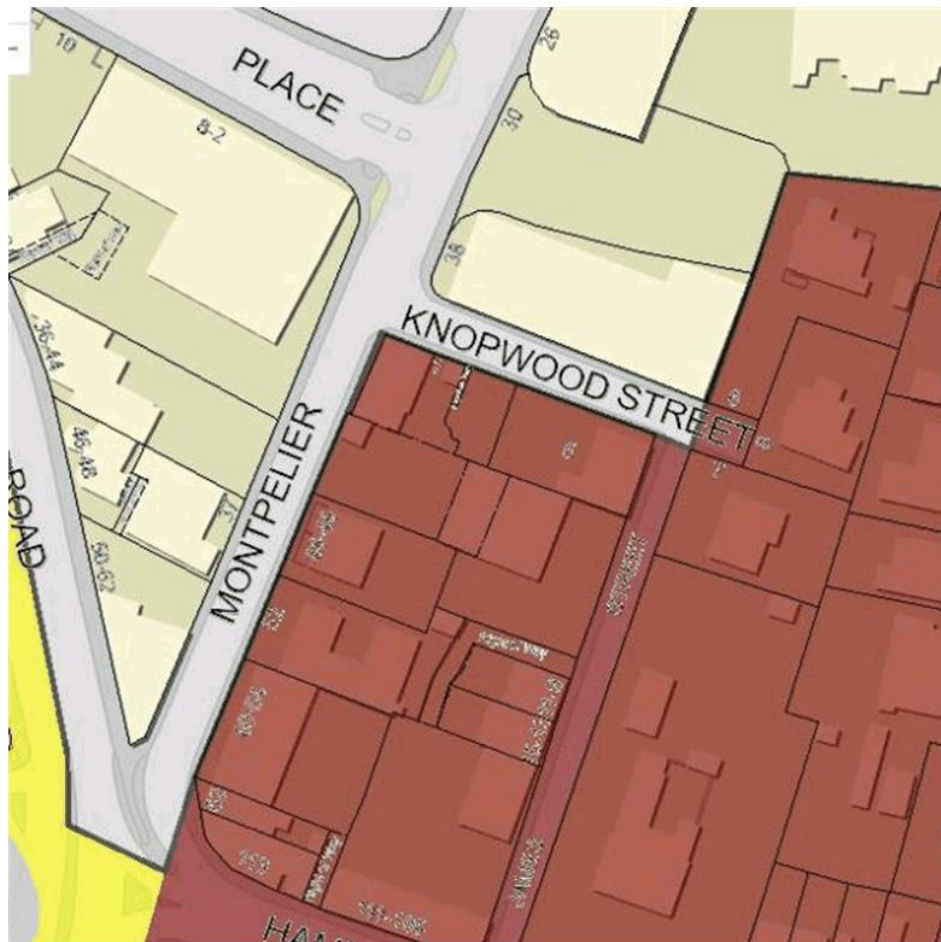


Figure 2 above: Zoning Plan. The site is within the Inner Residential Zone under the Hobart Interim Planning Scheme 2015. The site on its Montpelier Retreat and Knopwood Street frontages is adjacent to the Sullivans Cove Planning Scheme 1997 (Sullivans Cove Mixed Use Zone 2.0).



Figure 3 above: aerial photograph.



Figure 4 above: view south west along Montpelier Retreat. Subject site in centre, Knopwood House to left, Kirksway House to right.



Figure 5 above: view north east along Montpelier Retreat. Subject site in centre, Kirksway House to left, Knopwood House to right.



Figure 6 above: view across site from James Street.



Figure 7 above: aerial photograph with site in centre of image (Bing).

3. Proposal

- 3.1 Planning approval is sought for a demolition and new building for 26 multiple dwellings and food services at 1 Knopwood Street, Battery Point TAS 7004 and adjacent road reserve.

- 3.2 More specifically the proposal is for:
- a total of 26 multiple dwellings within two buildings on the site over up to 8 levels;
 - the new north west building fronting Montpelier Retreat and Knopwood Street would have up to seven above ground storeys, and the new south east building fronting James Street would have up to four above ground storeys;
 - a basement carpark would cover the site, and would include a lap pool at this level;
 - a ground level carpark, and food services;
 - at level 1, the north west building would contain three multiple dwellings, and the south east building would contain two multiple dwellings;
 - a central courtyard would separate the two buildings. There would be walkways linking the courtyard to the Knopwood Street and James Street frontages;
 - at level 2, four multiple dwellings in each of the two buildings;
 - at level 3, four multiple dwellings in the north west building, and three multiple dwellings in the south east building;
 - at level 4, a penthouse (the lowest of three levels) in the north west building, and three multiple dwellings in the south east building;
 - at level 5, a penthouse (the middle of three levels) in the north west building, and two multiple dwellings in the south east building;
 - at level 6, a penthouse (the topmost of three levels) in the north west building;
 - the 40 space two level carpark would be accessed from Montpelier Retreat; and
 - works within Council Road Reservation.

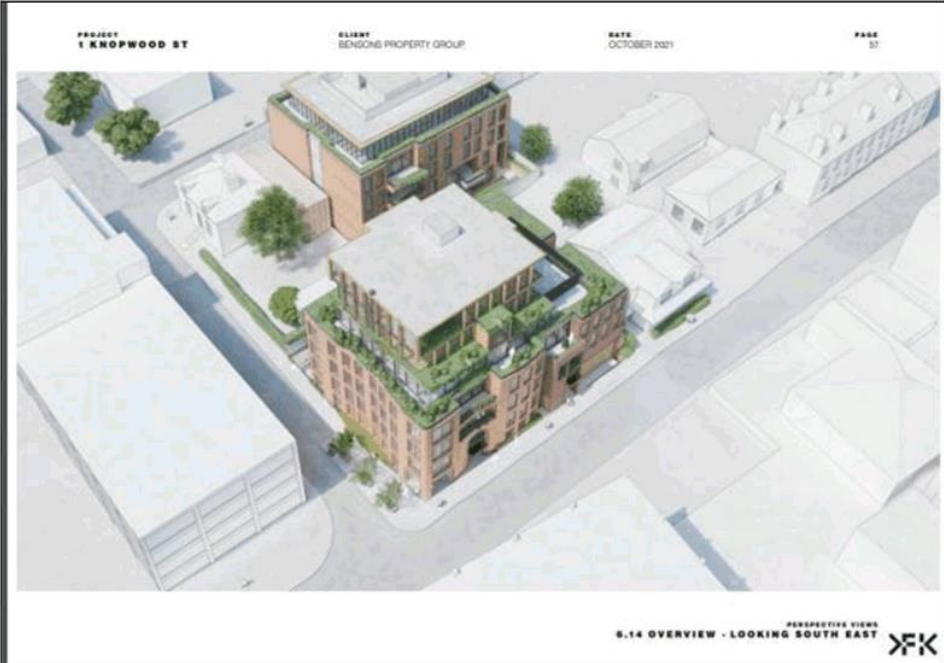


Figure 6 above: aerial view from Montpelier Retreat/Knopwood Street (north west building).

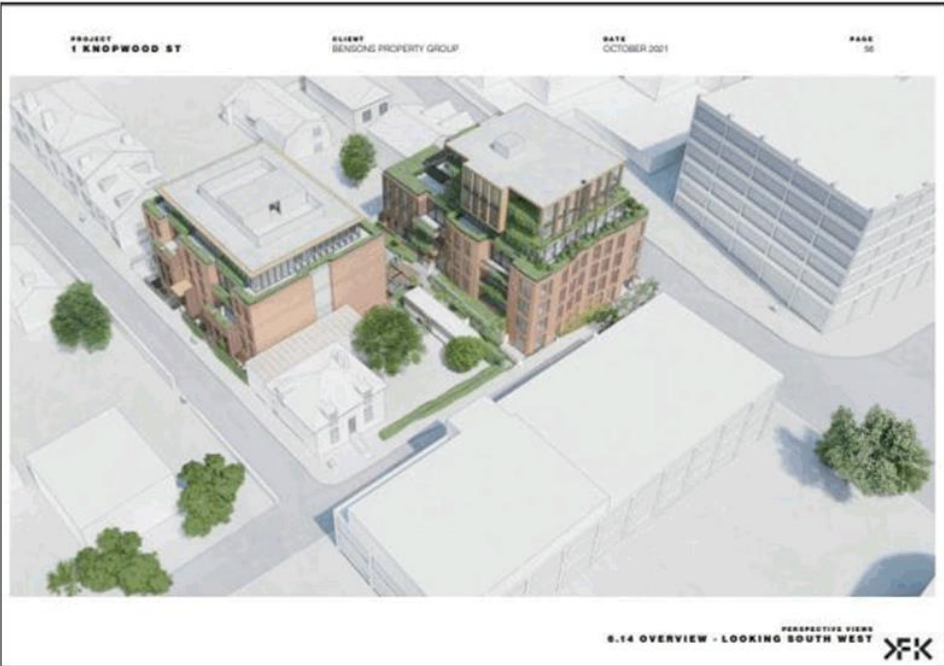


Figure 7 above: aerial view from James Street (south east building).

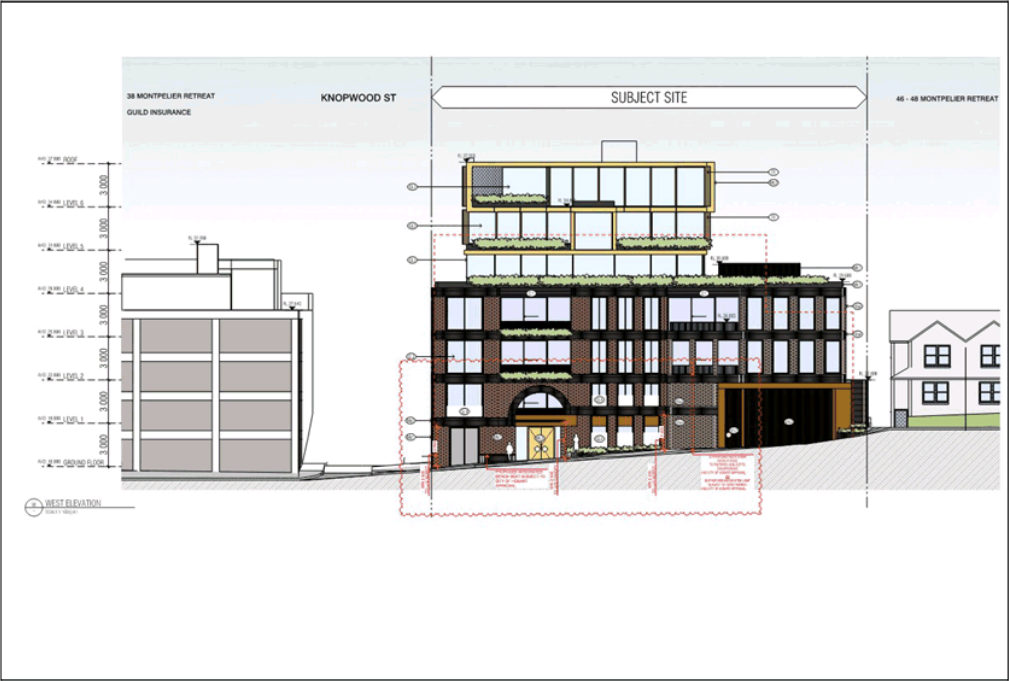


Figure 8: Montpelier Retreat elevation

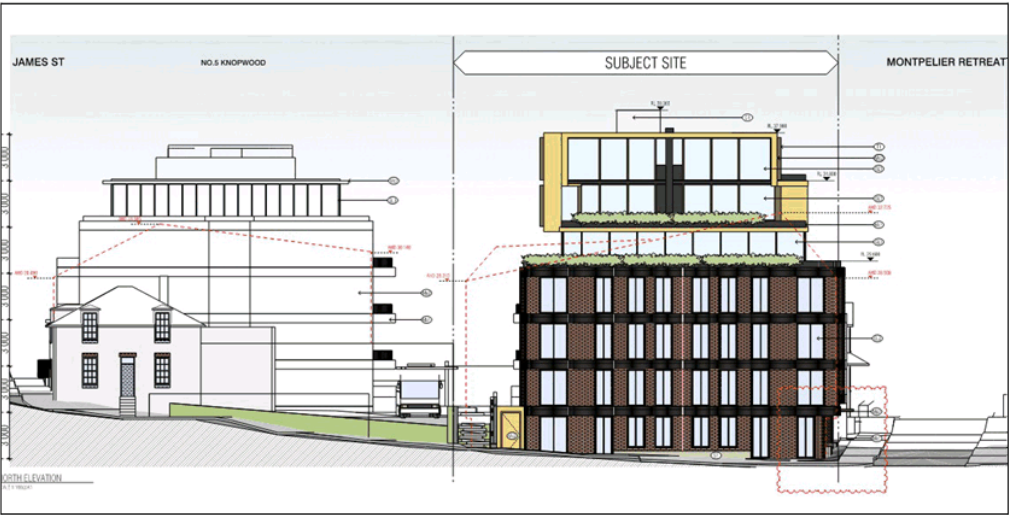


Figure 9: Knopwood Street elevation.

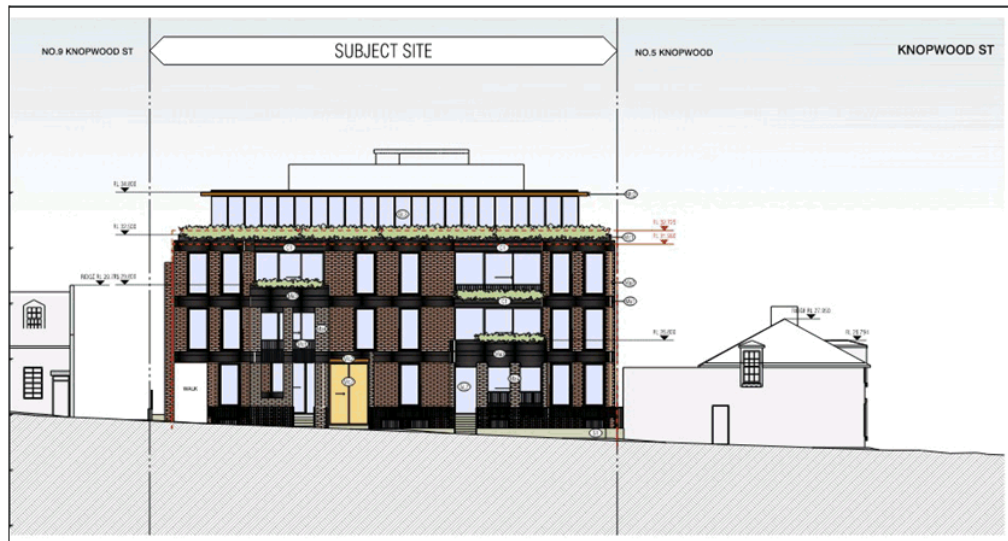


Figure 10: James St elevation.

4. Background

- 4.1 A previous application for 31 multiple dwellings under PLN-15-00971-01 was refused by Council, but granted approval by the Resource Management and Planning Appeal Tribunal in its decision dated the 20th September 2016. Extensions of time were granted for the approved application, with the second and final extension taking the planning permit expiry to the 20th September 2022. Please note that pursuant to the Covid 19 Disease Emergency (Miscellaneous Provisions) Act 2020, a planning permit already in effect is extended for a further 6 month period. The expiry date for PLN-15-00971-01 is therefore the 20th March 2023.
- 4.2 A similar but larger proposal for 38 dwellings was considered by the Urban Design Advisory Panel at its meeting of 27th July 2021 as a pre-application proposal. In the context of the provisions on which they were asked to comment, the Panel was broadly not supportive of the proposal in terms of the height, materiality and form of the proposed upper levels. Concern was raised with regard to 'overdevelopment'.
- 4.3 The current planning application was considered by the Urban Design Advisory Panel at its meeting of 14 June 2022. In the context of the provisions on which they were asked to comment, the Panel was not supportive of the proposal. The Panel's report is included where relevant in section 6 of this report, and discussed in section 7. The Panel's report is provided in full as an attachment to this report.

- 4.3 In its report, the Panel noted:

The Panel is of the view that the proposal is too tall. The submitted documents by the applicant show the proposal's relationship to the previous approved Development Application for the site. However, the Panel questioned the accurateness of the information shown as approved for the site and queried whether they were the originally submitted scheme (which was not granted a DA) and not the scheme approved by consent agreement via the Tribunal. The Panel were of the view the basic massing comparison diagrams represent the approved previous scheme, but the render image comparisons include the previously submitted refused scheme. The applicant was to provide clarification.

- 4.4 The applicant provided the following clarification to the Panel:

The following is intended to provide clarity to the Panel regarding the 3D massing and montages used as part of the presentation (14/06) and in the accompanying reports, which refer to the previously approved development on the site. Following further investigation, we determined that:

- The original (Cira-Morris Nunn) DA was refused in 2016 – the decision was subsequently appealed, and a revised proposal approved by the Tribunal - which included a reduction in height and form – necessitating a reduced No. of apartments.
- In 2017, several amendments were made, which included;
 - o Provision of a swimming pool and alterations to the basement level, parking and access; and
 - o Provision of three (3) additional apartments.

The 3D massing of the approved development shown in the presentation/application documentation, is based on the most recent set of approved plans (2017) and is accurate.

It is our understanding that a revised montage was not included in the approved (2017) set of documents and that the photo montage is of the 2016 proposal prior to being amended by the Appeals Tribunal.

This mix-up was not intentional, and we apologise for any confusion this may have caused.

The purpose of the montage used in the on-screen presentation and referenced in the reports, was to illustrate the difference in design approach and choice of external materials and to demonstrate that, in our view, the current design approach and materiality is more consistent with/respectful of the heritage precinct and appearance in the streetscape. Whilst the montage represents a different massing that the final approved design, the external materiality is very similar.

We acknowledge that the approved (2017) design is lower in built form, but feel that the external materiality and form exacerbate it's visual bulk – whilst the proposed development, albeit being taller, provides a more sympathetic and recessive built form.

- 4.5 An application for Council General Manager Consent was lodged with Council under GMC-21-65 ('valid') dated the 18th October 2021. The GMC is with respect to roadworks within the Montpelier Retreat and Knopwood Street road reservations. Council's Manager Surveying Services advises (dated the 1st November 2021) that the lot 1 title frontage to Montpelier Retreat under CT 126274 is subject to a 'user road'. Any works proposed over the 'user road' would also be subject to a prior requirement for Council General Manager Consent. There has been consultation to this effect between the applicant and the Council's Technical Officer-Roads. The user road has been included in the requirement for Council General Manager Consent, which was approved under GMC-21-65 dated the 13th May 2022. The Council's Manager Surveying Services recommends conditional approval.

5. Concerns raised by representors

- 5.1 A total of 348 representations have been received. A total of 342 state objection to the proposal. A total of 4 state support of the proposal, and two do not state an opinion.. The representations were received within the statutory advertising period between the 30th May and the 14th 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.

<p>in support</p> <p>-I am heavily for the proposed development.</p> <p>Despite criticisms of these being "million dollar apartments" I feel that any addition to housing stock during an ongoing housing crisis is a good thing. Million dollar apartments may be what we need to lure wealthy singles or couples out of oversized family homes outside the city – such as the one I live in with my partner.</p> <p>In regards to the concerns raised by neighbour Preachers about the blockage of sunlight, I believe the potential effect may have been overstated. The beer garden at nearby Watermans receives a healthy dose of sun despite being positioned inside a quarry and surrounded on all sides with far less clearance than Preachers would enjoy';</p> <p>-I like this development.</p> <p>It is well below the recommended height limit for the area, looks to be built in the redbrick similar to many of the original houses in Battery Point and nearby. The design is not ultra modern way out so should fit well in both Knopwood Street and Montpelier retreat.</p> <p>Oh for more Hobart buildings with such sensitivity!'</p>
--

Height concern

- out of character and over height;
- to suggest a 3,4,and 7 storey structure is appropriate defies belief;
- neighbouring taller buildings are under different planning scheme and are irrelevant to this application;
- concern at towering over the other historic buildings of Battery Point;
- 'This development is far too tall. It is not in keeping with the area';
- needs to be lower so as not to 'dwarf and shadow';
- 'Excessive overall height compared to adjacent context/previous approval; Overall poor architectural outcome for upper levels. Height, proportion, materiality not in context to existing surrounds; Highly negative impact on neighbours amenity and overall streetscape, particularly with regard to 5 Knopwood st. Which is an important early colonial architectural example in Battery Point and is completely dwarfed by this development';
- 'take 20% off the top' of the building;
- 'This planning application appears to significantly exceed the standard height limits and shadowing effects and should be rejected';
- '1. Application height is too high (beyond approved envelope), and will negatively impact enjoyment of Preachers venue by overshadowing it during the day time. This venue is a well loved location and cultural institution in Battery Point, and many people enjoy attending it for its open beer garden.
- 2. Design of the upper floors (5+) of the development is an eyesore and would negatively impact the aesthetics of the Salamanca waterfront and the local area.
- 3. Development could instead include 4 floors and a rooftop garden to add greenspace to the area and avoid overshadowing and poor aesthetics of upper penthouse floors';

-'This proposal is generally very good with the exception of two major issues.

1. The scale of the proposal is too great for its surroundings. Both adjacent properties, being Preachers in Knopwood Street and the two conjoined residences in Montpelier street are two storeys in height. This proposal is seven storeys, and does not conform to the built form skyline as shown in Figure 13.
2. The proposal is over and above the Approved Built Form envelope of 4, stepping back to 5 storeys. (See page 26 of the proposal). Containing the building to the approved envelope would be fine, and would allow the higher storeys to step back in accordance with the building envelope. This would give extra opportunity for outdoor living

space as well as planting and softening on balconies. This would be a visual, architectural and aesthetic advantage.

The proposal would be fine providing the two top storeys are removed, limiting the development to 5 storeys. (See figure 13). The proposed 2 top storeys have an unnecessary vertical emphasis, and destroy any sympathy with surrounding buildings, and are not a compatible human scale in keeping with the Battery Point and Sullivans Cove area.

I understand that developers try to push the boundaries as far as they can, but this is a very sensitive and historic area. It only takes one building to set a height precedent, and then it's very difficult to manage future proposals.

Please do not approve the proposal in its present form';

-The proposed overall height is excessive and completely out of kilter with the surrounding buildings within the Inner Residential Zone. Any reference to the two buildings opposite the proposed development, which in themselves are not worthy of comparison, is simply clutching at straws.

We strongly believe that the top three storeys of the development should be eliminated, which will produce a much more appropriate structure.

The curved façade format, compatibility with other 'fenestrations', brick string courses, simplified built form, incorporation of brass cladding and recessed glazing etc. do not justify the bulk of the proposed building. A seven-story building is completely out of place in what is widely acknowledged as a predominately 2 storey, heritage precinct';

-I am not entirely opposed to the development, however I feel that the building on the corner of Montpelier Retreat would be far more appropriate as a three or four storey brick building without the extra three storey 'poptop' addition. The building on James Street also seems unnecessarily large';

-Height – The proposed development appears to be just under the maximum height allowed but the building is a lot taller than those around it and will tower over the nearby buildings, particularly 'Preachers' and the heritage cottages on James Street. Although the previous proposal was large there were at least sloped rooflines which would have reduced some of the visual impact'.

Scale and character concern

-out of scale with surroundings;

-to approve such a monstrosity and overpowering building would be a travesty of justice and sense;

-overbearing presence;

-scale 'out of kilter' with that of surrounding block;

-concern at impact on entrance to Battery Point;

-'overpowering';

-proposal 'too big' for the area and would ruin the charm and quaintness of Battery Point;

-'too big and modern for the area and it will impact the local community it will also impact other businesses nearby';

-would create wind tunnel, making walking in the area very unpleasant;

-'multi storey monstrosity';

-'eyesore';

-will 'destroy' (overall atmosphere of the Battery Point/Salamanca Area);

-'The sheer size of this new development should be ringing alarm bells. This particular part of Battery Point is still low buildings and premises like Preachers (the immediate neighbour) rely on afternoon sun and that pub patrons feel they are in a nice place rather than being looked down upon and potentially complained about once this huge building is built. We saw issues with the Salamanca Square development when residents moved in and immediately complained about the night life noise. This is a social area and developments need to fit in with the existing businesses that make this area attractive. In my opinion this development is inappropriate and way too high';

-'A monstrosity that will devalue and jeopardize the future of our iconic and historical Battery Point. Greatly impacting on and casting shadow over a long standing small business that is deeply valued in our community';

-'does nothing for the aesthetic of our city and waterfront';

-'The planned building is inappropriately tall for the Salamanca/Battery Point area, and is unsympathetically designed. It will have a direct negative impact on surrounding businesses and residences due to the blocking of sunlight and decreased street appeal to locals and tourists alike. There are many more suitable sites for a development like this further away from the historic waterfront area, which is already struggling to retain its open and colonial-era appeal. An alternative example: a two to three storey building with a sandstone heritage inspired facade would look like it had always been there (and support local skilled stonemasons, etc.). Furthermore, the Grand Chancellor is more red brick than Hobart ever needed';

-overdevelopment of site;

- 'way too big';
 - 'ginormous monstrosity';
 - 'limiting natural views from the properties to the mountain and city';
 - 'The impact of this enormous development will be detrimental to our building but also to the rest of Battery Point';
 - concern at impact on surrounding streetscapes;
 - not compatible nor sympathetic to surrounding streetscape;
 - 'This building is much too big for the area, and would impact significantly neighbouring premises in terms of their business relying on their outdoor area, which would be dwarfed by this unnecessarily large building';
 - 'Impact on streetscape – By it's sheer size and bulk the proposed new development would have a huge visual impact and also be very visible from Sandy Bay Road, as well as James Street'.

Heritage

- concern at heritage impact;
 - concern at excavation and potential damage to heritage properties;
 - dampness of concern to heritage properties;
 - adverse impact on adjacent Narryna;
 - 'The proposed development should also have a setback at least equivalent to the majority of the existing heritage buildings';
 - concern at towering over the other historic buildings of Battery Point;
 - proposal should be 'sympathetic to the stature and style of the existing historic buildings';
 - contradicts the historic aesthetic of the surrounding area;
 - 'This building will visually destroy the heritage and cohesiveness of this architecturally pristine and historically important neighbourhood area given the sheer size of the building, modern facade and imposing presence of the proposed development. It does not match the long standing visual appeal of the area and will also have an impact on parking which is already strained locally at the best of times. This development will be an eyesore on a historically important part of Hobart compared to the surrounding buildings. If this is allowed to go ahead, irreparable damage will be made to an area of historical importance in Hobart';
 - 'This building should be respectful or subservient to Heritage listed houses neighbouring it! This development is overbearing and not in keeping with the characteristics of surrounding heritage homes/buildings, the proposal should be in keeping and not detract from those characteristics of the place which contributes to its cultural significance.
 This development should not go ahead in its present form'.

<p>Setbacks</p> <ul style="list-style-type: none">-boundary setbacks inadequate;-lacks of consideration for neighbours;-'The proposed development should also have a setback at least equivalent to the majority of the existing heritage buildings';-concerns at setbacks with regard to those prevailing in vicinity including on James Street;-highly negative impact on neighbours amenity and overall streetscape, particularly with regard to 5 Knopwood Street;-'Setback – the proposed development is on the edge of the site, so there is far more of the building adjoining the footpath, adding to the feeling of bulk'.
<p>Density</p> <ul style="list-style-type: none">-concern at density of development;-'Outdoor private space – there does not seem to be sufficient outdoor private space given the large number of residents'.

Sunlight and Amenity

-loss of sunlight

-'Building a 7 story building next to an already very well established and loved venue, being Preachers, will have a huge impact on the ability to enjoy the venue. It will block out all afternoon sun and light from the beer garden. Not to mention towering over the other historic buildings of Battery Point';

-overshadowing of adjacent business (Preachers). 'Please don't take our lovely sunny beer garden';

-'the building will be so high that the historic beer garden next to it will never get any sun - Hobartians deserve spaces like the preachers beer garden to add to our quality of life in our little town';

-'I object on the basis of unreasonable overshadowing of neighboring premises, discouraging current alfresco dining and entertainment through amenity impacts';

-loss of sunlight and views;

-blocking of sunlight and decreased street appeal;

-'will overshadow our premises effectively killing it';

-'Hobart is too cold for most of the year to allow the construction of buildings that block the sun from reaching the ground, concrete canyons do not belong here. Allowing this grotesque structure to irrevocably change the streetscape, atmosphere and character of Battery Point would set a dangerous precedent. This must not be allowed';

-'I would like to see assurances that the sun and the shadow casting of whatever development occurs does not intrude on the outdoor areas of the pub, considering the pubs heritage the options for them to adjust and maintain a similar outdoor setting wouldnt I see be viable';

-neighbouring building 'is totally overpowered on both sides by the development...We will lose sunlight and will be shaded by the height of these buildings';

-'Overshadowing – Following on from my previous point the previous proposed development's lower height and sloped roof would have reduced the overshadowing of the surrounding buildings, particularly 'Preachers' but the new proposal being taller and squarer would cause far worse overshadowing';

-'Loss of amenity – given the large volume of the proposed buildings there would be a loss of amenity to the neighbouring properties'.

Overlooking

-overlooking of adjacent private open space of neighbouring site.

Impact on adjacent business

- 'This development will shelter Hobart's beloved Preacher's beer garden. It is an incredible pub - one of Hobart's finest, in fact. If you frequent there, you would know that during the Spring, Summer and even Autumn that Preacher's beer garden becomes a warm, sunny environment for the Hobart and wider community (including a prime hotspot for tourists) to come together and enjoy a delicious pint and burger. There's the iconic metro bus in the garden that when warmed by the sun, becomes just the prime place you want to be on a warm day. This development will block ALL sunlight from Preacher's. I ultimately believe this will cut down on business for this little local pub - and you know we all want to preserve local businesses as much as possible. No sun = cold beer garden 24/7 = no customers. That's not fair on a small business, let alone one that is so beloved by the Hobart community';

- will 'destroy' adjacent business by blocking sun from beer garden;

- would be 'suffocating surrounding businesses such as Preachers, impacting people's livelihood and safe spaces';

- will impact local business 'where people enjoy spending time together outside in the sun';

- would 'overshadow an iconic Hobart venue that is known for/reliant on the fact that it is a sunny spot to have a beer';

- loss of culture;

- loss of one of few spaces outside for families;

- 'Preachers has been an institution for a long time and this proposed development of the nearby multi-story building (which only a handful of wealthy people will be able to enjoy) will ruin the ambience of this much-loved place of social catch ups and general good times, enjoyed by thousands, by blocking out the sun and sky and basically turning it into a dark shadowy cold place, effectively ruining it. Please do not approve this development!';

- loss of sunny sanctuary;

- 'Please don't ruin my favourite drinking establishment';

- 'would bring to an end this culturally and socially relevant institution of the local hospitality sector';

- would lead to noise complaints and restrictions;

- 'placing apartments right next to the local pub (as well as near the other Salamanca nightlife), is inviting noise complaints from those that choose to live next to a bar, which will negatively affect Preachers and the other Salamanca nightlife businesses';

- 'will overshadow our business effectively killing it'.

Dampness
-dampness of concern to heritage properties.
Planning Scheme requirements
-proposal does not meet Planning Scheme requirements;
-award of discretion not warranted due to impact;
-'way too big under areas Planning Scheme';
-'Outdoor private space – there does not seem to be sufficient outdoor private space given the large number of residents'.
Inaccurate submission
-photographs and artists impressions inaccurate and misleading;
-'load of artistic license' used in submission;
-proposal is not complimentary to surroundings as suggested in submission;
-proposal 'riddled with errors' favouring applicant viewpoint;
-'There are major deceptive statements in the application to make the application look reasonable which it is not';
-'the Planning Report has a number of inaccuracies, assumptions, subjective statements (e.g. use of balconies in winter due to prevailing NW winds, P26), and references to Victorian standards and neighbouring buildings that are not relevant to the subject zoning and should not be recognised as reasons for approval';
-'the report is clearly an attempt to baffle professional planners through its verbosity, large number of pages, montages and use of ambiguous phrases, such as:
• Page 10 '... new buildings are more commonly considered in the context of immediately adjoining and nearby sites.'
• P16 'Due to the varied nature of the immediate surroundings and wider neighbourhood character, the proposed development is of an intensity which is respectful of the neighbourhood character.'
• P 24, '... is considered sufficient.' (By whom, we ask?)'.
Parking
-parking provision inadequate.

Bicycle parking

'As a resident of Hobart, I support this proposal in general, but would like to point out the inexplicably poor provision of bike parking facilities for the users of these new buildings – i.e. for the residents, their visitors and the staff of the proposed café/wine bar.

Given the location of these apartments so close to services, restaurants and CBD workplaces, and the eminently walkable and rideable streets surrounding the buildings, it is likely that a significant number of the people moving in will choose to be car-free and to walk and ride for their everyday transport and social outings.

Yet the proponent suggests it is more desirable to OVERSUPPLY with carparking spaces (almost two per apartment while the planning scheme suggests the number should be more like one per apartment) and to provide almost zero bike parking (there is a tiny “bicycle store” on the street level near the hospitality business). Where will people park their bikes?-

Bicycle Network has previously advised that the State Planning Scheme and individual Councils should mandate at least one secure bicycle parking space per dwelling, or at a minimum 0.5 bike parking space per dwelling. In this case, considering the highly walkable and rideable location, the minimum expectation should be for bike parking for 26 bikes for residents, and for 2 bikes for the hospitality staff.

Other important considerations are that the bike parking should be located close to the entrance of the building, the vehicular access ramps should not have lips that will catch bike wheels, and the bike parking options should not require lifting of bikes. The increasing popularity of heavier e-bikes and cargo bikes means that ground-mounted hoops or lockers are a better option than wall-mounted rails. A number of standard electrical outlets should be provided for convenient charging of e-bikes.

Bike parking could be offered via a bike locker, a security cage, via keycard access to a bicycle parking room, or within a keycard access car park. There should also be a communal space set aside for people to clean and repair their bikes, as regular transport riders need to clean their bikes frequently.

As a fellow inner city resident I know the value of having compliant and secure bike parking in my own apartment building, and also the importance of having somewhere safe and convenient to park my bike when I visit restaurants and my friends. I would hope that the City of Hobart would be prioritising these services in order to support our community's inevitable shift to more active, enjoyable, congestion-busting and healthy transport options'.

Excavation
-concern at excavation and potential damage to heritage properties.
Use and community
-no benefit to the community;
-would be 'killing the neighbourhood spirit and sense of community';
-'My wife and I have been visiting Preachers on a regular basis since they opened.
We now go with our two young children for Sunday lunch nearly every Sunday, rain hail or shine. It would be disappointing to allow the demise of a locally owned and long established business due to greed of both owner and council with the development of the proposed apartment block. This development should not go ahead if you want to keep local business and residents happy!';
-'Allowing this development will not be for the benefit of the community or greater Tasmania, it will be for the benefit of a few';
--'this construction will only continue to gentrify the area keeping locals of ordinary means from living in, or even coming to the area';
-'I feel that Hobart needs to hold onto its life force. I understand making more rooms for people to visit this great city. Simply if the accommodation planning takes away one of the best parts of the city. You lose much more than a beer garden. You lose the reasons people come visit. Build it somewhere else';
-'Preachers beer garden is a valuable asset to Hobart's night life. It would be an awful shame and quite effectively corrupt to let a private investment block out the sunlight for beer garden goers. Personally I've used the facility as a meeting point for volunteer endeavours, and it would be quite sad to see this business vanish.
Please consider the value this beer garden has to the locals before investing';
-'I want the ambience of one of the world's best beer gardens at Preachers to remain with sunlight and no more towering, overbearing buildings blocking the light that enriched the experience there. It will certainly reduce business for a venue that supports craft beer and businesses nationally';
-'socially and economically detrimental';
-'Preachers is an institution and one of our favourite places to visit. The beer garden is a key part of Preachers and to overshadow it with an excessively high property development goes against fair treatment of all properties and businesses in the vicinity. Fair treatment is exactly what the council should be ensuring';
-'Preachers is an absolute awesome place and contributes greatly to make Hobart so vibrant. Leave the street to them and keep Hobart

vibrant!';

-The sun light into Preachers in the afternoon and into the delightful summer evenings would be completely blocked by these tall apartment buildings. Preachers is a hub for connecting people with place, sharing weekly highlights and lowlights, and a great place to celebrate with friends and family. The proposed apartments would complete kill that great vibe we love it for. Please don't build anything that will block the sunlight. Hobart need more places like this, not less. At least allow preachers to set up on the roof of the apartments with the bus, fire pots, fake grass, festoon lights and relaxed vibe, if you insist on a high rise there!'

Housing supply and availability

-The proposed development will do nothing to provide adequate housing or accommodation in a city where real estate is already drastically overpriced (with Battery Point being the most expensive post code in Tasmania) especially in relation to the current living wage. It will instead kill the local businesses which are much beloved and vital to our hospitality industry nearby, and instead overinflate the real estate pricing even further, creating an unsustainable landscape for those seeking somewhere to live';

-this construction will only continue to gentrify the area keeping locals of ordinary means from living in, or even coming to the area';

- 'The apartments that are being proposed will be upper-scale places to rent (including top floor penthouses), which will simply add to the long list of unaffordable living places in this neighbourhood and will do nothing to alleviate the current housing crisis';

-'We do not need more unaffordable apartments covering our city scape in darkness'.

Traffic concern

-The streets surrounding the block are small with blind corners and narrow footpaths, which make them dangerous for pedestrians under current traffic levels. The intersection with Sandy Bay Road is additionally already heavily misused, with cars travelling up Montpelier Retreat often making unsafe U-turns across the intersection to enter the larger street, at a junction where many pedestrians must cross without signage, lights, or crosswalks. The proposed development will increase traffic on these streets and make the situation worse. If approved, PL-21-719 will make the area less inviting to visit, work, and live in'.

Concern at Building Phase of Development regarding Access

We are submitting an objection and a request for further information about how the building phase of the development will impact our services. We are concerned that road closures to Montpellier Retreat and Knopwood Street to facilitate upgrade underground services to the proposed development will significantly impact urgent samples being delivered to our Battery Point laboratory. Part of the planning application includes documentation from Aldanmark engineers. On sheet C103, it clearly details upgrades are required to underground services in both Montpellier Retreat and Knopwood Street.

Hobart Pathology is situated at 2-4 Kirksway Place, Hobart, and services general practitioners, specialists, private hospitals and nursing homes in the southern region of Tasmania. At Hobart Pathology, we focus on offering a professional and comprehensive pathology service to our community: providing accurate results with fast and reliable turnaround times. Hobart Pathology is a member of the Sonic Healthcare group and has been providing quality pathology services to the Tasmanian community for over 50 years.

Hobart Pathology operates from 0600 to 0100 (the following day) 5 days a week and 0700 to 2200 Saturday and Sunday. Outside these hours we operate a 24/7 oncall roster where access is required to the laboratory at all times. As such, courier vehicles that deliver urgent samples to Kirksway Place laboratory in Battery Point need access to the carpark at the rear of the laboratory 24 hours a day, 7 days a week. These samples are often from critically ill patients in hospital requiring results from the laboratory to facilitate urgent treatment. We also provide lifesaving products which must be delivered back to the patient's bedside in a timely manner e.g. Cross Matched Blood, Fresh Frozen Plasma. The entrance to our carpark is accessed from Montpellier Retreat directly opposite 1 Knopwood Street Battery Point.

Should the building development gain approval and the subsequent upgrade to underground services impacts Hobart Pathologies ability to provide our service we would seek an alternative area to park our courier vehicles within a close proximity to 2-4 Kirksway place for the period of disruption. We have approximately 18 courier vehicles. We would however need foot access to our carpark above as this is the main staff entrance to the laboratory. Additionally we have a number of deliveries from external vendors that would require close access to Kirksway place.

<p>Other</p> <p>-concern proposal places money making above other considerations; -Ill thought out development . Crushing for local tourism and will do nothing to solve housing problems'.</p>
<p>Other comment</p> <p>There are major deceptive statements in the application to make the application look reasonable which it is not. The proposed development should also have a setback at least equivalent to the majority of the existing heritage buildings. 'The proposed new building will literally put the adjacent business in its shadow, completely killing the unique selling point for the business (Preachers). Ruining a local small business within a significant heritage building just for the sake of expensive apartments is not what the residents of Hobart and Salamanca want and we've shown that time and again. There is no legitimate reason to go ahead with this development and I'm sure many others see it this way as well'. 'I strongly oppose this development'. 'The proposed construction will have a severely detrimental impact on to a Hobart institution; Preachers. To sacrifice the quality of experience at such an iconic location in Hobart, a city that thrives on the tourism dollar, is short sighted. I urge you to look elsewhere to build your multiple dwellings and food services'. 'I do not believe that neighbours support this and I think that the livelihood of neighbours to this area should be consulted and respected'. 'Work with Preachers to come to a suitable resolution, covid has killed enough of our hospitality hotspots, will be no use having big buildings in town if there are no people wanting to be in the city'. 'This development will essentially end the local venue Preachers and Hobart will lose an iconic draw card in the scene. The developer has shown zero interest in protecting the local area in terms of character and providing better options since the last application'.</p>
<p>Suggestions</p> <p>'Take 20% off of the top' of the building. 'An alternative example: a two to three storey building with a sandstone heritage inspired facade'. 'Any development should be no taller or larger than the historical buildings in the immediate area'. 'Development could instead include 4 floors and a rooftop garden to add greenspace to the area and avoid overshadowing and poor aesthetics of upper penthouse floors'.</p>

This proposal is generally very good with the exception of two major issues.

1. The scale of the proposal is too great for its surroundings. Both adjacent properties, being Preachers in Knopwood Street and the two conjoined residences in Montpelier street are two storeys in height. This proposal is seven storeys, and does not conform to the built form skyline as shown in Figure 13.

2. The proposal is over and above the Approved Built Form envelope of 4, stepping back to 5 storeys. (See page 26 of the proposal). Containing the building to the approved envelope would be fine, and would allow the higher storeys to step back in accordance with the building envelope. This would give extra opportunity for outdoor living space as well as planting and softening on balconies. This would be a visual, architectural and aesthetic advantage.

The proposal would be fine providing the two top storeys are removed, limiting the development to 5 storeys. (See figure 13). The proposed 2 top storeys have an unnecessary vertical emphasis, and destroy any sympathy with surrounding buildings, and are not a compatible human scale in keeping with the Battery Point and Sullivans Cove area.

I understand that developers try to push the boundaries as far as they can, but this is a very sensitive and historic area . It only takes one building to set a height precedent, and then it's very difficult to manage future proposals.

Please do not approve the proposal in its present form'.

Although it is more appropriate than the previously approved Morris Nunn design, the development proposal is clearly an ambit claim.

The Planning consultant states that the immediate Heritage area encompasses predominately two storey structures. As a consequence, the development proposal ignores the impact the buildings will have on adjoining properties through over-shadowing, traffic movements, even open space requirements.

The proposed overall height is excessive and completely out of kilter with the surrounding buildings within the Inner Residential Zone Any reference to the two buildings opposite the proposed development, which in themselves are not worthy of comparison, is simply clutching at straws.

We strongly believe that the top three storeys of the development should be eliminated, which will will produce a much more appropriate structure.

The curved façade format, compatibility with other 'fenestrations', brick string courses, simplified built form, incorporation of brass

cladding and recessed glazing etc. do not justify the bulk of the proposed building. A seven-story building is completely out of place in what is widely acknowledged as a predominately 2 storey, heritage precinct'.

'I am not entirely opposed to the development, however I feel that the building on the corner of Montpelier Retreat would be far more appropriate as a three or four storey brick building without the extra three storey 'poptop' addition. The building on James Street also seems unnecessarily large'.

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 vacant/carparking. The proposed use is multiple dwellings and food services. The existing use is a permitted use in the zone. The proposed use is permitted (multiple dwellings) and discretionary (food services) use in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D - 11 Inner Residential Zone
 - 6.4.2 E6.0 Parking and Access Code
 - 6.4.3 E5.0 Road and Railway Assets Code
 - 6.4.4 E7.0 Stormwater Management Code
 - 6.4.5 E13.0 Historic Heritage Code
 - 6.4.6 E2.0 Potentially Contaminated Land Code

- 6.4.7 E9.0 Attenuation Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Inner Residential Zone Use and Development Standards:
- Food Services - Part D 11.2*
Private Open Space - Part D 11.4.3 P2
Sunlight to Private Open Space of Multiple Dwellings - 11.4.4 P1
Privacy - Part D 11.4.6 P1
- 6.5.2 Parking and Access Code:
- Number of Parking Spaces - E6.6.1 P1*
- 6.5.3 Historic Heritage Code:
- Building and Works in a Heritage Precinct - E13.8.1 P1, E13.8.2 P1, and P4.*
Building and Works in Heritage Precinct BP1 - E13.8.4 P1, P3, P6, and P9.
Subdivision - E13.8.3 P1 and P4
- 6.5.4 Potentially Contaminated Land Code
- Management, Risk and Excavation - E2.5 P1 and E2.6.2 P1.*
- 6.5.5 Attenuation Code
- Late night music venues within 200 metres of site - E9.7.2 P1.*
- 6.6 Each performance criterion is assessed below.
- 6.7 Use
- 6.7.1 The proposal includes what is described in the planning report as:
- Commercial Use: A café/wine bar is proposed at ground level within the north-western podium, which will be open to the public and provide a key civic contribution to the immediate area. The café/wine bar will open out to Knopwood Street and Montpelier Retreat with a floor area of 183m².

- 6.7.2 A cafe/wine bar is considered to be a food services use. Food Services is discretionary in the zone subject to the following qualification. If the qualification is not met, the use is prohibited.

Only if in an existing building and not displacing a residential or visitor accommodation use, unless occupying floor area previously designed and used for non-residential commercial purposes (excluding visitor accommodation).

- 6.7.3 The proposed food services would not be in an existing building and is therefore prohibited and cannot be approved. (It is noted that there are other uses that could be supported in the location of the cafe/wine bar, for instance an 'Art and Craft Centre'.)

6.8 Private Open Space Part D 11.4.3 P2

- 6.8.1 The acceptable solution at clause 11.4.3 A2 (ii) states private open space standards of 12 square metres per dwelling where the finished floor level is more than 1.8 metres above the finished ground level. All dwellings are above this height.

- 6.8.2 The proposal includes private open space not meeting the acceptable solution of 12 square metres per dwelling.

- 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 P2 provides as follows:

P2

A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:

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

- 6.8.5 Assessment of the performance criterion follows.

All dwellings would have private open space in the form of decks.

A total of 12 of the proposed multiple dwellings would have private open space (as decks) below 12 square metres in area.

They are as follows:

- level 1 two dwellings in the northwest building at 9 square metres

- each;
- level 2 all four dwellings in the northwest building at 9 square metres each, one dwelling in the south east building facing James Street at 10 square metres;
- level 3 all four dwellings in the northwest building at 9 square metres each;
- level 4 one dwelling in the south east building facing James Street at 5 square metres.

All proposed private open space is considered to include areas capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and are conveniently located in relation to a living area of the dwelling.

Some of the decks would face east/southeast towards the central courtyard and James Street, and are therefore less orientated to the sun. The smallest private open space would be the deck of the level 4 dwelling fronting James Street, at 5 square metres. Despite the orientation, there remains likely a reasonable degree of morning sun to the dwelling and its deck. Again, the deck would be centrally positioned to main living areas of the dwelling.

There is substantial public open space existing in the vicinity, comprising Salamanca Place lawns and nearby open waterfront areas, St David's Park and Princes Park.

On balance, the proposal is considered reasonably acceptable in terms of private open space.

6.8.6 The proposal complies with the performance criterion.

6.9 Sunlight to Private Open Space of Multiple Dwellings Part D 11.4.4 P1

6.9.1 The acceptable solution at clause 11.4.4 A1 requires as follows.

A multiple dwelling that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 11.4.3, must satisfy (a) or (b), unless excluded by (c):

(a) the multiple dwelling is contained within a line projecting (see Figure 11.4):

(i) at a distance of 3m from the northern edge of the private open space; and

(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal.

(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight within the hours of 9.00am to 3.00pm on 21st June.

(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:

(i) an outbuilding with a building height not more than 2.4m; or

(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.

6.9.2 The proposal includes six areas of private open space located on the western side of the James Street building (that is, the southern east building).

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

6.9.4 The performance criterion at clause 11.4.4 P1 provides as follows:

A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 11.4.3 of this planning scheme.

6.9.5 Assessment of the performance criterion follows.

The applicant notes under the submitted planning report that the six private open space areas on the west facing side of the James Street building would received around 2 hours of sunlight on June 21st. This is supported by the submitted sunshade diagrams.

The submitted planning report states in part as follows.

'Despite not receiving 3 or more hours of direct sunlight on June 21 st, the private open space to

apartments along the western elevation of the south-eastern podium will still receive approximately 1-2 hours of sunlight on June 21

st and will continue to receive ample light throughout the day. It is notable that whilst June 21 st represents the worst day of the year in terms of sunlight access,

it is also during the middle of winter. During this time, the north-west / westerly facing

balconies/terraces are far less likely to be used, primarily due to the prevailing cold north-westerly

/westerly winds experienced during that time of the year.

Prior to, and immediately following June 21 st, the extent of sunlight received across these balconies will increase, ensuring that an appropriate level of sunlight is received throughout the year.

As a result, the reduction in direct sunlight access has not been considered to result in an unreasonable impact on the amenity of residents'.

There would be some overshadowing of private open space, from the taller north west building fronting Montpelier Retreat and Knopwood Street, over the south east building fronting James Street. This to a degree is inevitable with any multiple storey residential development in separate main buildings on one site. On the other hand, the building separation across the central courtyard of 10 metres should serve to ensure a reasonable degree of light and air, as well as some sunlight, to private open space facing west in the James Street building. In this case, the degree of overshadowing is not considered unreasonable, and is not considered sufficient to warrant any recommendation of refusal on such grounds.

The proposal is considered acceptable in terms of sunlight to private open space of multiple dwellings.

6.9.6 The proposal complies with the performance criterion.

6.10 Privacy - Deck Part D 11.4.6 P1

6.10.1 The acceptable solution at clause 11.4.6 A1 provides privacy standards for decks including a three metre side boundary setback.

6.10.2 The proposal includes the provision of decks not meeting the acceptable solution. Specifically, the two dwellings on level 5 within the south east building would have a 1.4 metre setback to the side boundary of the neighbouring property at No.9-11 James Street.

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

6.10.4 The performance criterion at clause 10.4.6 P1 provides as follows:

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

screened, or otherwise designed, to minimise overlooking of:

- (a) a dwelling on an adjoining property or its private open space; or*
- (b) another dwelling on the same site or its private open space.*

6.10.5 Assessment of the performance criterion follows.,

As stated, the decks of the two dwellings on level 5 within the south east building would have a 1.4 metre setback to the side boundary of the neighbouring property at No.9-11 James Street.

The submitted plans indicate there would be planter bed screens to the edges of the decks at this level. The width of the screens is estimated as 0.6 of a metre, resulting in a two (2) metre side setback for the decks.

There may be some potential for overlooking of the neighbouring property. On the other hand, the width of the planter beds is likely to provide an effective buffer that would prevent any standing at the building edge. Further, the elevation of the decks above the neighbouring property is considered to increase the degree of separation between the neighbouring properties in terms of privacy.

On balance, the proposal is considered acceptable in terms of privacy.

6.10.6 The proposal complies with the performance criterion.

6.11 Parking and Access Code Part E 6.6.1 P1 (and Heritage Code E13.8.4 P9).

6.11.1 The Acceptable Solution under the Heritage Code clause E13.8.4 A9 states a car parking requirement of a maximum of one space per dwelling, resulting in a parking requirement for the residential component of not more than 26 spaces.

The Acceptable Solution under the Parking and Access Code clause E6.6.1 A1 refers to Table E6.1, which states a parking requirement for the food services component (based on a stated floor area of 183 square metres in area), of 28 spaces.

The total requirement under the respective Acceptable Solutions is 54 spaces.

6.11.2 The proposal includes the provision of 48 on site parking spaces.

6.11.3 The proposal does not comply with the acceptable solution; therefore

assessment against the performance criterion is relied on.

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

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

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

The performance criterion at clause E13.8.4 P9 states as follows.

Parking must not detract from the cultural heritage significance or the setting of existing dwellings.

6.11.5 Assessment of the performance criterion follows.

The parking component under clause E13.8.4 P9 is considered by

Council's Cultural Heritage Officer under Part 6.15 of this report.

In terms of clause E6.6.1 P1, the site is centrally located in close proximity to Salamanca Place, waterfront attractions and the city centre.

The proposal is not considered likely to result in any excessive impact on the character and amenity of surroundings in terms of a lack of parking provision.

Council's Senior Cultural Heritage officer comment in this regard is addressed under Part 6.14 of this report.

Council's Development Engineer states as follows.

The empirical parking assessment indicates that the provision of 40 on-site car parking spaces will sufficiently meet the likely demands of the residential use associated with the development. A surplus is provided for the residential component of the use of 14 spaces. The TIA provided by Midson Traffic PTY LTD states the car parking demand of the cafe and wine bar can be accommodated for using the nearby on-street parking that consists of a mix of short term time restricted parking in the surrounding streets and area. 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.

6.11.6 The proposal complies with the performance criterion.

6.12 Building and Works in a Heritage Precinct - E13.8.1 P1, E13.8.2 P1, and P4, Building and Works in Heritage Precinct BP1 - E13.8.4 P1, P3, P6, and P9, Subdivision - E13.8.3 P1 and P4,

6.12.1 The proposal is for demolition, building, works, and subdivision (lot consolidation) within a heritage precinct, and within heritage precinct BP12. The Council's Senior Cultural Heritage Officer has provided the following assessment. The officer's report is provided in full as an Attachment to this report.

Background:

This application is for demolition and a new development for 26 multiple dwellings, food services and works within the Council road reserve.

The proposal is located within the Battery Point Heritage Precinct BP1 as

described in Table E13.1 in the Historic Heritage Code of the Hobart Interim Planning Scheme 2015.

The proposal is subject to consideration under E13.0 Historic Heritage Code.

Specifically, the demolition of all existing buildings on the subject site requires assessment against clause E13.8.1 P1.

The new development on the site requires assessment against E13.8.2 P1, E13.8.2 P4, E13.8.4 P1, E13.8.4 P3 and E13.8.4 P6.

Subdivision must be assessed against E13.8.3 P1 and E13.8.3 P4.

All other provisions in the Code satisfy the Acceptable Solutions or are not applicable.

2015 Planning Application:

In 2015, an application for development on this site was lodged. Council's Senior Cultural Heritage Officer undertook an assessment of the planning application PLN-15-00971-01 and concluded that the proposal failed to satisfy the following provisions E13.8.2 P1, E13.8.2 P2, E13.8.4 P1, E13.8.4 P3 and E13.8.4 P6. Council refused that permit. The SCHO's assessment concluded : 'It is as though the application assumes that the development standards associated with the nearby incongruous office buildings apply to the subject site. They don't. This site is within a different planning area, and within a Heritage Precinct. There are specific standards within the planning scheme to protect the character of the Heritage Precinct – which is one of the earliest developed parts of Hobart. With an understanding of the relevant heritage provisions relating to the subject site, approval of the proposed development in its current form is not warranted.'

Following Council's refusal, an appeal was lodged and mediation commenced. The proposal was modified by the applicant and the height and form was altered and lowered. Council's Senior Cultural Heritage Officer then determined that the proposal would be acceptable when assessed against the above provisions of the Historic Heritage Code. A permit was issued with a single heritage condition. HER 8 which required the documentation of the building on the corner of Montpelier Retreat and Knopwood Street.

Current Application:

Since the assessment of PLN-15-00971-01, there have been no amendments to change the clauses of the Historic Heritage Code of the Scheme against which this proposal must be assessed.

An earlier proposal was lodged with Council and a preliminary heritage assessment was undertaken for the UDAP meeting on 27 July 2021. Heritage advice/discussion was provided to UDAP meeting.

Revised submission (current proposal) was lodged with Council and a preliminary heritage assessment was presented to UDAP meeting 14 June 2022. Heritage advice/discussion was provided to UDAP.

No additional heritage advice or pre-application discussions has been sought by the applicant at any stage.

The application is supported by a Heritage Impact Statement by Sam Nichols, dated 22 November 2021 revision A.

Representations:

A total of 348 representations have been received - 342 objections, 4 in support and 2 have no position. The following heritage and streetscape issues are a summary of those raised with a full summary of concerns outlined in the Development Appraisal Planner's report.

"...this is a very sensitive and historic area . It only takes one building to set a height precedent, and then it's very difficult to manage future proposals."

"The scale of the proposal is too great for its surroundings. Both adjacent properties, being Preachers in Knopwood Street and the two conjoined residences in Montpelier street are two storeys in height. This proposal is seven storeys."

"this is a very sensitive and historic area."

"out of character and over height"

'neighbouring taller buildings are under different planning scheme and are irrelevant to this application"

"This development is far too tall. It is not in keeping with the area'; needs to be lower so as not to 'dwarf and shadow' "

"materiality not in context to existing surrounds..."

" Highly negative impact on neighbours amenity and overall streetscape, particularly with regard to 5 Knopwood St. Which is an important early colonial architectural example in Battery Point and is completely dwarfed by this development"

"The curved façade format, compatibility with other 'fenestrations', brick

string courses, simplified built form, incorporation of brass cladding and recessed glazing etc. do not justify the bulk of the proposed building. A seven story building is completely out of place in what is widely acknowledged as a predominately 2 storey, heritage precinct."

"to approve such a monstrosity and overpowering building would be a travesty of justice and sense."

"concern at impact on entrance to Battery Point"

"proposal 'too big' for the area and would ruin the charm and quaintness of Battery Point"

"This building is much too big for the area, and would impact significantly neighbouring premises in terms of their business relying on their outdoor area, which would be dwarfed by this unnecessarily large building"

"Impact on streetscape – By its sheer size and bulk the proposed new development would have a huge visual impact and also be very visible from Sandy Bay Road, as well as James Street"

"The proposed development should also have a setback at least equivalent to the majority of the existing heritage buildings."

"proposal should be 'sympathetic to the stature and style of the existing historic buildings"

"This building will visually destroy the heritage and cohesiveness of this architecturally pristine and historically important neighbourhood area given the sheer size of the building, modern facade and imposing presence of the proposed development. It does not match the long standing visual appeal of the area and will also have an impact on parking which is already strained locally at the best of times. This development will be an eyesore on a historically important part of Hobart compared to the surrounding buildings. If this is allowed to go ahead, irreparable damage will be made to an area of historical importance in Hobart."

"This building should be respectful or subservient to Heritage listed houses neighbouring it! This development is overbearing and not in keeping with the characteristics of surrounding heritage homes/buildings, the proposal should be in keeping and not detract from those characteristics of the place which contributes to its cultural significance. This development should not go ahead in its present form."

dampness of concern to heritage properties

concern at excavation and potential damage to heritage properties

"The building on James Street also seems unnecessarily large"

Assessment:

Table E13.2 of the Historic Heritage Code of the Scheme has the following Statements of Historic Cultural Heritage Significance for the BP1 Battery Point Precinct:

This precinct is significant for reasons including:

1. The wide variety of architectural styles and historic features ranging from entire streets of 19th century Colonial Georgian cottages, to Victorian, Edwardian and Pre and Post War examples of single and attached houses that are of historic and architectural merit, many of which demonstrate housing prior to mass car ownership.
2. It is primarily a residential area with a mix of large substantial homes and smaller workers cottages on separate lots, gardens, an unstructured street layout, and lot sizes that show successive re-subdivision into narrow lots that demonstrate early settlement patterns of Hobart.
3. The original and/or significant external detailing, finishes and materials demonstrating a high degree of integrity with a homogenous historic character.

The Objective of E13.8.2 is "To ensure that development undertaken within a heritage precinct is sympathetic to the characteristic of the precinct."

This application must be assessed against the following provisions:

E13.8.1 Demolition:

Objective:

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

Clause E13.8.1 P1 states:

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

(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;

(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;

unless all of the following apply;

(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;

(ii) there are no prudent or feasible alternatives;

(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

Response:

The site consists of a large open metal shed and a masonry building on the corner of Knopwood and Montpelier Streets. Demolition of these

structures is proposed along with the removal of concrete hard stand and fences and gates on the boundary.

In summary, none of the above buildings, fabric or landscape elements contribute to the significance of the precinct. It is considered that E13.8.1 P1 is satisfied.

E13.8.2 Buildings and Works other than Demolition

The Objective of E13.8.2 is "To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct."

Clause E13.8.2 P1 states:

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

Response:

Detriment is 'damage or loss to such values or thing.' The height, scale, bulk and building form of the proposal must be considered. Battery Point has unique heritage characteristics, with buildings from the 19th and 20th century and a character and scale typical of this era. Any development must be undertaken in a careful and sensitive manner to reflect the purpose and objectives of the Code and development standards for the Battery Point Heritage Precinct. The heritage significance of battery Point is reflected in the fact that there additional heritage assessment clauses set out in E13.8.4. In consideration of the extent of detriment, the proposal will introduce a bulky, out of scale set of two buildings that are of a design, height and scale that will overpower heritage properties in Battery Point, such as 5 Knopwood Street (Preachers) and will result in detriment to the significance of the Battery Point Heritage Precinct, BP1. The proposal fails to satisfy E13.8.2 P1.

Clause E13.8.2 P4 states:

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

Response:

The fence is located along James Street and provides a physical barrier between the street and the apartments set below the street level. It is shown as having a base as S1 - Stone Cladding - Solid Sandstone. The fence on top is an open framed fence measuring between 0.92 metres at one end and 1.15 metres at the end. At the higher end the fence has an

overall height of 1.81 metres. No gates are shown on the submitted plans along James Street and no materials are specified for the fence itself, although it has a high degree of transparency and is of a scale considered appropriate in a residential context. While, at the lowest point of the street, the fence plus base is relatively high at 1.8 metres, it is considered the height is mitigated by the transparency shown. The front fence on James Street is considered to satisfy E13.8.2 P4.

Subdivision:

Clause E13.8.3 P1 states:

Subdivision must not result in any of the following:

(a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;

(b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;

(c) potential for a confused understanding of the development of the precinct;

(d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.

Response:

This proposal is for the adhesion of the various titles required should construction occur across titles. The proposed adhesion, although technically a subdivision, will create a large single lot, but only should this development be approved. In this regard, the subdivision is not a separate entity that results in detriment to the significance of the precinct. The proposal is considered to satisfy E13.8.3 P1.

Clause E13.8.3 P4 states:

Any new lot created in Heritage Precinct BP1 must not detract from the pattern of development that is a characteristic of the cultural heritage significance of the precinct in the vicinity of the site.

Response:

As outlined above, the proposed satisfies E13.8.3 P4.

E13.8.4 Buildings and Works in Heritage Precinct BP1

Clause E13.8.4 P1 states:

Site area per dwelling may be less if the development does not detract from the pattern of development that is a characteristic of the cultural heritage significance of the precinct in the vicinity of the site.

Response:

The site area per dwelling is 55 square metres and therefore it does not satisfy the Acceptable Solution and must be assessed against the above clause. The resultant site area is, in part, a function of the number of dwellings in two apartment blocks. The pattern of development that is a characteristic of the cultural heritage significance of the precinct in the vicinity of the site, that is described in the statements of significance and in the vicinity of mix of site areas with large substantial homes (eg Narryna at 103 Hampden Road) and smaller workers cottages (eg. the terraces at 105-111 Hampden Road.) as well as a wide variety of architectural styles ranging from Colonial Georgian cottages to Victorian, Edwardian and pre and post war examples of single and attached houses. While there are larger developments opposite, (2-8 Kirksway and 38 Montpelier St) they are not in and do not represent the character of Battery Point historic precinct. This proposal clearly detracts from the historic pattern of development in the block bounded by Knopwood, Montpelier, Hampden Road and James Street and the area to the east where the mix of larger substantial homes and smaller workers cottages continues.

The proposal does not satisfy E13.8.4 P1

Clause E13.8.4 P3 states:

The height of development must neither be obtrusive in the streetscape nor detract from the pattern of development that is a characteristic of the cultural heritage significance of the precinct in the vicinity of the site.

The proposal is made up of two towers. The height of the larger tower on the corner of Knopwood and Montpelier Street has a RL of 37.900 (plus lift overrun) over seven (7) floors (excluding basement carparking), the other tower is RL 34.800 (plus large lift overrun and roof plant) over five (5) floors (excluding basement carparking). In comparison Preachers has a height of an external wall along James Street to the eaves of 4.4 metres. This excludes the roof and dormer. The north elevation of the applicant's submission shows the disparity in scale of the proposal in relation to a building such as Preachers which is a typical example of a Battery Point house (although now used as a bar).

The height of the development is accentuated by the height of the three (3) storey penthouse on top of the four storey base. Its scale is over the top and its height does not even take its cues from the adjacent commercial buildings outside Battery Point. For all the heritage and architectural analysis undertaken by the applicant and submitted as part of this application, the result is something that fails to meet the Objective which states: "To ensure development undertaken within a heritage precinct is

sympathetic to the characteristic of the precinct." The result is obtrusive in the streetscape and detracts from the pattern of development that is a characteristic of the significance of the precinct, particular in the block in which it is situated and also within the vicinity. The proposal fails to satisfy E13.8.4 P3.

Clause E13.8.4 P6 states:

The building must not detract from the pattern of development that is a characteristic of the cultural heritage significance of the Precinct in the vicinity of the site.

Assessment of this clause, must be considered in relation to the Acceptable Solution which refers to height over site coverage. Given the proposal does not meet the Acceptable Solution it must be assessed against the above clause. The site coverage exceeds 40% and as articulated above, the height of the both proposed buildings are far greater than those in the precinct in the vicinity. The proposal does not satisfy E13.8.4 P6.

Conclusion:

This proposal can be considered to be a significant departure in terms of scale, bulk and height to the approval from 2015.

This block is characterised by houses and shops scaled to the Battery Point scale. Portsea Terraces are the tallest buildings in this block - two (2) stories and a basement. This proposal will dominate and detract from buildings in the Battery Point heritage precinct and therefore cause detriment. The proximity to buildings of a traditional type and incongruity of scale creates a visual detriment. This conclusion is irrespective of whatever the cladding, fenestration pattern or otherwise outward expression of the proposed building.

The proposal does not satisfy E13.8.2 P1, E13.8.4 P1, E13.8.4 P3, E13.8.4 P6 and is recommended for refusal.

- 6.12.2 The Urban Design Advisory Panel made the following comments with respect to heritage matters:

The Panel notes that the Heritage Code in the planning scheme takes precedence and so it would have been useful to have the proponents present to the heritage provisions, rather than frequently addressing the proposal in the context of the height and form of adjacent buildings that are in a different zone. The onus was on the applicant to make the

argument to how this proposal supports the heritage consideration of the Battery Point Heritage Precinct. The applicant focussed on the lower four stories when addressing the heritage precinct, presenting little justification for the upper three levels that significantly exceed the heritage precinct provisions.

The Panel notes that the property is at an important entry to the Battery Point Heritage Precinct in terms of townscape, and that a major intent of the planning scheme is that development of this site should clearly reflect the Battery Point townscape scale and character, not simply dealing with the Knopwood Street and Kirksway Place junction. The Panel felt that the projected view coming up Montpelier Retreat would not readily infer that there is a heritage precinct starting at that point. It would be completely at odds to have something as high as the proposal as the gateway to the heritage precinct. Accordingly, the Panel considered that the proposal doesn't assert itself as an appropriate entry to the Battery Point zone.

- 6.12.3 The proposal does comply with performance criteria E13.8.1 P1, E13.8.2 P4, E13.8.3 P1 and E13.8.3 P4.
- 6.12.4 The proposal does not comply with performance criteria E13.8.2 P1, E13.8.4 P1, E13.8.4 P3, and E13.8.4 P6. The proposal is recommended for refusal on that basis.
- 6.13 Potentially Contaminated Land Code Part E 2.5 P1 and E2.6.2 P1
 - 6.13.1 The acceptable solution at clause E2.5 A1 provides as follows.

The Director, or a person approved by the Director for the purpose of this Code:
(a) certifies that the land is suitable for the intended use; or
(b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.
 - 6.13.2 There is no acceptable solution for E2.6.2 A1.
 - 6.13.3 The proposal includes works on a potentially contaminated site.
 - 6.13.4 The proposal does not comply with the acceptable solution E2.5 A1, and there is no acceptable solution E2.6.2 A1; therefore assessment against the performance criterion is relied on.

- 6.13.5 The performance criteria at clauses E2.5 P1 and E2.6.2 P1 provide as follows:

E2.5 P1

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

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

E2.6.2 P1

Excavation does not adversely impact on health and the environment, having regard to:

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

- 6.13.6 Assessment of the performance criterion by Council's Environmental Health Officer is as follows.

The site is listed on Council's potentially contaminated sites register due to its historic use as 'transport services' with hydrocarbons listed as the potential contaminants. A report titled 'Stage 2 – Environmental Site Assessment – Elliot Bros' completed by Geo-Environmental Solutions (GES), the objective of which was to investigate the extent of on-site soil and groundwater contamination was submitted as part of the development application. Also submitted was a 'Construction Environmental Management Plan – July 2015' also completed by GES. In the latter document, it stated 'the current interpretation of the results of all previous

reporting is that there is no residual site contamination that would constitute an undue risk to health or the environment or prevent the proposed development of the site'. However, it also stated 'it must be stressed that soil-sampling results reflect the actual conditions only for the time which sampling occurred'.

It has been noted, that the Environmental Site Assessment report was based on sampling that was undertaken in 2010, 2011 and 2012. To be deemed to meet the performance criterion, the Environmental Site Assessment report needs to reference and ensure compliance with levels stated in the National Environment Protection (Assessment of Site Contamination) Measure 1999, as amended in 2013. It also needs to take into consideration the current proposed development with regards to the proposed residential use.

Therefore, upon request of Manager Development Appraisal, Council's Environmental Health Unit has placed a condition on the planning permit requiring an Environmental Site Assessment report updated to meet current standards, along with any plans to manage contamination, be submitted prior to any building permits being issued and will be followed up as part of Council's Condition Endorsement Process.

- 6.13.7 The proposal does not currently comply with the performance criterion, however will likely comply once the condition is complied with.
- 6.14 Attenuation Code Part E 9.7.2 P1
 - 6.14.1 There is no acceptable solution for E9.7.2 A1.
 - 6.14.2 The proposal includes late night music venues within 200 metres of the proposal site.
 - 6.14.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.14.4 The performance criterion at clause 6.7.2 P1 provides as follows:

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

- (i) operational characteristics;*
- (ii) scale and intensity;*
- (iii) degree of hazard or pollution that may emitted from the activity;*
- (b) the degree of encroachment by the sensitive use into the Attenuation Area or the attenuation distance;*
- (c) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions*

6.14.5 Assessment of the performance criterion by Council's Environmental Development Planner follows.

Attenuation Code

The Code applies because development for sensitive use is proposed within the attenuation distance (200m) of two late night music venues at 21 Salamanca Place (Irish Murphy's) and 24 Salamanca Square (Botanica Bar). No Code exemptions apply.

The site is also adjacent Preachers bar and restaurant at 5 Knopwood Street, however this venue is not considered to be a 'late night music venue' as it does not operate after midnight and does not host music performances or play loud recorded music.

The relevant standards are under clause E9.7.2. There is no acceptable solution for A1. Performance criterion P1 states the following:

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

- (a) the nature of the use with potential to cause environmental harm; including:
 - (i) operational characteristics;
 - (ii) scale and intensity;
 - (iii) degree of hazard or pollution that may emitted from the activity;
- (b) the degree of encroachment by the sensitive use into the Attenuation Area or the attenuation distance;
- (c) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions

Irish Murphy's opens from 11:00am and closes at 10:00pm on Mondays, Tuesdays, Thursdays and Sundays, 11:00pm on Thursdays and 1:00am on Fridays and Saturdays.

Live music is played inside the venue on Friday and Saturday nights from 9pm. There are tables for the venue in Salamanca Place, which would be used until 10pm.

Only a small part of the site is within 200m of Irish Murphy's. There are no specific noise mitigation measures identified in the application.

At this distance, given the nature of the venue, there is minimal risk of environmental nuisance being caused to occupants of the proposed development.

Botanica Bar includes both indoor and outdoor spaces. The approved hours of the indoor space are:

7:00 am until 3:00am Monday to Saturday

10:00am until 3:00am Sundays

The approved hours of the outdoor space are 11:00am until 3:00am every day.

The venue has the potential to generate significant noise through the playing of live and recorded music through loudspeakers (indoor and outdoor) and through patron's voices.

Speakers for the outdoor area are required to be turned off by 10pm. The venue is also subject to a Council-approved Noise Management Plan.

Some of the site is within 200m of Botanica Bar.

At this distance, given the nature of the venue, there is minimal risk of environmental nuisance being caused to occupants of the proposed development.

The exercise of discretion is recommended with regard to E9.7.2 P1.

6.14.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for a partial demolition and new building for 26 Multiple Dwellings and food Services at 1 Knopwood Street Battery Point TAS 7004 and adjacent road reserve.
- 7.2 The application was advertised and received 348 representations, including 342 raising objection. (A total of 4 representations state support of the proposal, and two representations do not state an opinion). The representations stating objection raised concerns including with regard to height, scale, setbacks, excavation, loss of sunlight, parking, heritage, concern at dampness, concern at overshadowing impact on adjacent business, and concern at accuracy of information supplied in the application.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered unacceptable in terms of heritage provisions under the Planning Scheme. The Food Services use is also prohibited in the zone because it would not be located in an existing building.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Senior Cultural Heritage Officer, Development Engineer, Stormwater Services Engineer, Roads Engineer, Traffic Engineer, Environmental Health Officer, Environmental Development Planner and Manager Surveying Services.

The Council's Senior Cultural Heritage Officer recommends refusal of the proposal on four grounds.

The other officers have raised no objection to the proposal, subject to conditions.

- 7.5 The application was considered by the Urban Design Advisory Panel at its meeting of the 14th June 2022. The Panel's report is provided in full as an attachment to this report. In the context of the provisions on which they were asked to comment, the Panel was broadly not supportive of the proposal. In addition to the comments set out above in Background and in the heritage assessment, the Panel made the following comments:

The Panel believes that the height is also a major issue in terms of amenity. They wanted to see more information on the facades, particularly the façade behind Preachers, at 1 James Street. While this is a side façade, it will be prominent to people visiting Preachers and when viewed from Knopwood Street. The applicant was to provide clarification.

Overall, the Panel did not see enough of a change from the previous proposal presented to UDAP as a Pre-App, to warrant a change in their position that from an urban design point of view the proposal should not be supported. They remain concerned over a number of matters previously raised, including heritage, height and amenity.

The Panel unanimously agreed that the proposal is an overdevelopment of the site, particularly with regards to townscape scale. There was insufficient justification within the proposal for the height, materiality and form of the proposed upper levels. Whilst they were referred to as a "lighter top", the Panel felt strongly that the upper levels would be dominant elements in the townscape and thus at odds with the intent of the Planning Scheme. The Panel appreciate the proposal's strong streetscape analysis and the ambition for this to be a high quality building, but recognise townscape is the most important urban design issue with this site.

7.6 The applicant has granted an extension of time to allow Council consideration of the proposal.

7.7 The proposal is recommended for refusal.

8. Conclusion

8.1 The proposed partial demolition and new building for 26 Multiple Dwellings and food Services at 1 Knopwood Street Battery Point TAS 7004 and adjacent road reserve does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for refusal.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for a partial demolition and new building for 26 Multiple Dwellings and food Services at 1 Knopwood Street Battery Point TAS 7004 for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 or P1 of the Hobart Interim Planning Scheme 2015 because the design and siting of the buildings results in detriment to the historic cultural heritage significance of the precinct as described in Table E13.2.
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.4 A1 or P1 of the Hobart Interim Planning Scheme 2015 because the site area per dwelling of the proposal detracts from the pattern of development that is a characteristic of the historic cultural heritage significance of the precinct in the vicinity of the site as described in Table E13.2.
- 3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.4 A3 or P3 of the Hobart Interim Planning Scheme 2015 because the building height is obtrusive in the streetscape and detracts from the pattern of development that is a characteristic of the precinct in the vicinity of the site as described in Table E13.2.
- 4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.4 A6 or P6 of the Hobart Interim Planning Scheme 2015 because the building detracts from the pattern of development that is a characteristic of the precinct in the vicinity of the site as described in Table E13.2.
- 5 The proposed cafe/wine bar is within the use class Food Services which is prohibited in the use Table at clause 11.2 of the Hobart Interim Planning Scheme 2015, because it is not within an existing building.



(Richard Bacon)

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 19 July 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - Planning Referral Officer Development Engineering Report

Attachment E - Urban Design Advisory Panel Report



BATTERY POINT APARTMENTS
1 KNOPWOOD STREET
HOBART 21082

PROJECT NO. 21082

TOWN PLANNING

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TP FLOOR PLANS

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TP009	S	BASEMENT	TOWN PLANNING
TP100	S	GROUND/LOWER GROUND	TOWN PLANNING
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TP102	S	LEVEL 2	TOWN PLANNING
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REVISION			
-	FOR COORDINATION	AM	21.07.2021
A	FOR COORDINATION	AM	25.08.2021
B	FOR COORDINATION	AM	25.08.2021
C	FINAL SHAFT FOR COORDINATION	AM	17.08.2021
D	FINAL SHAFT	AM	26.09.2021
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03	FOR DEVELOPER	AM	21.01.2022
04	NO	AM	01.02.2022
05	TOWN PLANNING	AM	25.09.2022

GFA SCHEDULE	
LEVEL	AREA
BASEMENT	1 441
GROUND FLOOR	1 408
LEVEL 1	1 027
LEVEL 2	1 019
LEVEL 3	1 045
LEVEL 4	813
LEVEL 5	364
	7 117 m²

APARTMENT NSA SCHEDULE		
LEVEL	APT TYPE	AREA
LEVEL 1	2BR + 2BA	73
	3BR + 3BA	589
LEVEL 2	1BR	55
	2BR + 2BA	261
	3BR + 3BA	470
LEVEL 3	3BR + 3BA	849
LEVEL 4	3BR + 3BA	379
	PENTHOUSE L04	308
LEVEL 5	PENTHOUSE L05	217
		3 201 m²

CAFE/RESTAURANT/WINE BAR TENANCY	
RETAIL NLA	AREA
ART & CRAFT CENT...	164
	164 m²

CARPARKING SCHEDULE	
LEVEL	QTY
BASEMENT	26
GROUND FLOOR	14
	40

APARTMENT MIX SCHEDULE	
APT TYPE	QTY
1BR	1
2BR + 2BA	4
3BR + 3BA	18
PENTHOUSE L04	1
	24

LAPPOOL AND YOGA STUDIO / GYM : 110 M²
SITE AREA : 1450 M²

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20.09.2022	20.09.2022	JP	20.09.2022	21082

PROJECT
BATTERY POINT APARTMENTS
1 KNOPWOOD STREET
HOBART VICTORIA 21082

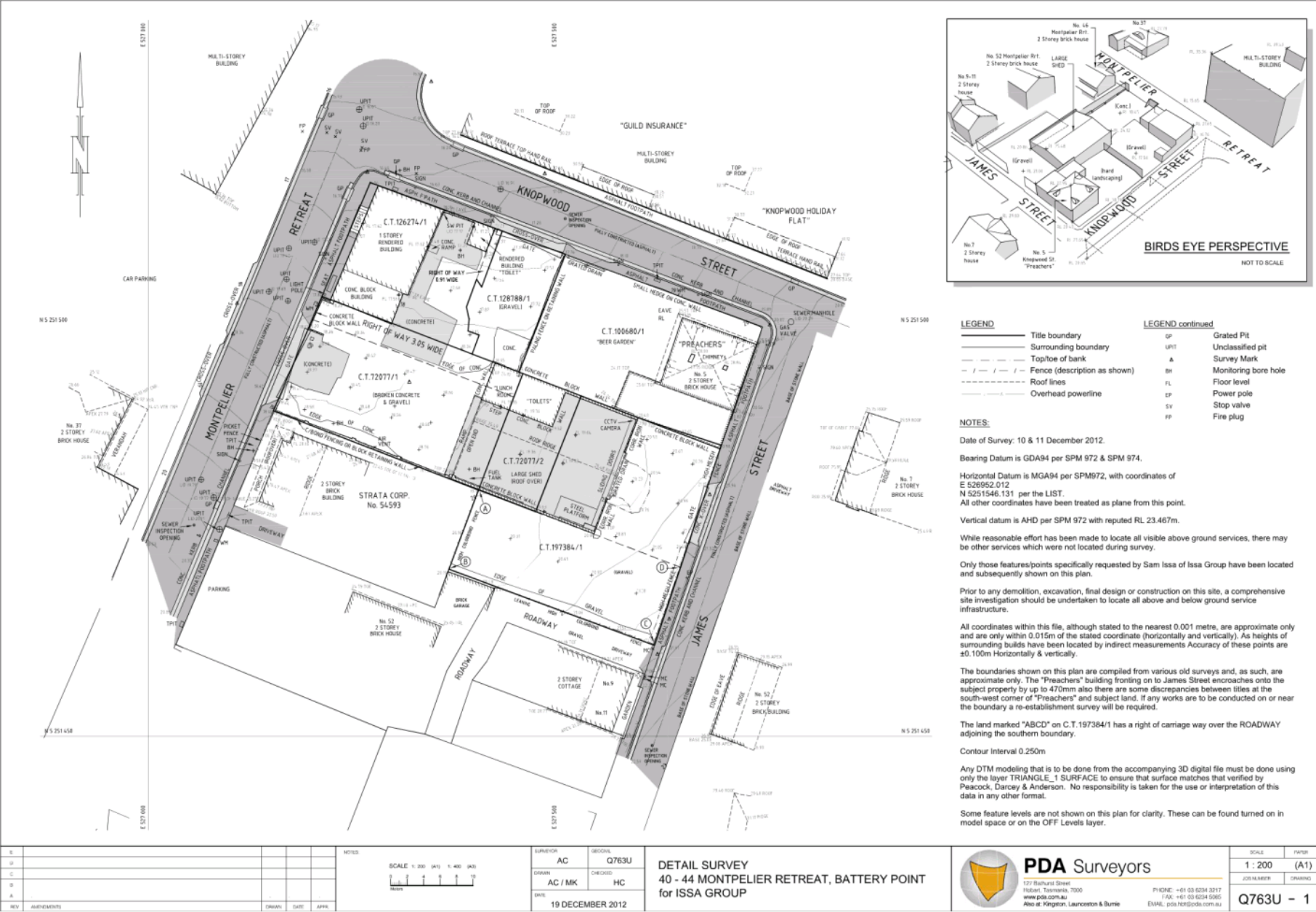
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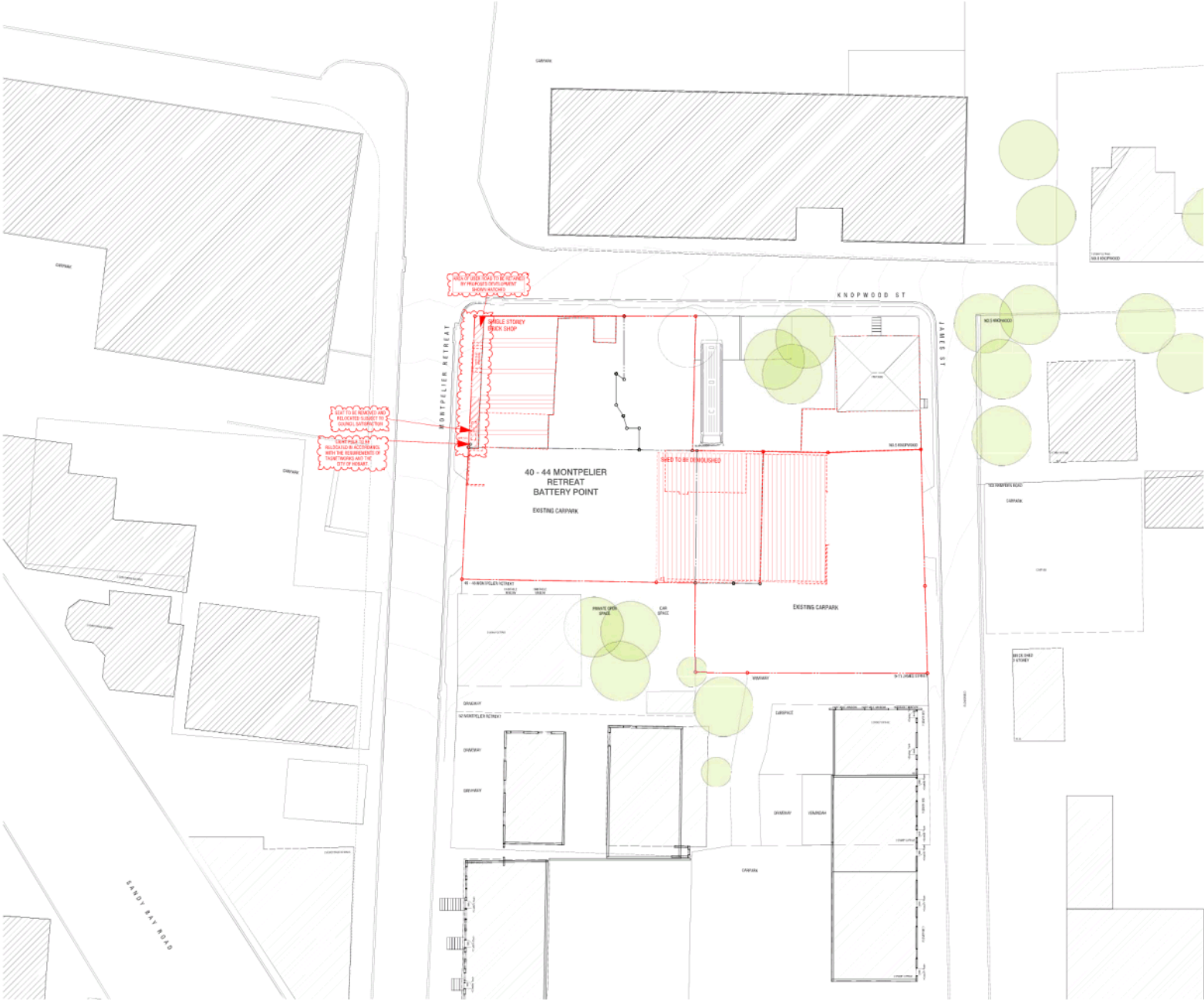
ISSUE PURPOSE
TOWN PLANNING

SCALE

REV
05

DRAWING NO.
TP001





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11	TOWN PLANNING	AM	08.08.2022

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PROJECT
BATTERY POINT APARTMENTS
1 KNOPWOOD STREET
HOBART VICTORIA 21082

DRAWING TITLE
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ISSUE PURPOSE
TOWN PLANNING

SCALE
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NO.
06

DRAWING NO.
TP002



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04	NO	AM	01.02.2022
05	TOWN PLANNING	AM	26.09.2022

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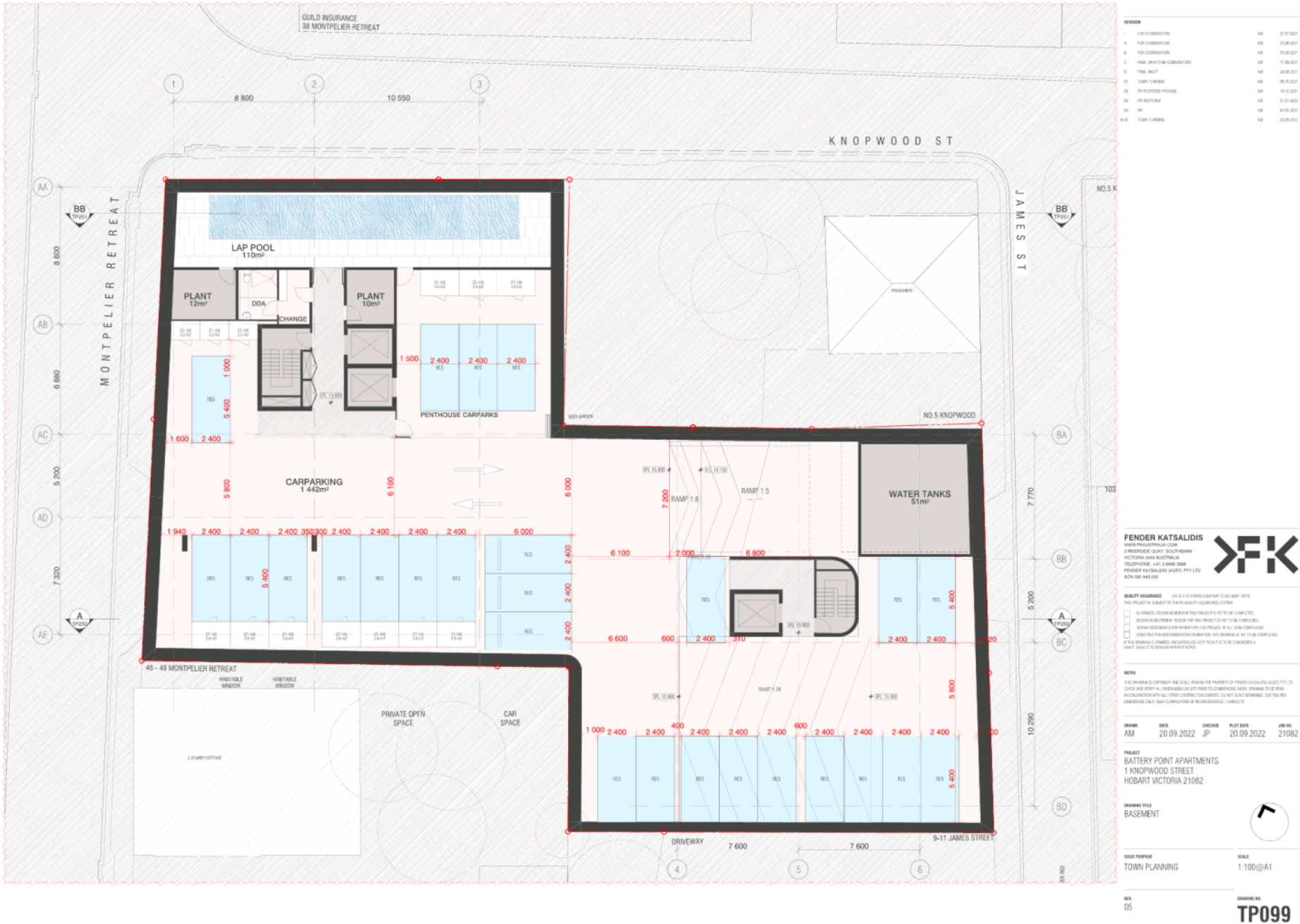


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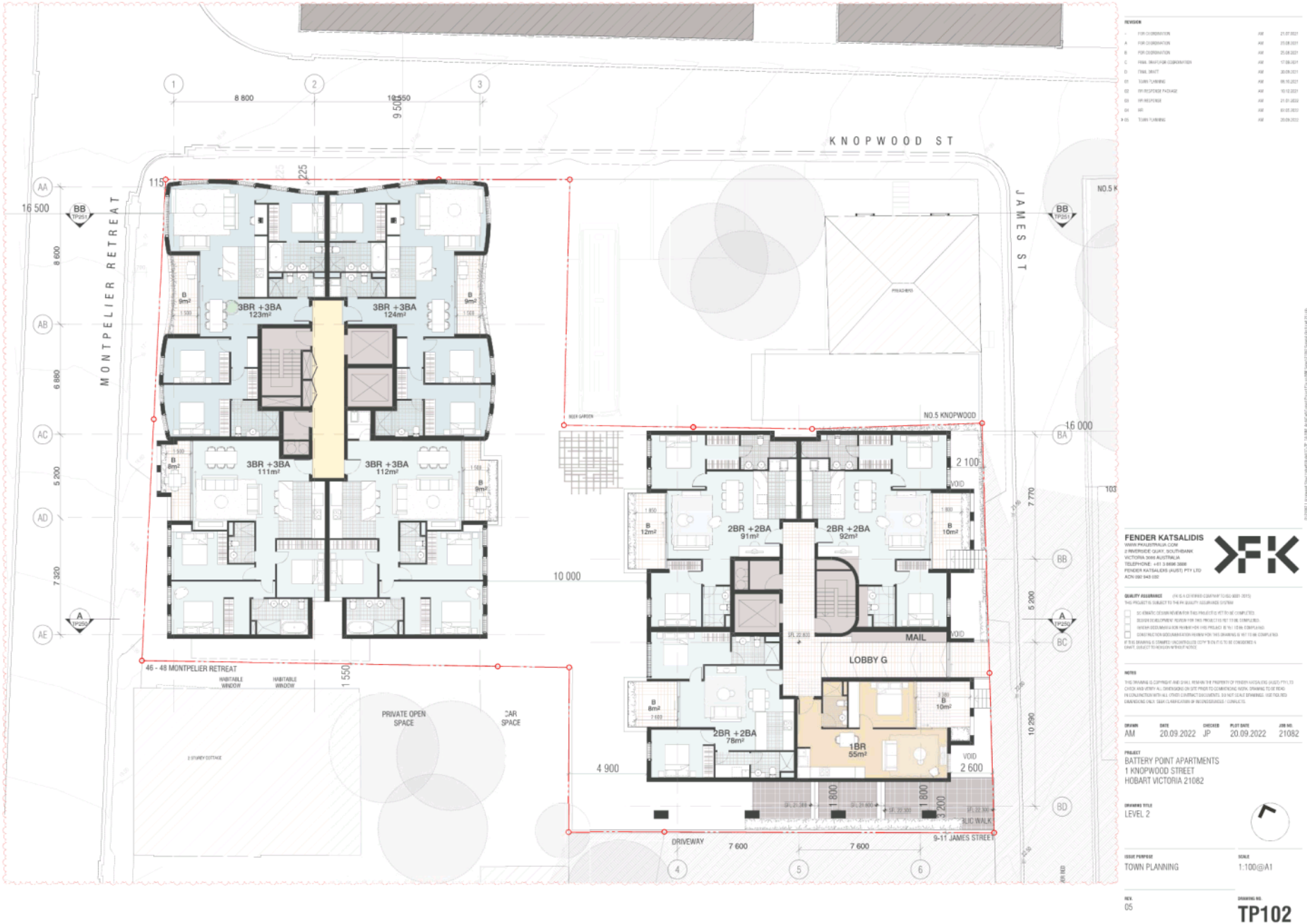
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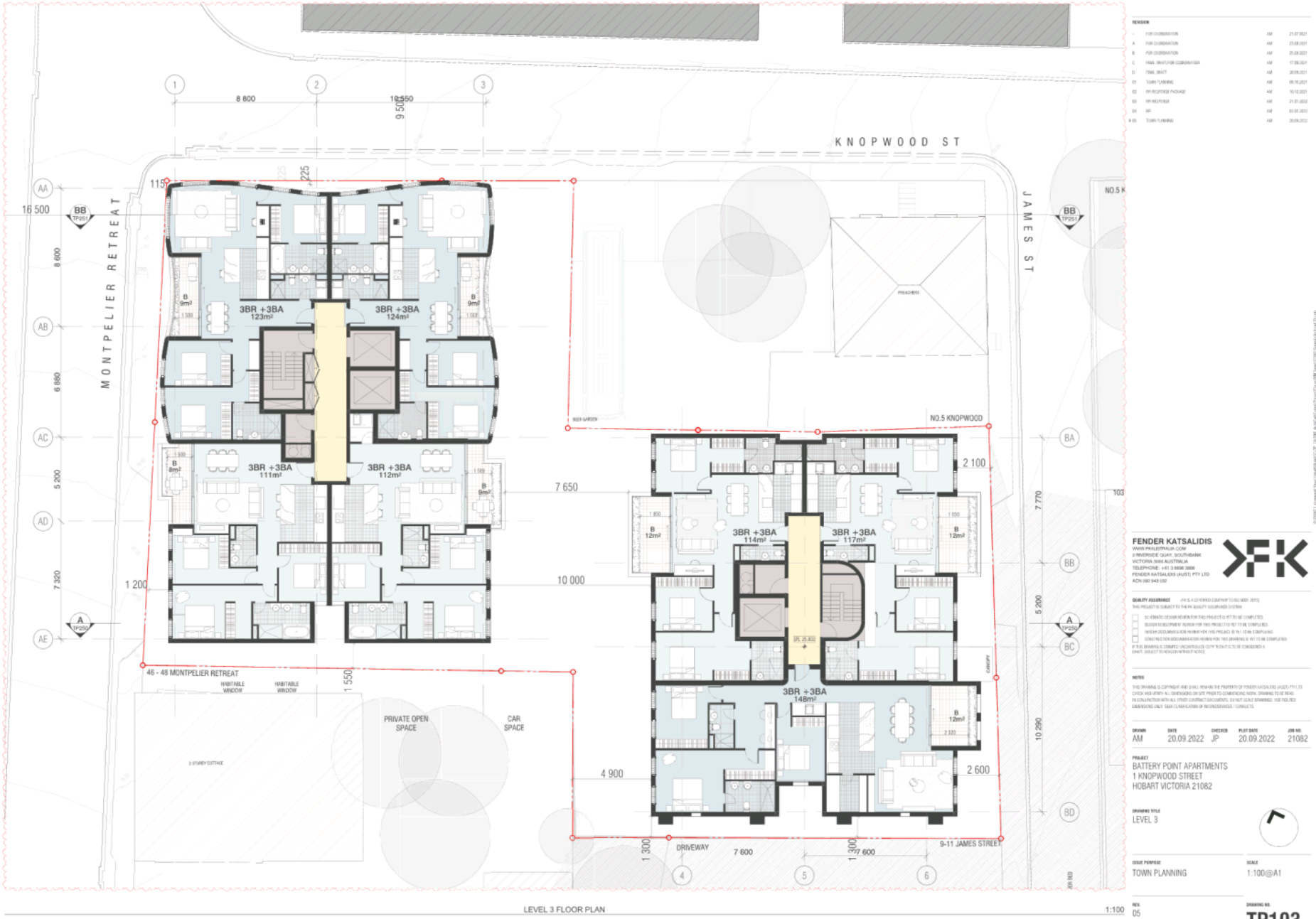
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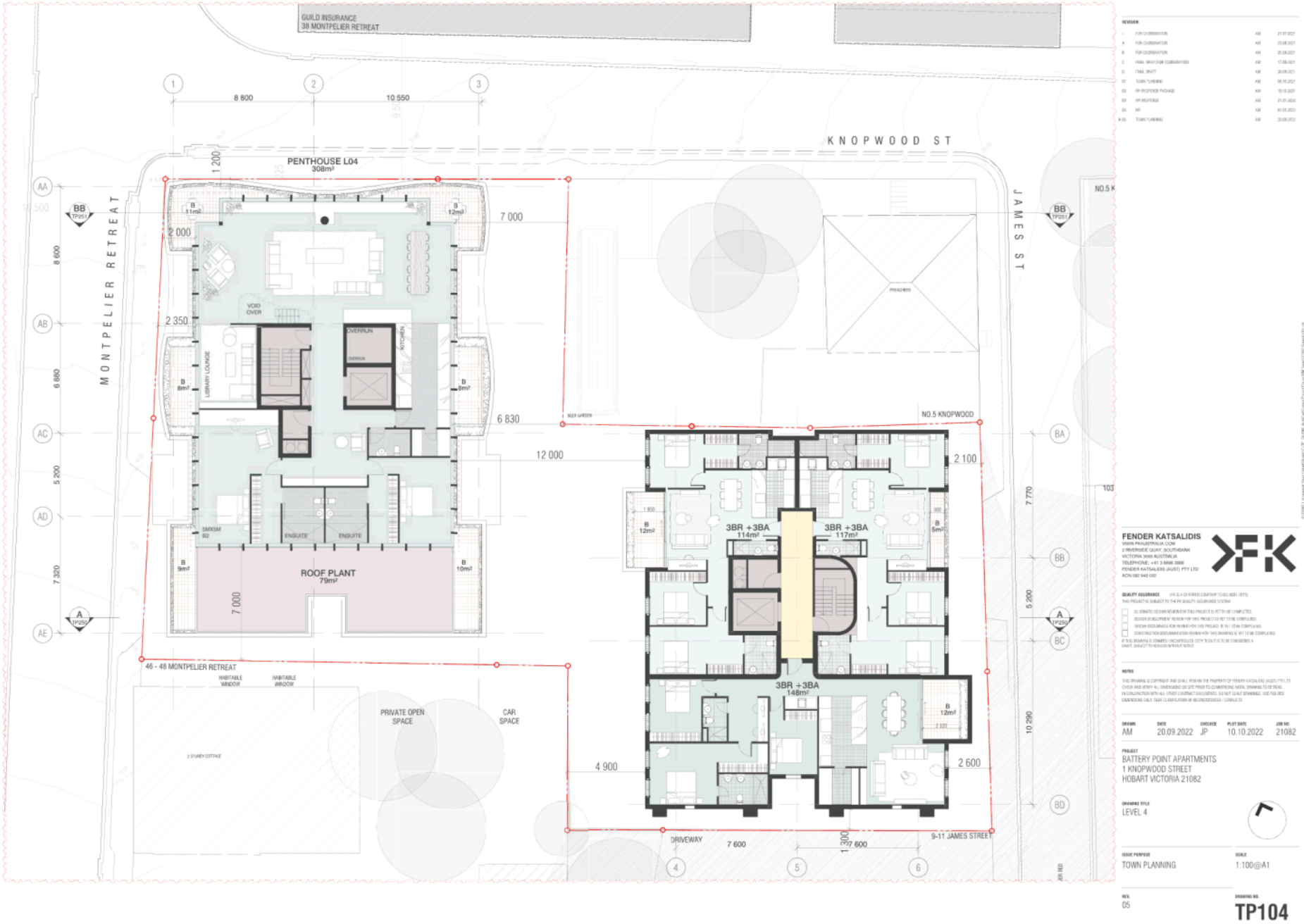


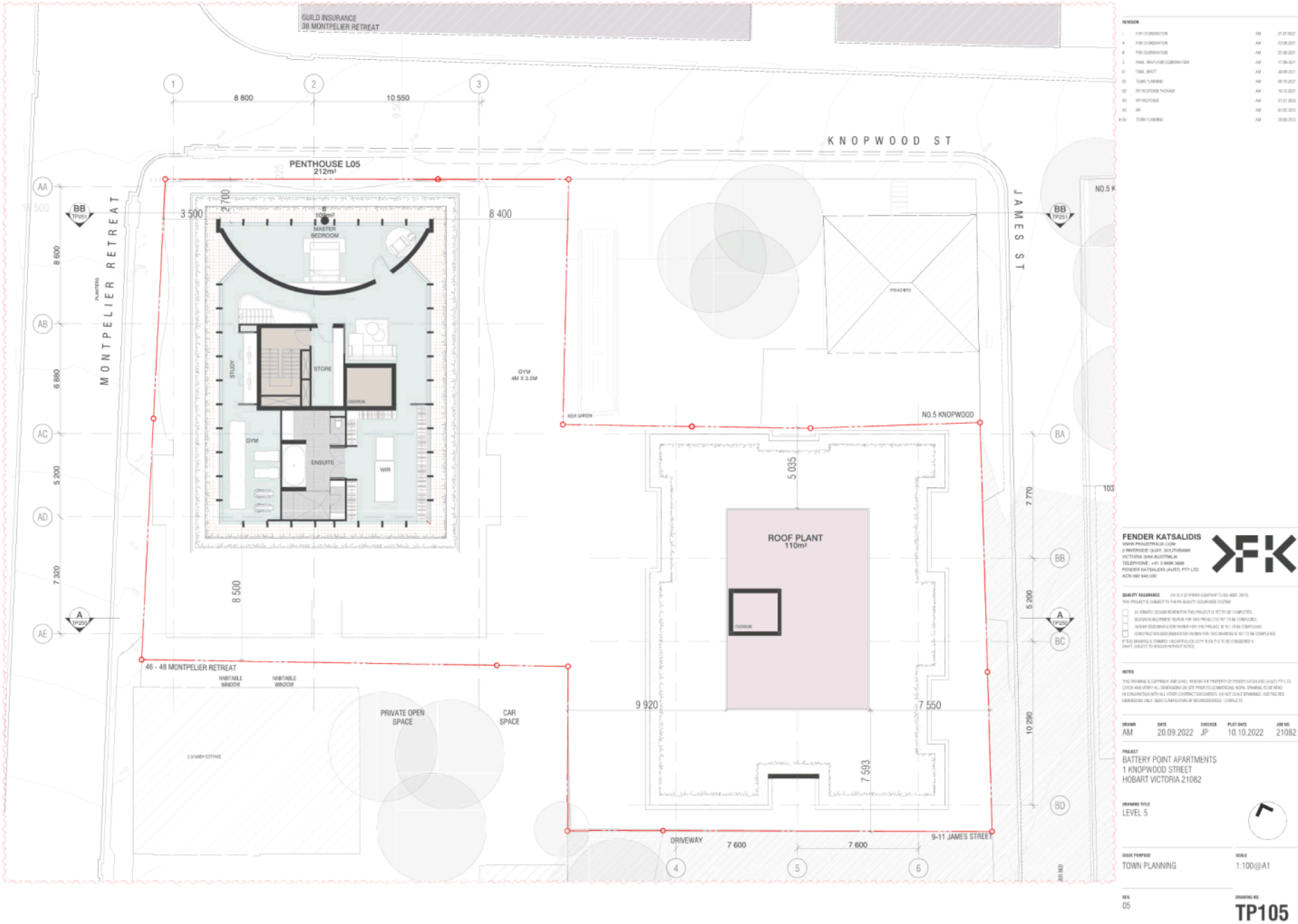


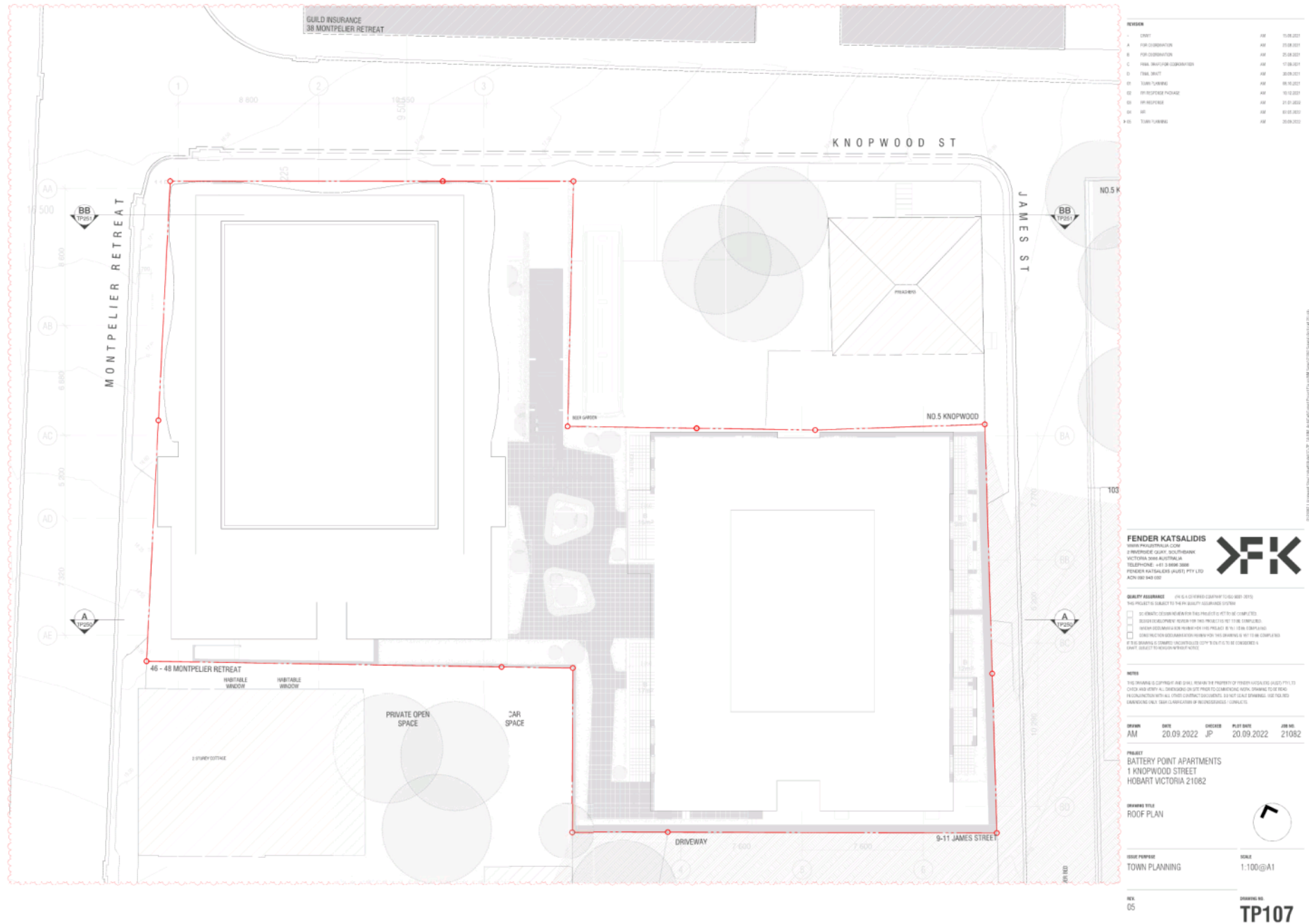










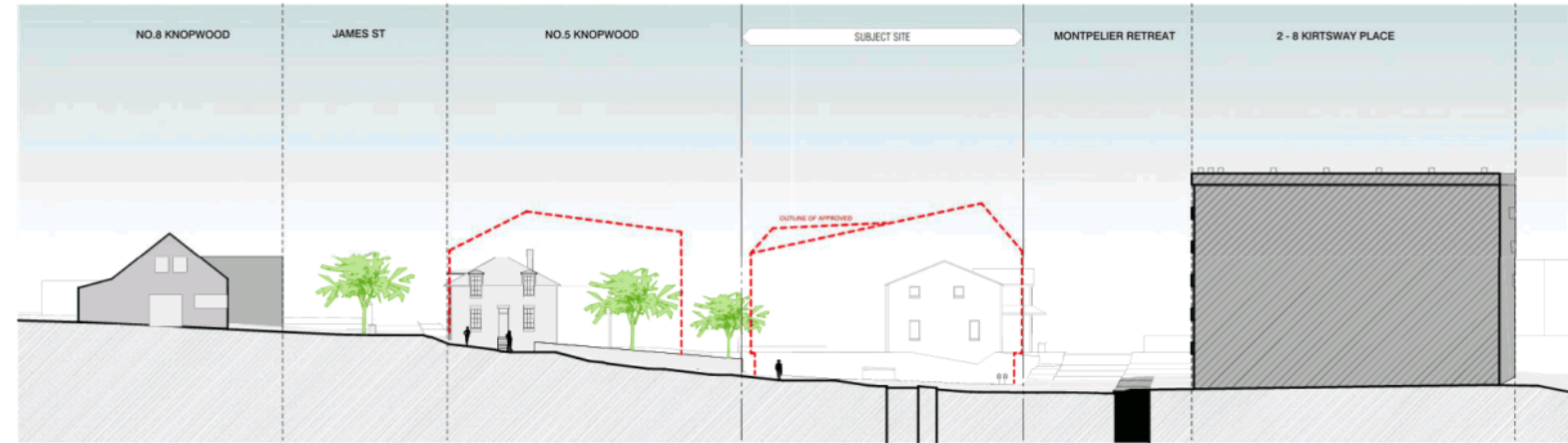




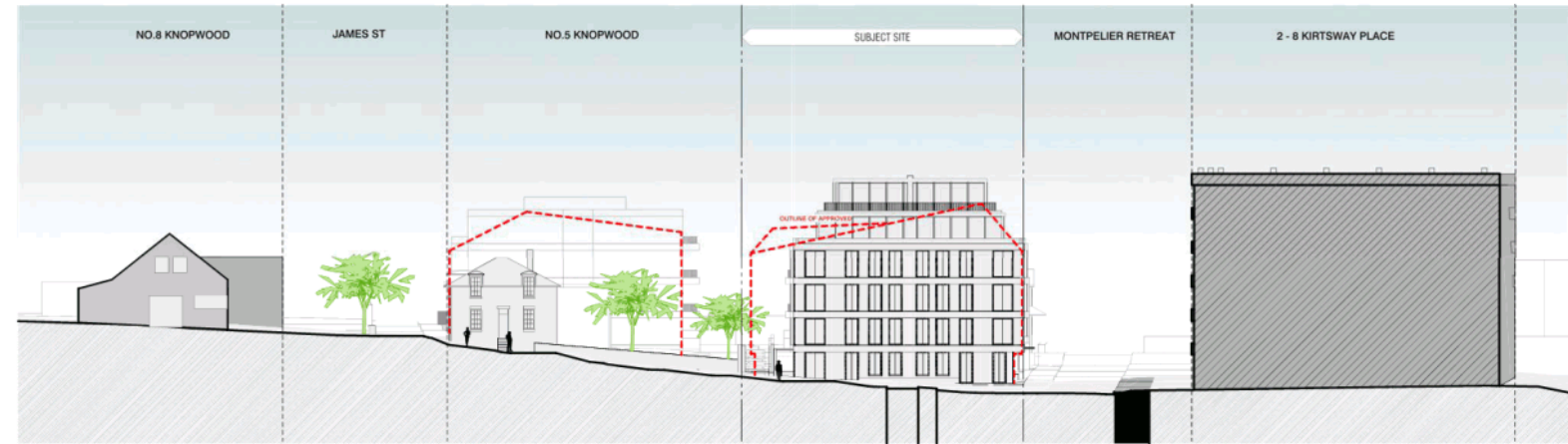


REV. 05

DRAWING NO. TP201



1 KNOPWOOD STREETScape ELEVATION
SCALE 1:200 @ A1



2 KNOPWOOD STREETScape PROPOSED
SCALE 1:200 @ A1

REVISION			
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03	FOR REVISION	AM	21/01/2023
04	AM	AM	01/02/2023
05	TOWN PLANNING	AM	25/08/2022

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DESIGN	DATE	CHECKED	PLANT DATE	JOB NO.
AM	20.09.2022	JP	20.09.2022	21082

PROJECT
BATTERY POINT APARTMENTS
1 KNOPWOOD STREET
HOBART VICTORIA 21082

DRAWING TITLE
KNOPWOOD ST ELEVATION

ISSUE PURPOSE
TOWN PLANNING

SCALE
1:200 @ A1

DATE
05

DRAWING NO.
TP202

REVISION			
-	CHART	AM	10.06.2021
A	FOR COORDINATION	AM	25.08.2021
B	FOR COORDINATION	AM	25.08.2021
C	FINAL DRAWING FOR COORDINATION	AM	17.08.2021
D	FINAL SHEET	AM	26.09.2021
01	TOWN PLANNING	AM	06.10.2021
02	PERMIT RESPONSE PACKAGE	AM	16.10.2021
03	PERMIT RESPONSE	AM	21.01.2022
04	NO	AM	03.02.2022
05	TOWN PLANNING	AM	20.09.2022



WEST ELEVATION
SCALE 1:200@A1

FENDER KATSALIDIS
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FENDER KATSALIDIS (AUSTRALIA) PTY LTD
ACN 080 843 032

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☐ DESIGN DOCUMENTATION FOR THIS PROJECT IS SET TO BE COMPLETED
☐ DESIGN DOCUMENTATION FOR THIS PROJECT IS SET TO BE COMPLETED
☐ DESIGN DOCUMENTATION FOR THIS PROJECT IS SET TO BE COMPLETED
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DATE 20.09.2022 CHECKED JP PLOT DATE 20.09.2022 JOB NO. 21082

PROJECT
BATTERY POINT APARTMENTS
1 KNOPWOOD STREET
HOBART VICTORIA 21082

DRAWING TITLE
WEST ELEVATION

ISSUE PURPOSE
TOWN PLANNING

SCALE
1:200@A1

ISSUE NO.
05

DRAWING NO.
TP203



REVISION		
-	CHART	AM 15.08.2021
A	FOR COORDINATION	AM 25.08.2021
B	FOR COORDINATION	AM 25.08.2021
C	FINAL DRAW FOR COORDINATION	AM 17.08.2021
D	FINAL DRAW	AM 26.08.2021
01	TOWN PLANNING	AM 06.10.2021
02	FOR REVISION PACKAGE	AM 16.10.2021
03	FOR REVISION PACKAGE	AM 21.01.2022
04	AM	AM 01.02.2022
05	TOWN PLANNING	AM 25.09.2022

EXTERNAL FINISHES	
16A1	ANAKSARY - RUNNING BOARD, HORIZONTAL
16A2	ANAKSARY - STAINED BOLD, VERTICAL
16A3	ANAKSARY - RUNNING BOARD, VERTICAL
16A4	ANAKSARY - STAINED BOLD, VERTICAL
31	STONE CLADDING - SOLID SANDSTONE
31	CONCRETE CLADDING - BLACKBATT OR SIMILAR
16C1	METAL CLADDING CHAMICAL FINISH
16C2	METAL CLADDING BRONZE FINISH
16L1	GLASS GLAZING - OVERPAINT
16L2	GLASS GLAZING - PODIUM
16L3	GLASS GLAZING - PENTHOUSE
16L4	GLASS GLAZING - PENTHOUSE
16L5	CONCRETE DARK FINISH (VERTICAL REEF) PATTERNS
16L6	CONCRETE LIGHT FINISH
16L7	CONCRETE NATURAL FINISH
LINE OF APPLIED ENVELOPE	

FENDER KATSAIDIS
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FENDER KATSAIDIS (AUSTRALIA) PTY LTD
ACN 088 343 002

QUALITY ASSURANCE	
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<input type="checkbox"/>	SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS NOT YET COMPLETED
<input type="checkbox"/>	DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS NOT YET COMPLETED
<input type="checkbox"/>	WORKING DRAWINGS REVIEW FOR THIS PROJECT IS NOT YET COMPLETED
<input type="checkbox"/>	CONSTRUCTION DOCUMENT REVIEW FOR THIS PROJECT IS NOT YET COMPLETED
IF THIS DRAWING IS COMPLETED AND COMPLETED TO THE FKA TO BE COMPLETED IN DRAWN SUBJECT TO REVIEW WITHOUT NOTICE	

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DIMENSIONS ONLY. SCALE CLARIFICATION OF DIMENSIONS IS NOT COMPLETED

DATE	DATE	DATE	DATE	DATE
AM	20.09.2022	JP	20.09.2022	21082

PROJECT
BATTERY POINT APARTMENTS
1 KNOPWOOD STREET
HOBART VICTORIA 21082

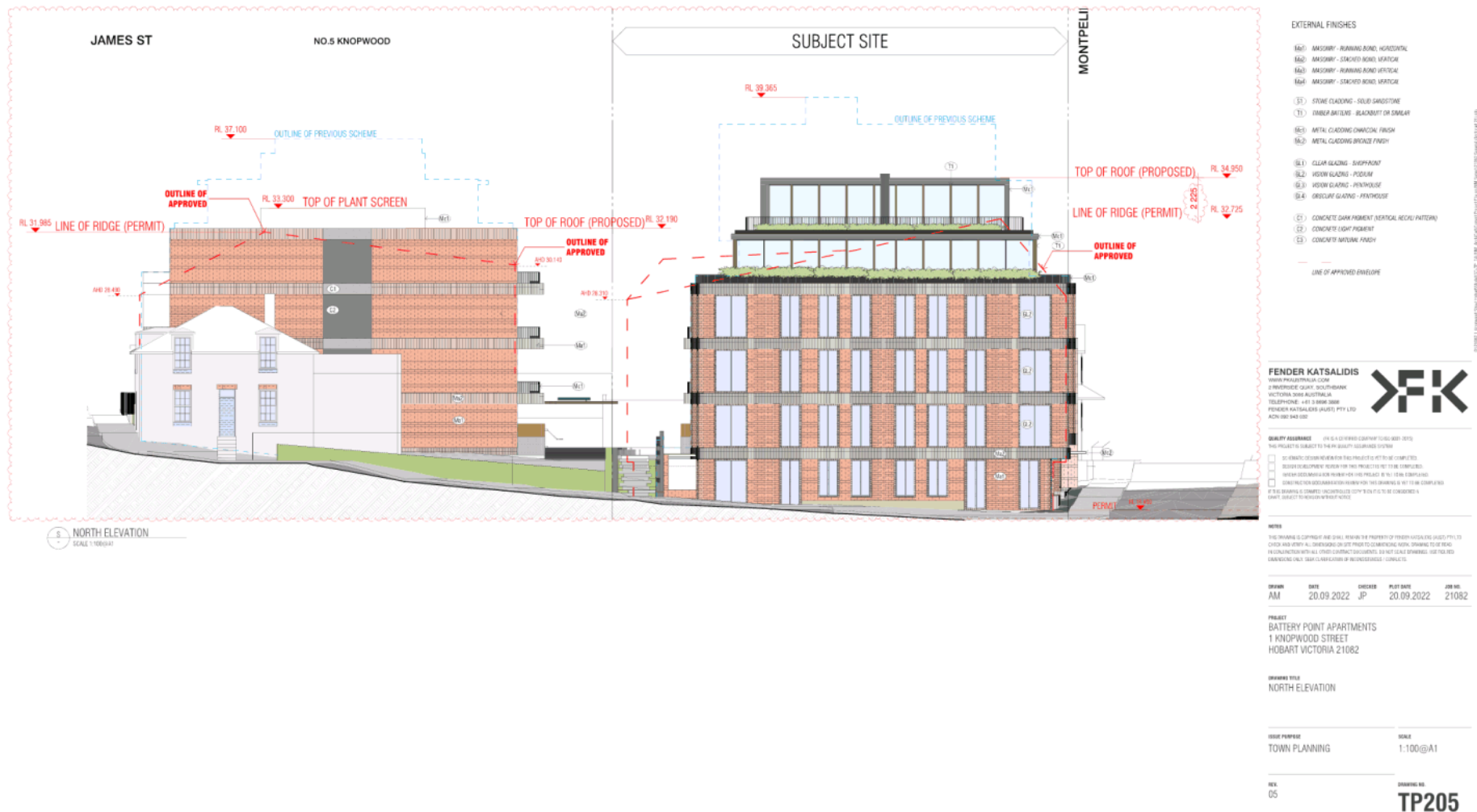
DRAWING TITLE
EAST ELEVATION

ISSUE PURPOSE	SCALE
TOWN PLANNING	1:100@A1

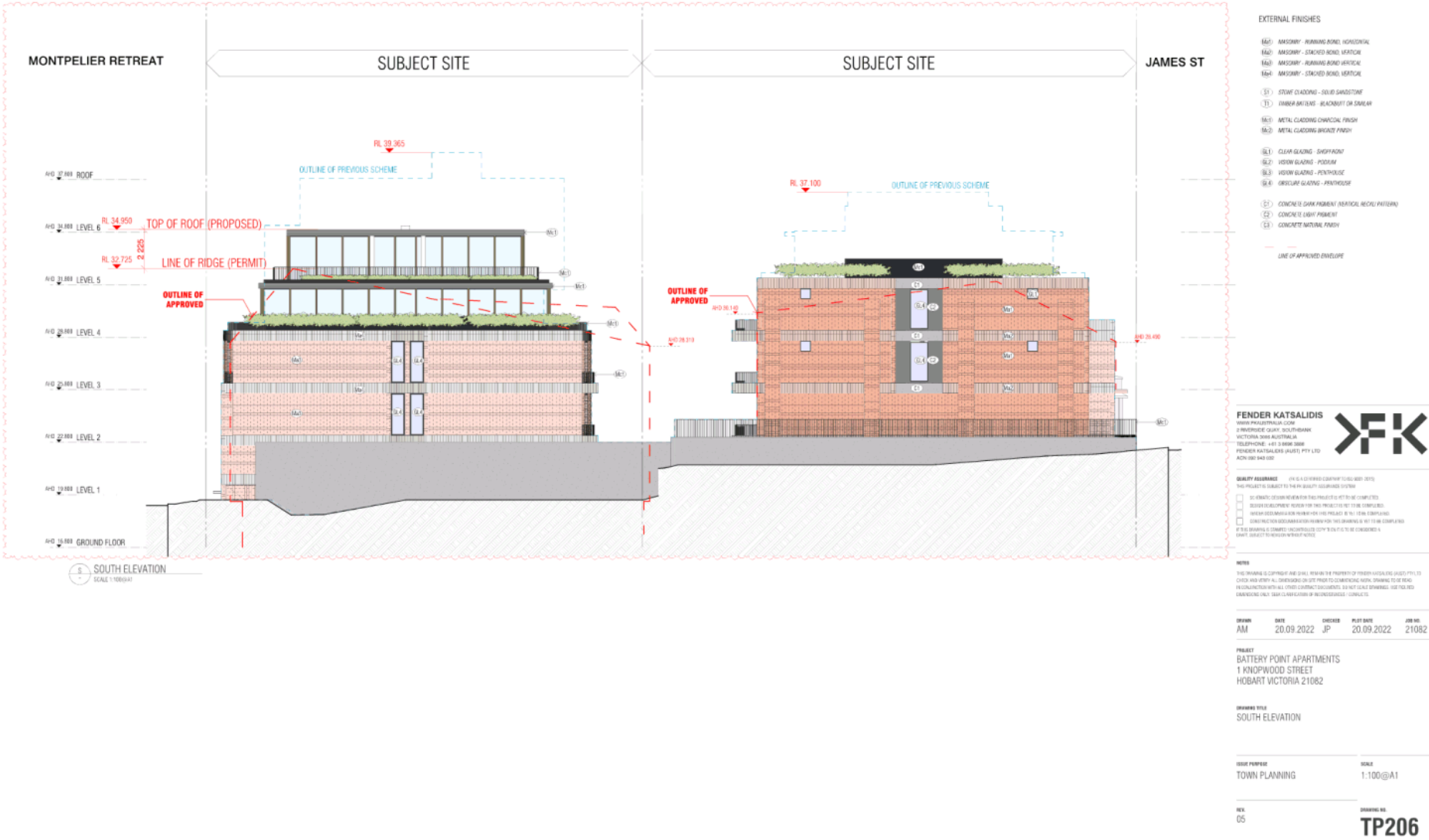
NO.
05

DRAWING NO.
TP204

服務詳情			
+	PRELIMINARY	AM	17.09.2021
01	TURNS PLANNING	AM	09.10.2021
02	PP-RESPONSE PACKAGE	AM	10.12.2021
03	NO-IMP/PSI/SS	AM	21.01.2020
04	SET	AM	01.03.2022
3 05	TURNS PLANNING	AM	20.09.2021



REVISION			
1	PRELIMINARY	AM	17.09.2021
01	TOWN PLANNING	AM	08.10.2021
02	PERFORMANCE PACKAGE	AM	10.10.2021
03	PERFORMANCE PACKAGE	AM	21.01.2022
04	REV	AM	01.09.2022
05	TOWN PLANNING	AM	20.09.2022





- 16a) MASSORY - RUNNING RIBS, HORIZONTAL
- 16b) MASSORY - STACED RIBS, HORIZONTAL
- 16c) MASSORY - RUNNING RIBS, VERTICAL
- 16d) MASSORY - STACED RIBS, VERTICAL
- 17) STAVE CLADDING - OBLIQUED SANDSTAVE
- 18) TIMBER BATTLES - BLACKBUTT OR SMOKEH
- 19a) METAL CLADDING CHAMICAL FINISH
- 19b) METAL CLADDING BRONZE FINISH
- 20a) CLEAR GLAZING - SKYGLASS
- 20b) VISION GLAZING - PICTURE
- 20c) VISION GLAZING - PORCHHOUSE
- 20d) ORBITAL GLAZING - PENTHOUSE
- 21) CONCRETE DARK PROMINENT (VERTICAL REELS) PREFERRED
- 22) CONCRETE LIGHT PROMINENT
- 23) CONCRETE NATURAL FINISH

LINE OF APPROVED ENVELOPE

FK

☐ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.

☐ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.

☐ INTERIM/COMMISSIONING REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.

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PROJECT
BATTERY POINT APARTMENTS
1 KNOPWOOD STREET
HOBART VICTORIA 21082

SCALE
1:200@A1

DRAWING NO.
TP207



[illegible]



REVISION

04	001
02	TRAIN PLANNING

[illegible]

AM	20.09.2022	JP	20.09.20
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PLOT DATE	JOB NO.	SCALE
20.09.2022	21082	1:100@A1

SECTION BB

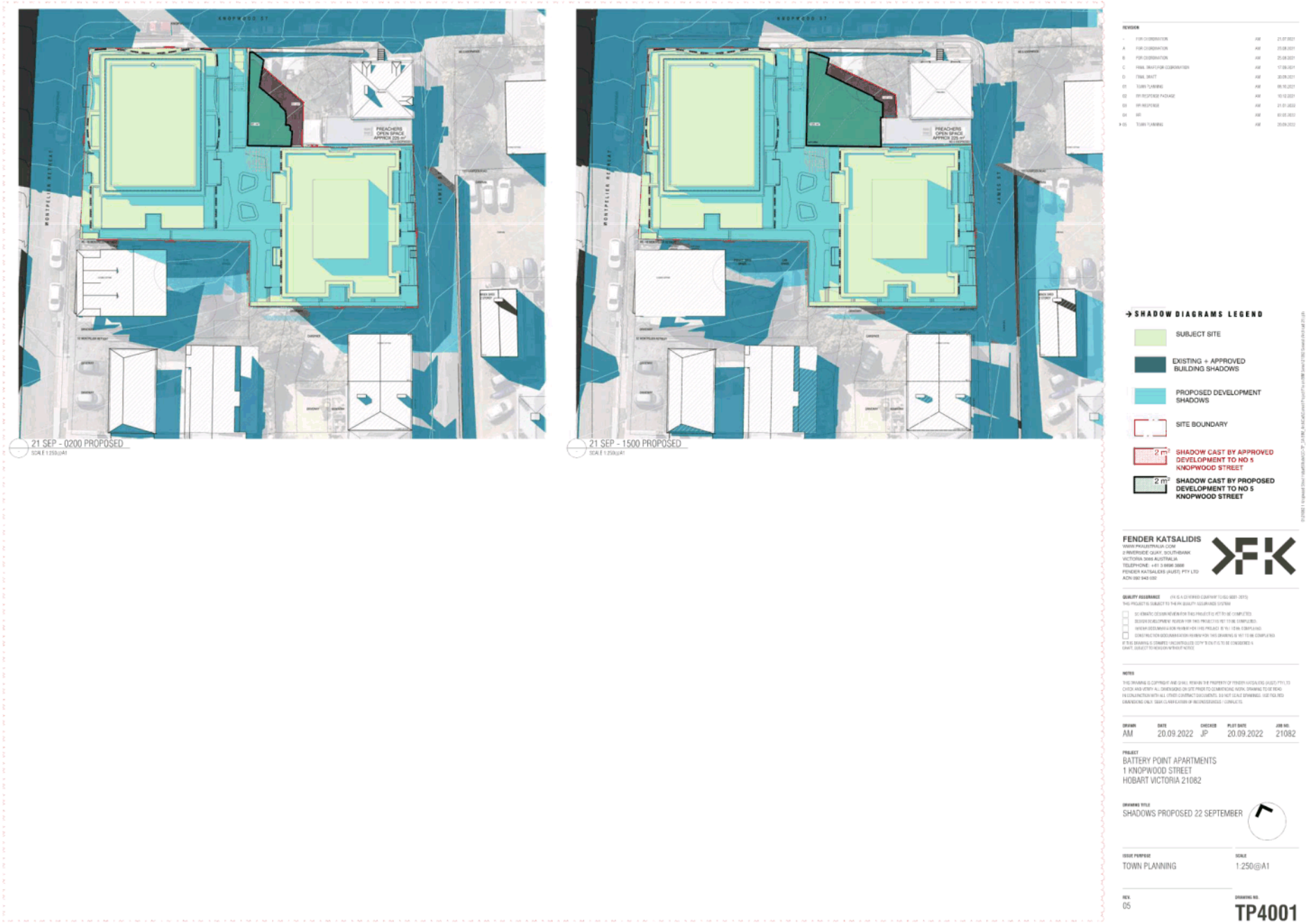
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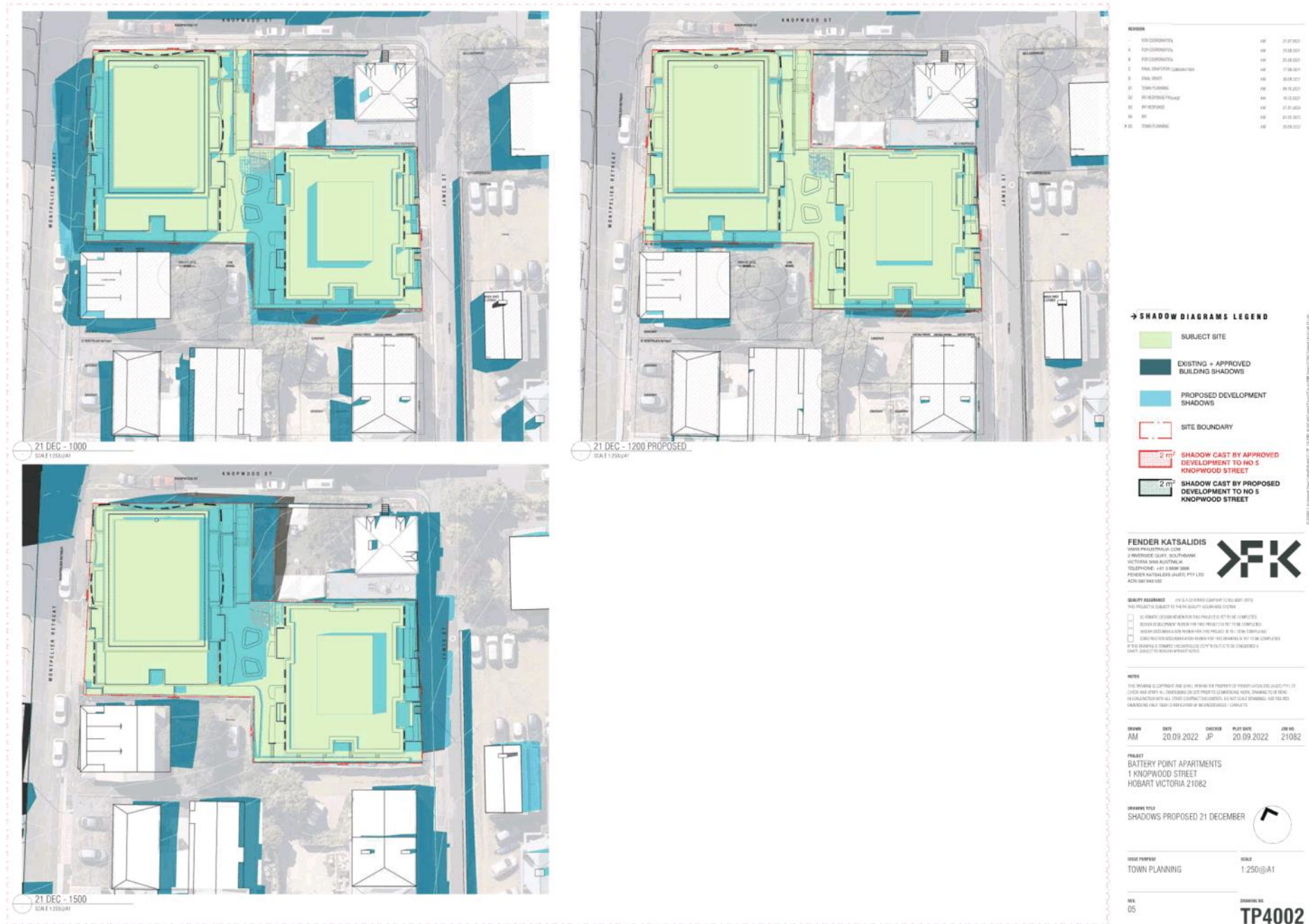
REV.
05

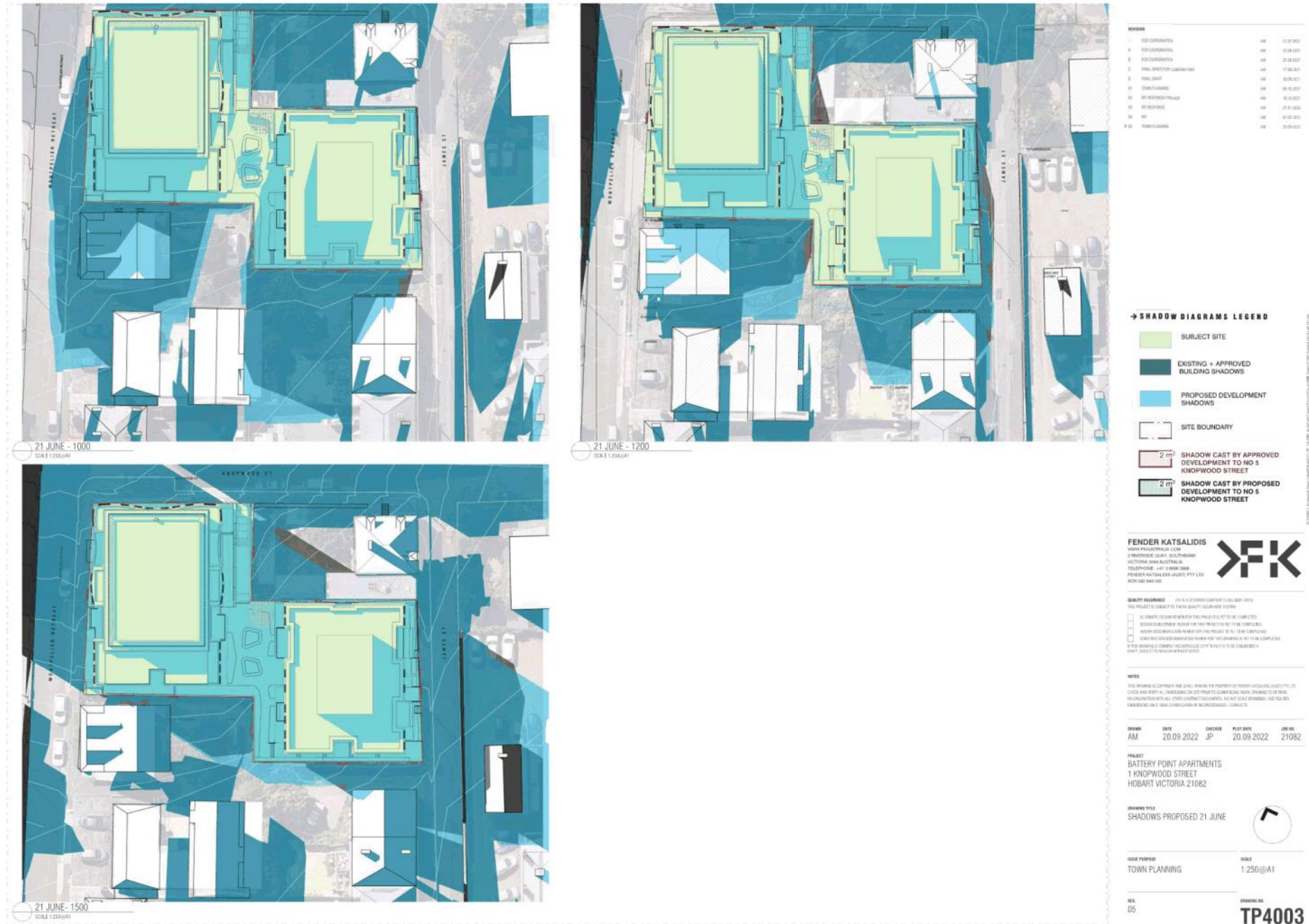
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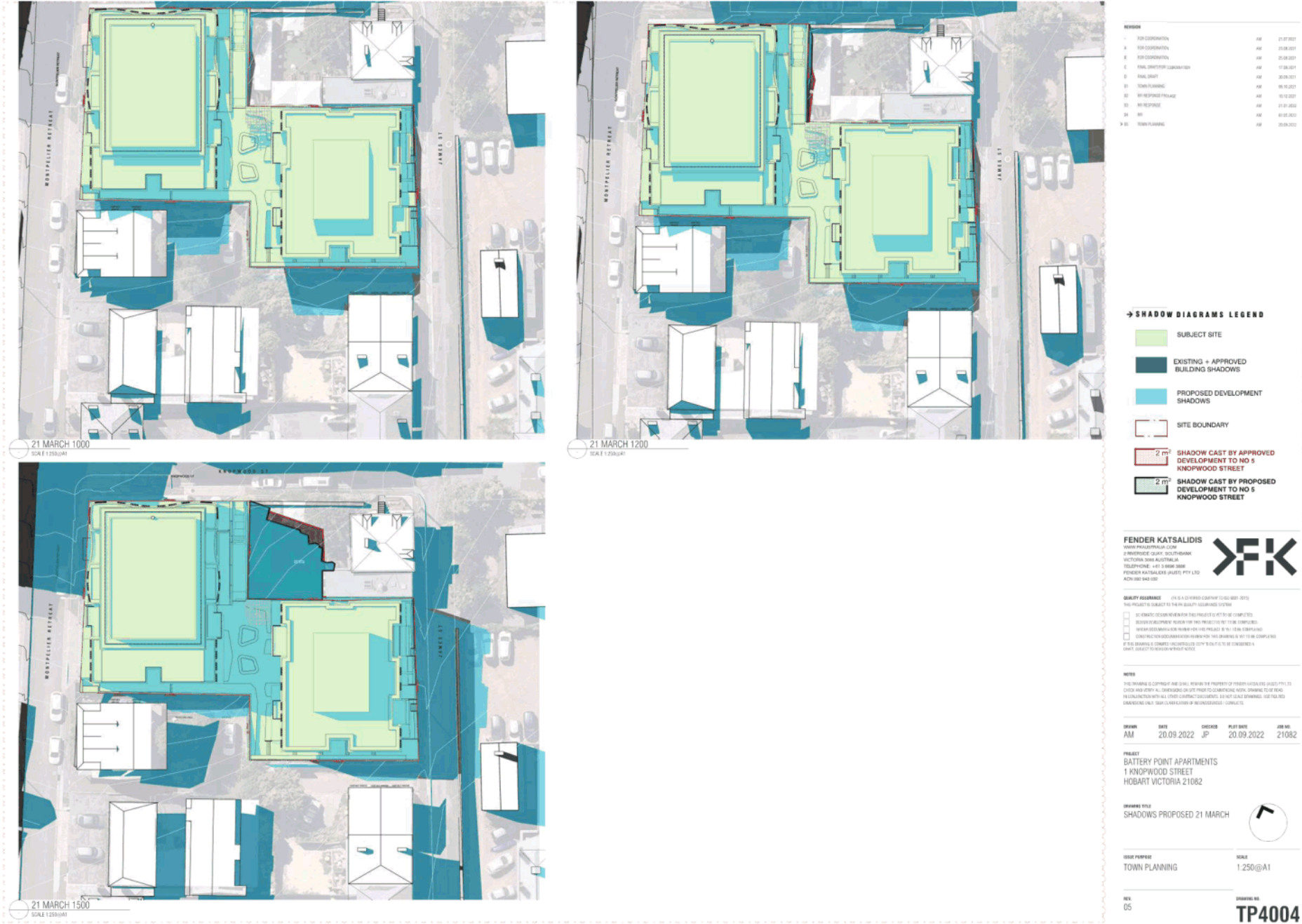


DRAWING NO.
TP4000

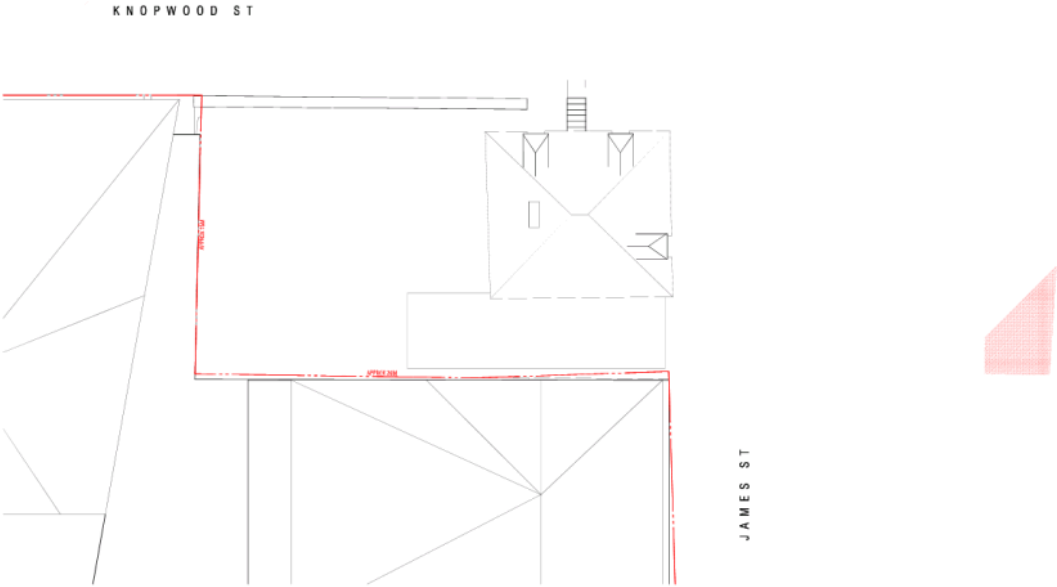




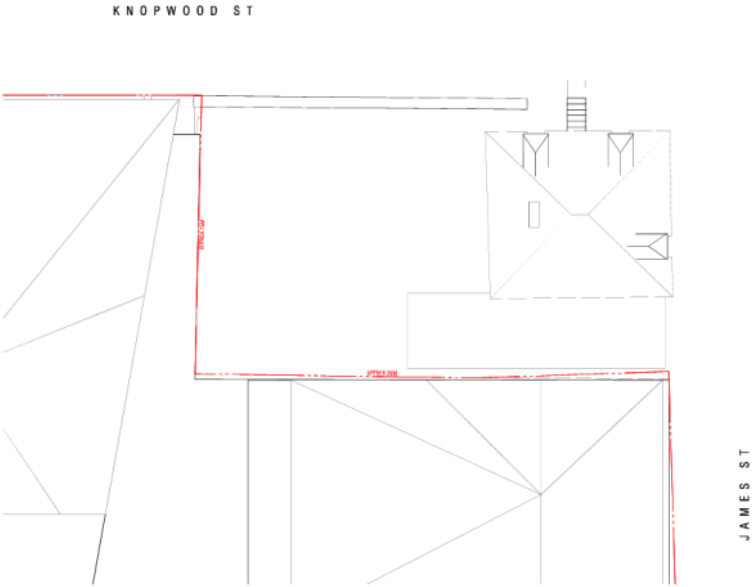












**7.2.3 31 SWANSTON STREET, NEW TOWN - PARTIAL DEMOLITION,
ALTERATIONS, EXTENSION, AND SEVEN MULTIPLE DWELLINGS
(ONE EXISTING, SIX NEW)
PLN-22-571 - FILE REF: F22/104911**

Address: 31 Swanston Street, New Town

Proposal: Partial Demolition, Alterations, Extension and
Seven Multiple Dwellings (One Existing, Six
New)

Expiry Date: 31 October 2022

Extension of Time: Not applicable

Author: Michael McClenahan

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations, extension, and seven multiple dwellings (one existing, six new), at 31 Swanston Street, 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-22-571 - 31 SWANSTON STREET 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 2022/01418-HCC dated 09/09/22 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 15a

A demolition waste management plan must be implemented throughout demolition. The demolition waste management plan must include provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.

Advice:

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

Reason for condition

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

PLN 19

Cranes or other temporary structures used in the construction of the approved development must not create an obstruction or hazard for the operation of aircraft.

Advice:

Further advice about whether the development will or will not create an obstruction or hazard can be obtained by contacting the Civil Aviation Safety Authority, the Department of Health and Human Services (rhhfmeadmin@ths.tas.gov.au, (03) 6166 8832) and the helipad/helicopter operator (Rotorlift, chiefpilot@rotorlift.com.au, (03) 6248 4117

Please be aware of the possibility of downdraft conditions in the Royal Hobart Hospital Heli Airspace / flightpath area from operating helicopters on any crane lifts when any crane operation is taking place and consider this in Job Safety Analysis / Safe Work Method Statements.

Please consider the use of boom illumination or warning lights when operating in the Royal Hobart Hospital Heli Airspace / flightpath area as part of Job Safety Analysis / Safe Work Method Statements.

Reason for condition

To ensure that buildings do not interfere with safe aircraft operations in the vicinity of the Royal Hobart Hospital helipad.

PLN 3

The bin storage area must be screened prior to first use. The screening must be:

- to a height of 1.8m;
- solid at least up to a height of 1.2m;
- for that portion between the solid part and the top of the screen, be no more than 25% transparent; and around the entire bin storage area .

The screening must be maintained for the life of the use.

Reason for condition

To ensure that the rubbish bins do not impact on the amenity of the locality, and to ensure compliance with the outdoor storage standards in the *Hobart Interim Planning Scheme 2015*, and in accordance with drawing A102 issue DA, revision H, dated 5/9/22.

PLN s4

Prior to first use, additional access to the private open space for Townhouses 01, 02, 03, 04, and 05 must be provided, and privacy screening along the eastern elevation of the upper floor balcony of Townhouse 06 must be installed.

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

1. Direct access via a door from both lower floor bedrooms to the rear private open space for Townhouses 01, 02, 03, 04, and 05. This may take the form of a sliding glass door.
2. Privacy screening along the eastern elevation of the upper floor balcony of Townhouse 06 to a height of 1.7m above finished floor level with a uniform transparency of no less than 25%

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 clarify the scope of the permit.

ENG sw6

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).

Detailed engineering drawings prepared and certified by a suitable qualified and experienced Civil Engineer must be submitted and approved, prior to commencement of work or issue of consent under the Building Act 2016 (whichever occurs first). The drawings must include but not be limited to:

- Detailed design of the proposed pump system and supporting calculations demonstrating the system can drain all 20yr ARI rainfall events, and is in general accordance with Australian Standard AS/NZS 3500.3:2015 Part 3: Stormwater Drainage Systems.
- All stormwater which is practicable to drain to Council infrastructure via gravity (including suspended or charged systems) must do so.
- Any pumped or charged flows must be converted into free-flowing gravity within a suitably sized private transition pit inside the property.
- Pumped system must be designed and located to minimise consequence of failure and nuisance (eg obvious failure, adequate setbacks to allow dispersal of surcharge prior to third-party land and noise minimisation);
- Levels and landscaping plan demonstrating the pump can adequately service all likely development on the Lot; and
- A brief list of maintenance / inspection actions.

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

Advice:

Once the detailed engineered drawings have been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). The accepted plans and Forms should be included in your plumbing permit application.

Reason for condition

To ensure stormwater is 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 required 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 our [website](#).

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 either via the CEP process or via the Application for New Connection form available from our [website](#). 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.

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 amended supporting calculations of the detention tanks 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 any interactions with the pump system; 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.

ENG 13

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

An ongoing waste management plan 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), or if the development proceeds in stages prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first) for each stage. The ongoing waste management plan must:

1. include details of quantity and type/size of bins;
2. include details for the handling of waste (i.e) placement of bins on collection day within the Council's highway reservation; or
3. provide a suitable alternative method of domestic waste collection.

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

Advice:

Should you have any queries in relation to the preparation of an ongoing waste management plan, please contact Council's Customer Liaison Officer on 6278 0273.

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

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

Reason for condition

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

ENG 2b

Further detailed designs are required for vehicle barriers in the following locations:

1. Along the edge of the driveway.

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

The detailed designs must:

1. be prepared and certified by a suitably qualified engineer;
2. be in accordance with the Australian Standard AS/NZS 1170.1:2002, if possible; and
2. show [dimensions, levels, gradients and transitions], and other details as Council deem necessary to satisfy the above requirement.

The vehicle barriers must be installed in accordance with the approved detailed designs prior to first occupation.

Advice:

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

Reason for condition

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

ENG 2c

Prior to the first occupation, a suitably qualified engineer must certify that the vehicle barriers have been installed in accordance design drawings approved by Condition ENG 2b.

Advice:

An example certificate is available on our [website](#).

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, and parking module

(parking spaces, aisles and manoeuvring area) design must be submitted and approved as a Condition Endorsement, prior to the issuing of any approval under the *Building Act 2016*, or if the development proceeds in stages prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first) for each stage.

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

1. Be prepared and certified by a suitably qualified engineer,
2. Be generally in accordance with the Australian Standard AS/NZS2890.1:2004,
3. Where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and
4. Show dimensions, levels, gradients and transitions, and other details as Council deem necessary to satisfy the above requirement.
5. Show the demolition of the rendered brick fence/walls at the driveway entrance/front property boundary to allow for the provision of the driveway vehicle passing area located at the vehicle entry point to the property from Swanston Street.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit. It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

Reason for condition

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

ENG 3c

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway and parking area has been constructed in

accordance with design drawings approved by Condition ENG 3b.

Advice:

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

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 first occupation.

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 fifteen

(15) as follows:

- One (1) visitor car parking space.
- Fourteen (14) resident car parking spaces.

All visitor parking spaces and uncovered resident car 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 and clearly marked as visitor parking or resident parking such that pavement markings are in accordance with AS 1742.11:2016 Manual of uniform traffic control devices, Part 11: Parking Controls, prior to first occupation.

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

A SWMP must be submitted as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on

Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available [here](#).

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

Advice:

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

Reason for condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

Where building approval is also required, it is recommended that

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

NEW SERVICE CONNECTION

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

STORMWATER

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

WORK WITHIN THE HIGHWAY RESERVATION

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

STORMWATER / ROADS / ACCESS

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

COUNCIL RESERVES

This permit does not authorise any works on the adjoining Council land. Any act that causes, or is likely to cause, damage to Council's land

may be in breach of Council's Public Spaces By-law and penalties may apply. A permit is required for works on Council land. The by-law is available [here](#).

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.


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-22-571 - 31 SWANSTON STREET NEW TOWN TAS 7008 - Planning Committee or Delegated Report ↓ 

Attachment B: PLN-22-571 - 31 SWANSTON STREET NEW TOWN TAS 7008 - CPC Agenda Documents ↓ 

Attachment C: PLN-22-571 - 31 SWANSTON STREET NEW
TOWN TAS 7008 - Planning Referral Officer Report
Development Engineering ↓ 

Attachment D: PLN-22-571 - 31 SWANSTON STREET NEW
TOWN TAS 7008 - Corrected Shadow Diagrams ↓


**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	25 October 2022
Expiry Date:	31 October 2022
Application No:	PLN-22-571
Address:	31 SWANSTON STREET , NEW TOWN
Applicant:	(6ty° Pty Ltd) Suite 103, The Charles, 287 Charles Street
Proposal:	Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New)
Representations:	Eleven
Performance criteria:	Inner Residential Zone Development Standards, Parking and Access Code, Stormwater Management Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New), at 31 Swanston Street, New Town.
- 1.2 More specifically the proposal includes:
 - Demolition of existing garage, outbuilding, landscape features, and removal of vegetation on the site
 - Construction of six new two storey townhouses, each townhouse will include three bedrooms, two bathrooms, kitchen, dining room, living room, and laundry
 - Each townhouse will have an upper floor balcony and dedicated private open space at ground level
 - Townhouse 1 to 5 will include a one car space internal garage and dedicated spaces for a second vehicle elsewhere on the site .Townhouse 6 will include a two car internal garage
 - Provision of one visitor car parking space
 - Installation of new driveway and manoeuvring areas
 - Installation of new stormwater detention tank and communal bin storage at driveway entrance
 - Construction of new two car garage for existing dwelling

- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Inner Residential Zone - Setbacks and Building Envelope, Site Coverage and Private Open Space, Privacy for all Dwellings, Waste Storage for Multiple Dwellings
 - 1.3.2 Parking and Access Code - Number of Parking Spaces
 - 1.3.3 Stormwater Management Code - Stormwater Drainage and Design
- 1.4 Eleven (11) representations objecting the proposal were received within the statutory advertising period between 16/09/22 - 04/10/22.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council, because more than five (5) objections were received during the public notification period.

2. Site Detail

- 2.1 The subject site is located at 31 Swanston Street, New Town and comprises a single title internal lot approximately 1948m² in size. The site is accessible via an extended driveway that has a frontage to Swanston Street and presently comprises a single dwelling, detached garage and outbuilding, and large garden with several mature trees. The site is relatively flat, with a gentle downhill slope to the north east corner of the lot. The surrounding area is characterised primarily by residential uses, whilst most consist of single dwellings there is a larger multiple dwelling located directly to the south at 361 Park Street. The site is also located directly adjacent to a small Council manage park at 33 Swanston Street. A site visit was undertaken at this property and the surrounding area following the conclusion of the public notification period.



Figure 1: Aerial image of the subject site (bordered in blue) and surrounding area.



Figure 2: Closer detail of subject site (bordered in blue).



Figure 3: Aerial image of the subject site (bordered in blue) facing east. *Source: Bing Maps*



Figure 4: View of subject site frontage and access strip.

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New), at 31 Swanston Street, New Town.

3.2 More specifically the proposal is for:

- Demolition of existing garage, outbuilding, landscape features, and removal of vegetation on the site
- Construction of six new two storey townhouses, each townhouse will include three bedrooms, two bathrooms, kitchen, dining room, living room, and laundry
- Each townhouse will have an upper floor balcony and dedicated private open space at ground level
- Townhouse 1 to 5 will include a one car space internal garage and dedicated spaces for a second vehicle elsewhere on the site. Townhouse 6 will include a two car internal garage
- Provision of one visitor car parking space
- Installation of new driveway and manoeuvring areas
- Installation of new stormwater detention tank and communal bin storage at driveway entrance
- Construction of new two car garage for existing dwelling

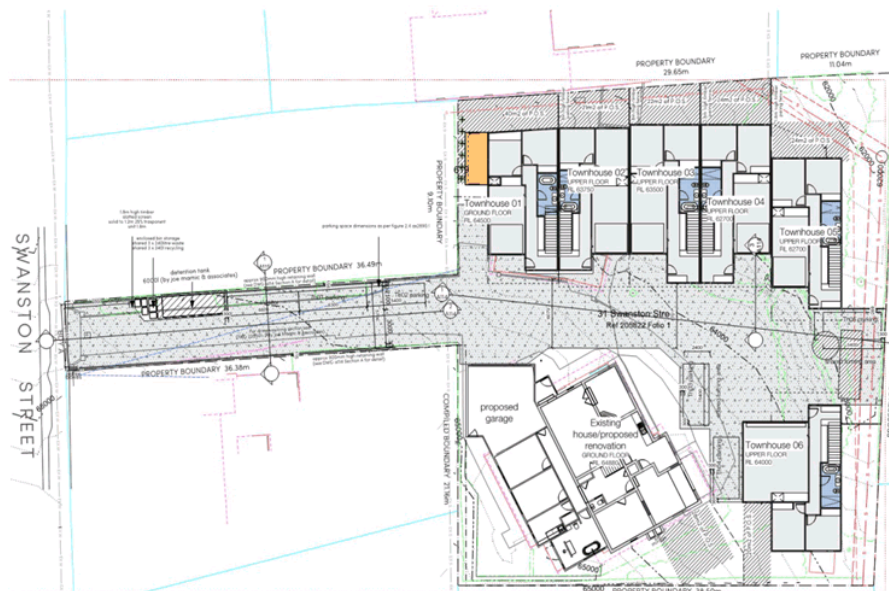


Figure 5: Site plan illustrating proposed multiple dwellings and parking areas



Figure 6: Elevations of Townhouses 01 - 05.



Figure 7: Elevations of Townhouse 06.

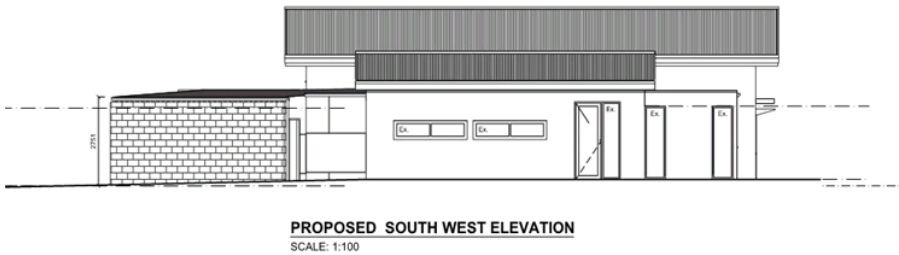


Figure 8: Elevation of proposed garage and existing dwelling.

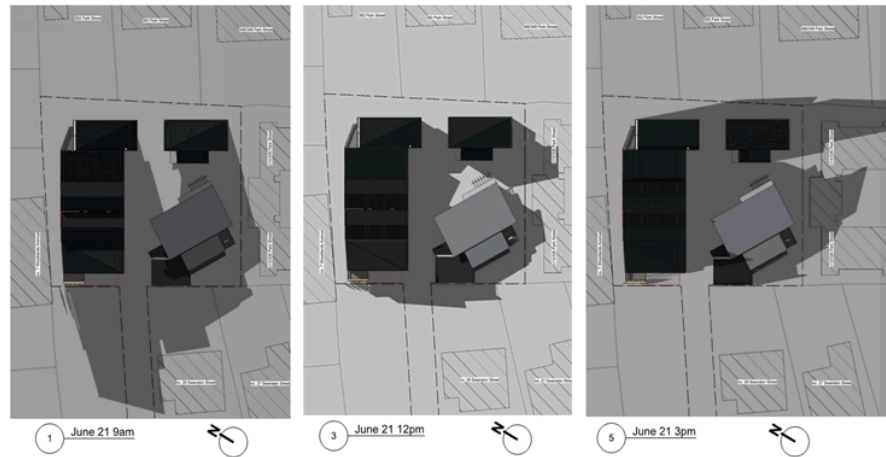


Figure 9: Shadow diagrams of existing dwelling and proposed development on June 21st. *Note: above diagrams are the corrected version of the original advertised diagrams which did not correctly illustrate the 3pm shadows*

4. Background

- 4.1 A planning application was lodged for Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New) under PLN-21-807. This application was advertised between 24/05/2022 and 07/06/2022 and received fifteen (15) objections. Officer assessment found problematic elements with the building envelope and parking and access design. Further discussions were also had with the applicant regarding the concerns raised by objectors with amendments to the original proposal presented to Council Officers. These changes were considered too great in scope from the original advertised proposal to be dealt with under the same application. A recommendation was made that the application be withdrawn, the representor concerns be more formally considered, and an updated proposal be resubmitted. The current application is the resubmitted application.

5. Concerns raised by representors

- 5.1 Eleven (11) representations objecting to the proposal were received within the statutory advertising period between 16/09/22 - 04/10/22.
- 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.

General

- The proposal is a very poor example of an infill proposal. The proposal gives scant regard to the urban context, existing development on the subject site including the established garden, or the amenity of future occupiers of the proposed multiple dwellings.
- It is considered that the proposal pushes the site beyond its limitations, and in doing so, creates unreasonable issues within and outside of the site on adjoining land and the adjoining road network.
- Developer has had no interaction with other residents at all to explain plans and or discuss concerns.
- The impact of this development would be catastrophic for the identity and liveability of the neighbourhood. These new plans do not address the concerns raised with the previous plans.

Zone Standards and Purpose Statements

- The proposal has not demonstrated compliance with the applicable Zone and Code standards of the *Hobart Interim Planning Scheme 2015*
- Against Purpose Statement 11.1.1 - Whilst the proposal meets the basic measurement of density, the proposed dwelling type, being all three-bedroom, two storey townhouses, and an existing dwelling, does not respect the land use pattern developed through subdivision over time.
- Against Purpose Statement 11.1.1.4 - The proposal literally “pushes the boundaries” of development to the extent that it could not be said to respect neighbourhood character. There is no attempt for the proposed development to sit comfortably within the neighbourhood context.
- Against Purpose Statement 11.1.1.5 - The proposal would not provide for a high standard of residential amenity for future occupants of the seven multiple-dwellings, nor does it preserve the amenity of existing residential amenity in the neighbourhood.

Density

- Seven dwellings on the lot would result in potentially 20 people living on the site and a density of that nature is inconsistent with the existing residential housing in the surrounding area
- The proposal takes the Acceptable Solution for density for multiple dwellings under Clause 11.4.1 of the Scheme and uses that as the starting point for the proposal, rather than designing to the site and its limitations

Building Envelope and Siting

- Setbacks from existing heritage structure on 7 Woodlands Avenue are insufficient and would impact on privacy and enjoyment of existing residents
- The proposal does not demonstrate compliance with P3 (a) (iv) when viewed from adjacent Swanston Street Park, the upper level of TH01 will appear as a large expanse of largely unbroken dark cladding, The proposal does not comply as it would appear bulky and be out of proportion in scale with surrounding development.
- When viewed from 29 Swanston Street the proposed garage wall will encompass a significant area of the rear boundary of 29 Swanston Street (21.16m in length) and the form would be directly visible from living areas of the dwelling that face the north east. The visual bulk of the garage wall has no way of being reduced or the visual impact mitigated, except by moving the proposed garage to another location on the site
- The shadow diagram for June 21 3pm does not appear to be accurate – it would not be possible for no overshadowing to occur from the west in the afternoon) and it is unable to be determined the extent of overshadowing particularly on the units (DWG A305)
- The proposal does not satisfy P3(b), as the separation between dwellings is not consistent with that existing on established properties in the area. Multiple dwelling development in the vicinity shows only single storey development close to boundaries and with more generous setbacks to boundaries generally.
- There remains significant overshadowing issues to adjoining properties especially 338 Park St. The shadow diagram included is inaccurate and there would be huge impact to the sun for units 13 and 14 338 Park St.
- The height of TH01-05 is excessive, such that the morning sunlight on the adjoining park will be blocked by these dwellings.

Open Space

- Insufficient provision of open space for each dwelling
- The proposal does not comply with the required 40m² of private open space per dwelling under A1(b). Only 4 of the proposed 7 multiple dwellings would have at least 40m² of private open space.
- Private open space should meet reasonable expectations for amenity of future tenants or purchasers. The private open space would not provide well for the multiple outdoor uses that would be expected for a three-bedroom dwelling, including for the planting of gardens and landscaping as required under P1(c). The proposal offers no additional common open space that could be used within the development. The proposal does not satisfy P1(b)(i) or (c).
- It has not been demonstrated that the proposal provides an area that is conveniently located to meet a number of outdoor uses. To have the outdoor living area accessible only through a bedroom is not considered appropriate for contemporary standards of living.

Privacy

- Whilst no screening is required under the Performance Criteria to the public space, it is considered undesirable to have an area of private outdoor space to be completely publicly viewable, and equally undesirable to have such direct overlooking of a public park.
- The east facing deck of TH06 will overlook the rear garden of adjoining properties and due to elevation of the site, have direct views to habitable rooms of the dwelling on this lot

Traffic and Parking

- Addition of six new dwellings to an existing block with a single lane vehicle access with limited allowance for off street visitor parking in an already busy area will seriously impact traffic flow, compromise public access to the adjacent park, and impact on rubbish collection
- Concerns over what would be a large amount of extra traffic and parking issues having so many extra people will create. especially next to the park.
- A calculated requirement for the proposal is 17 car spaces (including 3 Visitor Spaces).

Whilst the carpark allocation is inconsistent across drawings it appears that the proposal provides 14 spaces and therefore has a deficit of three parking spaces. It is also noted that three of the provided parking spaces are inconveniently located on the driveway.

- Whilst cars servicing the dwellings are able to use on-street parking, the inability of the proposal to satisfy the basic parking requirement is one of multiple discretions under this Code, and further demonstrates that the site cannot accommodate the scale of the development.
- There appears to be insufficient space for a multi-point turn within the site if all spaces are occupied to exit the property in a forwards direction
- There appears to be insufficient width in the driveway to allow regular vehicle movements
- It is more likely that visitors will parking Swanston Street than attempt to try and park in the limited visitors spaces on the site which will increase demand for parking in the immediate vicinity
- The access should consider additional design mitigation measures to avoid conflicts with vehicles, cyclists and pedestrians. With respect to vehicles, the road authority should consider the suitability of a no parking area either side of this access to improve site distance

Road and Railway Assets Code

- When assessing against clause 5.5.1 P3 the substantial increase in traffic caused by the use may impact the safety and efficiency of the road, including the impacts on pedestrian traffic. With an estimated 52 car movements a day, evidence should have been provided to justify the proposal against the Performance Criteria for safety, especially with consideration to a neighbouring public park directly adjacent the crossover
- No Traffic Impact Assessment has been provided to justify the proposal against the Performance Criteria. The proposal has not demonstrated compliance with this Clause.
- When assessing against clause 5.6.4 there is no information with respect to how the vehicles not catered for in this development, due to the parking deficiency, are to be parked. Performance criterion 1 subclause (e) notes having regard to a traffic impact assessment and none has been provided

Stormwater

- It is unknown whether the council's stormwater system can accommodate the increased flows generated by this development. For the application to meet the performance criteria, the Council must show that it is satisfied. There is no evidence of this.
- No detail on noise from pump which may impact on amenity of adjoining residential dwellings

Vegetation

- A large mature tree is proposed to be cut down on the site, this has the potential to be listed as a significant tree similar to a tree on the property at Maylands Lodge
- Objection over the visual impact over loss of mature vegetation on the site which benefits the surrounding neighbourhood character

Waste Storage

- Bin storage within 4.5m of frontage and within 4m of boundary of 29 Swanston Street . Does not meet performance criteria due concerns of smell and noise not being addressed for 29 Swanston Street.

Plans and Documents

- Potential erroneous shadow diagrams, no turning templates provided for some dwellings or for driveway parking spaces, no provision of Traffic Impact Assessment, no provision of lighting plan for parking areas, and building envelope not illustrated on plans
- Inconsistency in dwelling design and parking spaces across all drawings
- Joseph Mamic sign off of stormwater plans is dated April 2022 and does not seem to reflect the current proposal.
- Drawing A101, A102 & A103 is incorrect as it has the electricity feed coming from a private pole on 29 Swanston Street
- No provision of planning assessment against proposal which would be of benefit to public notification
- Engineer's instruction report is in handwriting and makes it very difficult to read. Why is that acceptable for such a large development?

Amendments

- A reduction in the number of units is required based on the lack of visitor parking spaces and more space is required to ensure vehicles are able to turn and drive out forwards
- Provision of signage is required at the entrance to direct entering vehicles into the 'passing bay' and reduce the likelihood of vehicles reversing out onto Swanston Street
- It is considered that a development on the subject site with a reduced number of townhouses, or potentially one that provides a mix of housing types, such as some one bedroom units of smaller scale along with some three-bedroom townhouses, would address the many problems with the proposal
- Retention of vegetation and a greater area of pervious surface would also assist with stormwater management.
- If this application is approved, it must take into consideration that a new boundary fence is required on 29 Swanston street before any construction can start due to noise and privacy concerns.

6. Assessment

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

approve or refuse the proposal relates only to the performance criteria relied on.

- 6.2 The site is located within the Inner Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use is Residential (single dwelling). The proposed use is Residential (multiple dwelling). The existing use is a no permit required use in the zone. The proposed use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 D11.0 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
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Inner Residential Zone:
 - Setbacks and Building Envelope - D11.4.2 P3*
 - Site Coverage and Private Open Space - D11.4.3 P1; P2*
 - Privacy for all Dwellings – D11.4.6 P1*
 - Waste Storage for Multiple Dwellings - D11.4.8 P1*
 - 6.5.2 Parking and Access Code:
 - Number of Parking Spaces - E6.6.1 P1*
 - 6.5.3 Stormwater Management Code
 - Stormwater Drainage and Disposal - E7.7.1 P1; P2*
- 6.6 Each performance criterion is assessed below.
- 6.7 Setback and Building Envelope D11.4.2 P3
- 6.7.1 The acceptable solution at clause 11.4.2 A3 requires that a dwelling must be contained within a building envelope determined by a distance of 3m

from the rear boundary of a property with an adjoining frontage; and projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and only have a setback within 1.5m of a side or rear boundary if the dwelling does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).

- 6.7.2 The proposal includes construction of new two storey multiple dwellings and new garage for the existing dwelling on the site within 3 metres of a rear boundary of a property with an adjoining frontage. The proposed multiple dwellings will also project beyond the three dimensional building envelope along the northern side boundary and 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 11.4.2 P3 provides as follows:

The siting and scale of a dwelling must:

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

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

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

(iii) overshadowing of an adjoining vacant property; and

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

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

The image below shows the proposed site plan overlaid onto an aerial image, to show indicatively the relationship of the proposed development to its neighbours.



Figure 10: proposed site plan overlaid onto an aerial image. Source Council GIS and S Group site plan.

6.7.5 Garage

The proposed garage will be sited directly on the shared boundary with 29 Swanston Street and will be connected to the existing single dwelling on the site. This garage will extend for approximately 6.4 metres along this boundary and have a maximum height of 2.75 metres above existing ground level. With respect to impacts through overshadowing and reduction in sunlight, the proposed garage will not see and shadows reaching the windows of a habitable room of a dwelling on an adjoining property. The proposed garage will see an increase in overshadowing to the private open space of the adjoining property at 29 Swanston Street from 9:00am on June 21st, this will reduce over the course of the morning until only a small portion along the rear boundary will be in shadow at 12:00pm. there will be no further overshadowing for the remaining day. On assessment, the extent and duration of this overshadowing is considered to not be to an extent that would cause an unreasonable loss of amenity, the shadows will reduce over the course of a morning and leave the majority of the rear yard free from shadows.

With respect to visual impacts, the proposal will present as a blockwork wall against the rear boundary to a height of 2.75m and is not considered to create an unreasonable visual impact through the apparent scale, bulk or proportions. Representations received during the statutory notification

period raised objection to the proposed garage in that the wall would encompass a significant area of the rear boundary and present a visual bulk that cannot be reduced.

The garage wall is assessed as remaining visually subservient to the existing dwelling and will sit below the existing eaves. Whilst the new structure will be sited closer to the boundary the perceived scale and bulk will be minimised by its comparative smaller size to the larger backdrop dwelling. A site visit to 29 Swanston Street illustrated, the direct view to the subject site, Figure 11 below, and it is noted the garage position will not be in the central view plane from both the dwelling and the rear yard, visibility can also be reduced by the existing rear boundary fence and vegetation already present.



Figure 11: View of subject site and location of proposed garage (to left) from backyard of 29 Swanston Street.

Townhouses

Five of the proposed multiple dwellings will be sited along the northern side of the site, with the sixth located in the south eastern corner. The multiple dwelling designated "Townhouse 01" will be sited within 3 metres of the rear boundary of the public park at 33 Swanston Street whilst "Townhouse 01 - 05" will project beyond the envelope as it rises from a

height of 3 metres from the side boundary at a 45 degree angle. At the rear boundary "Townhouse 05-06" will also project beyond this envelope as it rises from a height of 3 metres from a setback of 1.5 metres at a 45 degree angle.

Several representations received during the statutory notification period raised objection to the overshadowing caused by the proposal, the visual impacts due to the siting of the proposal, and the inaccuracies of the submitted shadow diagrams. Firstly, it is acknowledged that there was an error in the advertised shadow diagrams at 3:00pm on March 21st, 12:00pm on June 21st, and 3:00pm on June 21st. The failure of the applicant to illustrate the shadow impacts of the existing dwelling is considered acceptable, there is minimal change to this structure and any additional shadows from the proposed garage would have limited change to the overshadowing at these hours. The inaccurate shadow diagrams at 3:00pm on June 21st do fail to illustrate what would be minimal overshadowing to the rear yards of 350 Park Street, and 346-348 Park Street, as well as extended overshadowing of 14/338 Park Street. A revised set of diagrams was requested and this has been supplied in Appendix D which confirms the above predicted overshadowing.

With respect to overshadowing, sun shadow diagrams on March 21st and June 21st have been provided. A review of those on the winter solstice illustrate that the proposed multiple dwellings will see an increase in overshadowing to the public park at 33 Swanston Street from 9:00am until late morning, to the single dwelling at 29 Swanston Street from 9:00am until late morning, and to the multiple dwelling at 338 Park Street, specifically units 13 and 14, from 9:00am until the late afternoon.

Impacts to 33 Swanston Street

Assessing the overshadowing against subclause (a) (iii) the proposed overshadowing will be at its greatest extent at 9:00am and reduce over the course of the morning until midday when only a small area at the rear of the back will be in shadow. The extent of this overshadowing is considered to not represent an unreasonable loss of amenity to users of the park. The shadows will be primarily concentrated on the southern side of the park, leaving the cleared playground area mostly free of any overshadowing during the mid to late morning. The park will otherwise be free from overshadowing from the subject site for the rest of the day.

In regards to subclause (a) (iv), the multiple dwelling designated "Townhouse 01" will be setback approximately 2.8 metres from the shared boundary, with the upper floor balcony setback 0.9 metres, and the

dwelling will rise two storeys in height facing the park. Objections have been lodged raising concern that this dwelling will "appear as a large expanse of largely unbroken dark cladding" and would appear bulky and out of proportion. Whilst the proposal does present as a larger structure when viewed from the park, the dwelling is setback from the boundary to allow for planting and will feature a mixture of light timber, glass and dark timber batten to break up the visual bulk. Furthermore, the nature of the park is for occasional and temporary use, the sustained views similar to those experienced from a residential lot would be unlikely to be occurring on this site. The assessment is that the proposal will not be creating such a visual impact as to cause an unreasonable loss of amenity to users of the park.



Figure 12: View of subject site from public park at 33 Swanston Street.

Impact to 29 Swanston Street

The proposed multiple dwellings will overshadow the rear elevation of the dwelling at 29 Swanston Street at 9:00am and restrict sunlight to windows which open onto an enclosed balcony and living room. This will only be in the early morning hours and otherwise there will be no sunlight reduction to this dwelling. Such impacts are assessed as being only minor and the dwelling will have unobstructed sunlight for the majority of the day. Similar to the above assessment of the overshadowing from the proposed

garage, the proposed multiple dwellings will also partially overshadow part of the rear yard of this lot from 9:00am until 12:00pm. As above, the assessment is the overshadowing of this private open space is assessed as not unreasonable as the extent and duration will reduce over the course of a morning and leave the majority of the rear yard in sunlight.

The proposed multiple dwellings will be visible when viewed from the adjoining lot at 29 Swanston Street, there will be a separation of at least 20 metres when viewed from the dwelling itself and 12 metres when viewed from the rear yard. It is assessed that there will minimal visual impact considering this separation, with the proposed multiple dwellings not presenting as an unreasonable increase in bulk, scale or proportions when viewed from the adjoining site.

Impact to 338 Park Street

The proposed multiple dwellings will see an increase in overshadowing to 13/338 Park Street starting at 9:00am which will then move to the east over the course of the morning to overshadow the adjoining unit at 14/338 Park Street from midday until late afternoon. Unit 13 will see sunlight restricted to a bedroom window and kitchen window on the northern elevation at 9:00am, with this reducing in the early morning to be replaced by the overshadowing from the existing dwelling to that bedroom window. The reduction in sunlight caused by the proposal is assessed as not being unreasonable, and the impacts to the bedroom are excluded from assessment under subclause (a) (i).

Looking to unit 14, this dwelling will see overshadowing from before midday until late afternoon. Floor plans available on a recent real estate listing indicate that these shadows will fall on windows to the living room, dining area, and kitchen. Unit 14 though has constructed an additional enclosed sunroom and roofed patio which extends from the living room to the north western side boundary of the site, meaning that presently direct sunlight would not reach the living room. While proposed development will overshadow the patio space, it will not further limit sunlight to that habitable room. With regards to the dining and kitchen space, this will only see sunlight reduced from mid afternoon until sunset. Such a reduction is not assessed as unreasonable given the windows will otherwise be unobstructed, and the kitchen also has additional windows along the eastern elevation of the dwelling. The reduction in sunlight to these spaces is not found to be an unreasonable loss of amenity.

With respect to subclause (a)(ii), whilst both units will see overshadowing to the open space of their respective units, the impacts will be only limited

to specific areas with a majority of the space remaining otherwise unobstructed by the proposed development. Unit 13 will have its open space along the south western elevation unimpacted, as well as the open space along the north eastern elevation of Unit 14. Considering the extent of these impacts, the extent of shadows is not assessed as being to an extent that is an unreasonable loss of amenity.

Responding to subclause (a)(iv), there will be limited visibility of the proposed multiple dwelling from Unit 13, because it is situated behind the existing dwelling, and as such there is no notable impact to be considered. From the perspective of Unit 14, there will only be oblique glimpses of on dwelling to the north from Unit 14, which is primarily oriented in an east to west direction. The visibility of the proposed structure will not be to an extent that will create an unreasonable loss of amenity through bulk and scale.

Impact to other adjoining properties

With respect to overshadowing, the proposed development will only see minor overshadowing to the rear boundary of the adjoining properties at 346-348 Park Street and 350 Park Street at 3pm on June 21st. These impacts are not assessed as leading to an unreasonable loss of amenity. With respect to visual impacts, whilst the proposed dwellings will be two storeys and height and a notable visual change in what has been a presently undeveloped space, their presence is not assessed as capable of leading to an unreasonable loss of amenity through the perceived bulk, scale, or proportions. The dwellings will be setback at least 3 metres from the boundary of 3 and 7 Woodlands Avenue, and between 3 to 4 metres from the boundaries of the lots between 344 - 352 Park Streets. The setbacks from the dwellings on each of these lots is greater again, and this will aid in minimising any perceived visual impact. It is also noted that the proposed dwellings will not be presenting any singular uniform material walls or bulky structures facing any lot.

Subclause (b)

A concern raised by objectors was that the setbacks of the proposed multiple dwellings is "not consistent with that existing on established properties in the area. Multiple dwelling development in the vicinity shows only single storey development close to boundaries and with more generous setbacks to boundaries generally." Whilst there are structures proposed either directly on a boundary or within 1 metre, the average setback of the proposed development is between 3 to 4 metres from a boundary.

A desktop analysis done of the immediate surrounding residential properties illustrates that the proposed setbacks of dwellings from side and rear boundaries can be considered consistent with that existing on established properties in the area. The side setbacks on the subject site remain greater than those currently existing on many nearby properties. Whilst the frontage and rear boundary setbacks are much less than existing single dwelling properties, they remain consistent with that seen in the adjoining multiple dwelling development at 338 Park Street.



Figure 13: Desktop illustration of comparable side (highlighted in yellow) and rear (highlighted in orange) boundary setbacks in the immediate area surrounding the subject site (bordered in blue)

- 6.7.6 The proposal complies with the performance criterion.
- 6.8 Site Coverage and Private Open Space - D11.4.3 P1
 - 6.8.1 The acceptable solution at clause 11.4.2 A1 requires that for multiple dwellings, a total area of private open space of not less than 40m² must be associated with each dwelling.
 - 6.8.2 The proposal includes three multiple dwellings which will have a total area of private open space that will be less than 40m². These are the multiple dwellings designated "Townhouse 02", "Townhouse 03", and "Townhouse 04."

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

6.8.4 The performance criterion at clause 11.4.2 P1 provides as follows:

Dwellings must have:

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

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

(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and

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

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

6.8.5 Representations received during the statutory notification period raised concerns that the proposal had not demonstrated compliance with clause 11.4.3 A1 for all dwellings and that there is insufficient provision of open space for each dwelling and that the area provided would be unable to be used for the projected requirements of the occupants, including space for planting of gardens.

The site coverage for the proposed development is approximately 43.3% of the total site area (excluding the access strip). This coverage is below the 65% required under clause 11.4.3 A1 and is assessed as remaining consistent with that existing on established properties in the area.

The three multiple dwellings which have not met the threshold for clause 11.4.3 A1 will have approximately 27.97m², 28.97m², and 30.97m² of total private open space, respectively. No common open space has been provided in the development and whilst it is not specifically taken into account for discretionary assessment, the site is directly adjacent to a Council park. The private open space for the three above stated multiple dwellings is assessed as being of sufficient size and dimensions so as to provide for outdoor recreational space consistent with the projected

requirements for a two or three bedroom dwelling. Each yard is considered to have an acceptable area to allow for the planting of gardens as well as other operational needs.

6.8.6 The proposal complies with the performance criterion.

6.9 Site Coverage and Private Open Space - D11.4.3 P2

6.9.1 The acceptable solution at clause 11.4.2 A2 requires that a dwelling must have private open space that is in one location and is not less than 24m².

6.9.2 The proposal includes three multiple dwellings which will have private open space in one location that is less than 24m². These are the multiple dwellings designated "Townhouse 02", "Townhouse 03", and "Townhouse 06."

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

6.9.4 The performance criterion at clause 11.4.3 P2 provides as follows:

A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:

(a) conveniently located in relation to a living area of the dwelling; and

(b) orientated to take advantage of sunlight.

6.9.5 Representations received during the statutory notification period raised concerns that the proposal had insufficient provision of open space for each dwelling and that there was no convenient location of private open space considering the accessibility through a room designated "bedroom/rumpus."

All private open space provided will have a minimum width of 3 metres. This area is assessed as being of a sufficient size so as to provide space that will be of an capable of serving as an extension of the dwelling for outdoor relaxation, entertaining, dining, and children's play. None of the designated areas of private open space fall below 20m². Upper floor balconies of at least 7.5m² in area will also be provided for each new multiple dwelling which will also offer some supplementary opportunities for outdoor relaxation and entertaining directly adjacent to the living

rooms.

The private open spaces for the multiple dwellings designated "Townhouse01 - Townhouse 05" will all be accessible via a room marked "bedroom/rumpus" whilst the private open space for "Townhouse 06" will be accessible both via the garage and a room marked "bedroom/rumpus."

Whilst there are no living areas on the ground floor of any of the proposed multiple dwellings, access can be reached through an internal staircase. It is acknowledged the internal layouts are not responsive to the site and appears to follow a predetermined floor plan across all of the proposed dwellings. The proposal to have the primary area of private open space accessible through a bedroom or rumpus room, depending on the preference of the occupant, is a unfortunate design choice that Council officers had recommended be amended with direct hallway access but the applicant did not elect to pursue any significant floor plan redesigns. In spite of this, whilst access may not be presented as directly via a hallway or corridor, the location of the private open space is considered to be in a place that is in reasonable proximity to living areas of the dwelling. The upper floor balcony is also assessed as providing alternative areas for outdoor use in a much closer position to living areas. A condition that both lower floor rooms have doorway access will be recommended to ensure that access to this open space is not restricted by an occupant.

In response to subclause (b), the private open space for the multiple dwellings designated "Townhouse01 - Townhouse 05" will all be along the northern side of the site and will be appropriately located to take advantage of sunlight. The multiple dwelling "Townhouse 06" will also feature private open space along the north eastern side of the site and will similarly, be reasonably oriented to take advantage of sunlight.

6.9.6 The proposal complies with the performance criterion.

6.10 Privacy for all Dwellings – D11.4.6 P1

6.10.1 The acceptable solution at clause 11.4.6 A1 requires that a balcony or deck that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a side or rear boundary, unless that balcony or deck has a setback of not less than 3m from a side boundary and 4m from the rear boundary.

- 6.10.2 The proposal includes an upper floor deck for the multiple dwelling designated "Townhouse 06" which will have a setback of 3.16m from the rear boundary of the site, the balcony will have a balustrade of 1m
- 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 11.4.6 P1 provides as follows

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

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

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

- 6.10.5 The proposed deck will face the adjoining property at 346-348 Park Street and its rear yard. Representations received during the statutory notification period raised concerns that the deck would allow for direct views into the adjoining dwelling as well as its private open space. The setback of the deck from this adjoining dwelling will be approximately 15m, and the rear elevation of 346-348 Park Street which faces the shared rear boundary presents no large windows to habitable rooms which may compromise the privacy of the occupants. This combined setback is assessed as contributing towards the minimisation of overlooking of the dwelling.

The private open space of this adjoining property will be in closer proximity to the proposed balcony and considering the fall of land away from the subject site, this open space at 346-348 Park Street will be sited at a lower position that may contribute towards increasing the opportunity for overlooking. The design of the multiple dwelling designated "Townhouse 06" does not demonstrate responsive design to minimise overlooking from this balcony, considering the reliance on discretionary assessment. A condition requiring a privacy screen along the eastern elevation of the upper floor balcony to a height of 1.7m above finished surface level with a transparency no less than 25% will be included on the permit.

Further concerns were raised by representors about the overlooking

potential of the upper floor deck to the multiple dwelling designated "Townhouse 01" which directly overlooks the public park on Swanston Street. The acceptable solution and performance criterion for clause 11.4.3 do not consider overlooking of public space in assessment and as such there is no standards to dictate the minimisation of overlooking.

6.10.6 The proposal complies with the performance criterion.

6.11 Waste Storage for Multiple Dwellings - D11.4.8 P1

6.11.1 The acceptable solution at clause 11.4.8 A1 requires that a multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling.

6.11.2 The proposal includes a communal waste storage area approximately 3.6m² in area with space for three communal waste and recycling bins.

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

6.11.4 The acceptable solution at clause 11.4.8 P1 provides as follows:

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

(a) capable of storing the number of bins required for the site;

(b) screened from the frontage and dwellings; and

(c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.

6.11.5 The area is capable of storing the number of bins required for a site with seven multiple dwellings on advice from Council's Waste Services Unit. The area is proposed to be screened by a 1.8m fence, which is solid to 1.2m and slatted with a 25% transparency to 1.8m which will appropriately screen this area from the street frontage and nearby dwellings. As the common area is located in the driveway area, it will be sufficiently setback from dwellings on the site to manage impacts caused by odours and noise

One representation raised concern with the separation from the nearby dwelling at 29 Swanston Street as well as the public park at 33 Swanston

Street and the risk of impacts by odour and noise. Due to the internal lot layout, the proposed common waste storage area placement in the driveway has the potential to create these conflicts with the adjoining lots. The performance criterion does not consider the impact or proximity of waste storage areas to adjoining dwellings or public spaces, and the objective for the standard is simply to 'provide for the storage of waste and recycling bins for multiple dwellings'. The common area where the storage area is to be located is at least 5.5m from the dwelling at 29 Swanston Street and therefore in compliance with the standard in clause 11.4.8 A1. Notations on the assessed plans propose a screen to a height of 1.8m, the extent of this screening is not clear and as such a condition requiring that the entire waste storage area be screened to this height so as to ensure impacts are minimised.

6.11.6 The proposal complies with the performance criterion.

6.12 Number of Parking Spaces - E6.6.1 P1

6.12.1 The acceptable solution at clause 6.6.1 A1 requires that the number of on-site car parking spaces must be no less than and no greater than the number specified in Table E6.1 which is two (2) residential car parking spaces for each dwelling with two (2) or more bedrooms, and one (1) dedicated visitor parking spaces per four (4) dwellings (rounded up to the nearest whole number). A site with seven multiple dwellings will require fourteen (14) residential car parking spaces and two (2) visitor car parking spaces,

6.12.2 The proposal includes fourteen (14) residential car parking spaces and one (1) visitor car parking space.

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

6.12.4 The performance criterion 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.

6.12.5 Referral was made to Council's Development Engineer who has provided the following assessment:

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria. A deficiency of one (1) car parking space is proposed. Multiple Dwelling development requires two (2) dedicated

parking spaces per dwelling (containing two or more bedrooms), and 1 dedicated visitor parking space per four (4) dwellings (rounded up to the nearest whole number).

There are to be seven dwellings on the site which will require fourteen (14) resident parking spaces plus two (2) visitor parking space. The development proposes to provide fourteen (14) resident parking spaces plus one (1) visitor parking space, therefore an overall deficiency of one (1) car parking space.

The empirical parking assessment indicates that the provision of 15 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. Observations indicate that there is a large pool of parking that would be available to meet the potential demands of visitor and overflow parking. Metro Tasmania operate regular bus services within 400 metres of the subject site. The site is located a convenient walking distance from shops, schools and services. 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.

6.12.6 The proposal complies with the performance criterion.

6.13 Stormwater Drainage and Disposal - E7.7.1 P1

6.13.1 The acceptable solution at clause 7.7.1 A1 requires that stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure

6.13.2 The proposal includes disposal of stormwater from new impervious surfaces to public stormwater infrastructure by an upgraded pumped system.

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

6.13.4 The performance criterion at clause 7.7.1 P1 provides as follows

Stormwater from new impervious surfaces must be managed by any of the following:

(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles

(b) collected for re-use on the site;

(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.

- 6.13.5 Referral was made to Council's Stormwater Engineer who has provided the following assessment:

Met with conditions

Pumped area similar to current pumped area. Pump to be relocated.

Proposal to replace existing RHS to kerb with 2/125x75 RHS

- 6.13.6 The proposal complies with the performance criterion.

6.14 Stormwater Drainage and Disposal - E7.7.1 P2

- 6.14.1 The acceptable solution at clause 7.7.1 A2 requires that a stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if new car parking is provided for more than 6 cars.

- 6.14.2 The proposal includes new development that proposes new car parking for more than 6 cars, the proposed stormwater system has not demonstrated suitable incorporation of water sensitive urban design principles.

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

- 6.14.4 The performance criterion at clause 7.7.1 P2 provides as follows

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

- 6.14.5 Referral was made to Council's Stormwater Engineer who has provided the following assessment:

Met with conditions.

MUSIC model for StormSacks and SPEL 400/1 submitted, demonstrating meets SSS targets

- 6.14.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New), at 31 Swanston Street, New Town.

- 7.2 The application was advertised and received eleven (11) representations. The representations raised concerns including density of the proposed development, the projections of the proposal beyond the prescribed building envelope, setbacks and siting of the proposed dwellings, inadequate provision of private open space for each dwelling, the overlooking potential to adjoining properties and the adjoining public park, inadequate provision of parking, safety and feasibility of vehicle manoeuvring and access to the site, compliance with the Road and Railway Assets Code, suitability of the stormwater design, removal of mature vegetation on the site, impact of the development on adjoining heritage properties, impact of waste storage in proximity to adjoining dwellings, accuracy of documentation and plans, and general criticism of suitability of the design considering the site and context of surrounding neighbourhood.

The discretions of building envelope and overshadowing, lack of private open space, privacy, waste storage, and parking and access have already been discussed in Section 6 of this report.

A number of representations raised concern with the removal of trees on the site, specifically one mature Cedar, and that this tree contributes to the neighbourhood character and has the potential to be listed as significant tree. No protections currently exist on the subject site for the protection of vegetation and whilst the tree may pose as a future candidate for a significant tree, this cannot be relied upon as a reason for refusal or conditioning for protection.

Several representations also raised concern and objection to the overlooking of the

adjoining public park from the balcony and windows of Townhouse 01. This is acknowledged as a valid concern considering the nature of use of the park and an expectation that park visitors would commonly only expect temporary visibility from other park visitors or passing pedestrians as opposed to a permanent overlooking vantage point. Unfortunately the current scheme provisions do not address the overlooking potential to a public space, only to residential uses. These concerns were expressed to the applicant following the withdrawal of the original development application and a recommendation for amendment to minimise overlooking potential. Whilst some minor changes were made to setback, there was no alterations to the positioning of the balcony or windows. Council cannot consider this a planning concern although further discussion have been made with the Parks Unit for future plantings along the rear boundary of the site.

Concerns regarding impact to heritage properties were not considered, the subject site is not heritage listed or in a heritage place and none of the proposed works involved an adjacent heritage listed property.

With respect to concerns regarding the advertised set of documents, issues around the correct shadow diagrams have already been discussed in Section 6 of this report and these have been provided in Appendix D. The request for a planning report addressing the scheme is certainly a beneficial document to be lodged by the applicant and for reviewing representors but this is not a compulsory requirement. The applicant has elected not to provide this document. Concerns regarding provision of a traffic impact assessment, lighting plan, and other engineering and stormwater details have been addressed below by the referring officers.

Objections were raised by representors as to the density of the proposal. The proposal meets the acceptable solution, although the design around an existing large single dwelling creates a perception of overdevelopment and inappropriate density. Suggested amendment by representors called for a reduction in the number of dwellings or the total size of the dwellings as a means of reducing this perceived density. Whilst this would not address a discretion, advice was similarly provided to the applicant following the withdrawal of the original 2021 application.

Concerns regarding impacts from building works and any new boundary fencing are a matter between the applicant and relevant adjoining neighbours and can be addressed prior to the commencement of works.

Referral was made to Council's Development Engineer and Stormwater Engineer who have provided the following responses to representation concerns:

Development Engineering Response- Traffic and Parking

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria. A deficiency of one (1) car parking space is proposed. Multiple Dwelling development requires two (2) dedicated parking spaces per dwelling (containing two or more bedrooms), and 1 dedicated visitor parking space per four (4) dwellings (rounded up to the nearest whole number).

There are to be seven dwellings on the site which will require fourteen (14) resident parking spaces plus two (2) visitor parking spaces. The development proposes to provide fourteen (14) resident parking spaces plus one (1) visitor parking space, therefore an overall deficiency of one (1) car parking space. The empirical parking assessment indicates that the provision of 15 on-site car parking spaces will sufficiently meet the likely demands associated with the development, with the exception of on-site visitor parking. There is a relatively large supply of on-street parking in the surrounding road network. Observations indicate that there is a large pool of parking that would be available to meet the potential demands of visitor and overflow parking. Metro Tasmania operate regular bus services within 400 metres of the subject site. The site is located a convenient walking distance from shops, schools and services. 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. The driveway appears to meet the Australian standard AS/NZS 2890.1:2004 Parking facilities and is of sufficient width with a minimum 3.0m (one lane) that is acceptable if suitable passing areas are provided. The driveway provides suitable passing areas every 30m with the first passing area provided at the start of the driveway. Sufficient on-site manoeuvring areas have been identified that appears to meet the Australian Standard AS/NZS 2890.1:2004 Parking facilities. The widening of the driveway to provide a vehicle passing area at the vehicular access point from Swanston Street will require the removal of the rendered brick fence/wall and vegetation which will improve sight distance to pedestrian, cyclist and vehicles. Considering the access is existing and sight distances will not be worsened and will likely be improved, the provision of any no parking area either side of the driveway is not required.

Development Engineering Response - Road and Railway Assets Code

Documentation submitted to date does meet the Acceptable Solution for clause E5.5.1 (A3). Clause E5.5.1 (A3) refers to vehicle movements are not to increase by more than 20% or 40 vehicle movements per day whichever is greater. In this instance the increase in vehicle movements must not increase by more than 40 vehicle movements to meet the acceptable solution. The representor based their daily vehicle movements calculation for the total number of dwellings (seven) on the site (including the existing dwelling), however the calculation should only be based on the increase in vehicle movements by the six proposed dwelling. The

representor used the RTA Guide to Traffic Generating Development and a figure of 7.4 vehicle movements per day per dwelling for the type of development to determine 52 vehicle movements per day for the development. The use of the RTA Guide to Traffic Generating Developments is an acceptable document to determine traffic generation for development which is widely used in Australia including the development appraisal unit of City of Hobart. It is not known how the representor determined 7.4 vehicle movement per day per dwelling because the RTA Guide to Traffic Generating Developments states 9-10 vehicle movements per dwelling per day with 1 vehicle movement during peak times for single residential dwellings, and for higher density multiple dwelling development such as this, traffic generation generally is less at 5-6.5 vehicle movements per dwelling per day for dwellings with three or more bedrooms. Six dwellings x five (movements) = 35 daily vehicle trips. Six dwellings x six point five (movements) = 39 daily vehicle trips. The increased traffic generated by the proposed development is likely to be between 35 and 39 vehicles per day when all new units are fully developed and occupied which is less than 40 vehicle movements per day and meets the acceptable solution for clause E5.5.1 (A3). No traffic Impact Assessment was submitted and was not required as the proposal met the acceptable solution of clause E5.5.1 (A3).

The representor has stated E5.6.4 Sight distance at accesses, junctions and level crossings A1 (a) for Safe Intersection Sight Distance is triggered, however the development appraisal unit considers that this clause is only triggered for new accesses or junction. In this instance it is an existing access therefore this clause is not triggered. Although this clause is not triggered, the existing sight distances are not worsened by the development, widening of the driveway to provide a vehicle passing area at the vehicular access point from Swanston Street will require the removal of the rendered brick fence/wall and vegetation which will improve sight distance.

Stormwater Response

Concerns regarding flow quantity are to be addressed by the proposed detention. Concerns regarding noise from the proposed pump will be addressed by a condition on the permit. It is noted that noise from a pump is rarely an issue with modern underground devices if sized correctly, and accounting for the noise of rain and adequate setbacks.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer and Stormwater 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, Extension, and Seven Multiple Dwellings (One Existing, Six New), at 31 Swanston Street, 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 Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New), at 31 Swanston Street, 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-22-571 - 31 SWANSTON STREET 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 2022/01418-HCC dated 09/09/22 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 15a

A demolition waste management plan must be implemented throughout demolition. The demolition waste management plan must include provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.

Advice:

It is recommended that the developer liaise with the Council's City Resilience unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can

also be found on the Council's [website](#).

Reason for condition

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

PLN 19

Cranes or other temporary structures used in the construction of the approved development must not create an obstruction or hazard for the operation of aircraft.

Advice:

Further advice about whether the development will or will not create an obstruction or hazard can be obtained by contacting the Civil Aviation Safety Authority, the Department of Health and Human Services (rhhfmeadmin@ths.tas.gov.au, (03) 6166 8832) and the helipad/helicopter operator (Rotorlift, chiefpilot@rotorlift.com.au, (03) 6248 4117

Please be aware of the possibility of downdraft conditions in the Royal Hobart Hospital Heli Airspace / flightpath area from operating helicopters on any crane lifts when any crane operation is taking place and consider this in Job Safety Analysis / Safe Work Method Statements.

Please consider the use of boom illumination or warning lights when operating in the Royal Hobart Hospital Heli Airspace / flightpath area as part of Job Safety Analysis / Safe Work Method Statements.

Reason for condition

To ensure that buildings do not interfere with safe aircraft operations in the vicinity of the Royal Hobart Hospital helipad.

PLN 3

The bin storage area must be screened prior to first use.

The screening must be:

- to a height of 1.8m;
- solid at least up to a height of 1.2m;
- for that portion between the solid part and the top of the screen, be no

- more than 25% transparent; and
- around the entire bin storage area .

The screening must be maintained for the life of the use.

Reason for condition

To ensure that the rubbish bins do not impact on the amenity of the locality, and to ensure compliance with the outdoor storage standards in the *Hobart Interim Planning Scheme 2015*, and in accordance with drawing A102 issue DA, revision H, dated 5/9/22.

PLN s4

Prior to first use, additional access to the private open space for Townhouses 01, 02, 03, 04, and 05 must be provided, and privacy screening along the eastern elevation of the upper floor balcony of Townhouse 06 must be installed.

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

1. Direct access via a door from both lower floor bedrooms to the rear private open space for Townhouses 01, 02, 03, 04, and 05. This may take the form of a sliding glass door.
2. Privacy screening along the eastern elevation of the upper floor balcony of Townhouse 06 to a height of 1.7m above finished floor level with a uniform transparency of no less than 25%

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 clarify the scope of the permit.

ENG sw6

All stormwater from the proposed development (including but not limited to: roofed areas, g 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).

Detailed engineering drawings prepared and certified by a suitable qualified and experienced Civil Engineer must be submitted and approved, prior to commencement of work or issue of consent under the Building Act 2016 (whichever occurs first). The drawings must include but not be limited to:

- Detailed design of the proposed pump system and supporting calculations demonstrating the system can drain all 20yr ARI rainfall events, and is in general accordance with Australian Standard AS/NZS 3500.3:2015 Part 3: Stormwater Drainage Systems.
- All stormwater which is practicable to drain to Council infrastructure via gravity (including suspended or charged systems) must do so.
- Any pumped or charged flows must be converted into free-flowing gravity within a suitably sized private transition pit inside the property.
- Pumped system must be designed and located to minimise consequence of failure and nuisance (eg obvious failure, adequate setbacks to allow dispersal of surcharge prior to third-party land & noise minimisation)
- Levels & landscaping plan demonstrating the pump can adequately service all likely development on the Lot
- A brief list of maintenance / inspection actions.

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

Advice: Once the detailed engineered drawings have been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). The accepted plans and Forms should be included in your plumbing permit application.

Reason for condition

To ensure stormwater is 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 required 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 our [website](#).

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 either via the CEP process or via the Application for New Connection form available from our [website](#). 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.

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 amended supporting calculations of the

detention tanks 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 any interactions with the pump system; 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.

ENG 13

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

An ongoing waste management plan must be submitted and approved as a Condition Endorsement, prior to the issuing of any approval under the *Building Act 2016* or commencement of works (which ever occurs first), or if the development proceeds in stages prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first) for each stage. The ongoing waste management plan must:

1. include details of quantity and type/size of bins;
2. include details for the handling of waste (i.e) placement of bins on collection day within the Council's highway reservation; or
3. provide a suitable alternative method of domestic waste collection.

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

Advice:

Should you have any queries in relation to the preparation of an ongoing waste management plan, please contact Council's Customer Liaison Officer on 6278 0273.

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

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

Reason for condition

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

ENG 2b

Further detailed designs are required for vehicle barriers in the following locations:

1. **Along the edge of the driveway.**

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

The detailed designs must:

1. **be prepared and certified by a suitably qualified engineer;**
2. **be in accordance with the Australian Standard AS/NZS 1170.1:2002, if possible; and**
3. **show [dimensions, levels, gradients & transitions], and other details as Council deem necessary to satisfy the above requirement.**

The vehicle barriers must be installed in accordance with the approved detailed designs prior to first occupation.

Advice:

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

Reason for condition

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

ENG 2c

Prior to the first occupation, a suitably qualified engineer must certify that the vehicle barriers have been installed in accordance design drawings approved by Condition ENG 2b.

Advice:

An example certificate is available on our [website](#).

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, and parking module (parking spaces, aisles and manoeuvring area) design must be submitted and approved as a Condition Endorsement, prior to the issuing of any approval under the *Building Act 2016*, or if the development proceeds in stages prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first) for each stage.

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

1. **Be prepared and certified by a suitably qualified engineer,**
2. **Be generally in accordance with the Australian Standard AS/NZS2890.1:2004,**
3. **Where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and**
4. **Show dimensions, levels, gradients & transitions, and other details as Council deem necessary to satisfy the above requirement.**

5. **Show the demolition of the rendered brick fence/walls at the driveway entrance/front property boundary to allow for the provision of the driveway vehicle passing area located at the vehicle entry point to the property from Swanston Street.**

Advice:

- *This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.*
- *It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.*

Reason for condition

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

ENG 3c

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway and parking area has been constructed in accordance with design drawings approved by Condition ENG 3b.

Advice:

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

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 first occupation.

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 fifteen (15) as follows:

- One (1) visitor car parking space.
- Fourteen (14) resident car parking spaces.

All visitor parking spaces and uncovered resident car 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 and clearly marked as visitor parking or resident parking such that pavement markings are in accordance with AS 1742.11:2016 Manual of uniform traffic control devices, Part 11: Parking Controls, prior to first occupation.

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

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

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

Advice:

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

Reason for Condition

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

ADVICE

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

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

CONDITION ENDORSEMENT

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

NEW SERVICE CONNECTION

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

STORMWATER

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

WORK WITHIN THE HIGHWAY RESERVATION

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

STORM WATER / ROADS / ACCESS

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

COUNCIL RESERVES

This permit does not authorise any works on the adjoining Council land. Any act that causes, or is likely to cause, damage to Council's land may be in breach of Council's Public Spaces By-law and penalties may apply. A permit is required for works on Council land. The by-law is available [here](#).

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.

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.



(Michael McClenahan)

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: 12 October 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Report Development Engineering

Attachment D - Corrected Shadow Diagrams

Planning: #263706

Property

31 SWANSTON STREET NEW TOWN TAS 7008

People**Applicant ***

6ty&#176; Pty Ltd

Suite 103, The Charles, 287 Charles Street
LAUNCESTON TAS 7250
0417921661
gwalker@6ty.com.au**Owner ***Tony Dzelalija
31 Swanston Street
NEW TOWN TAS 7008
0438223588
tonydz@live.com.au**Entered By**GEORGE WALKER
6332 3300
gwalker@6ty.com.au**Use**

Multiple dwellings

Details

Have you obtained pre application advice?

☒ Yes

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

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. *

☒ 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) *

Construction of 6 new dwellings (7 in total on the site).

Estimated cost of development *

2500000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

Carparking on Site

Total parking spaces

Existing parking spaces

N/A

☒ Other (no selection chosen)

Other Details

Does the application include signage? *

☒ No

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

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☒ No

Documents

Required Documents

Title (Folio text and Plan and Titles - Collated.pdf
Schedule of Easements) *

Plans (proposed, existing) * _31 Swanston St DA.pdf

Supporting Documents

Concept Servicing Plan Stormwater Design and Calculations.pdf

Sheet Number	Sheet Title	Current Revision	CurrentRevisionDate
A001	Cover Sheet	I	5/9/22
A101	Site Plan Upper Floor	H	5/9/22
A102	Site Plan Ground Floor	H	5/9/22
A103	Site Plan Demolition	H	5/9/22
A104	Site Plan Parking	I	5/9/22
A105	Site Plan Parking	I	5/9/22
A106	Site Plan Parking	I	5/9/22
A107	Site Plan Parking	I	5/9/22
A108	Site Plan Parking	I	5/9/22
A109	Site Plan Parking	I	5/9/22
A110	Site Plan Parking	I	5/9/22
A111	Site Plan Parking	I	5/9/22
A112	Site Plan Parking	I	5/9/22
A113	Site Plan Parking	J	5/9/22
A114	Driveway Long Section	H	5/9/22
A115	Driveway Long Section	H	5/9/22
A116	Site Plan Taswater	I	5/9/22
A201	First Floor	G	5/9/22
A202	Ground Floor	G	5/9/22
A203	Townhouse 6 First Floor	G	5/9/22
A204	Townhouse 6 Ground Floor	G	5/9/22
A301	Elevations 01	G	5/9/22
A302	Elevations 02	G	5/9/22
A303	Elevations 03	G	5/9/22
A305	Shadows June	G	5/9/22
A306	Shadows March	G	5/9/22
A401	Existing House Proposed Floor Plan	G	5/9/22
A402	Existing House Elevation Sheet 1	G	5/9/22
A403	Existing House Elevation Sheet 2	G	5/9/22
A404	Existing House Perspective Views 1	G	5/9/22
A405	Existing House Perspective Views 2	G	5/9/22

GENERAL INFORMATION:

Accredited Architect:
 Accreditation Number:
 Land Title Reference Number:
 Municipality:
 Planning Scheme Overlay:
 Zoning:
 Building Class:
 Soil classification:
 Wind Classification:
 Climate Zone:
 Alpine Area:
 Bushfire-prone Area BAL Rating:

Sam Haberle
CC5618 U
205822/1
City Of Hobart
Interim Planning Scheme 2015
11.0 Inner Residential

(Certificate volume and folio)

1a
TBC
TBC
7
N/a
N/a

Site classification to AS 2870-2011 (Reference report author)
 Site classification to AS 4055-2006 (Reference report author)
 (www.abcb.gov.au map)
 <300m AHD (NCC Figure 3.7.5.2)
 As determined by registered Bushfire Assessor (AS3959-2009)
 refer AK report dated 7th August

Other Known site hazards:

TBC

High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors

Proposed multiple dwelling development

31 Swanston St, New Town



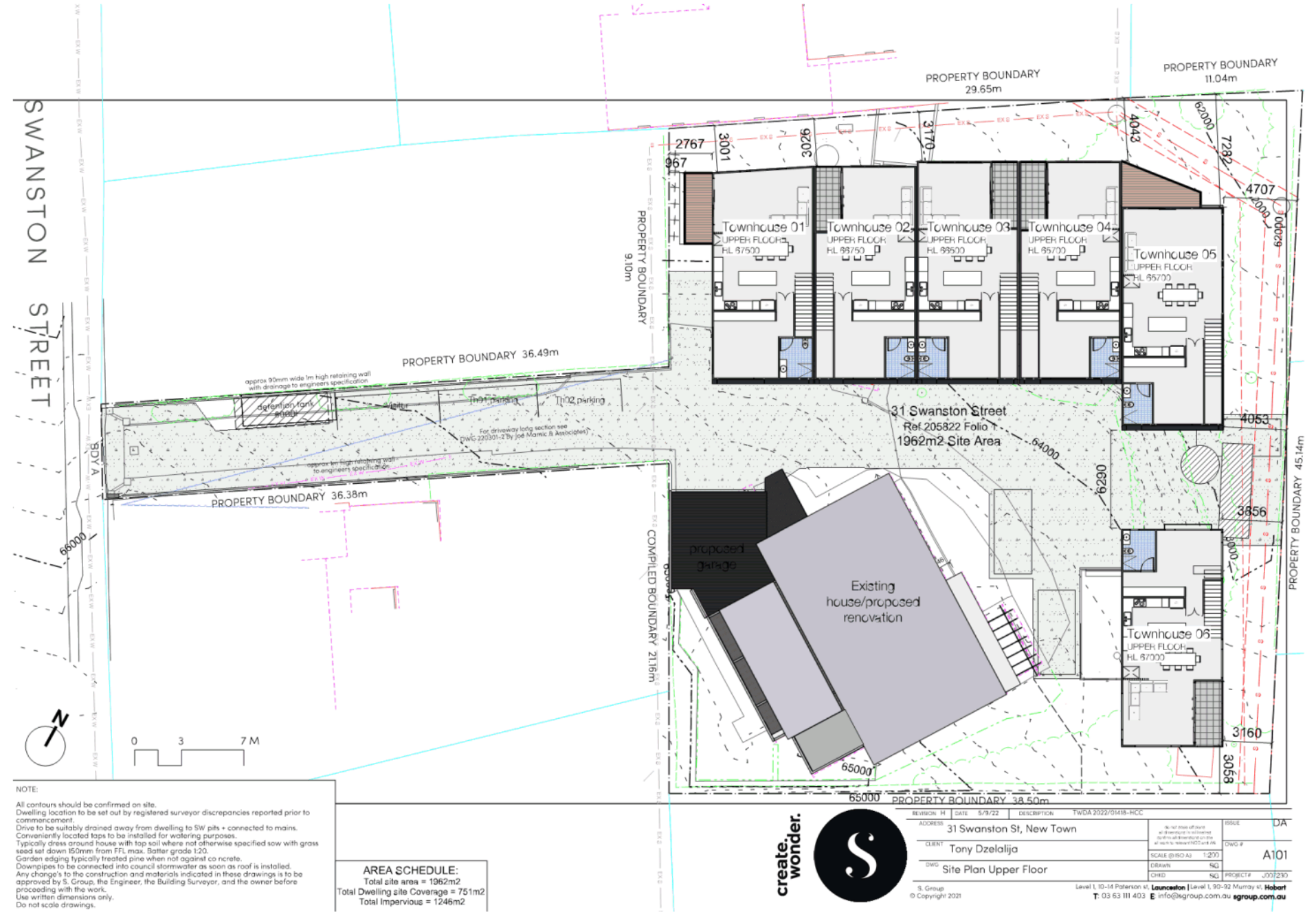
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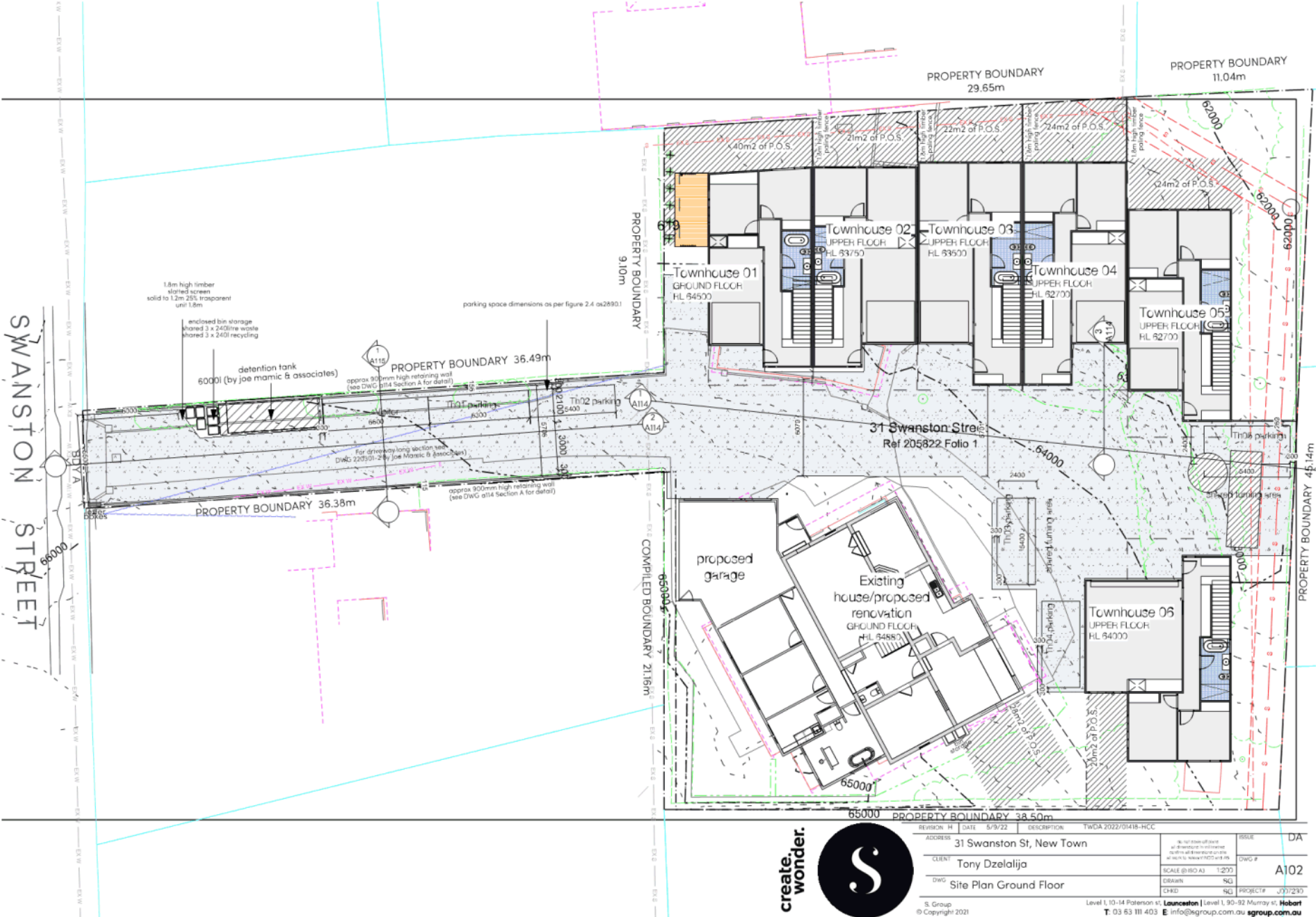


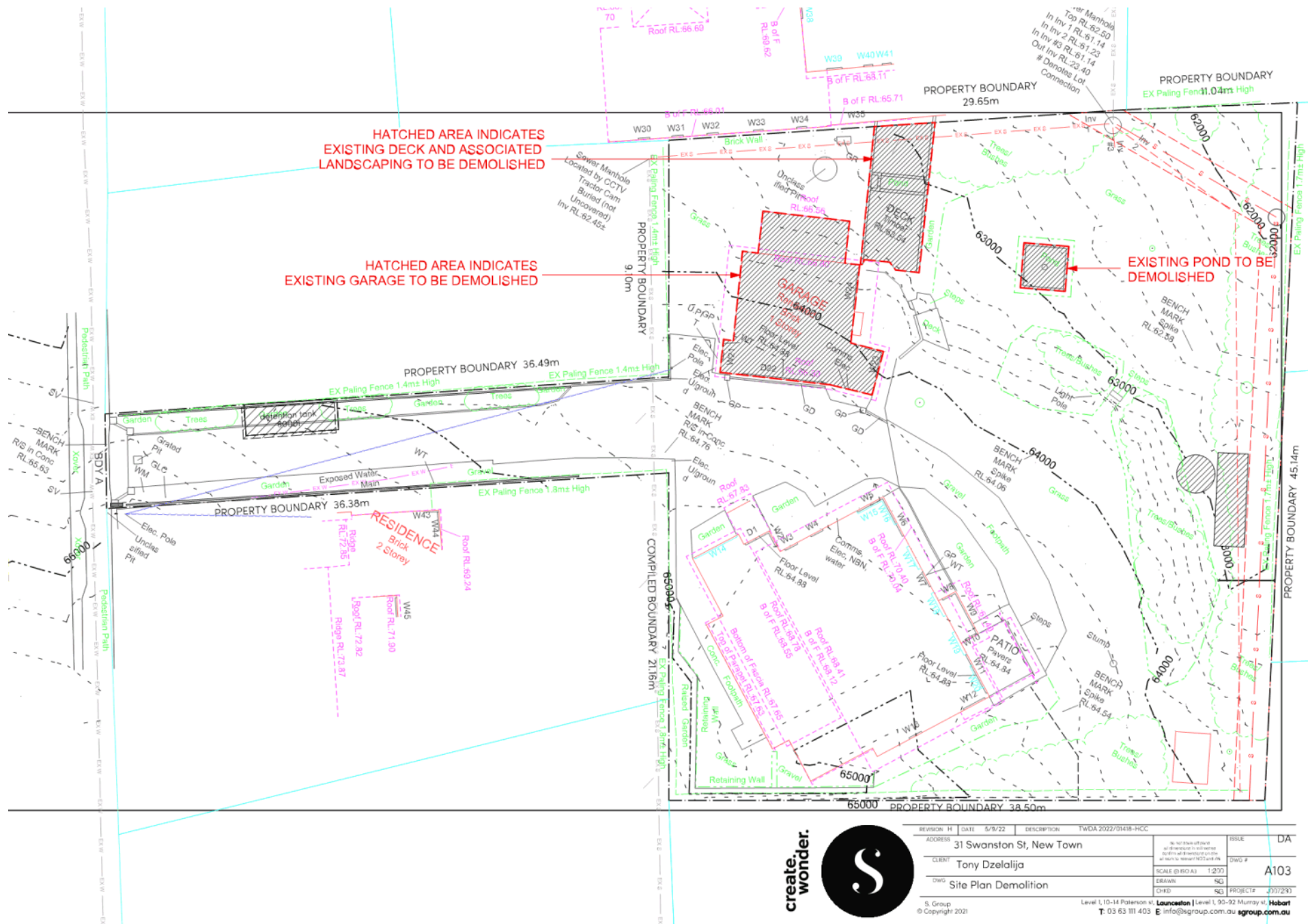
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1	5/9/22		
ADDRESS	31 Swanston St, New Town		
CLIENT	Tony Dzelalija		
DWG	Cover Sheet		
SCALE @ BO A3	1:200		
DRAWN	NG		
CHECK	NG		
PROJECT #	2022/210		
ISSUE	DA		
DWG #	A001		

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REVISION 1	DATE 5/9/22	DESCRIPTION TWDA 2022/01418-HCC	ISSUE DA
ADDRESS	31 Swanston St, New Town		
CLIENT	Tony Dzelalija		DWG # A104
DWG	Site Plan Parking		
		SCALE @ A3 1:200	
		DRAWN SQ	
		CHKD SQ	PROJECT# 2021/290
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REVISION 1	DATE 5/9/22	DESCRIPTION TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS	31 Swanston St, New Town			
CLIENT	Tony Dzelalija			DWG #
DWG	Site Plan Parking			A105
	SCALE @ B3/A3 1:200			
	DRAWN SQ			
	CHKD SQ			PROJECT# 2022/290
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ADDRESS	31 Swanston St, New Town			
CLIENT	Tony Dzelalija			DWG # A106
DWG	Site Plan Parking			
		SCALE 1:200		
		DRAWN SQ		
		CHKD SQ	PROJECT# 2022/290	
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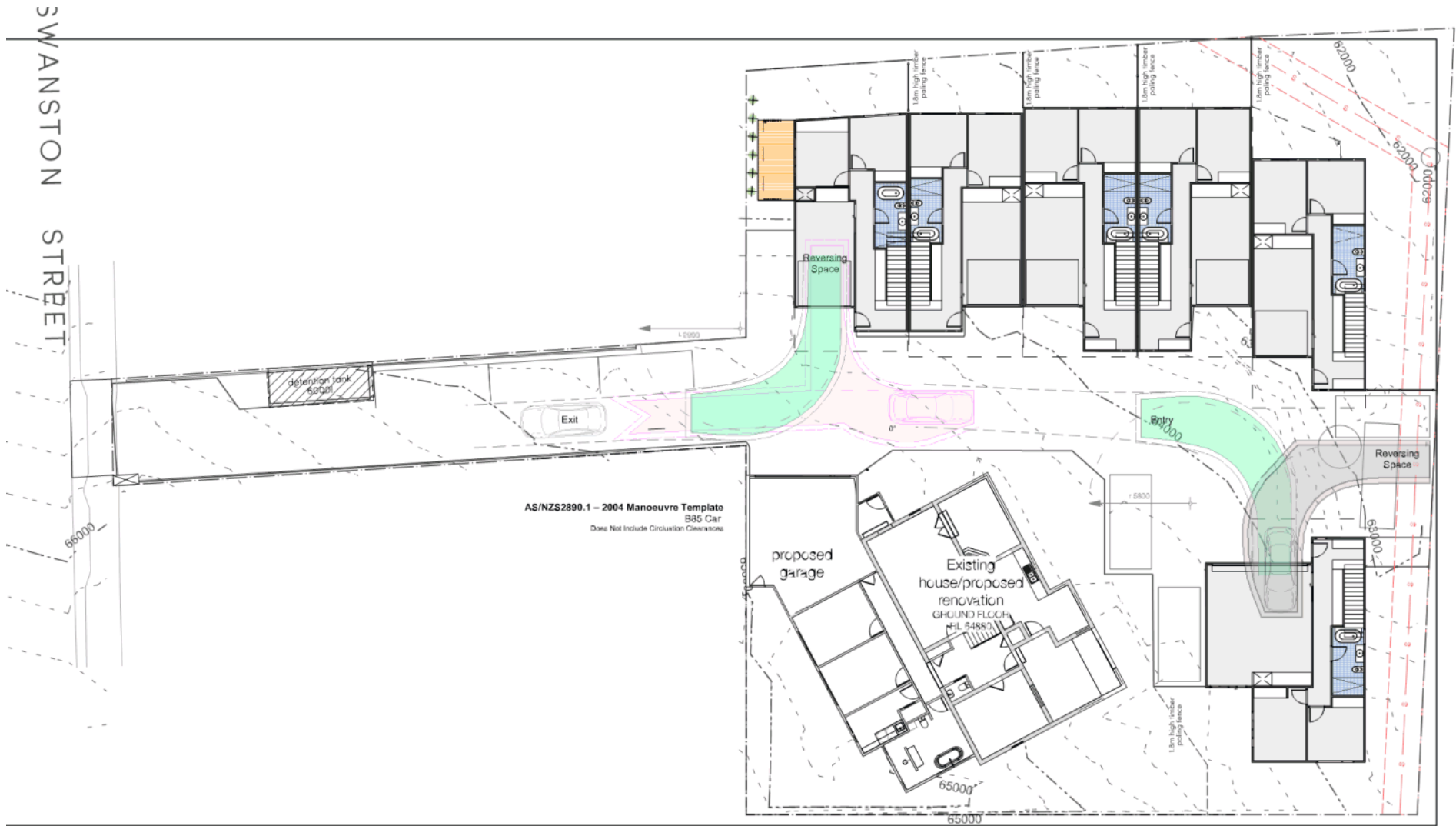
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REVISION	1	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS	31 Swanston St, New Town						
CLIENT	Tony Dzelalija						
DWG	Site Plan Parking						
SCALE	@ A3 1:200						
DRAWN	SQ						
CHECK	SQ						
PROJECT	J007290						
DWG #	A107						

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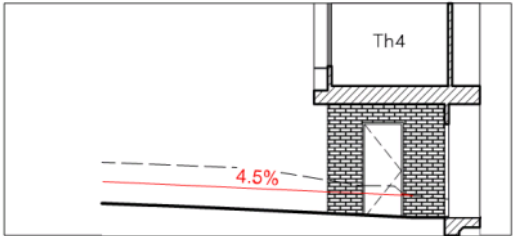
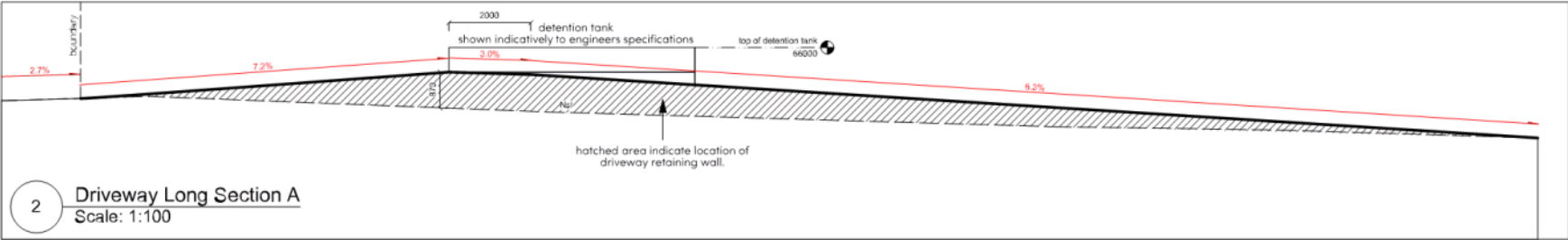
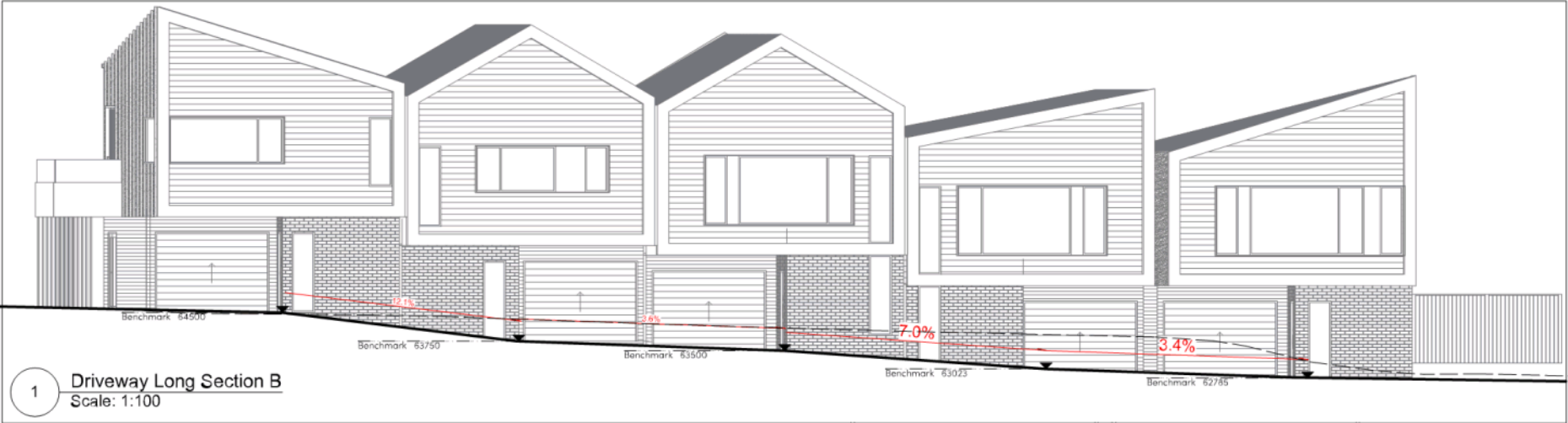
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ADDRESS	31 Swanston St, New Town		
CLIENT	Tony Dzelalija		DWG # A108
DWG	Site Plan Parking		
DRAWN	SG	PROJECT# 2022/290	
CHECK	SG		
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REVISION	DATE	DESCRIPTION	TWOA 2022/01418-HCC	ISSUE
1	5/9/22			DA
ADDRESS	31 Swanston St, New Town			
CLIENT	Tony Dzelalija			
DWG	Site Plan Parking			
SCALE @ A3	1:200			
DRAWN	SG			
CHECK	SG			
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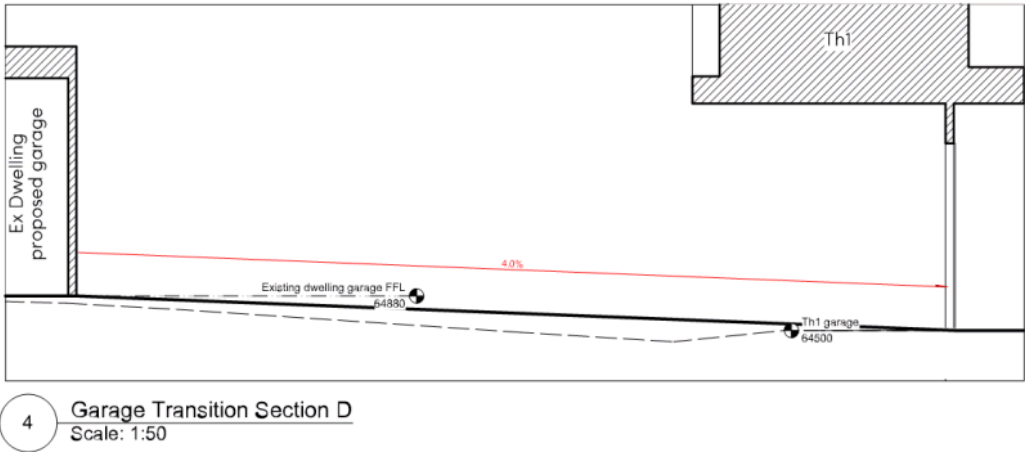
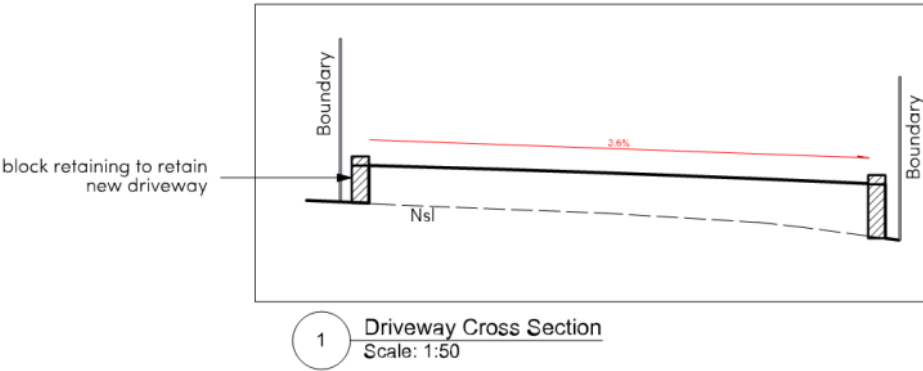
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REVISION	H	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS	31 Swanston St, New Town						
CLIENT	Tony Dzelalija						DWG #
DWG	Driveway Long Section						A114
SCALE @ BO A3	1:200						
DRAWN	NG						
CHECK	NG						
PROJECT	J001210						

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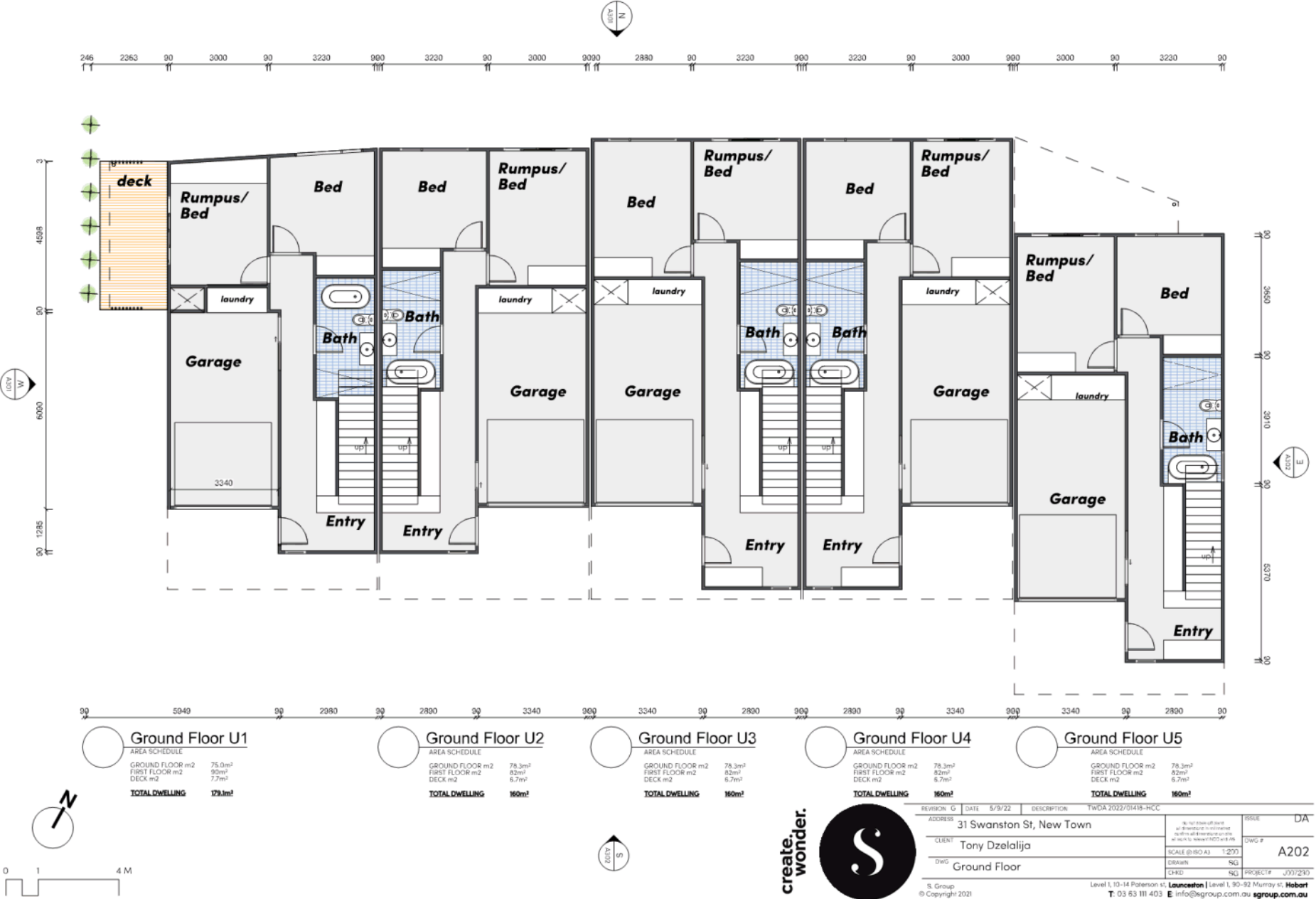


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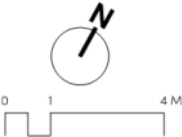
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ADDRESS				31 Swanston St, New Town		
CLIENT				Tony Dzelalija	DWG #	A115
DWG				Driveway Long Section	DRAWN	SG
					CHECK	SG
					PROJECT #	2022/210
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Upper Floor U6

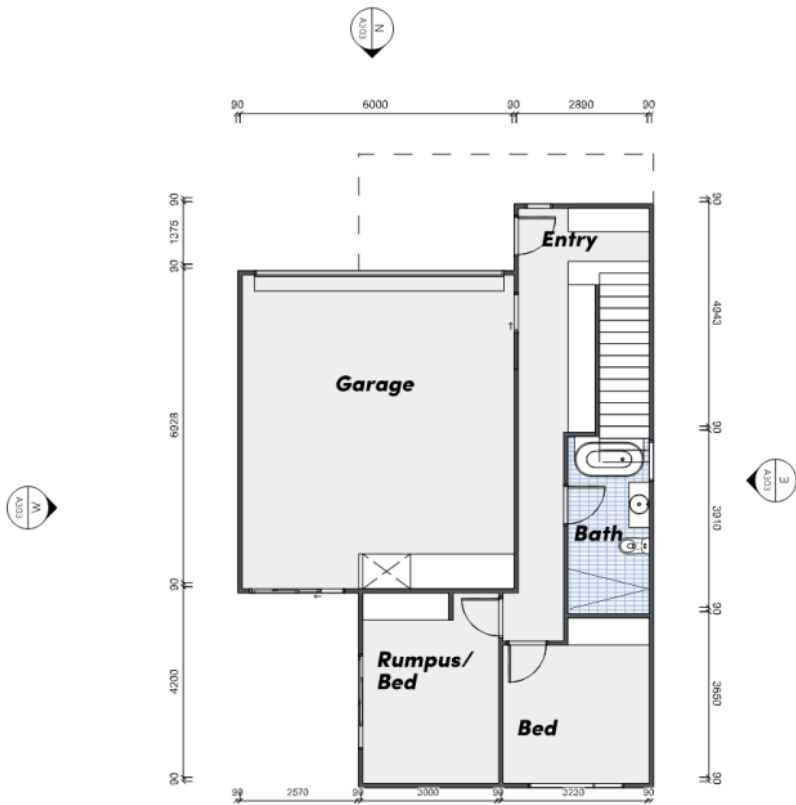


AREA SCHEDULE TOWNHOUSE no.5	
GROUND FLOOR AREA	97.4m ²
FIRST FLOOR AREA	82.2m ²
DECKING AREA	7.7m ²
TOTAL DWELLING	195.3m² inc garage

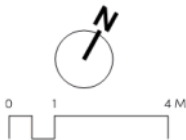
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REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/0148-HCC	ISSUE	DA
ADDRESS				31 Swanston St, New Town		DA	
CLIENT				Tony Dzelalija		DWG #	A203
DWG				Townhouse 6 First Floor		DRAWN	NG
						CHECK	NG
						PROJECT #	2022/282
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Ground Floor U5



AREA SCHEDULE TOWNHOUSE no.5	
GROUND FLOOR AREA	102.6m ²
FIRST FLOOR AREA	82.7m ²
DECKING AREA	7.7m ²
TOTAL DWELLING	193m² inc garage

create.
wonder.



REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS					31 Swanston St, New Town	DA	
CLIENT					Tony Dzelalija	DWG #	A204
DWG					Townhouse 6 Ground Floor	DRAWN	NG
						CHECK	NG
						PROJECT #	2022/210
S. Group				Level 1, 10-14 Paterson st, Launceston Level 1, 90-92 Murray st, Hobart			
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1

North Elevation



2

West Elevation

EXTERNAL FINISHES & COLOURS SCHEDULE:

- Recycled brick - White mortar
- James Hardie® Easylap™
Texture paint finish (acutex or similar approved)
42mm x 18mm DAR H3 Timber batten. Paint to match
- Colorbond® Trimdek™
Colorbond night sky, matt colour
- Scyon® Axon™ 133mm grooved cladding,
Paint Finish, Vivid white / Night Sky
- Scyon® Linea™ horizontal cladding
Paint finish, Vivid white

create.
wonder.



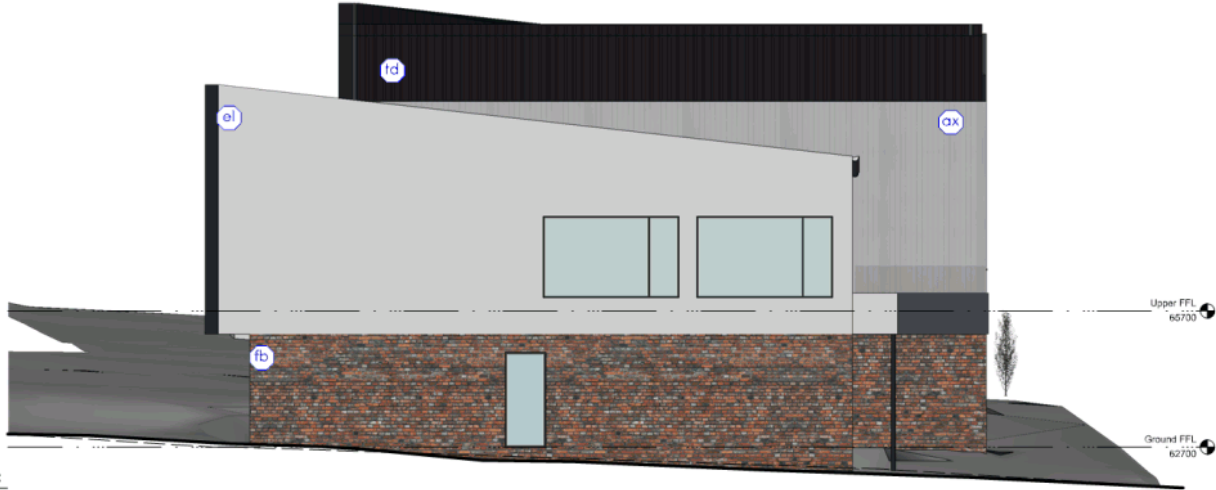
REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS	31 Swanston St, New Town						
CLIENT	Tony Dzelalija						
DWG	Elevations 01						
SCALE @ ISO A3	1:200						
DRAWN	NG						
CHECK	NG						
PROJECT	J0072107						
ISSUE	A301						

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1 South Elevation



2 East Elevation

EXTERNAL FINISHES & COLOURS SCHEDULE:

- (fb) Recycled brick- White mortar
- (ax) James Hardie® Easylap™
Texture paint finish (acratex or similar approved
42mm x 18mm DAR H3 Timber batten. Paint to match
- (li) Colorbond® Trimdek™
Colorbond night sky, matt colour
- (ax) Scyon® Axon™ 133mm grooved cladding,
Paint Finish, Vivid white / Night Sky
- (li) Scyon® Linea™ horizontal cladding
Paint finish, Vivid white

create.
wonder.



REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS					31 Swanston St, New Town		
CLIENT					Tony Dzelalija		
DWG					Elevations 02		
SCALE @ BO A3					1:200		
DRAWN					NG		
CHECK					NG		
PROJECT #					2021/2101		
ISSUE					A302		

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1 North Elevation



2 West Elevation



3 South Elevation



4 East Elevation

EXTERNAL FINISHES & COLOURS SCHEDULE:

- fb** Recycled Brick - White mortar
- el** James Hardie® Easylap™
Texture paint finish (acutex or similar approved)
42mm x 18mm DAR H3 Timber batten. Paint to match
- td** Colorbond® Trimdek™
Colorbond night sky, matt colour
- ax** Scyon® Axon™ 133mm grooved cladding.
Paint Finish. Vivid white / Night Sky
- li** Scyon® Linea™ horizontal cladding
Paint finish, Vivid white

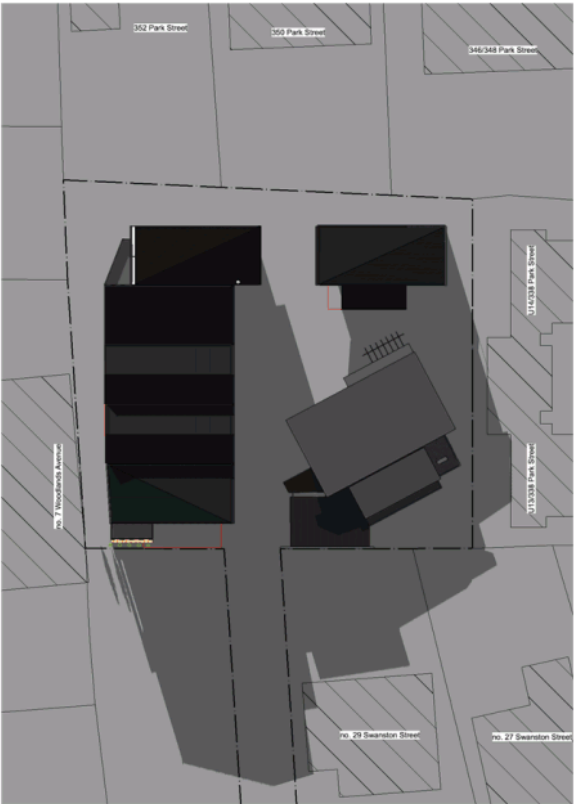
create.
wonder.



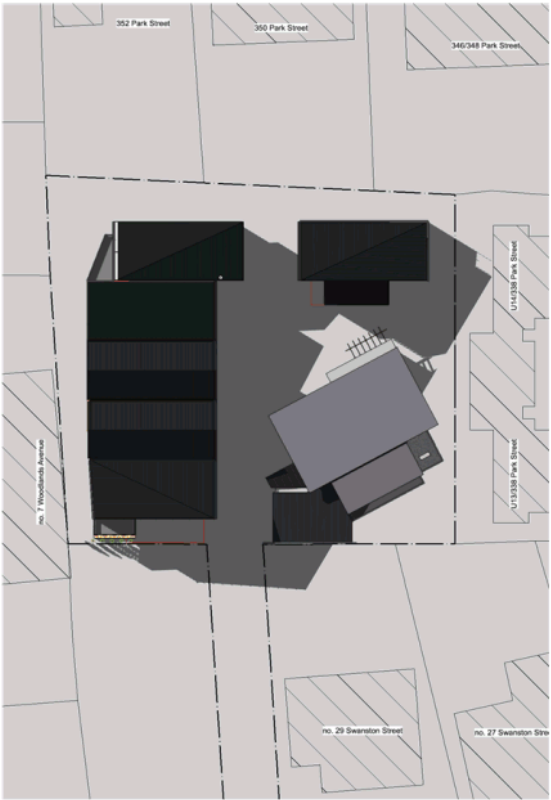
REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS					31 Swanston St, New Town		
CLIENT					Tony Dzelalija		
DWG					Elevations 03		
SCALE					@ ISO A3 1:200		
DRAWN					NG		
CHECK					NG		
PROJECT					0001280		
DATE					2022/01418-HCC		
ISSUE					A303		

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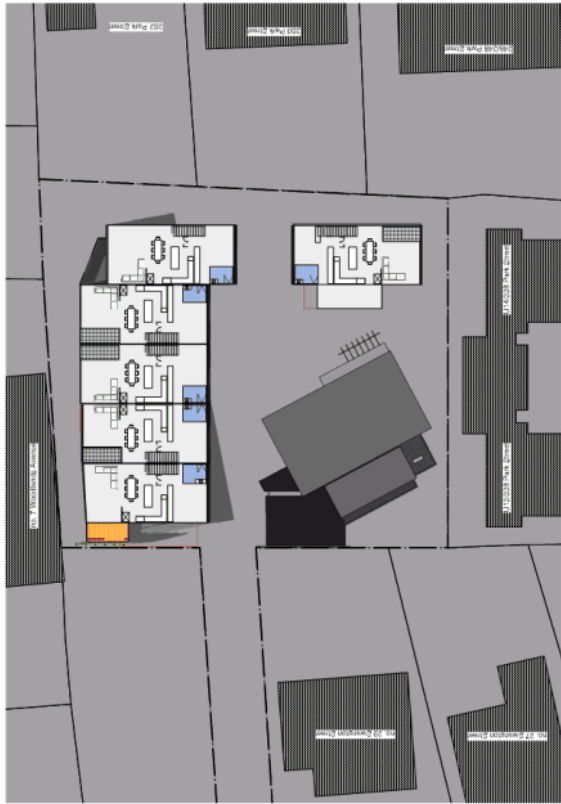
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1 June 21 9am



3 June 21 12pm



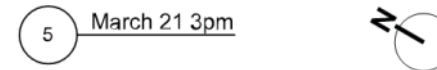
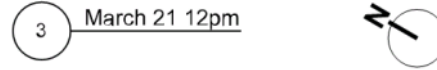
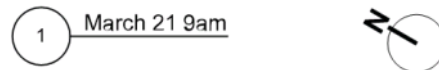
5 June 21 3pm

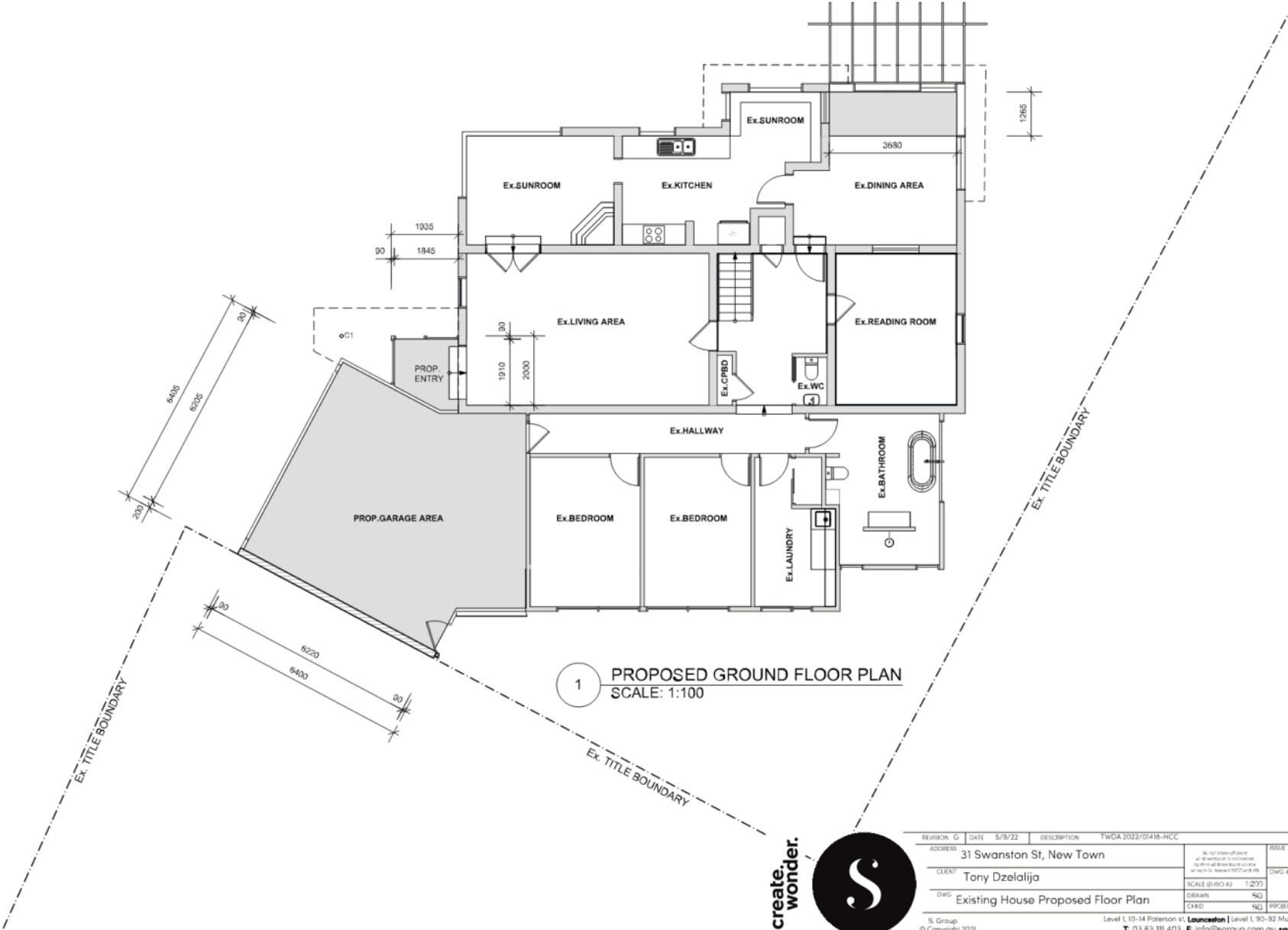


create.
wonder.



REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/0148-HCC
ADDRESS	31 Swanston St, New Town				
CLIENT	Tony Dzelalija				
DWG	Shadows June				
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create.
wonder.

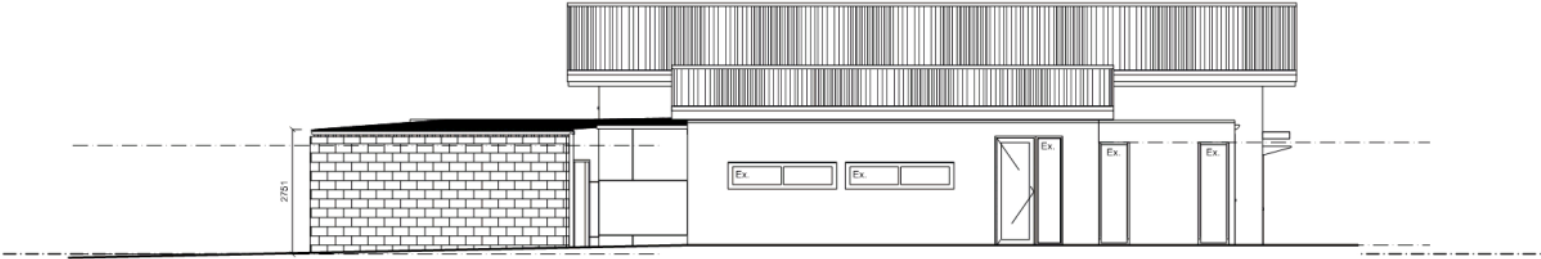


REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS	31 Swanston St, New Town						
CLIENT	Tony Dzelalija						DWG #
DWG	Existing House Proposed Floor Plan						A401
SCALE @ BO A3	1:200						
DRAWN	NG						
CHECK	NG						
PROJECT #	2022/01418						

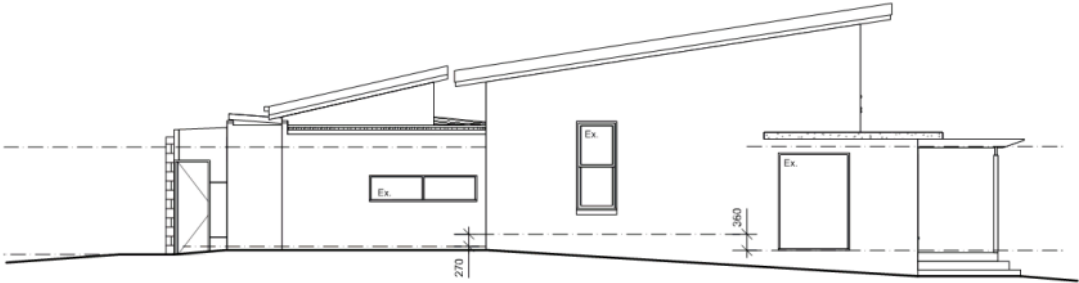
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PROPOSED SOUTH WEST ELEVATION
SCALE: 1:100



PROPOSED SOUTH EAST ELEVATION
SCALE: 1:100

create.
wonder.



REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS					31 Swanston St, New Town		
CLIENT					Tony Dzelalija		
DWG					Existing House Elevation Sheet 2		
SCALE @ BO A3					1:200		
DRAWN					NG		
CHECKED					NG		
PROJECT #					2022/210		
PROJECT #					2022/210		
PROJECT #					2022/210		

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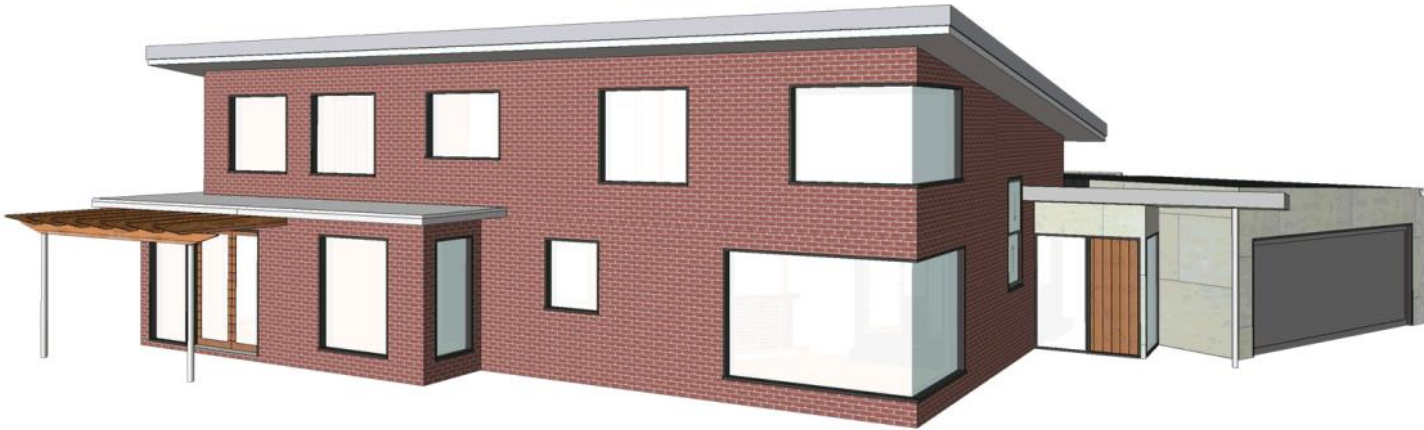


PERSPECTIVE VIEW 01
SCALE: NTS

create.
wonder.



REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/0145-HCC	ISSUE	DA
ADDRESS				31 Swanston St, New Town			
CLIENT				Tony Dzelalija		DWG #	A404
DWG				Existing House Perspective Views 1		DRAWN	NG
						CHECK	NG
						PROJECT #	2022/282
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PERSPECTIVE VIEW 02
SCALE: NTS

create.
wonder.

REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/0145-HCC	ISSUE	DA
ADDRESS	31 Swanston St, New Town					DA	DA
CLIENT	Tony Dzelalija					DWG #	A405
DWG	Existing House Perspective Views 2					DRAWN	SG
						CHECK	SG
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GENERAL

- G1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGES CAUSED BY THEIR SUB-CONTRACTORS, ANY SERVICES DAMAGED ARE TO BE REINSTATED IMMEDIATELY.
- G2. THE LOCATION OF EXISTING SERVICES WHERE SHOWN ARE APPROXIMATE ONLY AND SHALL BE CONFIRMED ON SITE AT TIME OF TENDER.
- G3. REMOVE ALL SURPLUS MATERIALS FROM SITE.
- G4. CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
- G5. PROVIDE 'AS-CONSTRUCTED' DRAWINGS IN DIGITAL DXF FORMAT AND TWO SETS OF HARD COPIES.
- G6. ANY DEPARTURES FROM THE DESIGN DRAWINGS ARE TO BE AT THE WRITTEN APPROVAL OF THE ENGINEER.

STORMWATER DRAINAGE

- SW1. ALL MATERIALS AND WORKSHIP SHALL BE IN ACCORDANCE WITH MUNICIPAL STANDARD DRAWINGS AND SPECIFICATIONS.
- SW2. BELOW GROUND PIPEWORK & FITTINGS TO BE UPVC SN8 U.N.O. JOINTS SHALL BE OF SOLVENT CEMENT TYPE OR FLEXIBLE JOINTS MADE WITH APPROVED RUBBER RINGS.
- SW3. PIPEWORK SHALL BE LAID IN POSITION AND AT THE GRADES SHOWN.
- SW4. MINIMUM GRADE OF PIPEWORK SHALL BE 1 IN 100 U.N.O.
- SW5. SURFACE WATER DRAINS, CATCHPIPS, AND JUNCTION BOXES SAHLL BE CONSTRUCTED AS DETAILED OR AS SPECIFIED BY MANUFACTURER.

TASWATER SCOPE OF WORKS

1. UPGRADE WATER SUPPLY TO DN40 (ID32HDPE(PE100) SDR11 PN16 WITH 7x20mm WATER METER MANIFOLD (AT DEVELOPERS COST) BY TASWATER.
2. CONNECT REALIGNED SEWER LINE TO EXISTING MANHOLE ON THE PROPERTY (AT DEVELOPERS COST) BY TASWATER
3. RECONNECT 338 PARK ST SEWER CONNECTION TO REALIGNED SEWER MAIN (AT DEVELOPERS COST)

(UNDERGROUND SERVICES LOCATED BY CCTV TRACTOR CAM)*

SEWER RETICULATION

- 1) ALL WORKS TO BE IN ACCORDANCE WITH:
 - A) SEWERAGE CODE OF AUSTRALIA (SCA), THE APPROVED VERSION FOR NEW TASWATER WORKS WSA-02-2014-3.1 MRWA EDITION 1.0 AND
 - B) TASWATER SUPPLEMENT TO THE SCA CURRENT AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE TASWATER DEVELOPMENT COMPLIANCE COORDINATOR.
- 2) NEW PROPERTY CONNECTIONS ARE AS PER WSA-02-2014-3.1 MRWA VERSION 2.

THE BOUNDARY ID SHALL BE LOCATED 500mm INSIDE THE PROPERTY BOUNDARY, WITH THE HOUSE CONNECTION MAIN POSITIONED 1m OFF THE SIDE BOUNDARY.
- 3) MANHOLE LIDS TO BE LAID TO ALIGN WITH THE ADJACENT FINISHED SURFACE WITHIN ALLOTMENTS WHEN THE FINISHED SURFACE GRADE IS LESS THAN 5%, THE LIDS TO BE LAID HORIZONTAL AND THE SURROUNDING GROUND GRADED TO THE LID. AS THE MANHOLES WILL BE LOCATED WITHIN FOOTPATH AND OR NATURE STRIP, THE LIDS ARE TO BE LIGHT DUTY, SUITABLE FOR CLASS "B" LOADINGS TO AS3996.
- 4) BENCHING OF SEWER MANHOLES TO BE IN ACCORDANCE WITH SCA DRAWINGS SEW-1302-V TO SEW-1306-V.

WATER RETICULATION

- 1) ALL WORKS TO BE IN ACCORDANCE WITH:
 - A) WATER SUPPLY CODE OF AUSTRALIA (WSCA), THE APPROVED VERSION FOR NEW TASWATER WORKS IS CURRENTLY WSA-03-2011-3.1 MRWA EDITION 2.0;
 - B) TASWATER SUPPLEMENT TO THE WSCA CURRENT AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE TASWATER DEVELOPMENT COMPLIANCE COORDINATOR.
 - C) TASWATER SUPPLEMENT TO THE WSCA- STANDARD DRAWINGS CURRENT AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE TASWATER DEVELOPMENT COMPLIANCE COORDINATOR.
- 2) RETICULATION MAINS TO BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-103
- 3) THRUST BLOCKS TO BE IN ACCORDANCE WITH TASWATER DRAWING TW-W-300
- 4) WATER MAIN TRENCHES TO BE IN ACCORDANCE WITH MRWA-W-202. MARKING TAPE TO BE PLACED ON THE FIRST BACKFILL LAYER.
- 5) NEW PIPELINE TO BE FLUSHED AND DISINFECTED IN ACCORDANCE WITH WSCA SECTIONS 19 & 20
- 6) PRIOR TO CONNECTING TO THE EXISTING TASWATER MAIN.
- 7) CONNECTIONS TO SINGLE DWELLINGS TO BE DN25 PN16 POLYETHYLENE.
ALL WATER CONNECTIONS CROSSING ROADWAYS SHALL BE RUN IN MIN DN90 PVC CONDUIT FOR FULL WIDTH OF PAVEMENT, KERB AND CHANNEL AND FOOTPATH IF POSITIONED ADJACENT TO THE KERB.
- 8) LOT CONNECTION TO BE IN ACCORDANCE WITH TASWATER DRAWING TW-SD-W-20 SH1.
- 9) WATER METERS AND METER BOXES TO BE SUPPLIED BY TASWATER (CONTRACTOR TO ARRANGE PURCHASE) AT THE CONTRACTORS COST AND BE INSTALLED IN ACCORDANCE WITH TASWATER DRAWING TW-SD-W-20 SH1.

SERVICE CONNECTIONS BY TASWATER

ALL CONNECTIONS TO TASWATER SEWER MAINS TO BE UNDERTAKEN BY TASWATER AT DEVELOPERS COST.

SEWER MANHOLE (MH1) TO BE CONSTRUCTED BY THE DEVELOPER.
LINE CONNECTION (EXISTING)

ALL CONNECTIONS TO TASWATER RETICULATED WATER MAINS TO BE UNDERTAKEN BY TASWATER AT DEVELOPERS COST.

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LICENCE No. CC411N

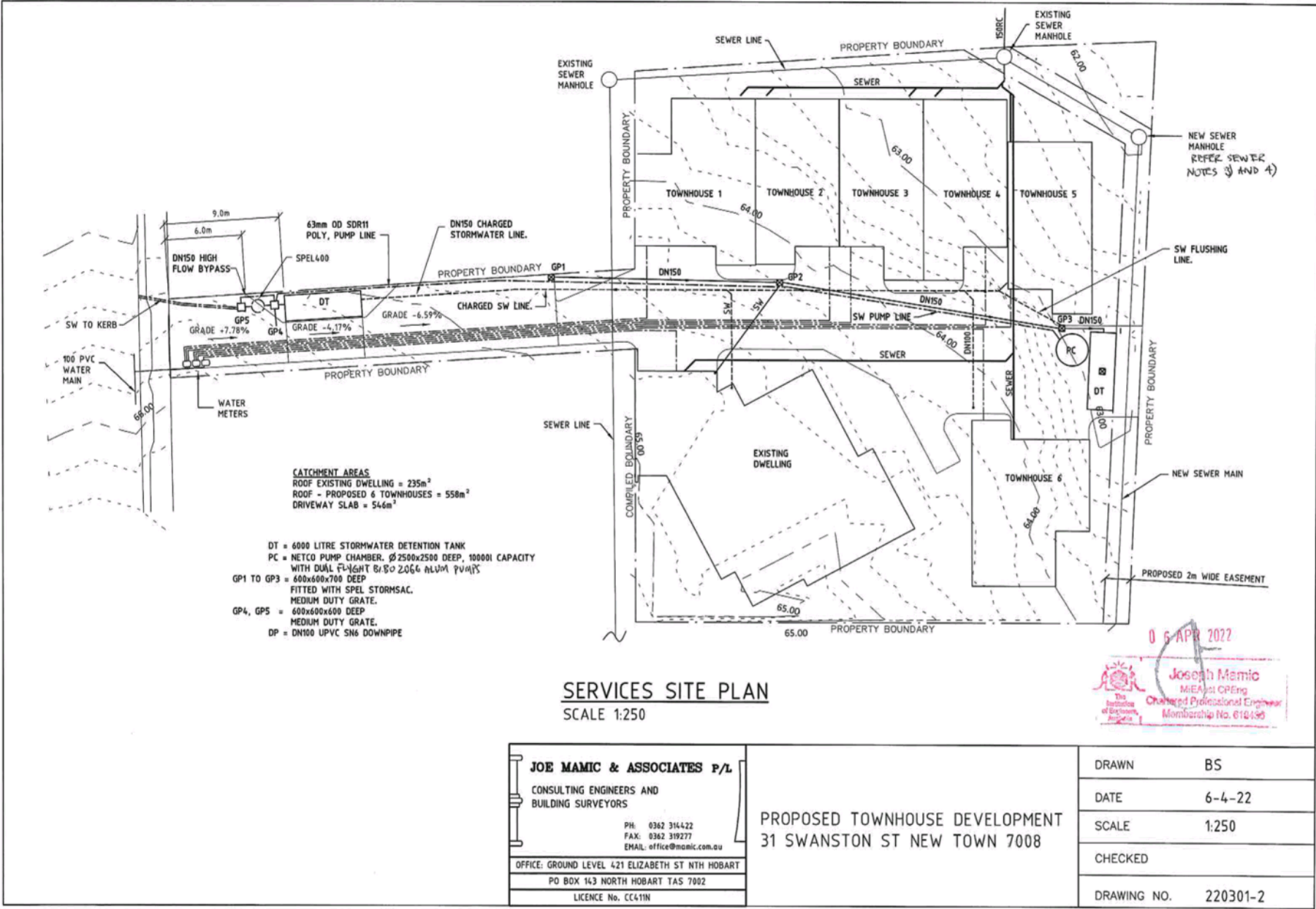
PROPOSED TOWNHOUSE DEVELOPMENT
31 SWANSTON ST NEW TOWN 7008

DRAWN	BS
DATE	6-4-22
SCALE	AS NOTED
CHECKED	
DRAWING NO.	220301-1

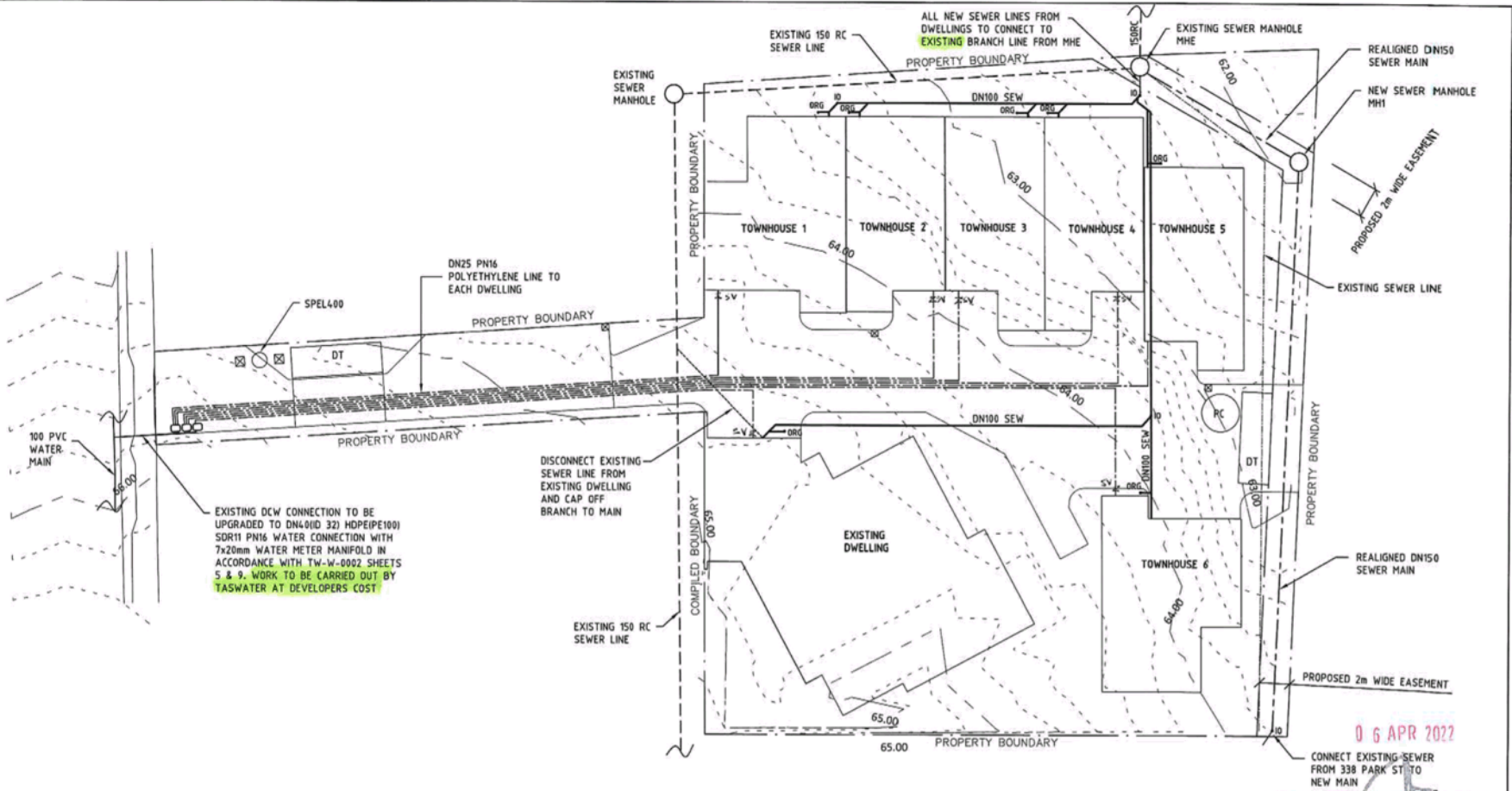
06 APR 2022

The logo features a stylized 'I' and 'C' intertwined, representing the Institution of Mechanical Engineers (IME) and the Institution of Chemical Engineers (IChemE).

IME IChemE
Chartered Professional Engineers
Membership No. 012436







SEWER AND WATER SUPPLY SITE PLAN
SCALE 1:250

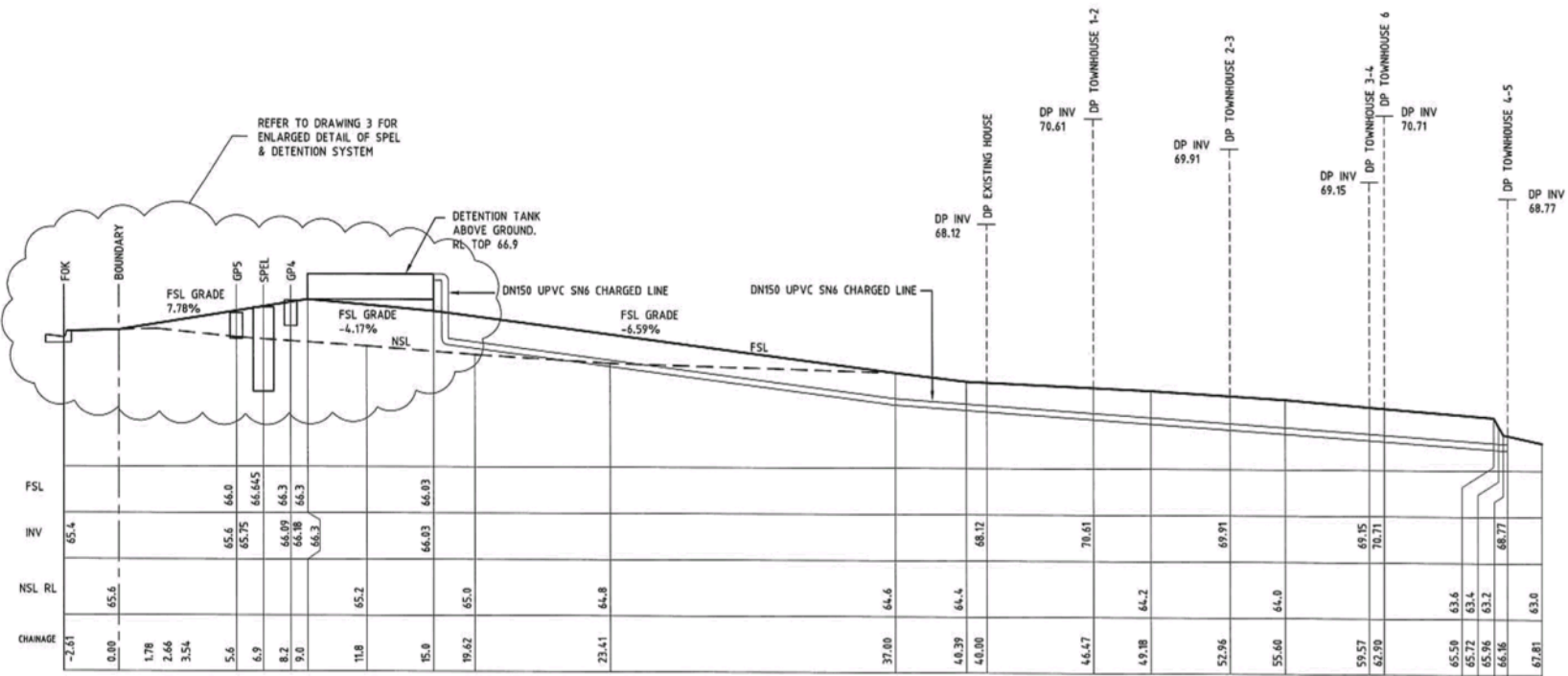
DT = STORMWATER DETENTION TANK
PC = NETCO PUMP CHAMBER FOR STORMWATER
ALL NEW SEWER PIPES TO BE UPVC S100
* = 570P VALVE

06 APR 2022
Joseph Mamic
MIEAust CP Eng
Chartered Professional Engineer
Membership No. 610156

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LICENCE No. CC411N

PROPOSED TOWNHOUSE DEVELOPMENT
31 SWANSTON ST NEW TOWN 7008

DRAWN	BS
DATE	6-4-22
SCALE	1:250
CHECKED	
DRAWING NO.	220301-4

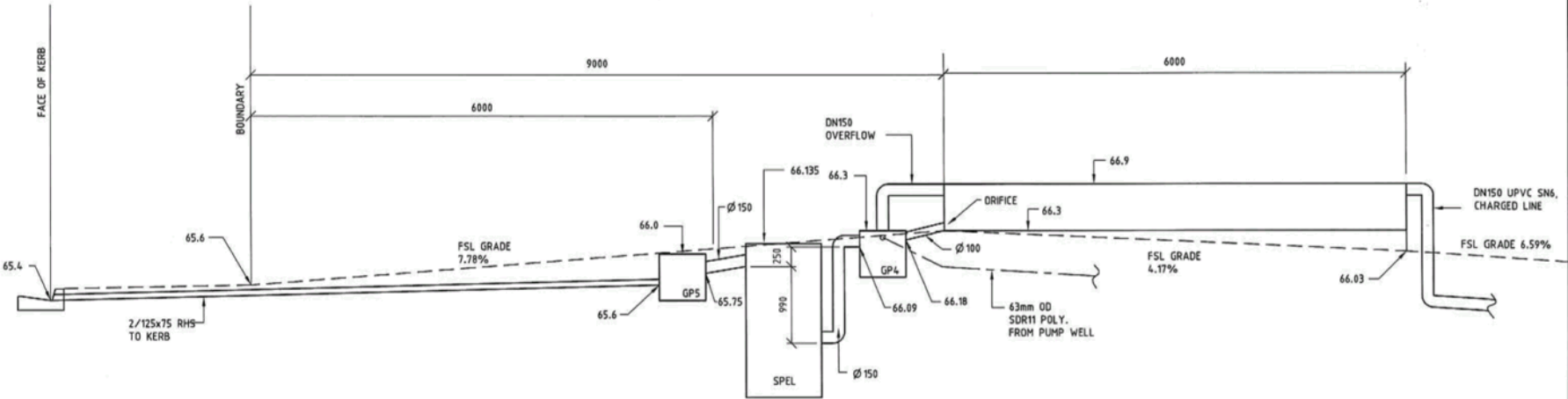


LONG SECTION AT STORMWATER - CHARGED DOWNPIPE LINE
SCALE VERT 1:100 HORIZ 1:200

06 APR 2022

Joseph Mamic
NIEAUSTI CHENG
Chartered Professional Engineer
Membership No. 0104495

<div><div>JOE MAMIC & ASSOCIATES P/L</div><div>CONSULTING ENGINEERS AND BUILDING SURVEYORS</div><div>PH: 0362 314422 FAX: 0362 319277 EMAIL: office@mamic.com.au</div><div>OFFICE: GROUND LEVEL 421 ELIZABETH ST NTH HOBART</div><div>PO BOX 143 NORTH HOBART TAS 7002</div><div>LICENCE No. CC41N</div></div> <div>PROPOSED TOWNHOUSE DEVELOPMENT 31 SWANSTON ST NEW TOWN 7008</div>	DRAWN	BS
	DATE	6-4-22
	SCALE	AS NOTED
	CHECKED	
	DRAWING NO.	220301-5

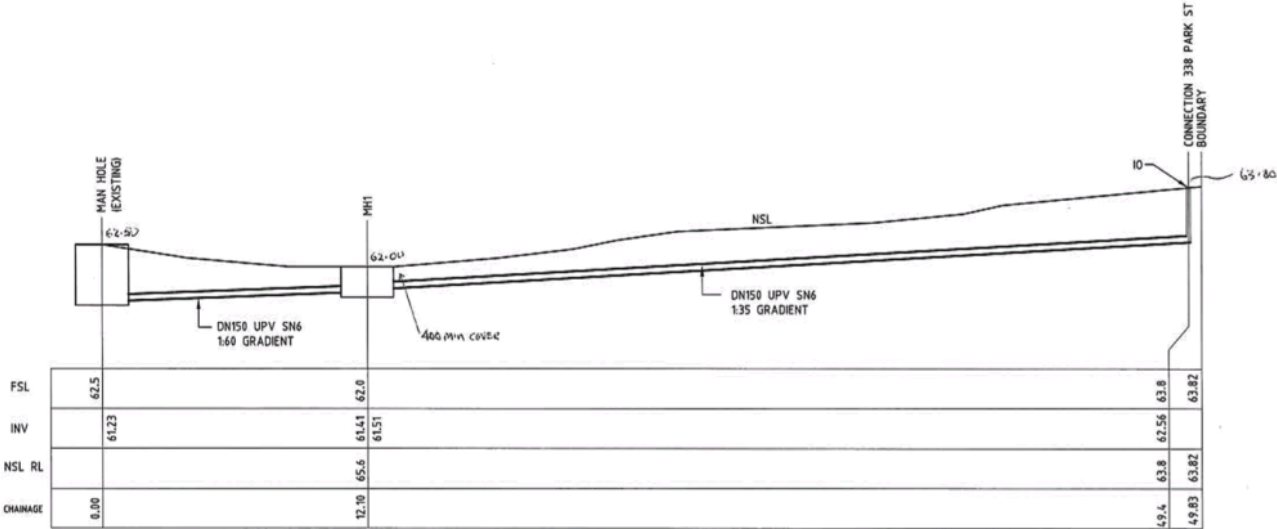


SPEL & STORMWATER DETENTION ENLARGED DETAIL
SCALE 1:50

ALL PIPES TO BE UPVC SN6 UNLESS NOTED

06 APR 2022
Joseph Mamic
MIEAust Eng
Chartered Professional Engineer
Monitoring No. 610495

<div><div>JOE MAMIC & ASSOCIATES P/L</div><div>CONSULTING ENGINEERS AND BUILDING SURVEYORS</div><div>PH: 0362 314422 FAX: 0362 319277 EMAIL: office@mamic.com.au</div><div>OFFICE: GROUND LEVEL 421 ELIZABETH ST NTH HOBART</div><div>PO BOX 143 NORTH HOBART TAS 7002</div><div>LICENCE No. CC411N</div></div>	PROPOSED TOWNHOUSE DEVELOPMENT 31 SWANSTON ST NEW TOWN 7008	
	DRAWN	BS
	DATE	6-4-22
	SCALE	1:50
	CHECKED	
	DRAWING NO.	220301-6



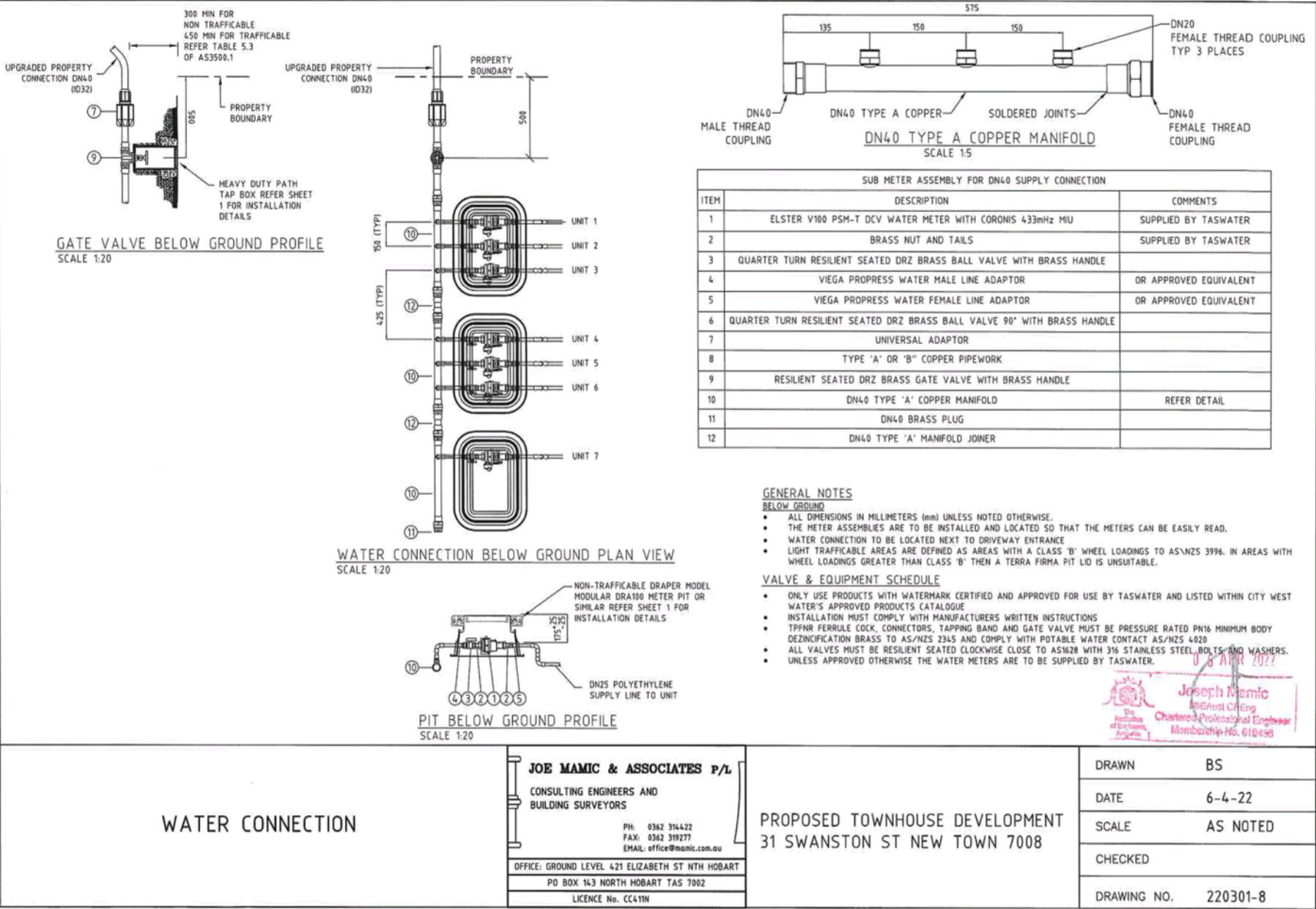
LONG SECTION AT REALIGNED SEWER MAIN
SCALE VERT 1:100 HORIZ 1:200

0 6 APR 2022
Joseph Mamic
M.A.Eng
Chartered Professional Engineer
Membership No. 610495

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PO BOX 143 NORTH HOBART TAS 7002
LICENCE No. CC411N

PROPOSED TOWNHOUSE DEVELOPMENT
31 SWANSTON ST NEW TOWN 7008

DRAWN	BS
DATE	6-4-22
SCALE	AS NOTED
CHECKED	
DRAWING NO.	220301-7



* STRUCTURAL * CIVIL * BUILDING SURVEYING * GEOTECHNICAL * HYDRAULICS * BRIDGES * HERITAGE

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PO BOX 143 NORTH HOBART TAS 7002	

ENGINEERS INSPECTION / INSTRUCTION REPORT

PROJECT: 31 Swanston St New Town

SUBJECT: Storm Water management plan

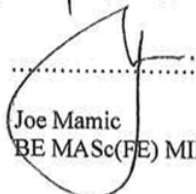
COMMENTS:

The stormwater catchments will be disposed off via two avenues.

1. Roof water will be disposed off via gravity (charged line) to a detention tank that feeds SPEL treatment and then to Swanston St Kerb via channel / RAS pipe.

2. Pavement stormwater will be collected at the bottom of driveway / carpark in a detention tank that feeds the pump station that pumps it up to SPEI system before discharging via gravity to Swanston St.

SIGNED


Joe Mamic
BE MAsc(PE) MIEAust MIABS

Should a cost variation arise from this inspection / instruction the contractor shall inform the developer prior to proceeding.

* STRUCTURAL

* CIVIL

* BUILDING SURVEYING

* GEOTECHNICAL

* HYDRAULICS

* BRIDGES

* HERITAGE

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page 1 of 4

ENGINEERS INSPECTION / INSTRUCTION REPORT**PROJECT:** 31 Swanston St New Town**SUBJECT:** stormwater - on site detention.**Methodology:**

Pre-existing can be taken as 0.40 of pervious + existing
imperious.

Flow post development 5min 20 year event
Two detention tanks will be provided one for roof stormwater
and one for driveway and parking stormwater.

Detention Model

Coefficients for run off used
roof cladding $C=1.00$, concrete pavement $C=0.90$, pervious
grassed land $C=0.40$

Pre development areas: (provided by designer)

Existing roof = 255 m^2 , parking driveway 337 m^2 (gravity pump)
total site area = 1948 m^2

Post development:

roof 793 m^2 , imperious area 546 m^2

SIGNED


Joe Mamic
BE M ASc (FE) MIEAust MIABS

Should a cost variation arise from this inspection / instruction the contractor shall inform the
Engineer or Architect prior to proceeding.

* STRUCTURAL * CIVIL * BUILDING SURVEYING * GEOTECHNICAL * HYDRAULICS * BRIDGES * HERITAGE

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page 2 of 4

ENGINEERS INSPECTION / INSTRUCTION REPORT**PROJECT:** 31 Swainsen St New Town**SUBJECT:** Storm water on site detention

For 5min duration, 20 year event, AEP Hobart $I = 86 \text{ mm/hr}$
Calculations using Modified Rational method for stormwater runoff

$$Q = \frac{C \times I \times A}{3600}$$

Q = volumetric design flow rate (l/s)
 C = Coefficient for runoff
 I = rainfall intensity

Roof areas

$$Q_{pre} = \frac{(235 \times 1.0) \times 86}{3600} = 5.6 \text{ l/s}$$

$$Q_{post} = \frac{(793 \times 1.0) \times 86}{3600} = 18.94$$

$$\therefore Q_{post} - Q_{pre} = 13.34 \text{ l/s}$$

\therefore Retention required for 5min duration 20 year event

$$= 13.34 \times 60 \times 5 = 4002 \text{ l}$$

Have provided 6000 l \therefore adequate.

SIGNED

Joe Mamic
BE MAsc(PE) MIEAust MIABS

Should a cost variation arise from this inspection / instruction the contractor shall inform the Engineer or Architect prior to proceeding.

* STRUCTURAL * CIVIL * BUILDING SURVEYING * GEOTECHNICAL * HYDRAULICS * BRIDGES * HERITAGE

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PO BOX 143 NORTH HOBART TAS 7002	

page 3 of 4

ENGINEERS INSPECTION / INSTRUCTION REPORT

PROJECT: 31 Swanston St New Town

SUBJECT: Stormwater outside detention

Impervious areas (pavement) and grass :

$$Q_{pre} = \frac{(0.4 \times 337)}{3600} \times 86 = 3.22 \text{ l/s}$$

(Due to existing pavement being pumped taken just the whole existing driveway area as grass for pre development)

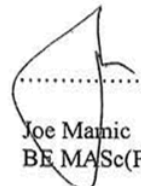
$$Q_{post} = \frac{(546 \times 0.9)}{3600} \times 86 = 11.74 \text{ l/s}$$

$$\therefore Q_{post} - Q_{pre} = 8.52 \text{ l/s}$$

$$\therefore \text{Detention required} = 8.52 \times 5 \times 60 = 2556 \text{ l}$$

\therefore have more than adequate.

SIGNED


Joe Mamic
BE MA/Sc(FE) MIEAust MIABS

Should a cost variation arise from this inspection / instruction the contractor shall inform the Engineer or Architect prior to proceeding.

* STRUCTURAL

* CIVIL

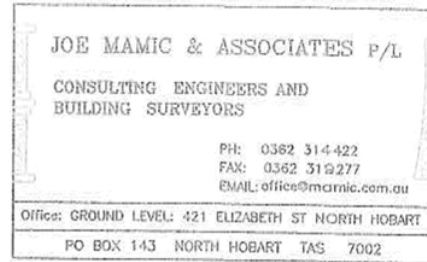
* BUILDING SURVEYING

* GEOTECHNICAL

* HYDRAULICS

* BRIDGES

* HERITAGE



page 4.1 of 4

ENGINEERS INSPECTION / INSTRUCTION REPORT

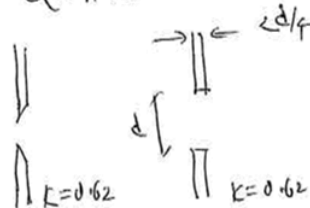
PROJECT: 31 Swanston St New Town
SUBJECT: Orifice sizes for detention tanks

Roof detention tank depth 1m, flow $Q_{\text{post}} - Q_{\text{pre}} = 13.34 \text{ l/s}$

Driveway detention tank depth 1m, flow $Q_{\text{post}} - Q_{\text{pre}} = 8.52 \text{ l/s}$

Flow through orifice $Q = AVK$

$K = \text{orifice factor}$



Velocity $\frac{V^2}{2g} = h$ ($h = 1 \text{ m}$) $\therefore V = \sqrt{2gh}$ $\therefore V = \sqrt{2 \times 9.81}$
 $= 4.43 \text{ m/s}$

$A = \frac{Q}{VK}$ $Q = \text{m}^3/\text{s}$
 1) Roof $\frac{0.01334}{0.62 \times 4.43} = 0.0049 = \pi r^2$
 $\therefore r = 0.039 \text{ m}$
 $\therefore d = 0.078 \text{ m}$
 $= 78 \text{ mm orifice}$

2) Driveway $\frac{0.00852}{0.62 \times 4.43} = 0.0031 = \pi r^2$
 $\therefore r = 0.031 \text{ m}$
 $= 31 \text{ mm}$
 $\therefore d = 62 \text{ mm}$

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AS/NZS 3500.3:2018

TABLE E1 (continued)

Location	Latitude degrees	Longitude degrees	20 year ARI (5% AEP) intensity mm/h	100 year ARI (1% AEP) intensity mm/h
TASMANIA				
Brighton	42.70	147.25	83	114
Burnie	41.05	145.91	128	178
Campbell Town	41.93	147.49	82	110
Deloraine	41.52	146.66	108	145
Devonport	41.19	146.36	119	162
Flinders Island	40.00	148.06	124	168
George Town	41.11	146.83	107	144
Hobart	42.88	147.32	86	120
Huonville	43.03	147.05	88	120
Launceston	41.42	147.14	91	122
New Norfolk	42.78	147.06	79	108
Oatlands	42.30	147.37	83	114
Port Arthur	43.14	147.85	84	114
Port Sorell	41.16	146.54	113	154
Queenstown	42.08	145.56	94	120
St. Helens	41.32	148.25	133	182
St. Marys	41.57	148.18	150	206
Smithton	40.85	145.13	107	143
Sorrell	42.78	147.56	86	119
Southport	43.43	146.97	82	109
Strahan	42.15	145.32	83	106
Swansea	42.13	148.07	108	146
Zeehan	41.89	145.36	91	116
VICTORIA				
Apollo Bay	38.75	143.67	101	134
Avalon	38.03	144.43	106	148
Bacchus Marsh	37.67	144.44	108	149
Bairnsdale	37.82	147.63	143	197
Ballarat	37.55	143.87	134	192
Benalla	36.54	145.98	146	193
Bendigo	36.76	144.28	145	215
Bright	36.73	146.96	146	190
Camperdown	38.23	143.15	104	143
Cape Otway	38.85	143.52	101	136
Casterton	37.58	141.40	110	156
Castlemaine	37.07	144.21	136	198
Colac	38.34	143.58	94	127
Echuca	36.13	144.75	130	186
Edenhope	37.04	141.29	113	160

(continued)

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SPEL Stormsack

At-source Gross Pollutant Trap

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SPEL

INTEGRATED WATER SOLUTIONS

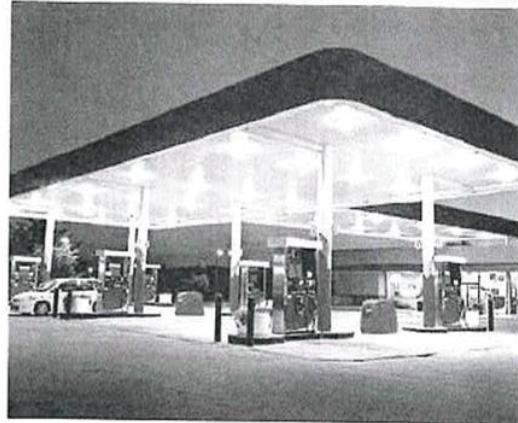
An all too common issue with today's highly impervious landscape is how to meet stormwater regulations with limited budgets and tight space constraints.

SPEL StormSack filtration solutions are highly engineered water quality devices that are deployed directly in the stormwater sewer system to capture contaminants close the surface for ease of maintenance. Easily retrofitted into new or existing structures, SPEL StormSack filtration technology is a decentralized approach to stormwater treatment that essentially repurposes traditional site infrastructure and customizes it to meet specific site water quality goals. In this way, it satisfies important objectives of today's LID (Low Impact Development) criteria.

From an operations perspective, catch basins with SPEL StormSack filters are also easier and quicker to clean out because pollutants are trapped just under the grate.

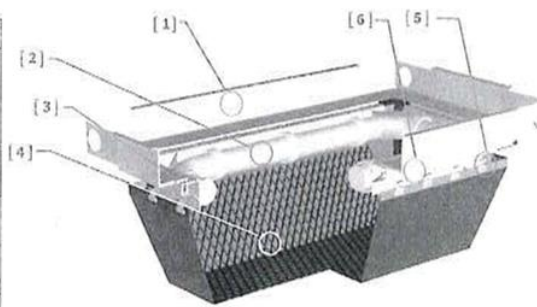
StormSack

The SPEL StormSack is specifically designed for the capture of gross pollutants: sediment, litter, and oil and grease. Ideally suited for municipal storm drain retrofits, the SPEL StormSack's unique design allows maintenance to be performed using conventional vacuum suction equipment.



Application	Regulatory Issue	Target Pollutants
Council Storm Drain Retrofits	At-source litter capture	Sediment, Litter, O&G
Commercial/Retail/Residential	Stormwater Compliance	Sediment, Litter, O&G
Litter Prone Urban Areas	Cost effective litter control	Litter ≥ 5 mm
Scrap Metal/Solid Waste/Oil Storage/Etc	Industrial Multi-Sector General Permit	Gross Pollutants, O&G
Part of Treatment Train	Council Stormwater Quality Improvement Targets	Sediment, Litter, O&G
Construction Sediment/Erosion	Sediment Control Plan	Sediment/Erosion Control

Features	
1.	Durable, aluminum frame construction has 15 year service life
2.	Integral oil boom effectively captures oil and grease from spills
3.	Patented dovetailed flange – allows 12cm of length/width field adjustment
4.	Polypropylene netting protects sack from suction hose during maintenance
5.	Steel clip with locking tab holds replaceable filter sack in place
6.	Baffled bypass traps floatables



Standard SPEL Stormsack to suit Pit Sizes

450x450mm
600x600mm
900x600mm
900x900mm

Custom sizes (i.e. 1200x900mm) can be manufactured on short lead times



Specifications & Details

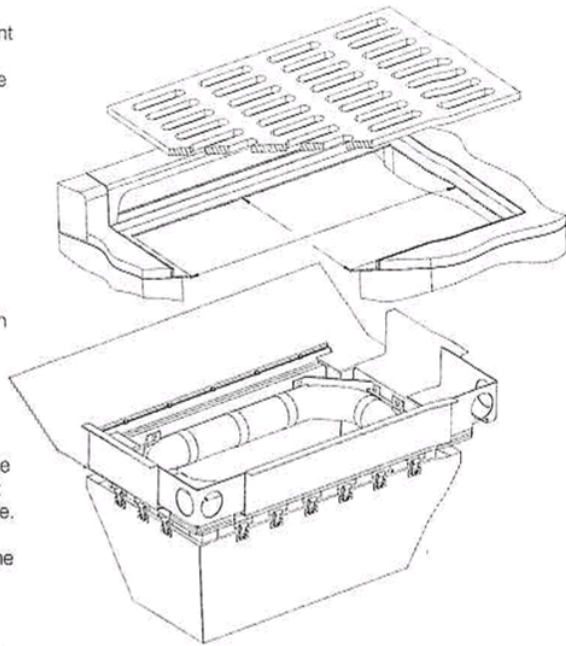
General Description

This technology is a post developed stormwater treatment system. The SPEL StormSack provides effective filtration of solid pollutants and debris typical of urban runoff, while utilising the existing or new storm drain infrastructure. The StormSack is designed to rest on the flanges of conventional catch basin frames and is engineered for most hydraulic and cold climate conditions.

Installation And Maintenance

Installation procedures shall include removing the storm grate, cleaning the ledge of debris and solids, measuring catch basin clear opening and adjusting flanges to rest on grate support ledge. Install SPEL StormSack with splash guard under curb opening so the adjustable flanges are resting on the grate support ledge. Install corner filler pieces. Reinstall storm grate directly on support flanges [rise shall be no more than 1/8 inch (3 mm)].

Maintenance: Typically the SPEL StormSack is serviceable from the street level, and therefore maintenance does not require confined space entry into the catch basin structure. The unit is designed to be maintained in place with a vacuum hose attached to a sweeper or a vactor truck. The oil boom is also designed to easily be replaced from the street level. Use only SPEL replaceable parts.



Products

Material and Design

- A. Adjustable Flange and Deflector: Aluminum Alloy 6063-T6
- B. Splash Guard: neoprene rubber
- C. Stormsack: woven polypropylene geotextile with US Mesh 20
- D. Corner Filler: Aluminum Alloy 5052-H32
- E. Lifting Tabs: Aluminum Alloy 5052-H32
- F. Replaceable Oil Boom: polypropylene 3 inch (76 mm) diameter
- G. Mesh Liner: HDPE, diamond configuration
- H. Support Hardware: CRES 300 Series

Typical Performance Characteristics

- A. Debris capacity: 8.5cu. ft. (0.24 m³)
- B. Filtered flow rate: 7.3 cfs (207 lps)
- C. Primary baffled bypass flow rate: 4.2cfs (119 lps)
- D. Secondary bypass flow rate: 0.4 cfs (10 lps)
- E. Total bypass flow rate: 4.6 cfs (130 lps)
- F. Oil boom sorption capacity: 376 oz (11 L)

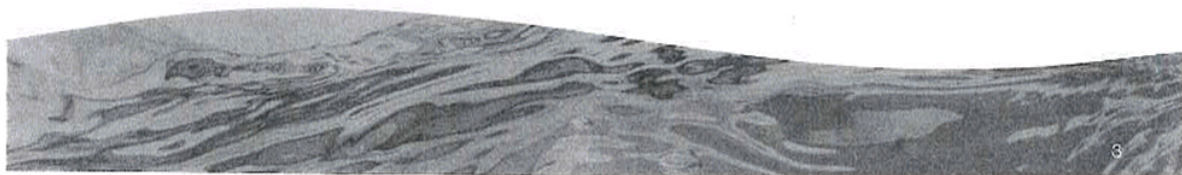
Recommended minimum clearance from bottom of SPEL StormSack to inside bottom of vault is 2 inches (50 mm)
Typical frame adjustability range of 5 inches (127 mm) in each direction.

Benefits

- Low cost gross pollutant capture
- Quick & easy installation
- Simple maintenance
- At source capture
- Adjusts to custom pit sizes

Field Performance

The SPEL Stormsack was introduced to the Australian market in 2012 and field testing is underway at several locations in South-east Queensland. Laboratory testing has shown capture of 99.99% of gross pollutants up to the bypass flow rate.* Further results will be provided as they become available.





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New Zealand	64

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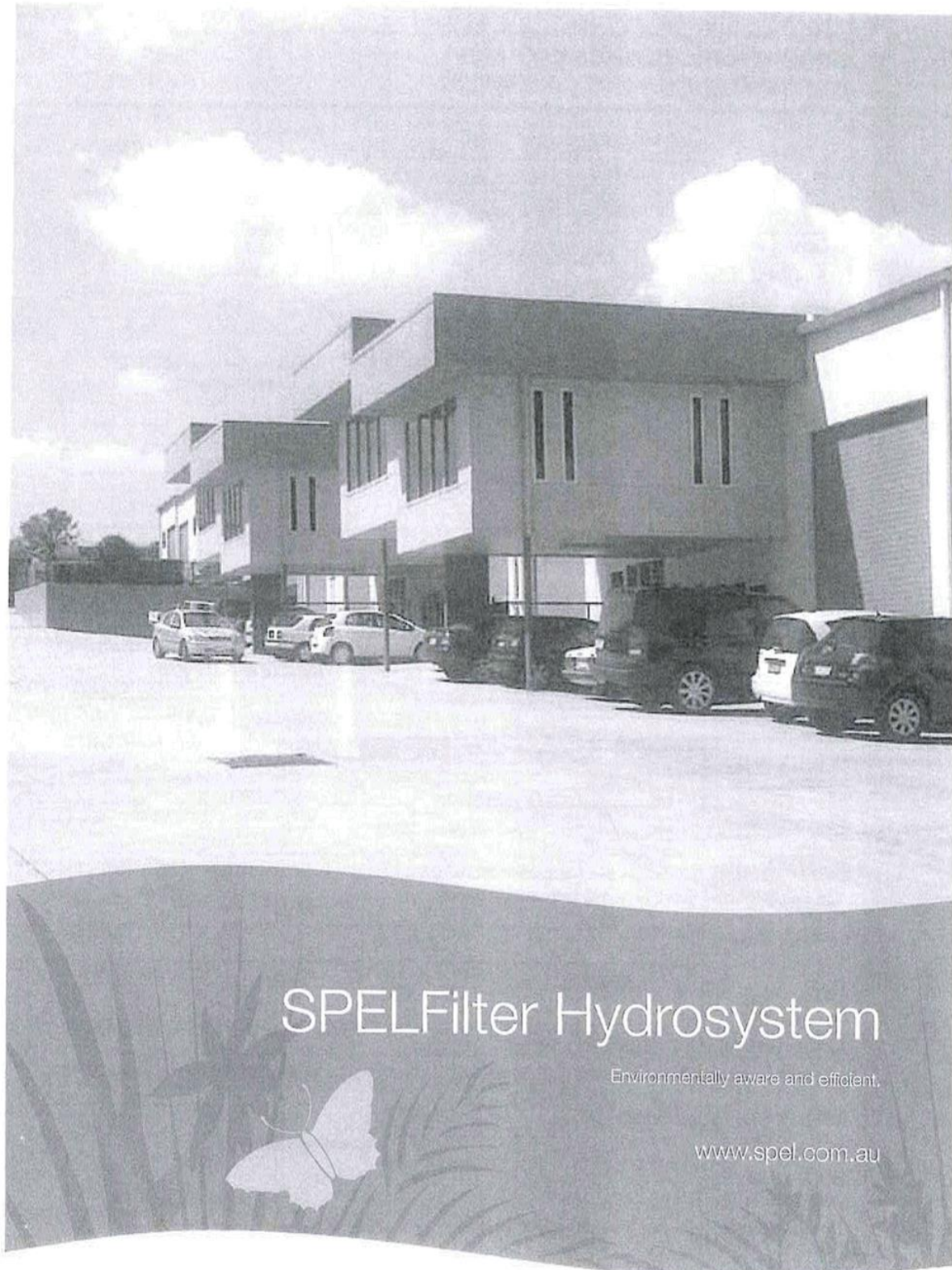
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INTEGRATED WATER SOLUTIONS

Director of Building Control – date approved: 1 July 2017

Building Act 2016 – Approved Form No. 11A



SPELFilter Hydrosystem

Environmentally aware and efficient.

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INTEGRATED WATER SOLUTIONS

The Technology

A specialist rainwater filter, designed for installation within load bearing shafts and chambers of concrete or plastic construction. The pre fitted plastic housing is safe and easy to fit at site.

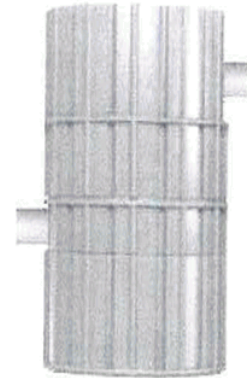
The Hydrosystem 1000 Filter uses an up-flow process. This means there is a minimal head drop between the inlet and the outlet. The cleaned water is of an outstanding water quality. The rainwater is treated within the unit by the following processes: sedimentation, filtration, adsorption and precipitation.

The initial treatment steps take place in the Dynamic Separator, where sedimentation of solid particles occurs within a radial flow regime, characterised by secondary flows.

A settling funnel to the silt trap chamber entrance ensures sediments are not remobilised. Above the separator are the filter inserts, covering the entire diameter of the unit's housing, where the second treatment step takes place.

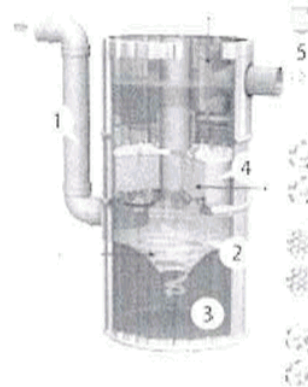
Water flows upwards through the removable filter element. As a result of both the upward flow within the filter element and the fact that the filter remains saturated, the rate of filter clogging by solids is both very limited and slow.

The filter inserts are easy to exchange.



How it works

1. The stormwater from the drained area is fed into the inlet, which is at the lower end of the shaft. A deflector plate sets up a radial flow.
2. Here, sedimentation of particles, especially the sand fraction and above, takes place in the hydrodynamic separator. This is due to turbulent secondary flows within a radial laminar flow regime.
3. The settleable solids are collected via an opening in the silt trap chamber. This chamber is evacuated periodically, via the by-pass central tube at intervals.
4. Four filter elements are located within the filter shaft. As waters flow upwards the finer particles are filtered out, whilst the dissolved pollutants are precipitated and absorbed. The filter is easily backwashed, and if completely clogged or exhausted, is easily replaced.
5. Clean water above the filter elements passes to discharge via an oil trap assembly. In the event of major spill, free floating oils etc are retained here. Normal concentrations of dissolved oils are retained within the filter elements.



Technical Data

Stormwater filter complying with DIN 1989-2. Connections: DN 200; the various types of filter elements have different material structures.

Housing material: Polyethylene
Housing weight: 68 kg
Total weight: 220 to 350 kg
depending on filter type

Packing unit SPEL Hydrosystem 1000: Pallet: 1 piece

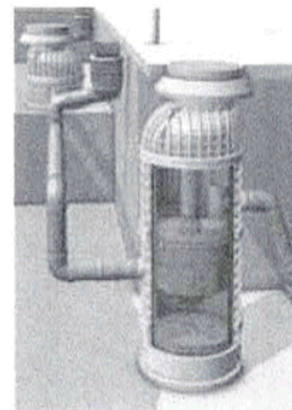
Accessories 1

SPEL filter element
Weight per filter element:
34 kg (roof / traffic)



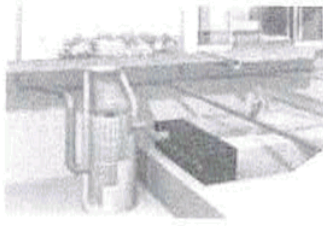
Accessories 2

SPEL filter element
Weight per filter element:
54 kg (heavy traffic)
66 kg (metal)



Example: Installation in a shaft made of plastic

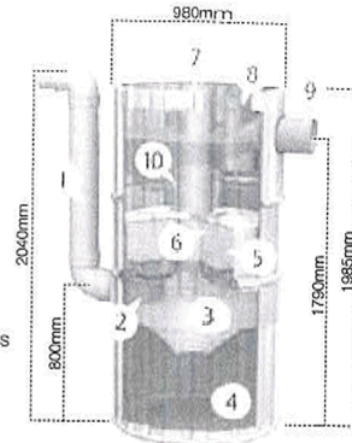


**Example:**

The SPEL Hydrosystem 1000 traffic installed in a concrete shaft DN1000. The cleaned storm water is then discharged into an infiltration system using plastic crates.

Product structure:

1. Stormwater inlet (DN 200)
2. Deflector plate
3. Hydrodynamic separator
4. Silt trap
5. Filter element
6. Extraction aid for filter element
7. Overflow and suction pipe
8. Oil trap
9. Outlet stormwater storage, soakaway system or surface waters
10. Buoyancy restraint for filter elements



The SPEL Hydrosystem is available with various filter types, depending on the usage of the connected area. The Roof type is used for roof areas that do not have a significant proportion of uncoated metals; the Metal type is employed for metal roof areas, and the Traffic type is used for slightly polluted traffic areas.

The Heavy Traffic type is employed for heavily polluted traffic areas and has been granted general technical approval (Z-84.2-4) by the German Institute for Structural Engineering (DIBt). The maximum areas that may be drained depend on the nature of the surfaces. These are given in the following table.

Type	Nature of the surface to be drained	Weight of filter element / piece	Total Weight
Heavy traffic with technical approval (Z-84.2-4)	Highly polluted traffic areas (car parks in front of supermarkets, main roads, HGV access roads)	54kg	300kg
Traffic	Slightly polluted traffic areas (side streets, staff car parks, yards)	34kg	220kg
Roof	Roofs without a significant proportion of uncoated metals (< 50m²)	34kg	220kg
Metal	Roofs made of uncoated metals (copper, zinc, lead)	66kg	350kg

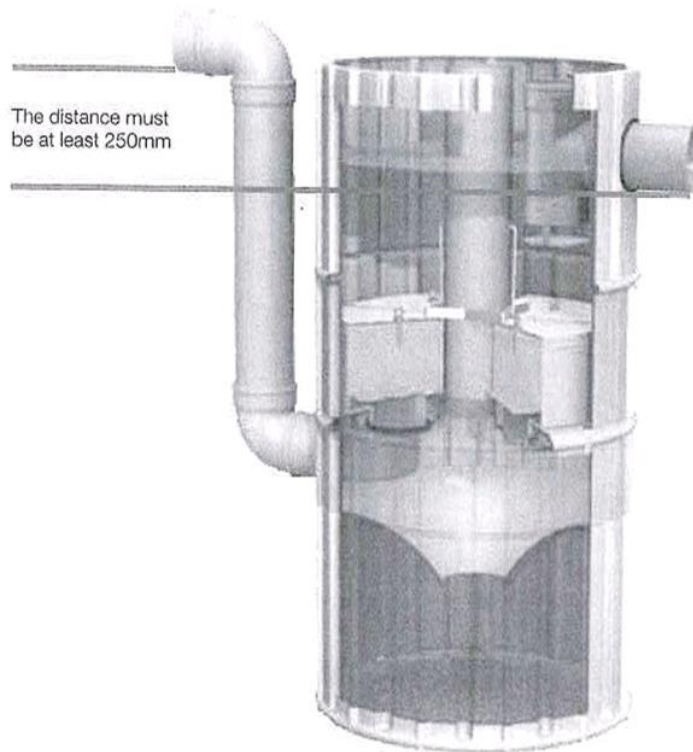
Parameter	Unit	Non Metal Roof	Copper Roof	Zinc Roof	Parking lot, residential street	Main road Distributor	① Aims of LAWA	② Drinking Water	③ Seepage	④ SPEL Hydrosystem
		from to	from to	from to	from to	from to	permissible limit	permissible limit	control value	aim
Phsico-chemical parameters							90 Percentile			
electrical conductivity	[µS/cm]	25 270	25 270	25 270	50 2400	110 2400	—	2500	—	< 1500
pH value	[—]	4.7 6.8	4.7 6.8	4.7 6.8	6.4 7.9	6.4 7.9	—	6.5 – 9.5	—	7.0 – 9.5
Nutrients										
phosphorous (P ges)	[mg/l]	0.06 0.50	0.06 0.50	0.06 0.50	0.09 0.30	0.23 0.34	—	—	—	0.20
ammonium (NH ₄)	[mg/l]	0.1 6.2	0.1 6.2	0.1 6.2	0.0 0.9	0.5 2.3	—	0.5	—	0.3
nitrate (NO ₃)	[mg/l]	0.1 4.7	0.1 4.7	0.1 4.7	0.0 16.0	0.0 16.0	—	50.0	—	—
Heavy Metals										
cadmium (Cd)	[µg/l]	0.2 2.5	0.2 1.0	0.5 2.0	0.2 1.7	0.3 13.0	1.0	5.0	5.0	< 1.0
zinc (Zn)	[µg/l]	24 4.880	24 877	1.731 43674	15 1.420	120 2.000	500	—	500	< 500
copper (Cu)	[µg/l]	6 3.416	2.200 8.500	11 950	21 140	97 104	20	2000	50	< 50
lead (Pb)	[µg/l]	2 493	2 493	4 302	98 170	11 525	50	10	25	< 25
nickel (Ni)	[µg/l]	2 7	2 7	2 7	4 70	4 70	50	20	50	< 20
chromium (Cr)	[µg/l]	2 6	2 6	2 6	6 50	6 50	50	50	50	< 50
Organic Substances										
polynuclear aromatic hydrocarbons (PAH)	[µg/l]	0.4 0.6	0.4 0.6	0.4 0.6	0.2 17.1	0.2 17.1	—	0.1 6 compounds	0.2	< 0.2
petroleum-derived hydrocarbons (MKW)	[mg/l]	0.1 3.1	0.1 3.1	0.1 3.1	0.1 6.5	0.1 6.5	—	—	0.2	< 0.2

① Aims of the German working group on water issues of the Federal States and the Federal Government (LAWA) for surface water, usage as potable water (1998).
 ② Permissible of the German Drinking Water Ordinance (2001). ③ Control value for seepage of the German Federal Soil Protection Act an Ordinance (1999) according to § 8 1.2. ④ The aims of the system refer to average annual loads.



Installation

CAUTION! Important information, please observe.

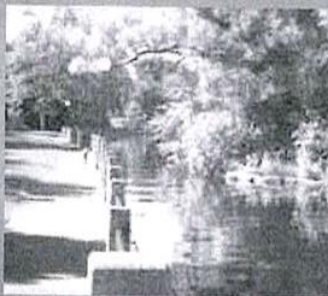


The following is to be checked before installation:

The filter must be installed with a so-called fall. This means that the incoming pipe (stormwater inlet) is led downwards just ahead of the shaft and can be connected to the lower connection as described.

The difference in invert between the incoming pipe and the outlet to discharge must be at least 250mm.





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page 1 of 2

BUILDING SURVEYOR INSPECTION / INSTRUCTION REPORT**PROJECT:** 31 Swanston St New Town**SUBJECT:** stormwater disposal via pump**COMMENTS:** Using HCC private pump guidelines

Risk category - High

Back up required - Dual pumps and storage

Using rational method

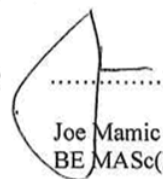
Average recurrence interval 1 in 20

5min rainfall intensity 86 mm/hr

Area of driveway and parking pavement 546m²

$$Q = \frac{0.9 \times 86 \times 546}{3600} = 11.74 \text{ l/s}$$

Head = 5.0 m (including friction losses)

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Require Flygt pump 2006 Aluminium
Single phase Bibo range with
discharge 75mm φ.

Should a cost variation arise from this inspection / instruction the contractor shall inform the developer prior to proceeding.

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page 2 of 2

BUILDING SURVEYOR INSPECTION / INSTRUCTION REPORT

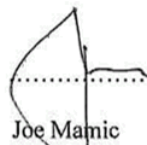
PROJECT: 31 Swanston St New Town

SUBJECT: stormwater disposal via pump

COMMENTS:

Pump pit volume required for 5 min duration
 $11.74 \times 5 \times 60 = 3522 \text{ l}$
 have 10,000 l thus adequate for housing two pumps
 and providing double the storage volume
 required.

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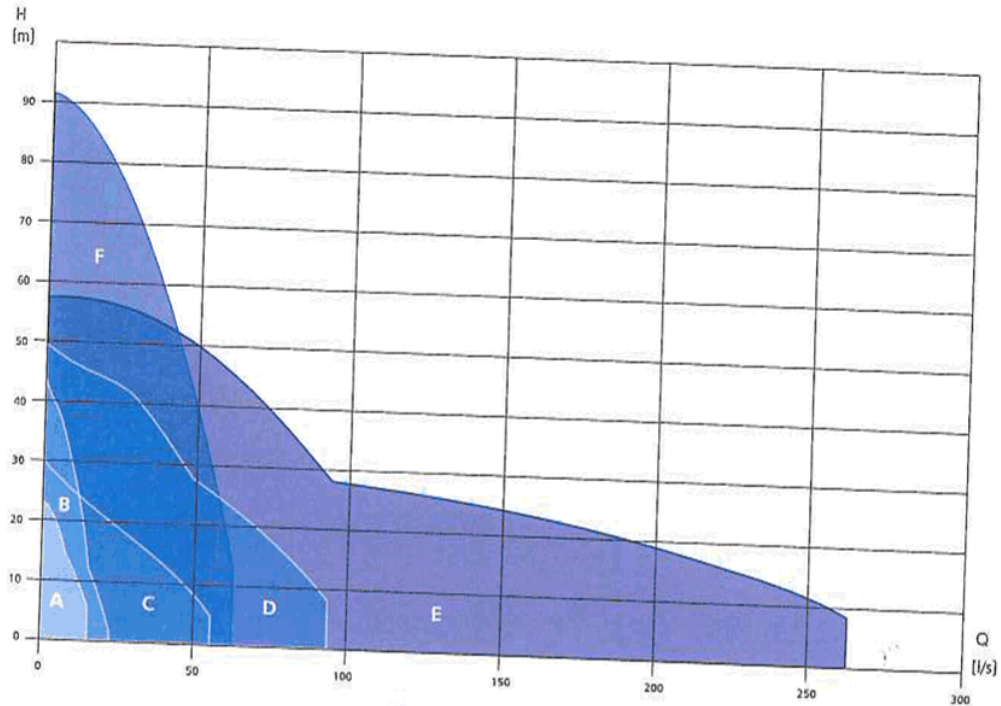
Should a cost variation arise from this inspection / instruction the contractor shall inform the developer prior to proceeding.

drainage pumps / dewatering pumps

▪ The Ready Range ▪ The BIBO Range ▪ Flotation Modules ▪ Mobile De-watering Hoppers

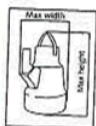
The Standard Range – Aluminium

The widest range of Flygt, Bibo pumps, these hard wearing, lightweight pumps are found in operation in all types of dewatering applications.

2052
Aluminium2066
Aluminium2075
Aluminium2102
Aluminium

Curve	A:1	A:2	A:3	AA	A:5	B:1	B:2	F:1	CA	B:3	C:2	B:4
Rated power, kW	1.1	1	1.5	2.2	2.2	3.7	3.7	5.5	3.7	3.7	5.2	5.2
Impeller code, type	231 MT	231 MT	234 HT	231 MT	233 HT	231 MT	233 HT	271 ST	242 MT	234 HT	231 MT	233 HT
Voltage, V/phase	240, 1~	415, 3~	240, 1~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~
Rated current, A	6.5	2.2	8.3	4.5	4.5	7.1	7.1	11	7.4	7.4	10	10
Weight, kg	18	18	30	30	30	40	40	64	50	48	50	48
Max height, mm	530	530	520	520	520	565	565	575	655	655	655	655
Max width, mm	200	200	375	375	375	445	415	405	430	390	430	390
Discharge DN, mm	50 (2")	50 (2")	75 (3")	75 (3")	75 (3")	100 (4")	75 (3")	50 (2")	100 (4")	75 (3")	100 (4")	75 (3")
Strainer hole, mm	5x18	5x118	7x21	7x21	7x21	8x8	8x8	6x6	7x40	7x40	7x40	7x40
Generator size, kVA	3	3	5	8	8	12	12	18	12	12	16	16
* warm liquid	*	*	*			*	*	*	*	*	*	*

SECTION 4

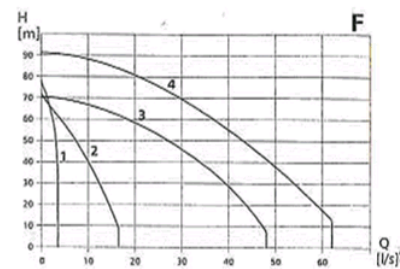
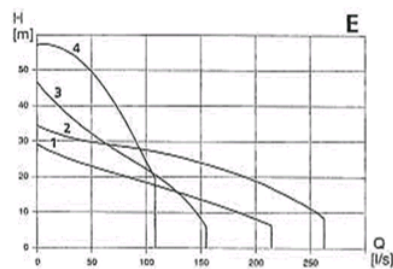
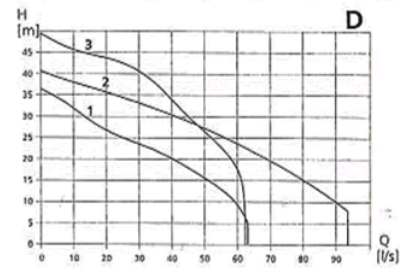
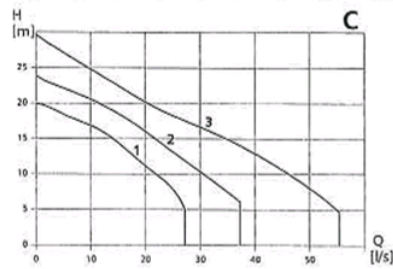
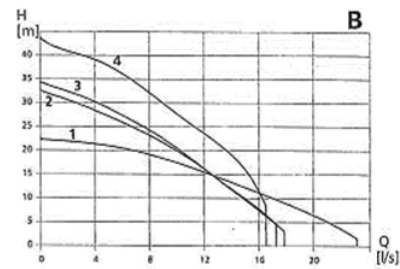
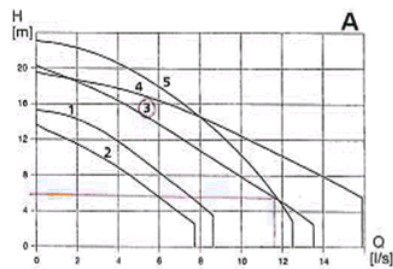


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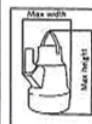
ITT Industries
Engineered for life

drainage pumps / dewatering pumps

▪ The Ready Range ▪ The BIBO Range ▪ Flotation Modules ▪ Mobile De-watering Hoppers

2125
Aluminium2140
Aluminium2151
Aluminium2201
Aluminium2250
Aluminium

Curve	C:3	F:2	D:1	D:2	D:3	F:3	E:1	E:3	F:4	E:2	E:4
Rated power, kW	8	8	12	20	20	20	30	37	37	54	54
Impeller code, type	231 MT 233 MT	231 MT 233 MT	231 MT	231 LT 241 MT 233 HT	231 LT 241 MT 233 HT	231 LT 241 MT 233 HT	211 LT 231 MT 243 HT	211 LT 231 MT 243 HT	211 LT 231 MT 243 HT	231 MT 233 HT	231 MT 233 HT
Voltage, V/phase	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~	415, 3~
Rated current, A	15	15	23	35	35	35	57	65	65	101	101
Weight, kg	82	89	82	165	165	165	280	280	240	540	540
Max height, mm	850	850	845	930	930	930	1 302	1 302	1 050	1 144	1 144
Max width, mm	535	465	535	640	640	590	500	500	430	915	830
Discharge DN, mm	150 (6")	75 (3")	150 (6")	150 (6")	150 (6")	100 (4")	200 (8")	200 (8")	100 (4")	250 (10")	150 (6")
Strainer hole, mm	6x50	6x50	6x50	10x42	10x42	10x42	15x45	15x45	10x10	15x45	15x45
Generator size, kVA	25	25	40	60	60	60	90	120	120	170	170
* warm liquid											

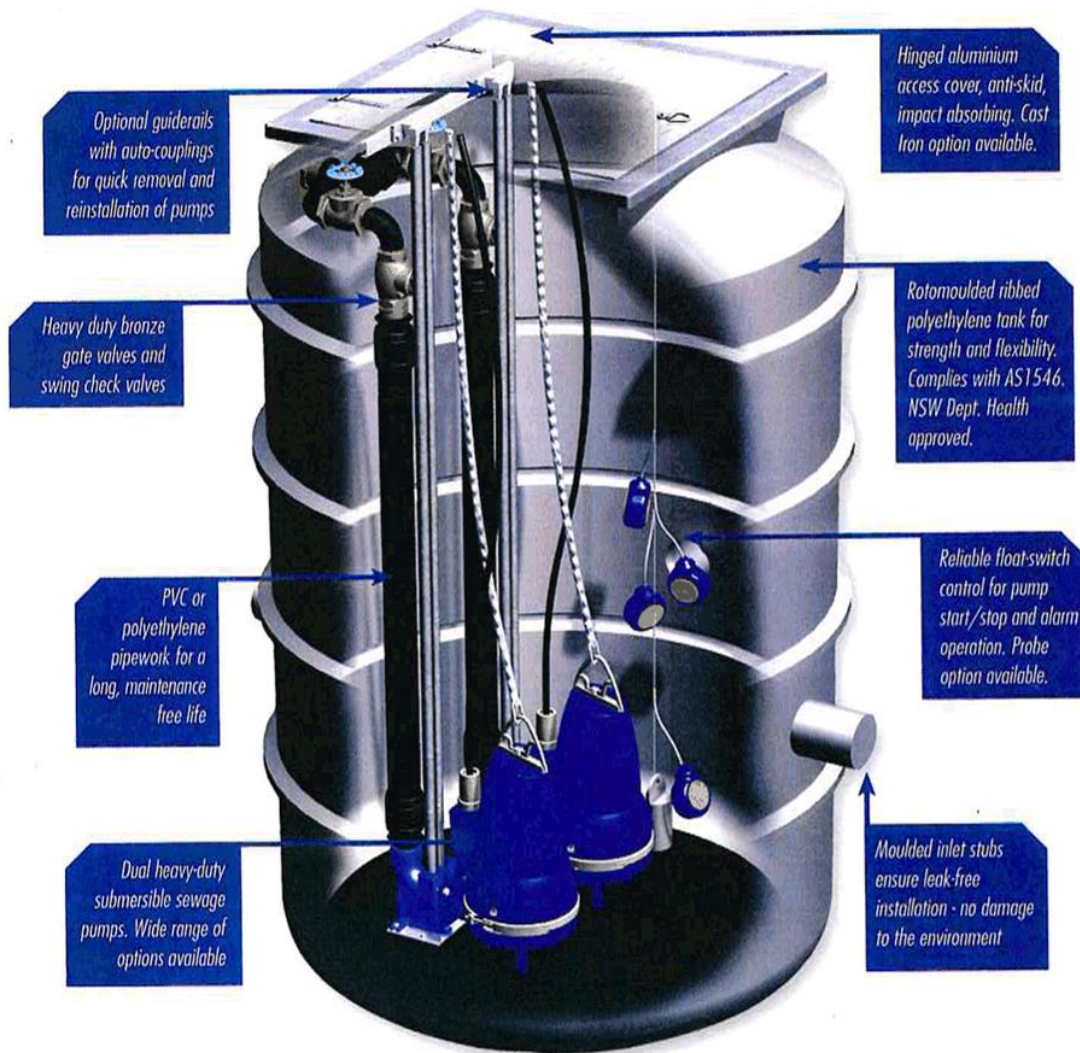


SECTION 4



PUMP STATIONS

The **Netco Polyethylene Packaged Pump Station** is the quick and reliable solution for any situation where sewage or storm water needs to be pumped to a mains connection. Designed to reduce site work and installation time, each pump station is supplied as a complete, factory assembled package, with pumps, pipework and controls selected to meet your site requirements. Site wiring of pumps and controls is required.





Our Ref: 21.283

Measured form and function

11 Mayl 2022

6ty Pty Ltd
ABN 27 014 609 900

Mr Ben Ikin
Senior Statutory Planner
City Life
By ePortal

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

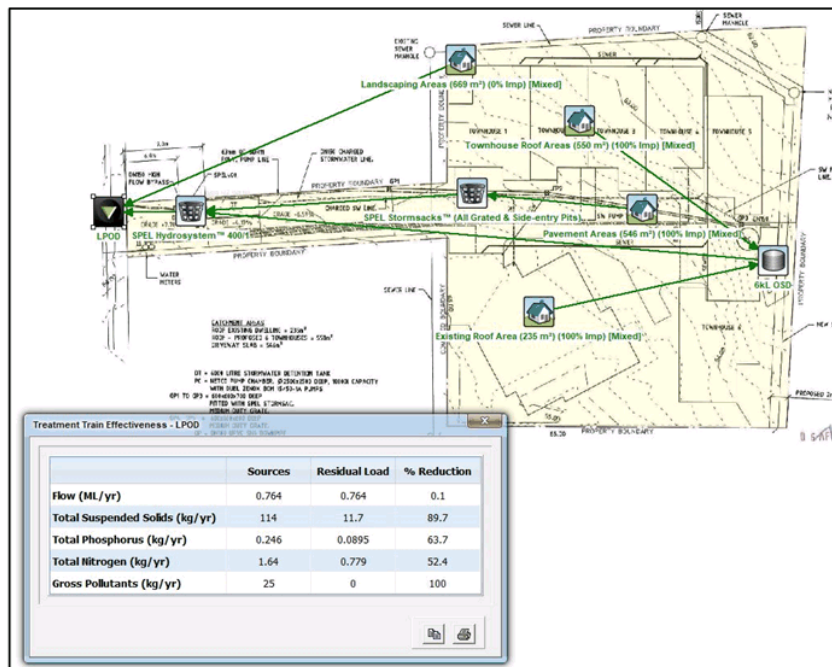
Dear Ben,

Tamar Suite 103
The Charles
287 Charles Street
Launceston 7250
P (03) 6332 3300

**DEVELOPMENT APPLICATION - RESPONSE TO FURTHER INFORMATION
REQUEST - PLN-21-807 - 31 SWANSTON STREET, NEW TOWN**

I refer to Council's request for further information letter dated 9 May 2022. Below is a excerpt of the MUSIC assessment for 31 Swanston Street. Our response also includes information about the SPEL Hydrosystem that is proposed to be used.

57 Best Street
PO Box 1202
Devonport 7310
P (03) 6424 7161

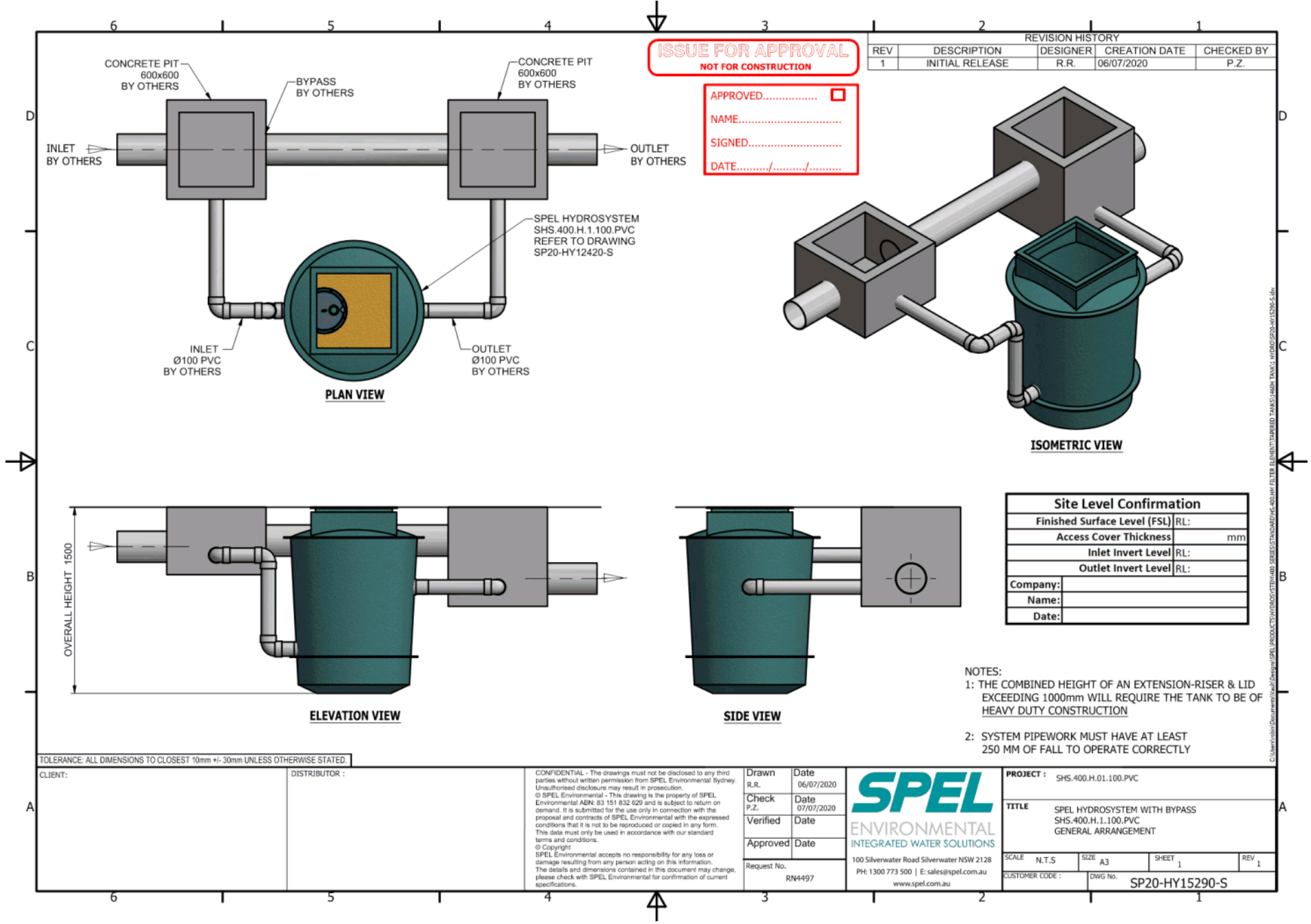


Please do not hesitate to contact me should you require any further information.

Yours faithfully

6ty° Pty Ltd

George Walker
Director/Planning Consultant



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 205822	FOLIO 1
EDITION 6	DATE OF ISSUE 21-Nov-2019

SEARCH DATE : 24-Nov-2021

SEARCH TIME : 06.38 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 205822
Derivation : Part of 109A-3R-0Ps Gtd to J Belt
Prior CT 2335/55

SCHEDULE 1

M787666 TRANSFER to SANDRA DANIELA BRKIC of seventy undivided
1/100 shares and TONY DZELALIJA of thirty undivided
1/100 shares as tenants in common Registered
21-Nov-2019 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E199030 MORTGAGE to Commonwealth Bank of Australia
Registered 21-Nov-2019 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDED OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended



CERTIFICATE OF TITLE

Register Book	
Vol.	Fol.

2335 55

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

Mutkins
Recorder of Titles.



DESCRIPTION OF LAND

CITY OF HOBART
ONE ROOD THIRTY SEVEN PERCHES on the Plan hereon

FIRST SCHEDULE (continued overleaf)

JOHN LAWRENCE BOURKE of New Town, School Teacher, and

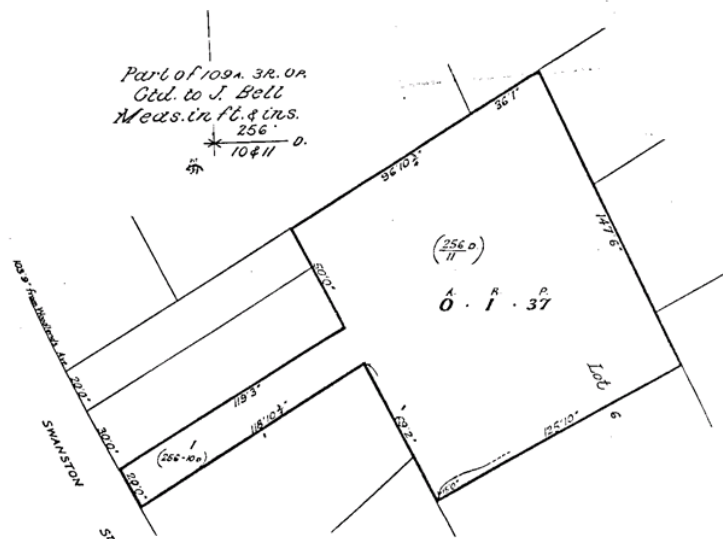
EILEEN JOAN BOURKE, his wife

SECOND SCHEDULE (continued overleaf)
NO. A307623 MORTGAGE to The Hobart Building Society DISCHARGED A601206
Registered 18th August, 1969 at 12.5p.m. (4.5.1978)
(Sgd.) T.E. HUTCHINSON
Recorder of Titles.

Recorder of Titles

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

REGISTERED NUMBER
205822



SECOND Edition. Registered

- 2 SEP 1969

Derived from C.T.Vol.850 Fol.18. Transfer A307622- G.F.Bradfield.& anor
Release of Easement A301218.



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-571	Council notice date	30/08/2022
TasWater details			
TasWater Reference No.	TWDA 2022/01418-HCC	Date of response	09/09/2022
TasWater Contact	Phil Papps	Phone No.	0474 931 272
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	31 SWANSTON ST, NEW TOWN	Property ID (PID)	5531521
Description of development	Partial Demolition, Alterations, Extension and Multiple Dwellings x 7 (One Existing)		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
S Group	Site Plan / A102	H	05/09/2022
Joe Mamic	Services Plan / 220301-2	--	06/04/2022
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
<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 use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. 			
ASSET CREATION & INFRASTRUCTURE WORKS			
<ol style="list-style-type: none"> 4. In the event that TasWater's minimum clearance requirements from TasWater infrastructure cannot be achieved unless the existing sewerage infrastructure is realigned conditions 5 – 13 will apply. 5. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. 6. Prior to applying for a Permit to Construct the new sewerage infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for sewerage to TasWater's satisfaction. 7. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All 			



infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.

8. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
9. Prior to the issue of a Certificate of Water and Sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
10. After testing to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
11. At practical completion of the sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made.
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

12. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.
13. 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.

FINAL PLANS & EASEMENTS

14. In the event that TasWater's minimum clearance requirements from TasWater infrastructure cannot be achieved unless the existing sewerage infrastructure is realigned conditions 15 -17 will apply.
15. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.

Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal



Document be issued directly to them on behalf of the applicant.

16. Pipeline easements, to TasWater's satisfaction, must be created over proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and requirements.
17. Prior to the issue of a Certificate of Water & Sewerage Compliance (Building and or Plumbing from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement to cover proposed TasWater infrastructure as required by condition 15. All costs and expenses related to the transfer of easement(s)/lots to TasWater are to be paid by the developer.

56W CONSENT

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

DEVELOPMENT ASSESSMENT FEES

19. The applicant or landowner as the case may be, must pay a development assessment fee of \$376.68, and (if applicable) a Consent to Register a Legal Document fee of \$239.90 to TasWater, as approved by the Economic Regulator and the fees 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

Submetering

As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

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. 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.

**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/proposed pipe location, depth and proposed finished surface levels over the pipe;
- (b) Footings must be outside of easements (if applicable) and be no closer than 1.0m from the outside pipewall of the sewer pipe(s);
- (c) 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;
- (d) A note on the plan indicating how the pipe location and depth were ascertained.
- (e) The location of the property service connection and sewer inspection opening (IO).

Boundary Trap Area

The proposed development is within a boundary trap area and the developer will need to provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drain. The boundary trap is to be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap.

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

Application Referral Development Engineering - Response

From:	Ken Denman reassigned (14/09/2022) from Keith Burton
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	31 SWANSTON STREET, NEW TOWN
Proposal:	Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New)
Application No:	PLN-22-571
Assessment Officer:	Michael McClenahan,

Referral Officer comments:

ASSESSMENT SUMMARY:

• E5.0 Road and railway access code - DOES APPLY

- Clause E5.5.1 Existing road accesses and junctions - **Acceptable Solution**
- Clause E5.5.2: Existing level crossings - **Not Applicable**
- Clause E5.6.1: Development adjacent to roads and railways - **Not Applicable**
- Clause E5.6.2: Road accesses and junctions - **Not Applicable**
- Clause E5.6.3: New level crossings - **Not Applicable**
- Clause E5.6.4: Sight distance at accesses, junctions and level crossings - **Not Applicable**

• E6.0 Parking and Access Code - DOES APPLY

- Clause(s) E6.6's: Are all to do with parking number assessment - **Performance Criteria**: Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria. A deficiency of one (1) car parking space is proposed. Multiple Dwelling development requires two (2) dedicated parking spaces per dwelling (containing two or more bedrooms), and 1 dedicated visitor parking space per four (4) dwellings (rounded up to the nearest whole number).

There are to be seven dwellings on the site which will require fourteen (14) resident parking spaces plus two (2) visitor parking space. The development proposes to provide fourteen (14) resident parking spaces plus one (1) visitor parking space, therefore an overall deficiency of one (1) car parking space.

The empirical parking assessment indicates that the provision of 15 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. Observations indicate that there is a large pool of parking that would be available to meet the potential demands of visitor and overflow parking. Metro Tasmania operate regular bus services within 400 metres of the subject site. The site is located a convenient walking distance from shops, schools and services. 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.

- Clause E6.7.1: Number of vehicle accesses - **Acceptable Solution**
- Clause E6.7.2: Design of vehicle accesses - **Not Applicable**
- Clause E6.7.3: Vehicle passing area along an access - **Acceptable Solution**
- Clause E6.7.4: On-site turning - **Acceptable Solution**
- Clause E6.7.5: Layout of parking areas - **Acceptable Solution**
- Clause E6.7.6: Surface treatment of parking areas - **Acceptable Solution**
- Clause E6.7.7: Lighting of parking areas -
- Clause E6.7.8: Landscaping of parking areas -
- Clause E6.7.9: Design of motorcycle parking areas - **Not Applicable**
- Clause E6.7.10: Design of bicycle parking areas - **Not Applicable**
- Clause E6.7.11: Bicycle end trip facilities (Planner assessment) - **Not Applicable**
- Clause E6.7.12: Siting of car parking (Planner assessment based on DE no.'s) - **Not Applicable**
- Clause E6.7.13: Facilities for commercial vehicles - **Not Applicable**
- Clause E6.7.14: Access to a road - **Acceptable Solution**
- Clause E6.7.15: Access to Niree Lane Sandy Bay - **Not Applicable**

• **E7.0 Stormwater -DOES APPLY**

To be assessed by EEU

COMMENTS:

In a council related engineering context, the proposal can be supported in principle subject to the following conditions and advice.

GENERAL CONDITIONS:

ENG1: Pay Costs

ENG 2b: Vehicular barrier design to be submitted and approved

ENG 2c: Vehicular barrier construction certification.

ENG 3b: The access driveway and parking area must be constructed in accordance with the approved detailed designs approved as a condition endorsement

ENG 3c: A suitably qualified engineer must certify that the access driveway and parking area has been constructed in accordance with design drawings approved by Condition ENG 3b

ENG 4: Surface treatment

ENG 5: The number of car parking spaces approved on the site, for use is fifteen (15).

ENG 13: An ongoing waste management plan for all commercial waste and recycling/compost bins must be implemented post construction

ENV1: SWMP

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Occupation of the Public Highway
- Condition endorsement engineering
- Work in the highway reservation
- New Service Connection
- Stormwater

REPRESENTATIONS:

Representation - Traffic and Parking

- Addition of six new dwellings to an existing block with a single lane vehicle access with limited allowance for off street visitor parking in an already busy area will seriously impact traffic flow, compromise public access to the adjacent park, and impact on rubbish collection
- Concerns over what would be a large amount of extra traffic and parking issues having so many extra people will create, especially next to the park.
- A calculated requirement for the proposal is 17 car spaces (including 3 Visitor Spaces). Whilst the carpark allocation is inconsistent across drawings it appears that the proposal provides 14 spaces and therefore has a deficit of three parking spaces. It is also noted that three of the provided parking spaces are inconveniently located on the driveway.
- Whilst cars servicing the dwellings are able to use on-street parking, the inability of the proposal to satisfy the basic parking requirement is one of multiple discretions under this Code, and further demonstrates that the site cannot accommodate the scale of the development.
- There appears to be insufficient space for a multi-point turn within the site if all spaces are occupied to exit the property in a forwards direction
- There appears to be insufficient width in the driveway to allow regular vehicle movements
- It is more likely that visitors will parking Swanston Street than attempt to try and park in the limited visitors spaces on the site which will increase demand for parking in the immediate vicinity
- The access should consider additional design mitigation measures to avoid conflicts with vehicles, cyclists and pedestrians. With respect to vehicles, the road authority should consider the suitability of a no parking area either side of this access to improve site distance.

Development Engineering Response- Traffic and Parking

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria. A deficiency of one (1) car parking space is proposed. Multiple Dwelling development requires two (2) dedicated parking spaces per dwelling (containing two or more bedrooms), and 1 dedicated visitor parking space per four (4) dwellings (rounded up to the nearest whole number). There are to be seven dwellings on the site which will require fourteen (14) resident parking spaces plus two (2) visitor parking spaces. The development proposes to provide fourteen (14) resident parking spaces plus one (1) visitor parking space, therefore an overall deficiency of one (1) car parking space. The empirical parking assessment indicates that the provision of 15 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. Observations indicate that there is a large pool of parking that would be available to meet the potential demands of visitor and overflow parking. Metro Tasmania operate regular bus services within 400 metres of the subject site. The site is located a convenient walking distance from shops, schools and services. 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. The driveway appears to meet the Australian standard AS/NZS 2890.1:2004 Parking facilities and is of sufficient width with a minimum 3.0m (one lane) that is acceptable if suitable passing areas are provided. The driveway provides suitable passing areas every 30m with the first passing area provided at the start of the driveway. Sufficient on-site manoeuvring areas have been identified that appears to meet the Australian Standard AS/NZS 2890.1:2004 Parking facilities. The widening of the driveway to provide a vehicle passing area at the vehicular access point from Swanston Street will require the removal of the rendered brick fence/wall and vegetation which will improve sight distance to pedestrian, cyclist and vehicles. Considering the access is existing and sight distances will not be worsened and will likely be improved, the provision of any no parking area

either side of the driveway is not required.

Representation - Road and Railway Assets Code

- When assessing against clause 5.5.1 P3 the substantial increase in traffic caused by the use may impact the safety and efficiency of the road, including the impacts on pedestrian traffic. With an estimated 52 car movements a day based on RTA Guide to Traffic Generating Development standards of 7.4 car movements per dwelling for seven dwellings, evidence should have been provided to justify the proposal against the Performance Criteria for safety, especially with consideration to a neighbouring public park directly adjacent the crossover
- No Traffic Impact Assessment has been provided to justify the proposal against the Performance Criteria. The proposal has not demonstrated compliance with this Clause.
- When assessing against clause 5.6.4 there is no information with respect to how the vehicles not catered for in this development, due to the parking deficiency, are to be parked. Performance criterion 1 subclause (e) notes having regard to a traffic impact assessment and none has been provided.

Development Engineering Response - Road and Railway Assets Code

Documentation submitted to date does meet the Acceptable Solution for clause E5.5.1 (A3). Clause E5.5.1 (A3) refers to vehicle movements are not to increase by more than 20% or 40 vehicle movements per day whichever is greater. In this instance the increase in vehicle movements must not increase by more than 40 vehicle movements to meet the acceptable solution. The representor based their daily vehicle movements calculation for the total number of dwellings (seven) on the site (including the existing dwelling), however the calculation should only be based on the increase in vehicle movements by the six proposed dwelling. The representor used the RTA Guide to Traffic Generating Development and a figure of 7.4 vehicle movements per day per dwelling for the type of development to determine 52 vehicle movements per day for the development. The use of the RTA Guide to Traffic Generating Developments is an acceptable document to determine traffic generation for development which is widely used in Australia including the development appraisal unit of City of Hobart. It is not known how the representor determined 7.4 vehicle movement per day per dwelling because the RTA Guide to Traffic Generating Developments states 9-10 vehicle movements per dwelling per day with 1 vehicle movement during peak times for single residential dwellings, and for higher density multiple dwelling development such as this, traffic generation generally is less at 5-6.5 vehicle movements per dwelling per day for dwellings with three or more bedrooms. Six dwellings x five (movements) = 35 daily vehicle trips. Six dwellings x six point five (movements) = 39 daily vehicle trips. The increased traffic generated by the proposed development is likely to be between 35 and 39 vehicles per day when all new units are fully developed and occupied which is less than 40 vehicle movements per day and meets the acceptable solution for clause E5.5.1 (A3). No traffic Impact Assessment was submitted and was not required as the proposal met the acceptable solution of clause E5.5.1 (A3).

The representor has stated E5.6.4 Sight distance at accesses, junctions and level crossings A1 (a) for Safe Intersection Sight Distance is triggered, however the development appraisal unit considers that this clause is only triggered for new accesses or junction. In this instance it is an existing access therefore this clause is not triggered. Although this clause is not triggered, the existing sight distances are not worsened by the development, widening of the driveway to provide a vehicle passing area at the vehicular access point from Swanston Street will require the removal of the rendered brick fence/wall and vegetation which will improve sight distance.

DETAILED ASSESSMENT:

E5.0 Road and railway access code

E5.1 Purpose			E5.1.1 The purpose of this provision is to: (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
E5.2 Application of this Code	YES		
			This Code applies to use or development of land:
	No		(a) that will require a new vehicle crossing, junction or level crossing; or
	Yes		(b) that intensifies the use of an existing access; or
	No		(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	No		(i) a rail network;
	No		(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment			Comments / Discussion (in bold)
Clause E5.5.1: Existing road accesses and junctions ACCEPTABLE SOLUTION			The existing road access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i> . <u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E5.5.1 (A3)</u> <u>Acceptable Solution A3:</u> The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater. - COMPLIANT
Clause E5.5.2: Existing level crossings NOT APPLICABLE			<u>Documentation submitted to date appears not to invoke clause E5.5.2.</u> No intensification of an existing level crossings proposed.

Clause E5.6.1: Development adjacent to roads and railways NOT APPLICABLE		<u>Documentation submitted to date appears not to invoke clause E5.6.1.</u> No development adjacent to category 1 or category 2 road proposed.
Clause E5.6.2: Road accesses and junctions NOT APPLICABLE		<u>Documentation submitted to date appears not to invoke clause E5.6.2.</u> No new accesses or access junctions proposed.
Clause E5.6.3: New level crossings NOT APPLICABLE		<u>Documentation submitted to date appears not to invoke clause E5.6.3.</u> No new level crossings proposed.
Clause E5.6.4: Sight distance at accesses, junctions and level crossings NOT APPLICABLE		<u>Documentation submitted to date appears not to invoke clause E5.6.4.</u> No new accesses (road) and/or junctions proposed.

E 6.0 Parking and Access Code

E6.1 Purpose		E6.1.1 The purpose of this provision is to:
	Yes	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;

	Yes		(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
		N/A	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	—	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)
<p>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.</p> <p>PERFORMANCE CRITERIA</p>			<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>.</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable solution - A1: - NON COMPLIANT</p> <p>The number of on-site car parking spaces must be:</p> <p>(a) no less than and no greater than the number specified in Table E6.1;</p> <p>- Submitted documentation does not satisfy this requirement, a deficiency of one (1) car parking space is proposed. Multiple Dwelling development requires two (2) dedicated parking spaces per dwelling (containing two or more bedrooms), and 1 dedicated visitor parking space per four (4) dwellings (rounded up to the nearest whole number.</p> <p>There are to be seven dwellings on the site which will require fourteen (14) resident parking spaces plus two (2) visitor parkings space. The development proposes to provide fourteen (14) resident parking spaces plus one (1) visitor parking space, therefore an overall defficiency of one (1) car parking space.</p> <p>Performance Criteria - P1:</p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <p>(a) car parking demand;</p> <p>- The empirical parking assessment indicates that the provision of 15 on-site car parking spaces will sufficiently meet the likely demands associated with the development, with the exception of onsite visitor parking.</p> <p>(b) the availability of on-street and public car parking in the locality;</p> <p>- There is a relatively large supply of on-street</p>

parking in the surrounding road network.
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.

(c) the availability and frequency of public transport within a 400m walking distance of the site;

- **Metro Tasmania operate regular bus services within 400 metres of the subject site.**

(d) the availability and likely use of other modes of transport;

- **The site is located a convenient walking distance from shops, schools and services.**

(e) the availability and suitability of alternative arrangements for car parking provision;

- **No alternative parking provision is available or considered necessary.**

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

- **Not applicable.**

(g) any car parking deficiency or surplus associated with the existing use of the land;

- **Not applicable.**

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;

- **Not applicable.**

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;

- **Not applicable.**

(j) any verified prior payment of a financial contribution in lieu of parking for the land;

- **Not applicable.**

(k) any relevant parking plan for the area adopted by Council;

- **Not applicable.**

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; and

- **Not applicable.**

		<p>(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.</p> <p>- No impact.</p> <p>Based on the above assessment and given the submitted documentation, the parking provision may be accepted under <i>Performance Criteria P1:E6.6.1</i> of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.</p>
<p>Clause E6.7.1: Number of vehicle accesses</p> <p>ACCEPTABLE SOLUTION</p>		<p>The number of vehicle accesses must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>.</p> <p><u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.1.</u></p> <p>Acceptable solution: - COMPLIANT</p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p> <p>One (1x) crossover (Swanston Street frontage) - Existing, no additional crossover(s) proposed.</p>
<p>Clause E6.7.2: Design of vehicle accesses</p> <p>NOT APPLICABLE</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>.</p> <p><u>Documentation submitted to date appears not to invoke clause E6.7.2.</u></p> <p>Submitted documentation appears to indicate no changes proposed to the existing vehicle access.</p>

<p>Clause E6.7.3: Vehicle passing area along an access</p> <p>ACCEPTABLE SOLUTION</p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>. <u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.3.</u></p> <p>Acceptable solution - A1: - COMPLIANT</p> <p>Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <p>(i) it serves more than 5 car parking spaces; - Yes</p> <p>(ii) is more than 30 m long; - Yes</p> <p>(iii) it meets a road serving more than 6000 vehicles per day; - No</p> <p>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - Submitted documentation appears to satisfy this requirement</p> <p>(c) have the first passing area constructed at the kerb; - Submitted documentation appears to satisfy this requirement</p> <p>(d) be at intervals of no more than 30 m along the access. - Submitted documentation appears to satisfy this requirement</p>
<p>Clause E6.7.4: On-site turning</p> <p>ACCEPTABLE SOLUTION</p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>. <u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.7.4.</u></p> <p>Acceptable solution - A1: - COMPLIANT</p> <p>On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</p> <p>(a) it serves no more than two dwelling units; - APPLIES</p> <p>(b) it meets a road carrying less than 6000 vehicles per day. - APPLIES</p>
<p>Clause E6.7.5: Layout of parking areas</p> <p>ACCEPTABLE SOLUTION</p>		<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>. <u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause 6.7.5.</u></p> <p>Acceptable Solution A1: - COMPLIANT</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.</p>

- | | | |
|--|--|--|
| | | <ul style="list-style-type: none"> • Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A):
- Submitted documentation appears to satisfy this requirement • Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side):
- Submitted documentation appears to satisfy this requirement • Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance):
- Submitted documentation appears to satisfy this requirement • Parking Space Gradient (5%):
- Submitted documentation appears to satisfy this requirement • Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A):
- Submitted documentation appears to satisfy this requirement • Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron):
- Submitted documentation appears to satisfy this requirement • Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance):
- Submitted documentation appears to satisfy this requirement • Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m):
- Submitted documentation appears to satisfy this requirement • Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition):
- Submitted documentation appears to satisfy this requirement • Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope):
- Submitted documentation appears to satisfy this requirement • Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra):
- <u>N/A</u> • "Jockey Parking" (Performance Assessment):
- <u>Not indicated</u> |
|--|--|--|

<p>Clause E6.7.6: Surface treatment of parking areas</p> <p>ACCEPTABLE SOLUTION</p>			<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</u></p> <p>Acceptable Solution - A1: - COMPLIANT</p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; and</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p>Submitted plans indicate a concrete surface treatment and able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.</p>
<p>Clause E6.7.7: Lighting of parking areas (Planner and health unit to assess)</p>	—	—	Planner to assess
<p>Clause E6.7.8: Landscaping of parking areas (Planner to assess)</p>	—	—	Planner to assess
<p>Clause E6.7.9: Design of motorcycle parking areas</p> <p>NOT APPLICABLE</p>			<p>The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.9.</u></p> <p>Acceptable Solution A1 (E6.6.3):</p> <p>The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p> <p>NO REQUIREMENT (<19 car parking spaces).</p>

Clause E6.7.10: Design of bicycle parking areas NOT APPLICABLE			<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.10.</u></p> <p><u>Acceptable Solution A1:</u> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p><u>Acceptable Solution A2:</u> The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.</p> <p>User Class: Residential</p> <p>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</p> <p>NO REQUIREMENT</p>
Clause E6.7.11: Bicycle end trip facilities (Planner to assess)	—	—	Planner to assess
Clause 6.7.12: Siting of car parking (Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area)	—	—	Planner to assess
Clause E6.7.13: Facilities for commercial vehicles NOT APPLICABLE			<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.13.</u></p> <p>Submitted documentation appears to indicate no commercial vehicles loading, unloading or manoeuvring.</p>

Clause E6.7.14: Access to a road			<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</p> <p>Acceptable Solution A1: - COMPLIANT</p> <p>Access to a road must be in accordance with the requirements of the road authority.</p> <p>Performance Criteria - P1: No Performance Criteria</p> <p>Submitted plans indicate existing access to a road with no changes proposed.</p>
Clause E6.7.15: Access to Niree Lane Sandy Bay			<p>The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p>Documentation submitted to date appears not to invoke clause E6.7.15.</p> <p>No development proposed within Niree Lane.</p>

E 7.0 Stormwater

To be assessed by EEUY

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction

Application Referral Enviro - City Amenity - Response

From:	MM SZ
Recommendation:	
Date Completed:	
Address:	31 SWANSTON STREET, NEW TOWN
Proposal:	Partial Demolition, Alterations, Extension, and Seven Multiple Dwellings (One Existing, Six New)
Application No:	PLN-22-571
Assessment Officer:	Michael McClenahan,

Referral Officer comments:

CODE	Applicable	Exempt	Permitted (If acceptable solutions are met)	Discretionary (Identify the relevant performance criteria)
E7.0 Stormwater Management Code	Y	N	Y	Y-P1, P2
E11.0 Waterway and Coastal Protection Code	N			
E15.0 Inundation Prone Areas Code	N			
Protection of Infrastructure	N			
Subdivision (LG(BMP) / Zone provisions)	N			

Stormwater Management Code

Clause E7.7.1	Discussion
A1/P1 – Disposal	<p>P1 met with conditions</p> <p>Pumped area similar to current pumped area. Pump to be relocated.</p> <p>Proposal to replace existing RHS to kerb with 2/125x75 RHS</p>

A2/P2 – Treatment	P2 met with conditions MUSIC model for StormSacks and SPEL 400/1 submitted, demonstrating meets SSS targets
A3/P3 – Capacity	A3 to be met by condition Indicative design provided, but calculations incorrect
A4/P4 – OFP	A4 to be met by condition Pump is ~5m from rear bdy

Assessment Notes:

Late transfer of assessing officer to SZ at conditioning stage

Previous application : [PLN-21-807](#)

- Pump & charged
- Treatment
- Detention

1. The Site Drainage Plan must clearly demonstrate how the stormwater from the existing dwelling and Townhouse #6 will be disposed of. the City will only approve pumped system for the areas where the gravity/ charged system is not practicable
2. The proposed charged system and rising main must discharge into a boundary pit and then connected to the existing lot connection
3. Supporting calculation is required for the calculated coefficient and peak runoff both for the pre and post development with the proposed AEP (method/ model)
4. The total runoff for the post development including charged and pumped system must clearly compare with the pre-development flow rate
5. supporting calculation for the orifice plate diameter should be provided
6. Detailed design and associated calculations of the proposed SW pump system

SZ notes

1246m2 impervious area on 1962m2 Lot - p4

Detention tank above-ground in driveway (top 66.9m) - see p13

Driveway raised

p32 - SW plan - Spel 400 treatment downstream of driveway det tank, Stormsacks in pits (not shown on plan).

Second det tank shown at rear next to pump

exitsing garage of dwelling to go to pump - all rest of roof is proposed to be charged.

Complex system, but min level stated is 68.12. See ls p34

Discharge to kerb via new twin 125x75 - require single 225x75 instead. No obstacles visible on streetview

Boundary pit nearer bdy required - see p35

Has 250mm for spel

Detention calcs p39-

used 0.4 for pervious :(

only 5min volume calc'd

orifice designed for difference (qpost-Qpre), not for Qpre as required

Pump calc- only vol for 5min. However has 10kL total storage. Not clear if det storage is below ground - must be below pump surcharge level to count.

Driveway being detained- then pumped. Pump rate is for undetained flow. Doesn't work.

Raised det is only 600 high - then minus DN150 overflow and orifice heights. 6m long. Does not look 2.5 wide to have 6000L storage...

No maintenance plan

Claims previously pumped 337m2 (driveway). 2019 drainage plan for PMB-10-00910 shows all exitsing impervious pumped - 235 house + garage to be demo'd (~92), but rough scaling I

only get 257m² driveway. Call it 594m².

New driveway 546m² + dwelling garage.

As such the proposal does not increase the pumped area, as well as increasing the total pumpwell size.

Double pumps and alarm system are proposed.

Pump is reasonably close to bdy of 352 Park St

Pump is not at low point of lot - whilst there is a sewer main, could still have hardstand.

Could any hardstand in townhouse POS drain to the pump? Little hardstand off living space is under the upper floor - but the rear areas could be paved.

Require landscaping plan

Stormwater reps on flow quantity (to be addressed by detention) and noise from pump (address by condition). I note noise is rarely an issue with modern underground pumps if sized correctly, given the noise of the rain and adequate setbacks.

Recommended Conditions:

ENG1

ENV2 (>250m²)

ENGsw6 - drain all + pump

SW7 - connection

SW 9 - treatment and detention

ENG All stormwater from the proposed development (including but not limited to: sw6 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).

Detailed engineering drawings prepared and certified by a suitable qualified and experienced Civil Engineer must be submitted and approved, prior to commencement of work or issue of consent under the Building Act 2016 (whichever occurs first). The drawings must include but not be limited to:

- Detailed design of the proposed pump system and supporting calculations demonstrating the system can drain all 20yr ARI rainfall events, and is in general accordance with Australian Standard AS/NZS 3500.3:2015 Part 3: Stormwater Drainage Systems.
- All stormwater which is practicable to drain to Council infrastructure via gravity (including suspended or charged systems) must do so.
- Any pumped or charged flows must be converted into free-flowing gravity within a suitably sized private transition pit inside the property.
- Pumped system must be designed and located to minimise consequence of failure and nuisance (eg obvious failure, adequate setbacks to allow dispersal of surcharge prior to third-party land & noise minimisation)
- Levels & landscaping plan demonstrating the pump can adequately service all likely development on the Lot
- A brief list of maintenance / inspection actions.

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

Advice: Once the detailed engineered drawings have been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). The accepted plans and Forms should be included in your plumbing permit application.

Reason for condition

To ensure stormwater is 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 required 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 our [website](#)

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 either via the CEP process or via the Application for New Connection form available from our [website](#). 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.*

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.

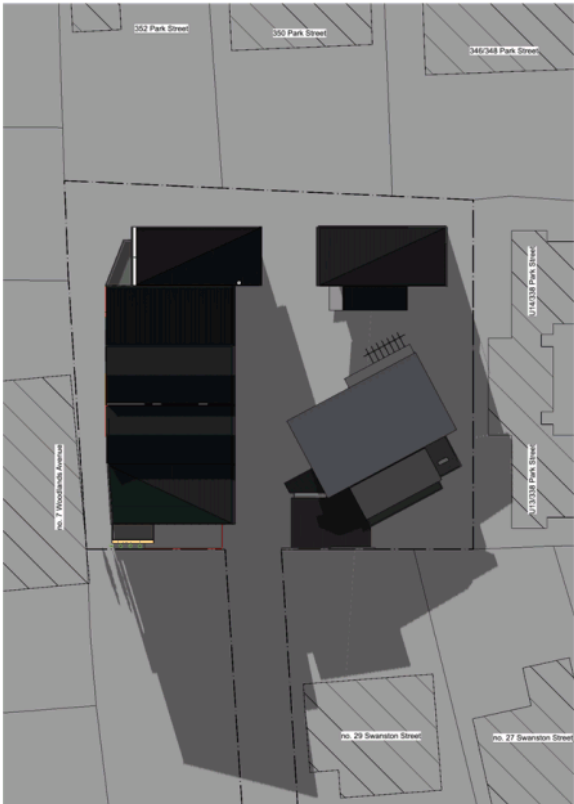
A stormwater management report and design must be submitted and approved as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The stormwater management report and design must be prepared by a suitably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

1. include detailed design of the proposed treatment train, including final estimations of contaminant removal;
2. include detailed design and amended supporting calculations of the detention tanks 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 any interactions with the pump system; 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.

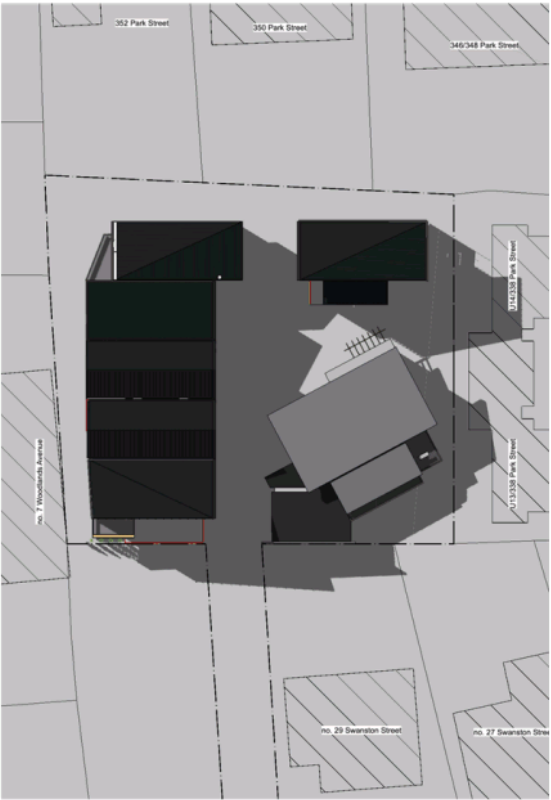
All work required by this condition must be undertaken and maintained in accordance with the approved stormwater management report and design.

Advice:

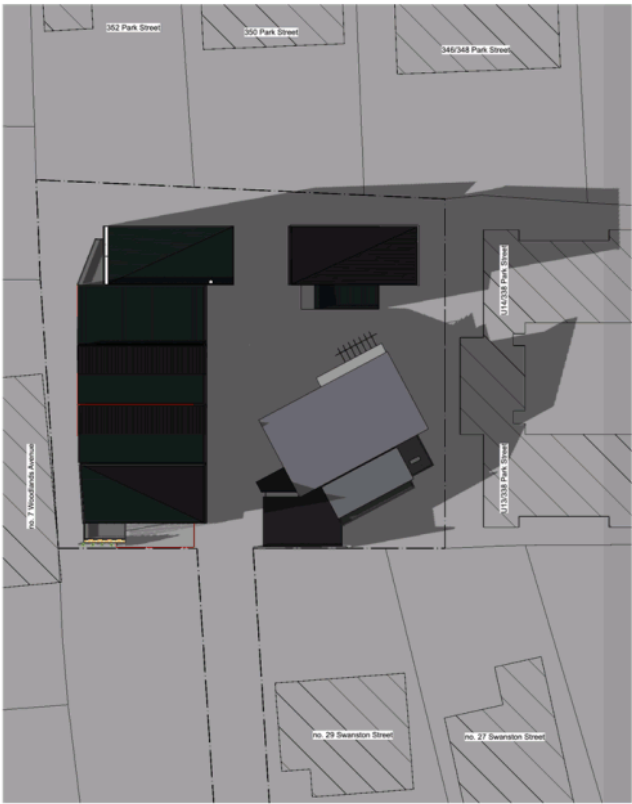
This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.



1 June 21 9am



3 June 21 12pm



5 June 21 3pm

reate.
wonder.



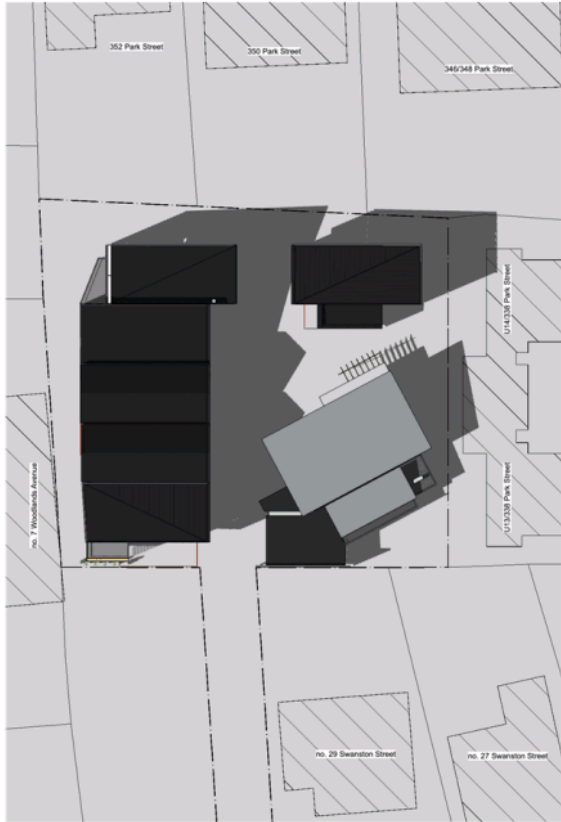
REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS	31 Swanton St, New Town						
CLIENT	Tony Dzelalija						
DWG	Shadows June						
SCALE @ ISO A3	1:200						
DRAWN	SG						
CHKD	SG						
DWG #	A305						
PROJECT #	255/255						



1 March 21 9am



3 March 21 12pm



5 March 21 3pm

reate.
wonder.



REVISION	G	DATE	5/9/22	DESCRIPTION	TWDA 2022/01418-HCC	ISSUE	DA
ADDRESS	31 Swanston St, New Town						
CLIENT	Tony Dzelalija						
DWG	Shadows March						
SCALE @ ISO A3	1:200						
DRAWN	SG						
CHKD	SG						
DWG #	A306						
PROJECT #	255/251						

**7.2.4 1 TEW TERRACE AND 5 TEW TERRACE, SANDY BAY - PARTIAL
DEMOLITION, ALTERATIONS AND EXTENSION
PLN-22-402 - FILE REF: F22/101522**

Address: 1 Tew Terrace and 5 Tew Terrace, Sandy Bay
Proposal: Partial Demolition, Alterations and Extension
Expiry Date: 28 November 2022
Extension of Time: Not applicable
Author: Richard Bacon

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for a partial demolition, alterations and extension at 1 Tew Terrace and 5 Tew Terrace (adjacent Council Reserve), 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-22-402 - 1 TEW TERRACE AND 5 TEW TERRACE SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, 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).

The window must be installed as a sealed unit capable of excluding minor surface flows as per the correspondence from Mark Drury dated 9/8/22.

Advice:

Council notes the property will back onto bushland, and will receive natural surface flows.

Reason for condition

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

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.

OPS s1

The section of block work retaining wall that extends into Bicentennial Park is to be removed as per the DA02 Existing Floor Plan + Proposed Demolition Works drawing, at the applicant's cost, such that no part of the house extends into the reserve.

Reason for condition

To maintain the amenity value of the City of Hobart's parks and reserves.

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.

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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*.

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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.

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-22-402 - 1 TEW TERRACE SANDY BAY TAS
7005 - Planning Committee or Delegated Report ↓



Attachment B: PLN-22-402 - 1 TEW TERRACE and 5 TEW
TERRACE SANDY BAY TAS 7005 - CPC Agenda
Documents ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 25 October 2022
Expiry Date: 28 November 2022
Application No: PLN-22-402
Address: 1 TEW TERRACE , SANDY BAY
5 TEW TERRACE , SANDY BAY
Applicant: Mark Drury (Mark Drury & Partners Pty Ltd Architects)
Studio @ 3 Star Street
Proposal: Partial Demolition, Alterations and Extension
Representations: NIL
Performance criteria: Siting - Rear Boundary Setback

1. Executive Summary

- 1.1 Planning approval is sought for a partial demolition, alterations and extension at 1 Tew Terrace and 5 Tew Terrace (Adjacent Council Reserve), Sandy Bay TAS 7005.
- 1.2 More specifically the proposal includes:
 - a single storey rear extension to a single dwelling, for studio use;
 - demolition of existing wall extending into Council Reserve at No.5 Tew Terrace (Bicentennial Park).
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Low Density Residential Zone - Siting - Rear Boundary Setback
- 1.4 No representations were received during the statutory advertising period between the 7th and 21st September 2022.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council, because the proposal is partly on Council land.

2. Site Detail

2.1 The site is within the Low Density Residential Zone.

2.2 The site was visited dated the 21st August 2022.



Figure 1 above: location plan.



Figure 2 above: aerial photograph with 2 metre contour.



Figure 3 above: aerial photograph (Bing).



Figure 4 above: site viewed from direction of Churchill Avenue.

3. Proposal

- 3.1 Planning approval is sought for a partial demolition, alterations and extension at 1 Tew Terrace and 5 Tew Terrace (Adjacent Council Reserve), Sandy Bay TAS 7005.
- 3.2 More specifically the proposal is for:
- a single storey rear extension to a single dwelling, for studio use;
 - demolition of existing wall extending into Council Reserve at No. 5 Tew Terrace (Bicentennial Park).

4. Background

- 4.1 The development proposal includes the demolition of a small portion of wall constructed within Council's Bicentennial Park. As such, GMC for the application was sought, and rovided on 2 September 2022, under GMC-22-402.

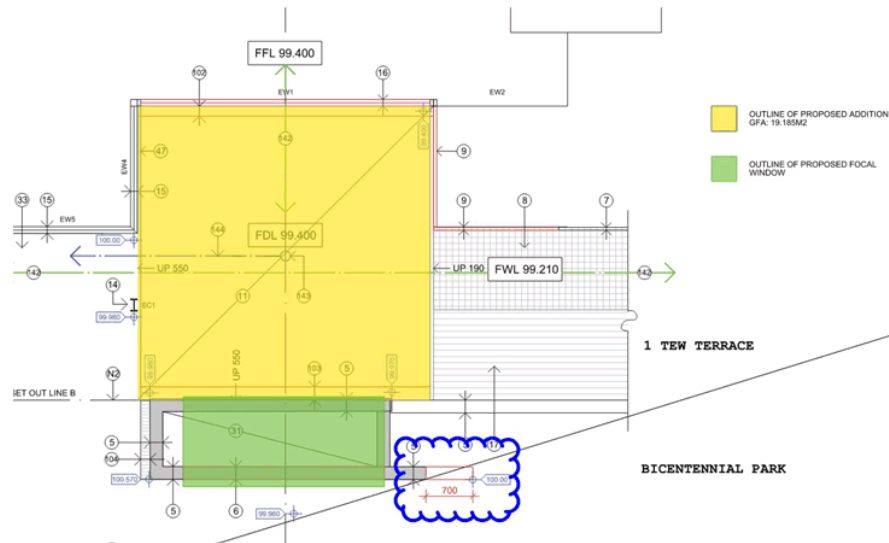


Figure 5: The extent of the wall to be demolished is shown in red inside the blue cloud.

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between the 7th and 21st September 2022.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Low Density Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing and proposed use is dwelling. The existing use is a permitted use in the zone. The proposed use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 12 Low Density Residential Zone

- 6.4.2 E6.0 Parking and Access Code
- 6.4.3 E7.0 Stormwater Management Code
- 6.4.4 E1.0 Bushfire Prone Areas Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Low Density Residential Zone:
 - Siting - Rear Boundary Setback – Part D 12.4.2 P3*
- 6.6 Each performance criterion is assessed below.
- 6.7 Setback and Building Envelope Part D 12.4.2 P3
 - 6.7.1 The acceptable solution at clause 12.4.2 A3 requires a rear boundary setback of 4 metres.
 - 6.7.2 The proposal includes a dwelling extension with a rear boundary setback of 0.160 of a metre (160mm).
 - 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 12.4.2 P3 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.*
 - 6.7.5 Assessment of the performance criterion follows.

Impact on 5 Tew Terrace (Council Reserve).

The adjacent Council bushland reserve is to the rear south and side east of the subject site.

The extension would be sited close to the rear site boundary.

On the other hand, given the substantial size of the Reserve, the relative uphill position of the Reserve on a steep slope, and the moderate size of the proposed extension, impact on character and amenity of the public space is not considered likely to be excessive.

Please note: as previously stated the above property forms part of the application due to the proposed demolition of a small section of existing wall that extends across the common property boundary.

Impact on 6 Gardenia Grove.

This side neighbouring property is to the relative southwest of and slightly uphill with relation to the applicant site.

Impact in terms of sunlight, northerly aspect and visually on this neighbouring property is not considered likely to be excessive.

The proposal is considered reasonably acceptable.

6.7.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for a partial demolition, alterations and extension at 1 Tew Terrace and 5 Tew Terrace (Adjacent Council Reserve), Sandy Bay TAS 7005.
- 7.2 The application was advertised and no representations were received.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered acceptable.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Stormwater Engineer, Environmental Development Planner and Park Planner. The officers have raised no objection to the proposal, subject to conditions.

- 7.5 The proposed works would include those partly within the adjacent rear Council Reserve (Bicentennial Park).
The works comprise the demolition of a section of existing wall that extends across the property boundary.
Council General Manager Consent under GMC-22-63 was granted for the works dated the 2nd September 2022.
- 7.6 The applicant has granted an extension of time to allow Council consideration of the proposal
- 7.7 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed partial demolition, alterations and extension at 1 Tew Terrace and 5 Tew Terrace (Adjacent Council Reserve), 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 Council approve the application for a partial demolition, alterations and extension at 1 Tew Terrace and 5 Tew Terrace (Adjacent Council Reserve), 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-22-402 - 1 TEW TERRACE AND 5 TEW TERRACE SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, 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).

The window must be installed as a sealed unit capable of excluding minor surface flows as per the correspondence from Mark Drury dated 9/8/22.

Advice: Council notes the property will back onto bushland, and will receive natural surface flows.

Reason for condition

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

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.

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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:

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to be removed as per the DA02 Existing Floor Plan + Proposed Demolition Works drawing, at the applicant's cost, such that no part of the house extends into the reserve.

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DIAL BEFORE YOU DIG

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



(Richard Bacon)

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 4 October 2022

Attachment(s):

Attachment B - CPC Agenda Documents



GMC-22-63

2 September 2022

MEMORANDUM: HEAD OF CITY PROJECTS**REQUEST TO GRANT LAND OWNER CONSENT TO
LODGE A PLANNING APPLICATION**

Site Address: **1 Tew Terrace & 5 Tew Terrace**

Description of Proposal: **Partial Demolition, Alterations and Extension**

Applicant Name: **Mr Mark Drury**
Mark Drury & Partners Pty Ltd Architects

Planning Ref: **PLN-22-402**

The development proposal includes the demolition of a small portion of wall constructed within Council's Bicentennial Park.

Council's Park Planner, Christine Corbett, has stated that she is happy for this GM Consent to be granted.

The City recommends the Head of City Projects grant consent for the lodgement of the development application.

RECOMMENDATION

That pursuant to Section 52 of the Land Use Planning and Approvals Act 1993, the General Manager grant consent on behalf of the Hobart City Council as the owner/administrator of the above land to allow the applicant to make application to the City for a planning permit for the development described above and as per the attached documents.

A handwritten signature in blue ink, appearing to read "Glenn Doyle".

(Glenn Doyle)
HEAD OF CITY PROJECTS

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

Created: 17/12/2012 Updated: 21/07/2022

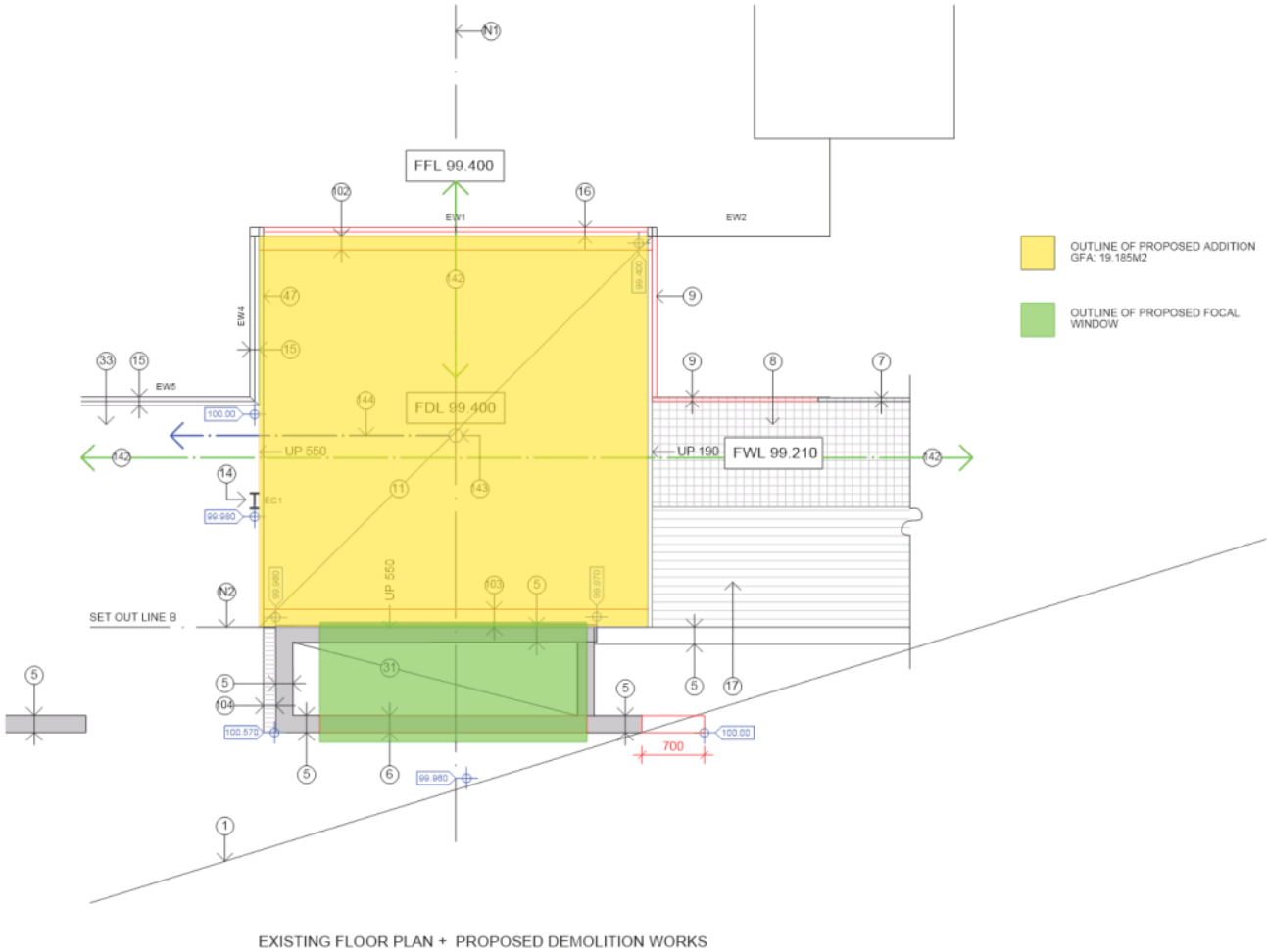
document1

Page 2 of 2

Approved / Not Approved

Date: 2 September 2022

Attachments/Plans: DA-22-42807



markdruryarchitect

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p 0418 124 618

PROJECT:

CLIFFORD HOUSE

PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:

KIM CLIFFORD

DRAWING:

DA02
EXISTING FLOOR PLAN +
PROPOSED DEMOLITION WORKS

SCALE: 1:50 DATE: AUG '22 REVISION: C

0 2M

DESIGNED: MD
DRAWN: AD + MD
CHECKED: MD

REVISIONS:

REVISION B: 05 JULY 2022
- EXISTING ACCESS PATHS (CODE 142) ADDED.
- EXISTING STORMWATER DRAIN AND GRATED DRAIN OUTLET (CODE 143) ADDED.
- SURVEYED HEIGHTS OF EXISTING GROUND AND FLOOR LEVELS. INFORMATION EXTRACTED FROM DETAILED SITE SURVEY PLANS BY C.L. ANDREWS + ASSOCIATES. (REFER DRAWING DA12).

REVISION C: 09 AUGUST 2022
- SECTION OF EXISTING BLOCK WALL TO BE REMOVED SO AS TO BE FULLY CONTAINED WITHIN THE REAR BOUNDARY LINE.


DEVELOPMENT APPLICATION ONLY

NOTES:

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THIS DRAWING MUST BE PRINTED + DISTRIBUTED IN FULL COLOUR. NO LIABILITY WILL BE ACCEPTED FOR FAILURE TO COMPLY WITH THIS REQUIREMENT.



ARCHITECT'S DOCUMENTATION REGISTER DEVELOPMENT APPLICATION DRAWINGS			
DWG #	DRAWING TITLE	REVISION #	DATE
DA00	INDEX PAGE + LOCALITY PLAN	B	JULY '22
DA01	SITE PLAN	B	JULY '22
DA02	EXISTING FLOOR PLAN + PROPOSED DEMOLITION WORKS	B	JULY '22
DA03	EXISTING ROOF PLAN + PROPOSED DEMOLITION WORKS	A	JUNE '22
DA04	EXISTING SOUTH EAST ELEVATION + PROPOSED DEMOLITION WORKS	A	JUNE '22
DA05	EXISTING NORTH EAST ELEVATION + PROPOSED DEMOLITION WORKS	A	JUNE '22
DA06	EXISTING SOUTH WEST ELEVATION + PROPOSED DEMOLITION WORKS	A	JUNE '22
DA07	PROPOSED FLOOR PLAN	B	JULY '22
DA08	PROPOSED ROOF PLAN	A	JUNE '22
DA09	PROPOSED SOUTH EAST ELEVATION	A	JUNE '22
DA10	PROPOSED NORTH EAST ELEVATION	B	JULY '22
DA11	PROPOSED SOUTH WEST ELEVATION	A	JUNE '22
DA12	DETAILED SITE SURVEY	A	JUNE '22
DA13	DUPLICATION/SIMPLIFICATION OF DRAWING DA05 / B	A	JULY '22
DA14	DUPLICATION/SIMPLIFICATION OF DRAWING DA10 / B	A	JULY '22
SCHEDULES			
	SCHEDULE TO GENERAL CLASSIFICATION CODES ON DRAWINGS DA01-DA14 INCLUSIVE	B	JULY '22
	 SITE LOCATION OF PROPOSED WORKS		

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p 0418 124 618

PROJECT:

CLIFFORD HOUSE

PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:

KIM CLIFFORD

DRAWING:

DA00
INDEX PAGE + LOCALITY PLAN

SCALE: DATE: REVISION:
- JULY '22 B 

DESIGNED: MD
DRAWN: AD + MD
CHECKED: MD

REVISIONS:

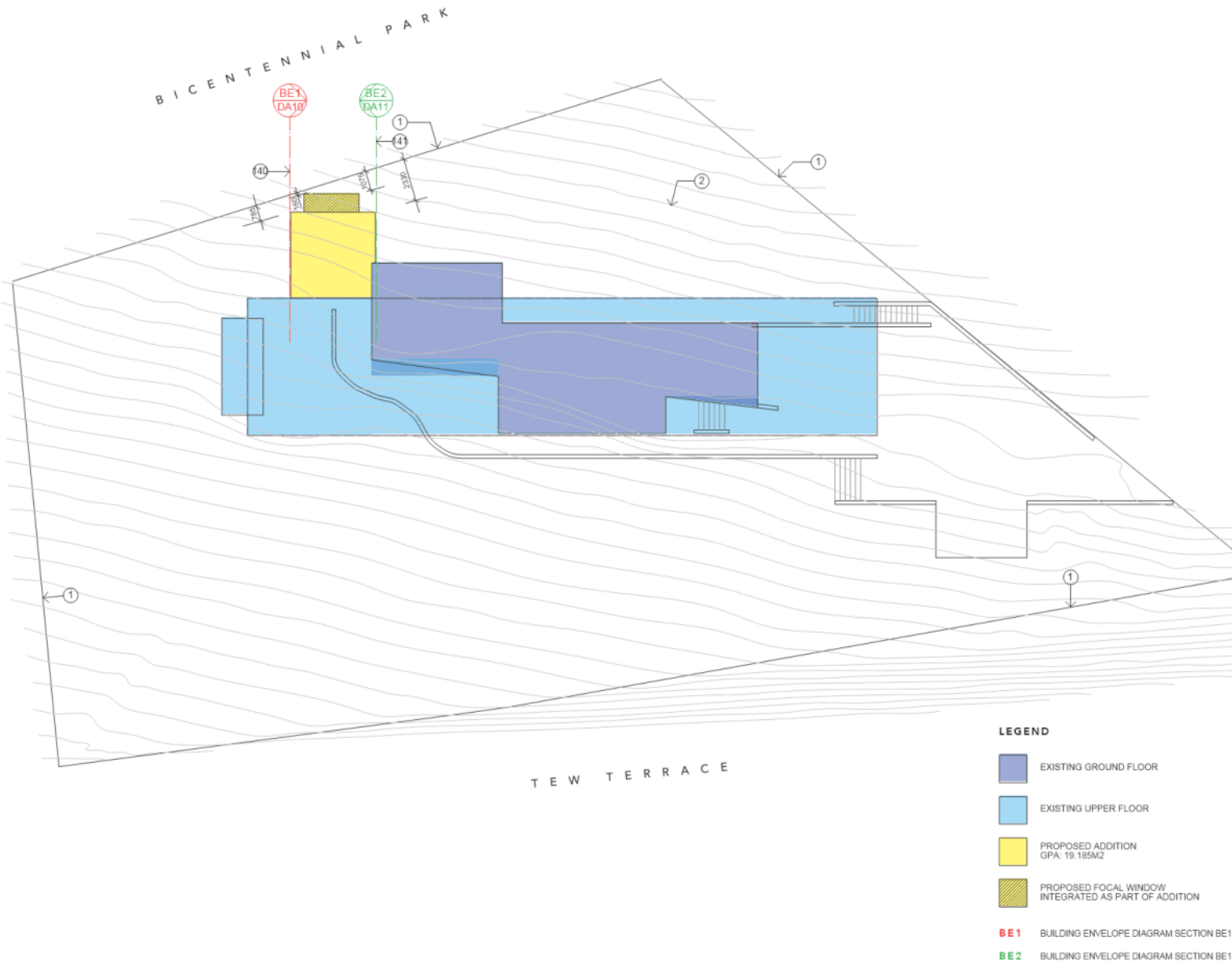
REVISION B: 05 JULY 2022
- ARCHITECT'S DOCUMENTATION REGISTER UPDATED.

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PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:
KIM CLIFFORD

DRAWING:
DA01
SITE PLAN

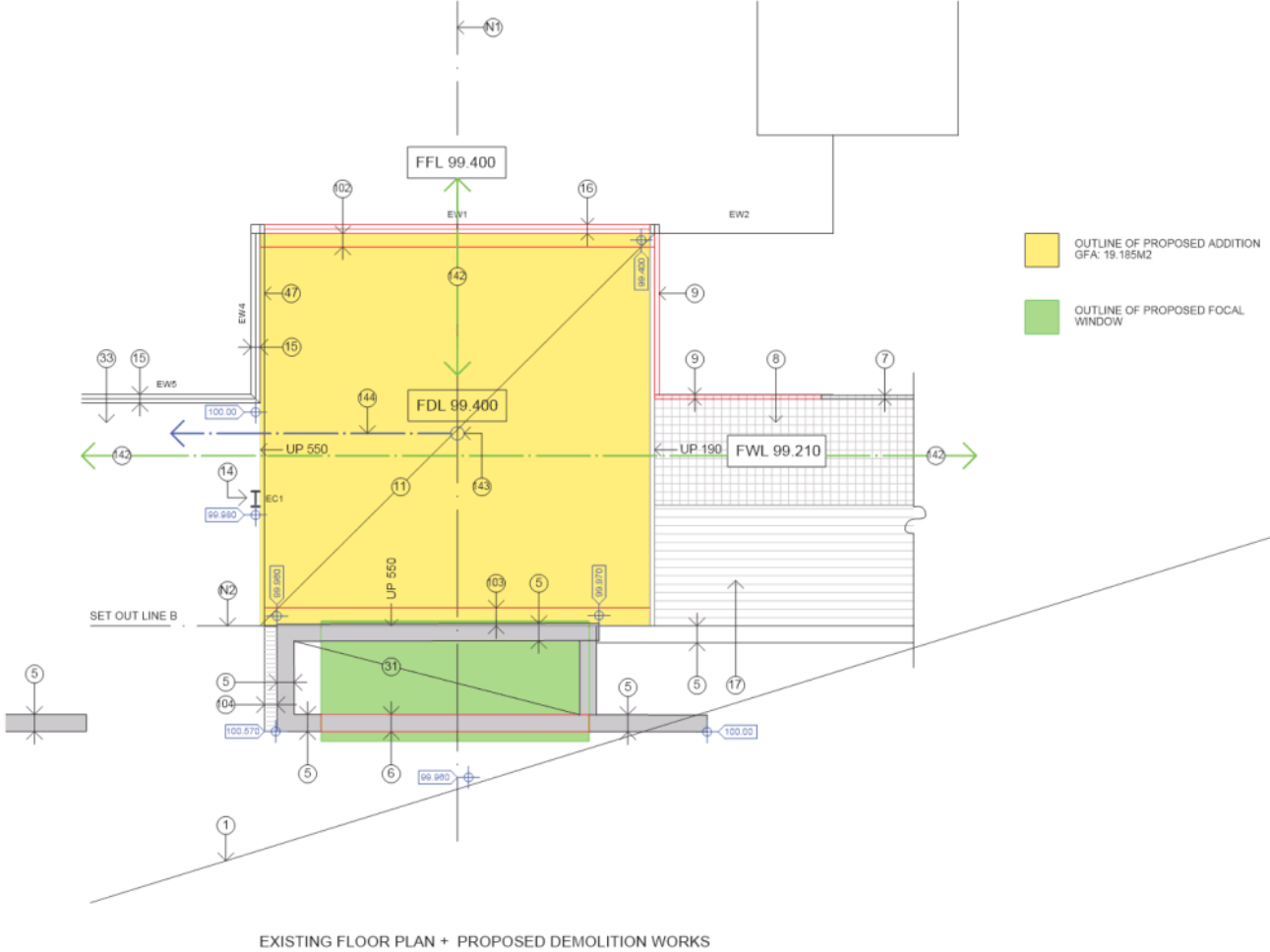
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DRAWN: AD + MD
CHECKED: MD

REVISIONS:
REVISION B: 05 JULY 2022
- NORTH POINT ORIENTATION CORRECTED.

DEVELOPMENT APPLICATION ONLY

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PROJECT:

CLIFFORD HOUSE

PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:

KIM CLIFFORD

DRAWING:

DA02
EXISTING FLOOR PLAN +
PROPOSED DEMOLITION WORKS

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DRAWN: AD + MD
CHECKED: MD

REVISIONS:

REVISION B: 05 JULY 2022

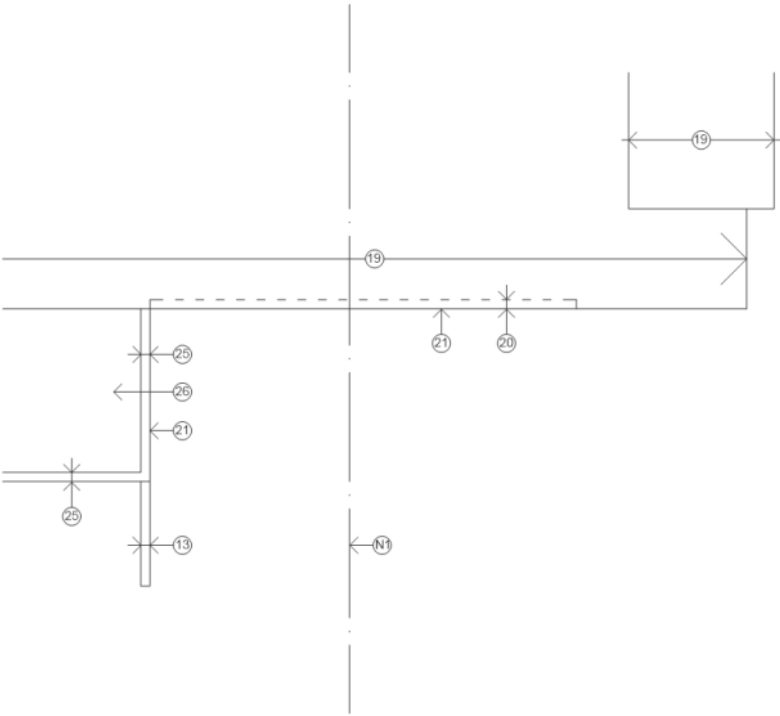
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EXISTING ROOF PLAN + PROPOSED DEMOLITION WORKS

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p 0418 124 818

PROJECT:
CLIFFORD HOUSE
PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:
KIM CLIFFORD

DRAWING:
DA03
EXISTING ROOF PLAN +
PROPOSED DEMOLITION WORKS

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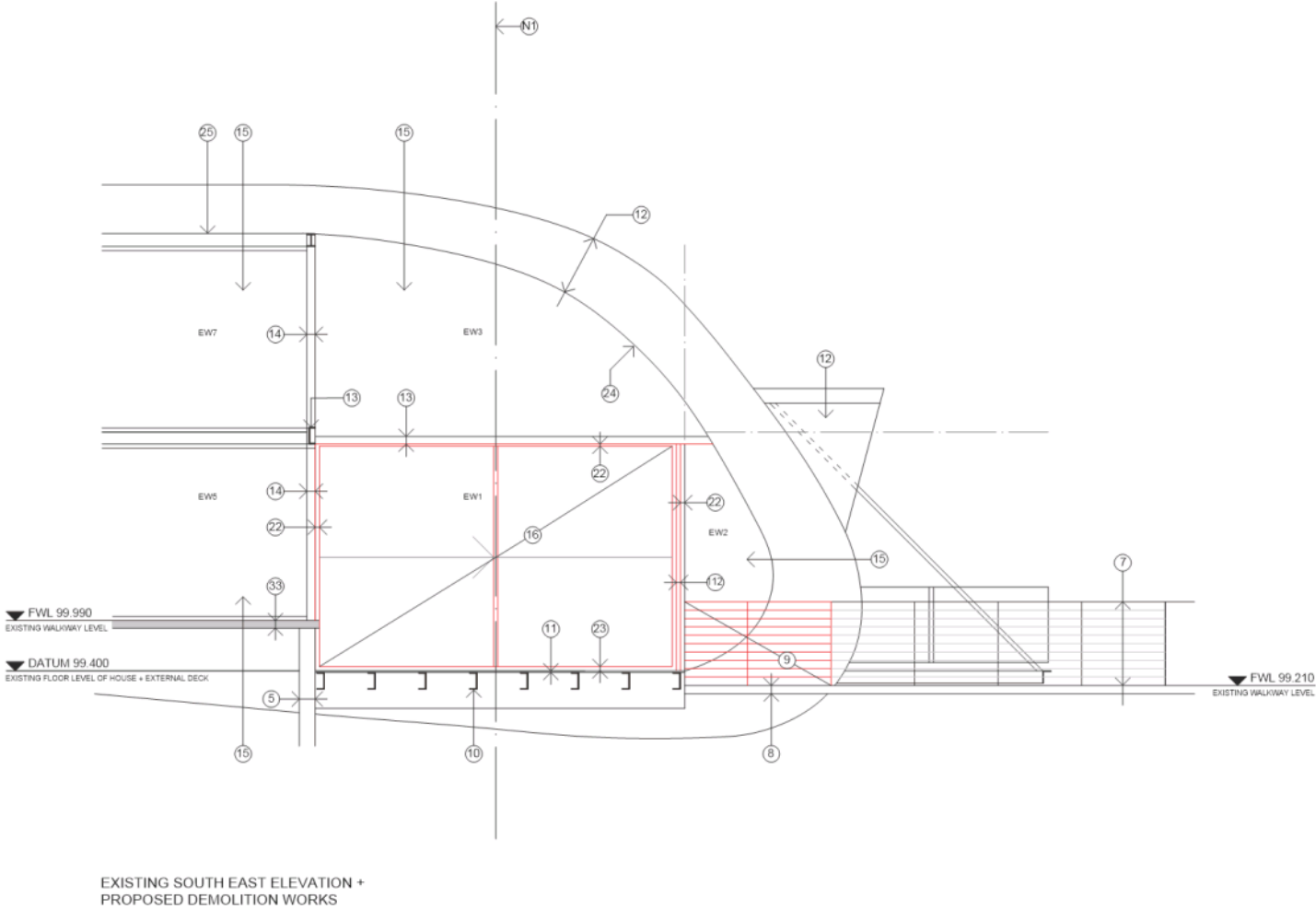
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REVISIONS:

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CLIENT:
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DRAWING:
DA04
EXISTING SOUTH EAST ELEVATION +
PROPOSED DEMOLITION WORKS

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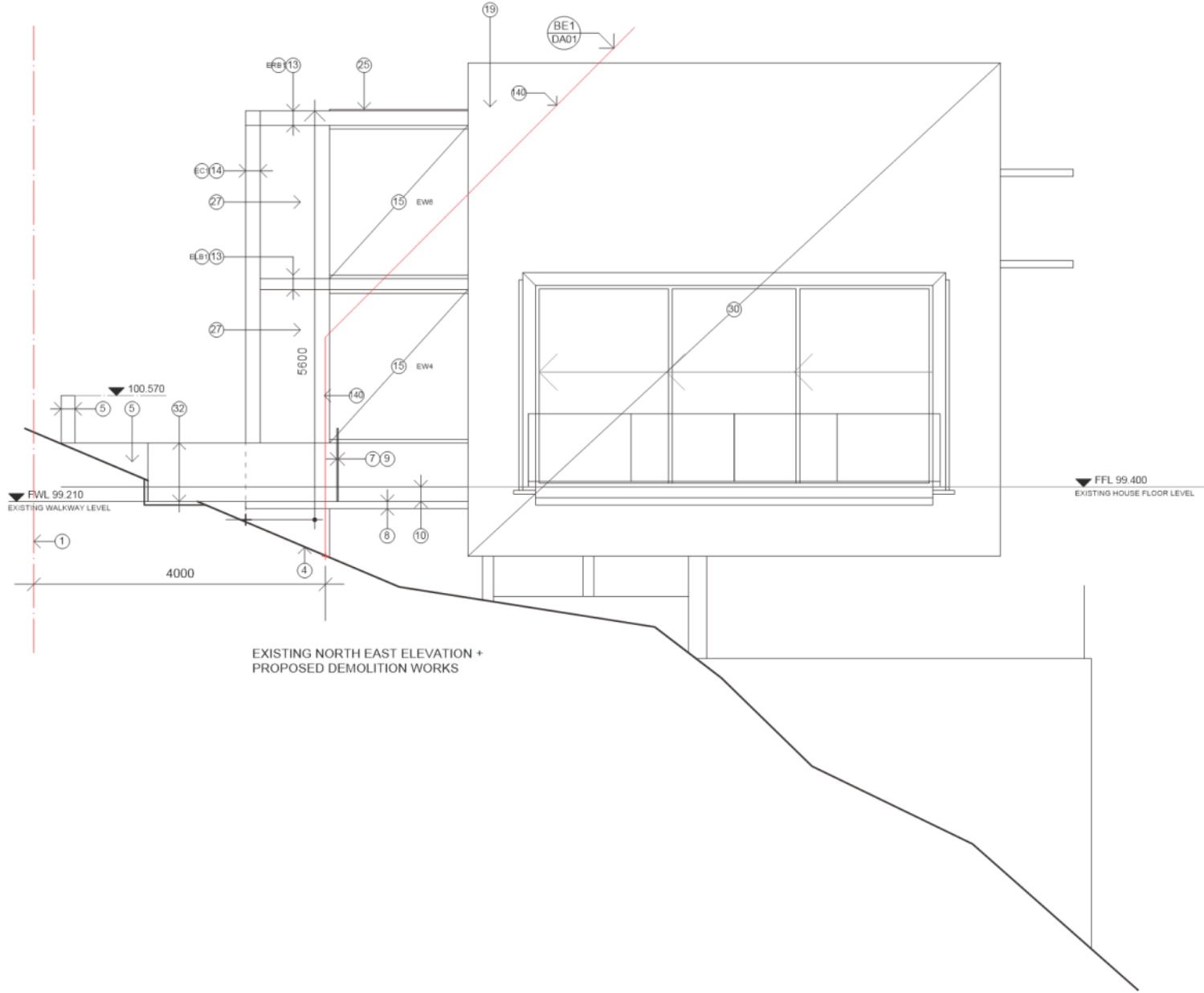
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CLIFFORD HOUSE
PROPOSED ADDITION
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CLIENT:
KIM CLIFFORD

DRAWING:
DA05
EXISTING NORTH EAST ELEVATION +
PROPOSED DEMOLITION WORKS

SCALE: 1:50 DATE: JULY '22 REVISION: B

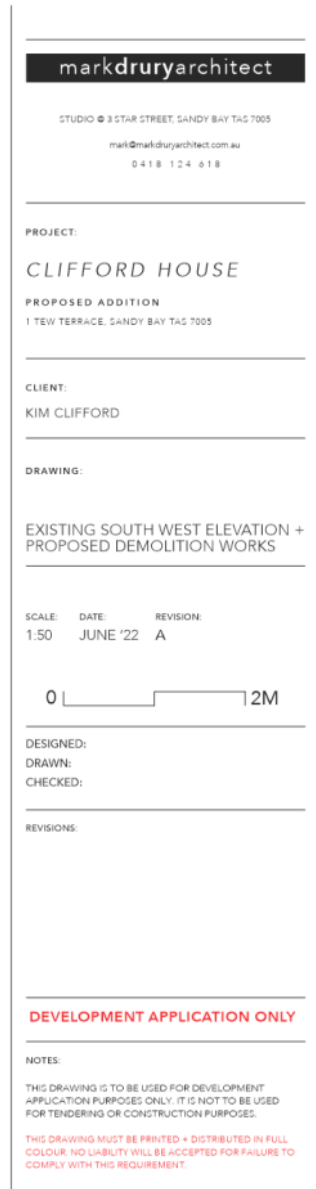
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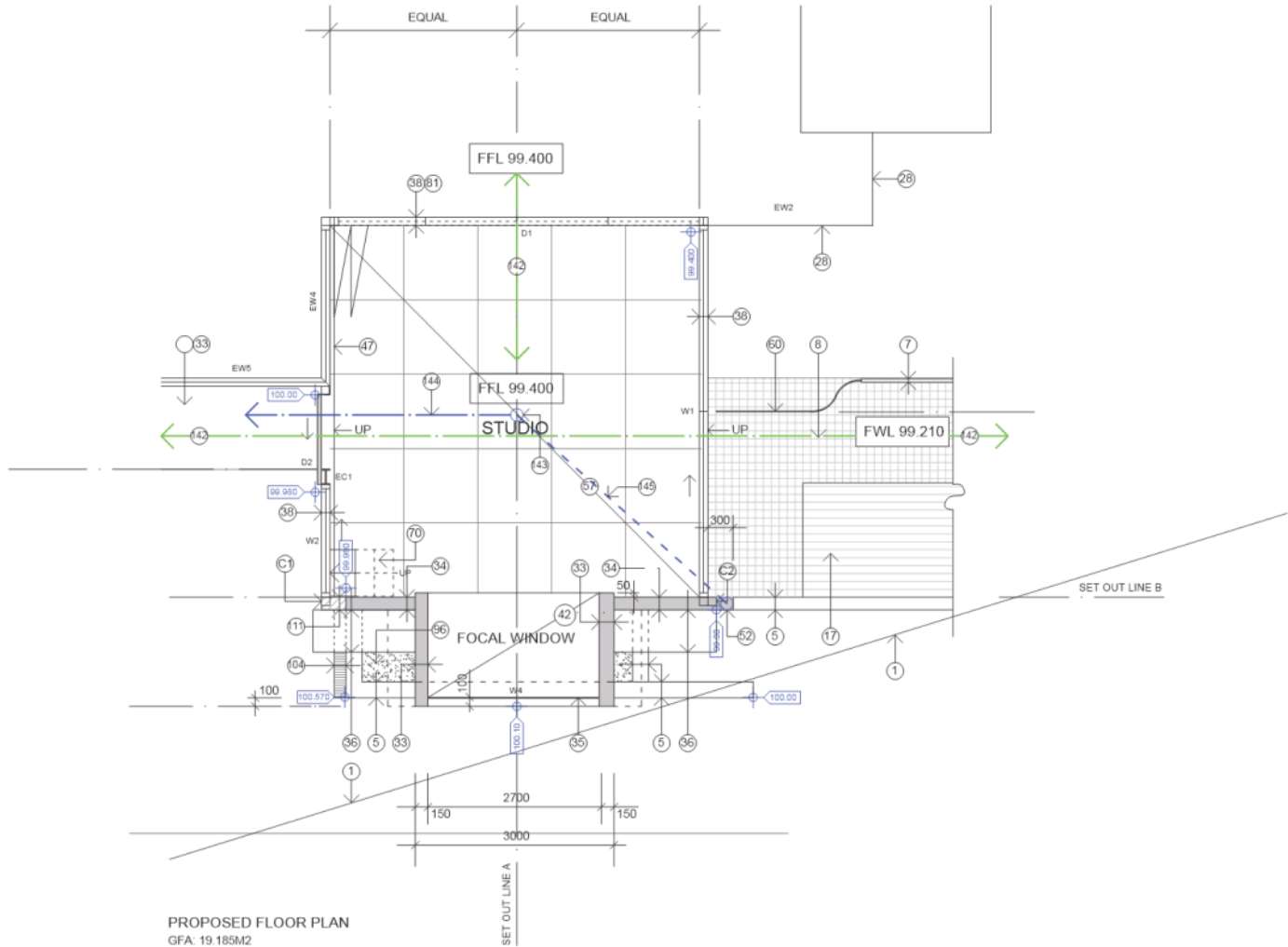
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CHECKED: MD

REVISIONS:
REVISION B: 05 JULY 2022
- CONTOUR AND BUILDING HEIGHTS ADDED.

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REFER ALSO DRAWING DA13.





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CLIFFORD HOUSE
PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:
KIM CLIFFORD

DRAWING:
DA07
PROPOSED FLOOR PLAN

SCALE: 1:50 DATE: JULY '22 REVISION: B

0 2M

DESIGNED: MD
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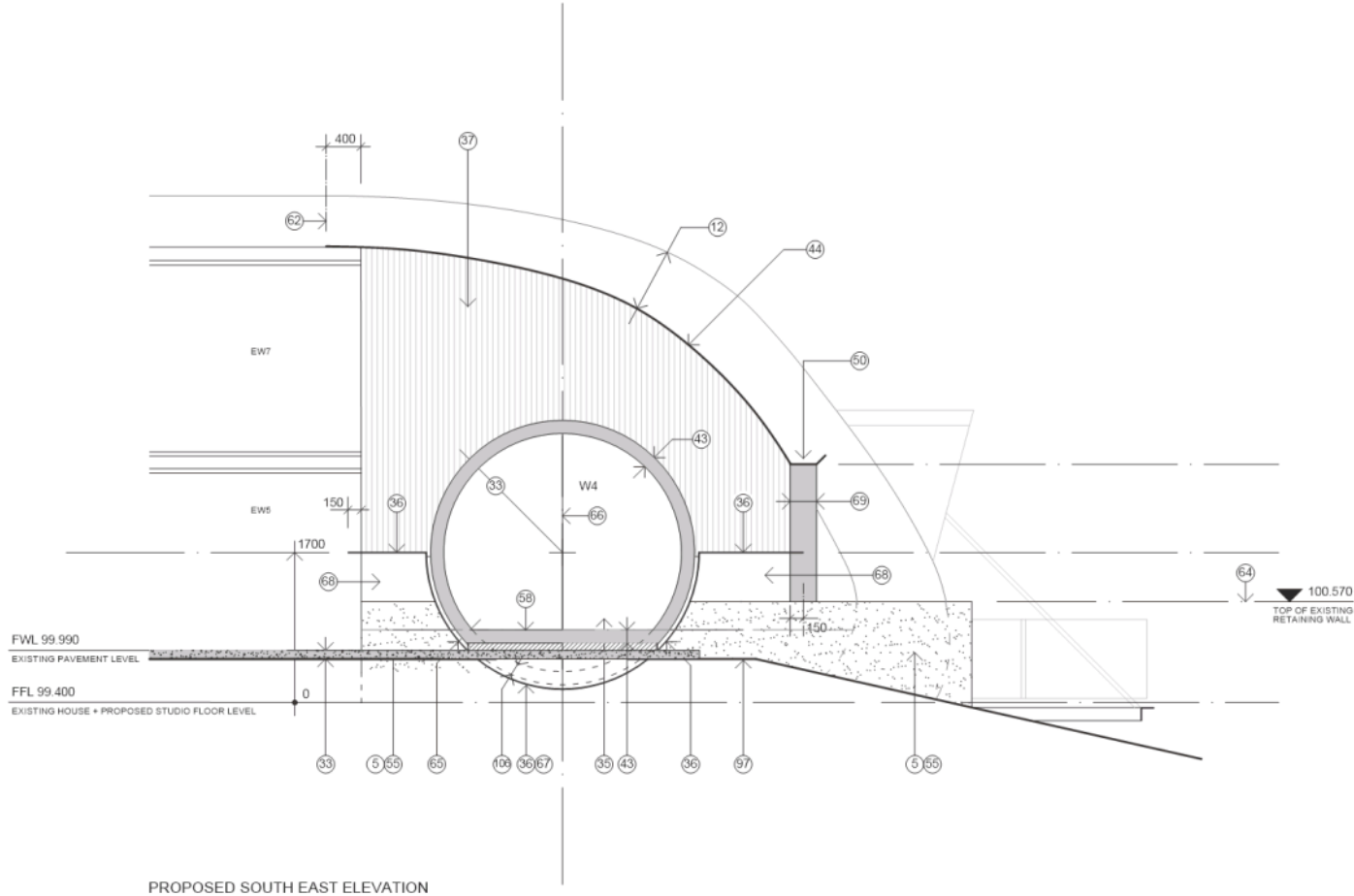
REVISIONS:
REVISION B: 05 JULY 2022
- EXISTING ACCESS PATHS (CODE 142) ADDED.
- EXISTING + PROPOSED STORMWATER DRAINS AND ASSOCIATED NOTES (CODE 144, 145 + 146) ADDED.
- SURVEYED HEIGHTS OF EXISTING GROUND AND FLOOR LEVELS. INFORMATION EXTRACTED FROM DETAILED SITE SURVEY PLANS BY C.L. ANDREWS + ASSOCIATES. (REFER DRAWING DA12)

DEVELOPMENT APPLICATION ONLY

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markdruryarchitect

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e mark@markdruryarchitect.com.au
p 0418 124 818

PROJECT:
CLIFFORD HOUSE
PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:
KIM CLIFFORD

DRAWING:
DA09
PROPOSED SOUTH EAST ELEVATION

SCALE: 1:50 DATE: JUNE '22 REVISION: A

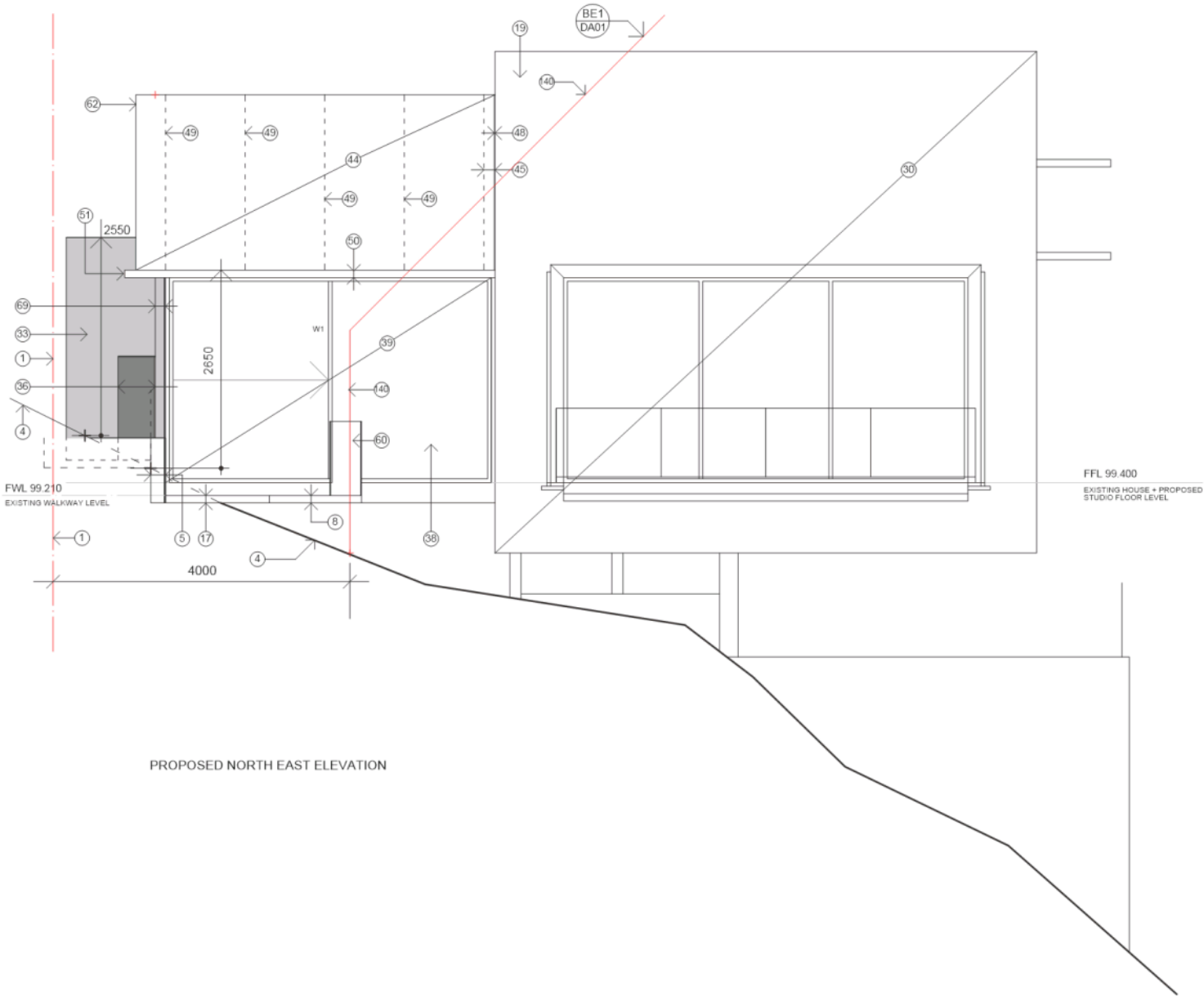
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DESIGNED: MD
DRAWN: AD + MD
CHECKED: MD

REVISIONS:

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PROJECT:

CLIFFORD HOUSE

PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:

KIM CLIFFORD

DRAWING:

DA10
PROPOSED NORTH EAST ELEVATION

SCALE: DATE: REVISION:
1:50 JULY '22 B

0 1 2M

DESIGNED: MD
DRAWN: AD + MD
CHECKED: MD

REVISIONS:

REVISION B: 05 JULY 2022
- CONTOUR AND BUILDING HEIGHTS ADDED.

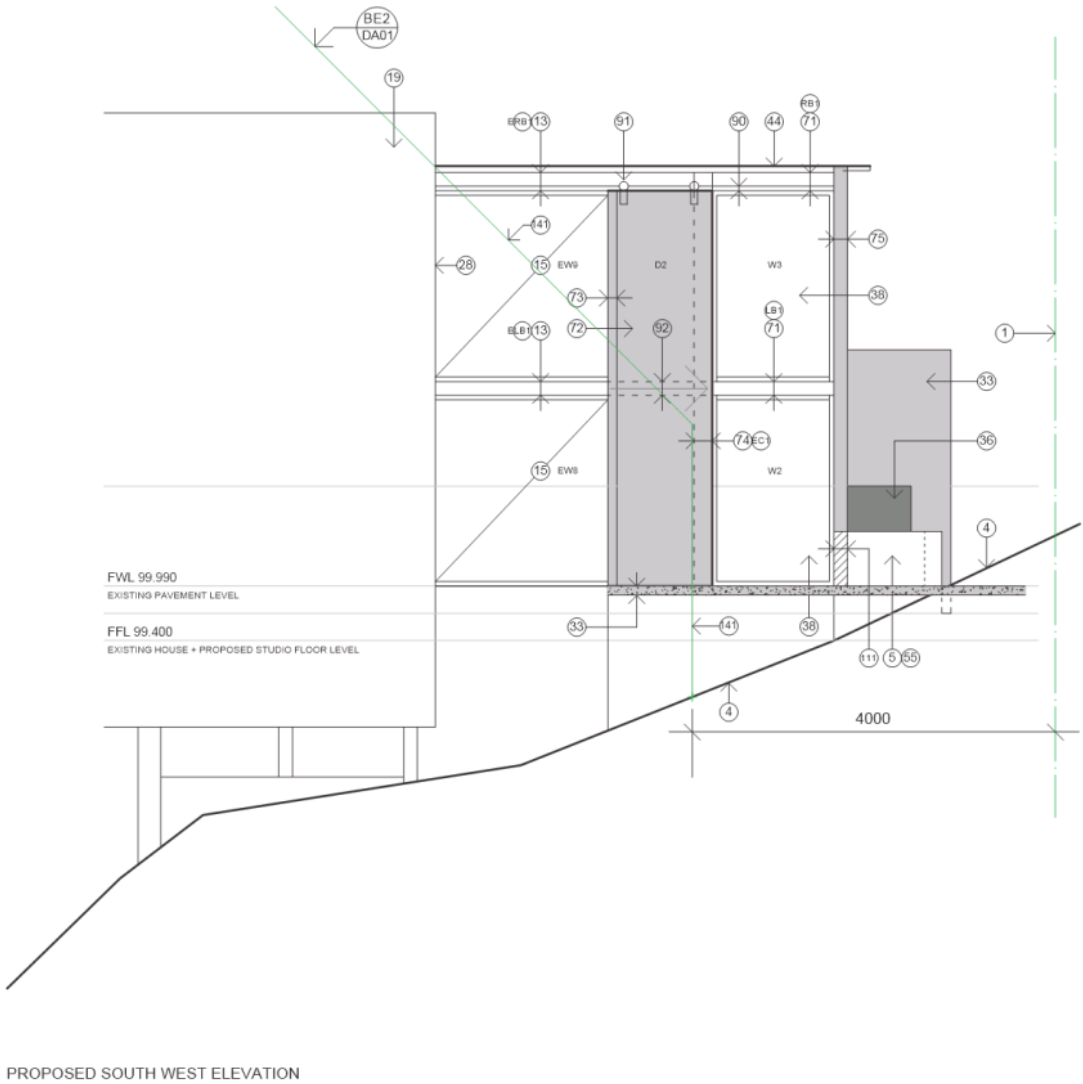
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REFER ALSO DRAWING DA14.



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PROJECT:

CLIFFORD HOUSE

PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:

KIM CLIFFORD

DRAWING:

DA11
PROPOSED SOUTH WEST ELEVATION

SCALE: DATE: REVISION:
1:50 JUNE '22 A

0 2M

DESIGNED: MD
DRAWN: AD + MD
CHECKED: MD

REVISIONS:

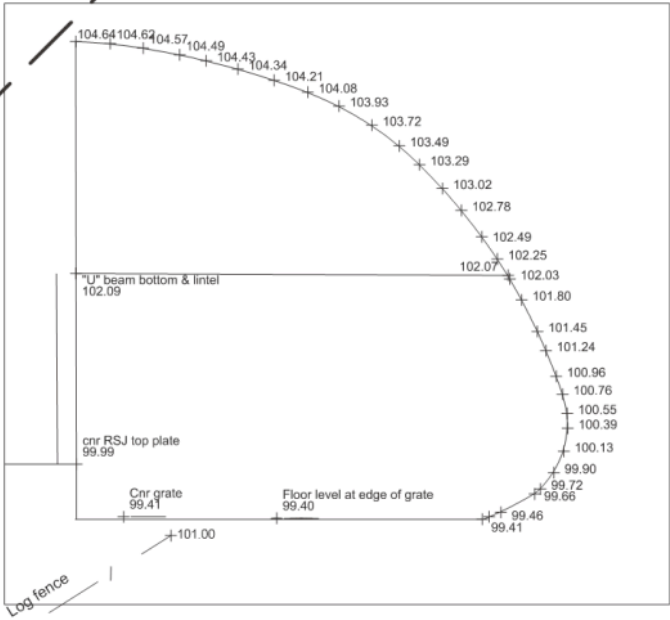
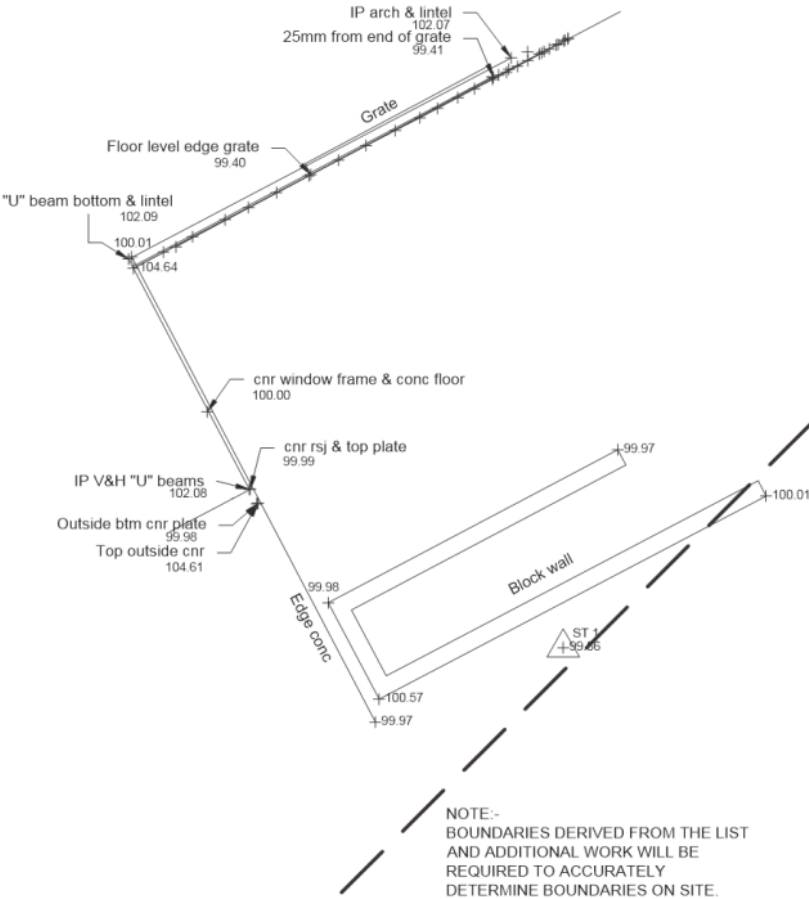
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NOTES:
1. DATUM FOR HEIGHTS IS ARBITRARY
2. LEVELS ARE ACCURATE AS AT DATE OF SURVEY



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PERMISSION OF C.L. ANDREWS & ASSOCIATES.



C.L. ANDREWS & ASSOC.
LAND & ENGINEERING SURVEYORS
57 MT RUMNEY ROAD, MT RUMNEY 7170
PHONE 03 6248 5007
EMAIL clandreggs57@gmail.com
A.B.N. 53 6248 5007

PARTIAL DETAIL SURVEY
CLIFFORD HOUSE, 1 TEW TERRACE, SANDY BAY
FOR MARK DRURY
SCALE 1: 50 (A3) DATE: 14/9/2021 DRAWN: IDS/CLA DWG No. 21065 drury

markdruryarchitect

STUDIO @ 3 STAR STREET, SANDY BAY TAS 7005
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PROJECT:
CLIFFORD HOUSE
PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:
KIM CLIFFORD

DRAWING:
DA 12
DETAILED SITE SURVEY

SCALE: 1:50 DATE: JUNE '22 REVISION: A

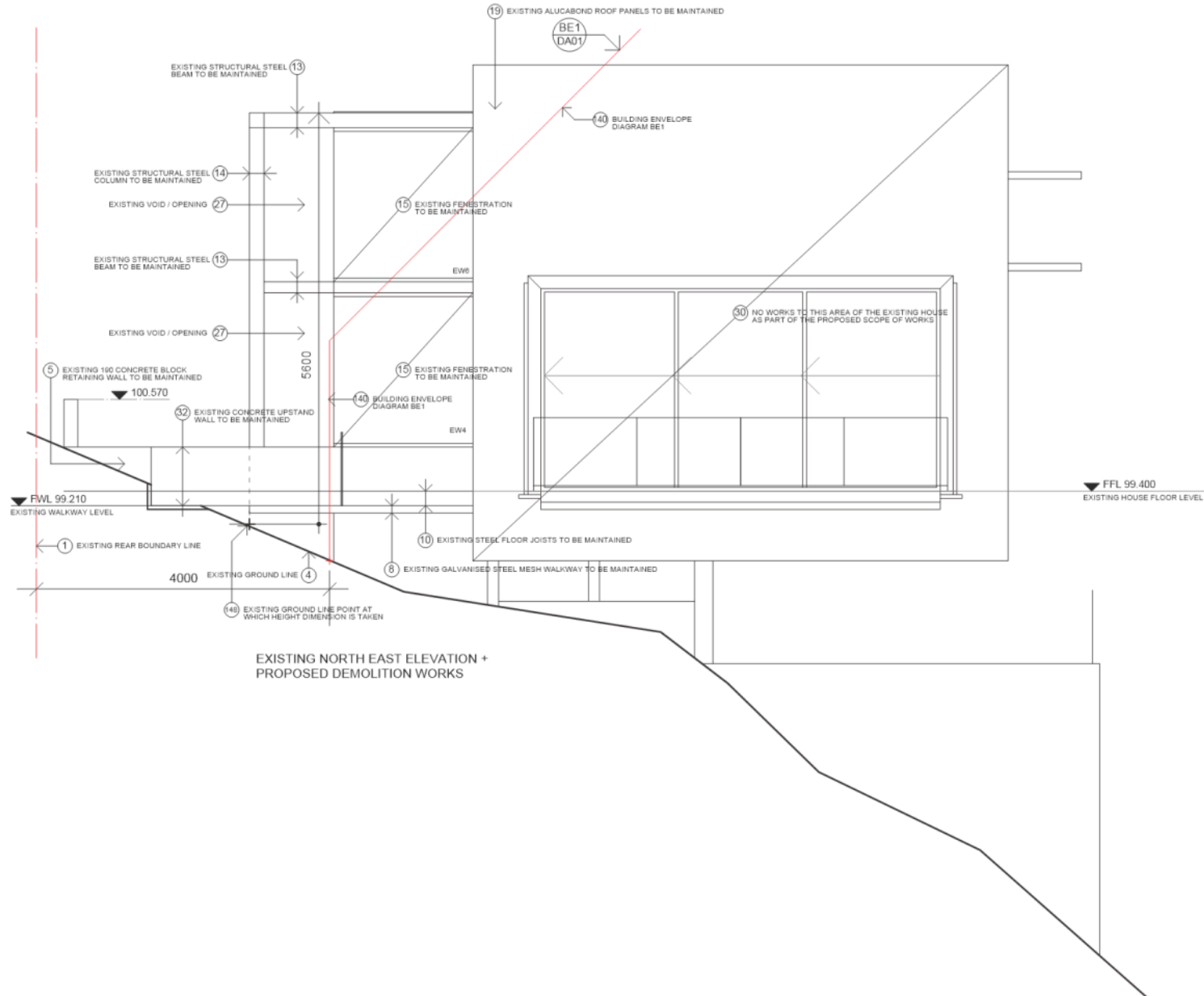
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DESIGNED: MD
DRAWN: AD + MD
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REVISIONS:

DEVELOPMENT APPLICATION ONLY

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p 0418 124 618

PROJECT:

CLIFFORD HOUSE

PROPOSED ADDITION

1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:

KIM CLIFFORD

DRAWING:

DA13
EXISTING NORTH EAST ELEVATION +
PROPOSED DEMOLITION WORKS

SCALE:	DATE:	REVISION:
1:50	JULY '22	A

DESIGNED: MD
DRAWN: AD + MD
CHECKED: MD

REVISIONS:

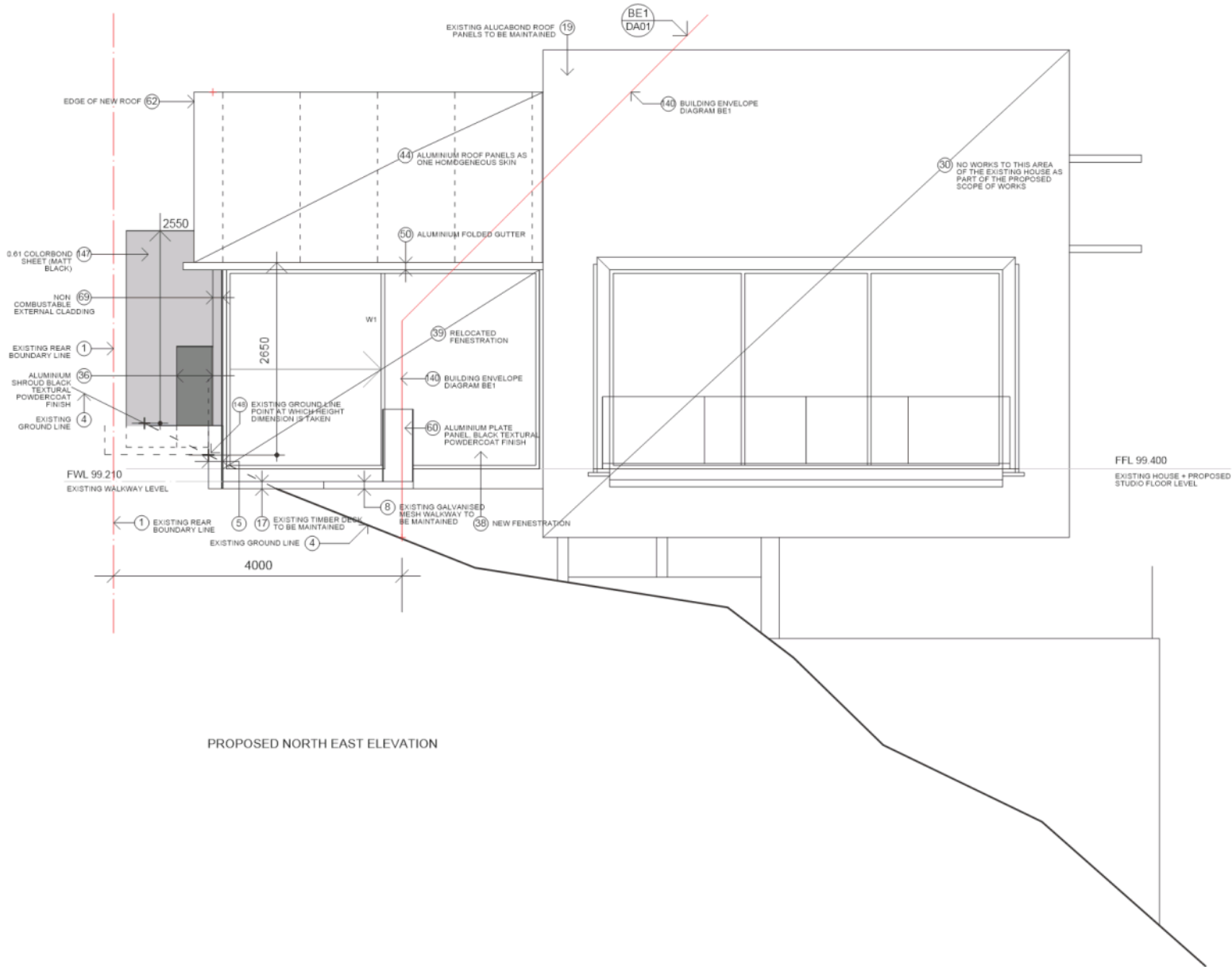
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PROJECT:
CLIFFORD HOUSE
PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:
KIM CLIFFORD

DRAWING:
DA 14
PROPOSED NORTH EAST ELEVATION

SCALE: 1:50 DATE: JULY '22 REVISION: A

0 2M

DESIGNED: MD
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CHECKED: MD

REVISIONS:

DEVELOPMENT APPLICATION ONLY

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Clifford House
Proposed Addition
1 Tew Terrace, Sandy Bay

Updated 05 July 2022 (Revision B)

Development Application Drawing Schedule

DA00/B	Index page and locality plan
DA01/B	Site plan
DA02/B	Existing floor plan and proposed demolition works
DA03/A	Existing roof plan and proposed demolition works
DA04/A	Existing southwest elevation and proposed demolition works
DA05/A	Existing northeast elevation and proposed demolition works
DA06/A	Existing southwest elevation
DA07/B	Proposed floor plan
DA08/A	Proposed floor plan
DA09/A	Proposed south east elevation
DA10/B	Proposed north east elevation
DA11/A	Proposed south west elevation
DA12/A	Detailed survey (C L Andrews & Associates)
DA13/A	Existing north east elevation and proposed demolition works (duplicated version of DA05/A)
DA14/A	Proposed north east elevation and proposed demolition works (duplicated version of DA10/A)

Revision B
Updates: 05 July 2022

Drawings DA13/A + DA14/A added

Revision B amendments to:

DA00/B
DA01/B
DA02/B
DA07/B
DA10/B

Clifford House
Proposed Addition
1 Tew Terrace, Sandy Bay

Updated 05 July 2022 (Revision B)

Schedule to codes on Development Application drawings DA01 - DA14

1. Title boundary line
2. Existing contour line.
3. Existing survey spot level.
4. Existing survey spot level.
5. Existing 190 concrete block retaining wall to be maintained.
6. Existing 190 concrete block retaining wall to be partially demolished to accept aluminium fabricate 'tube' (33).
7. Stainless steel and wire balustrade to be maintained.
8. Existing galvanised steel mesh walkway to be maintained.
9. Stainless steel and wire balustrade to be removed. Return all components to proprietor.
10. Existing steel floor joists to be maintained.
11. Existing 20mm compressed sheet flooring to be maintained.
12. Existing Alucobond cladding to be maintained.
13. Existing structural steel beam to be maintained.
14. Existing structural steel column to be maintained.
15. Existing fenestration to be maintained. Refer to Window Schedule for further details.
16. Existing fenestration to be removed, salvaged and reused. Refer to Window Schedule for further details.
17. Existing timber decking to be maintained.
18. Existing landscaping to be maintained and protected during construction works.
19. Existing Alucobond roof panels to be maintained.
20. Line of existing aluminium soffit below.
21. Edge of existing roof line.
22. Existing window frame to be maintained.

23. Remove existing sliding door frame threshold for replacement with specified bi-fold door threshold. Refer to Door Schedule for further details.
24. Existing aluminium soffit to be maintained.
25. Existing aluminium extrusion roof flashing to be maintained.
26. Existing aluminium pan roof to be maintained.
27. Existing void/opening.
28. Edge of existing house wall.
29. Line of existing 190 concrete blockwall below.
30. No works to this area of the existing house as part of the proposed scope of works.
31. Remove landscaping fill material from between existing 190 concrete block retaining walls (5).
32. Existing concrete upstand wall stay to be maintained.
33. Existing concrete pavement slab to be maintained.
34. Wall type A: 90 x 35 F17 HW studs @ 450 max crs, batten outside face with James Hardie ExoTec top hats @ 600 crs over Hardie Wrap weather barrier to receive specified non combustible exterior cladding (37) and inside face with specified lining (41).
35. Double glazed fixed panel .
36. 6mm aluminium shroud as detailed. Black Textura matt powder coat finish.
37. To be selected non combustible exterior cladding (refer also to Schedule Code 34.
38. New fenestration, refer window and door schedule for further details.
39. Relocated fenestration (EW1) , refer to Window Schedule for further details.
40. 6mm aluminium shroud/ring to inside circumference end of fabricated aluminium 'tube' (107) as detailed.
41. To be selected interior wall lining.
42. Selected timber veneer interior lining to inside circumference of fabricated aluminium 'tube' (107) as detailed.
43. 6mm aluminium rate plate closure 'ring' to exposed edge/surface of fabricated aluminium 'tube' (107) as detailed. Matt black textura powdercoat finish.
44. 3mm (nom) aluminium roof panels fabricated and fully welded into one seamless homogeneous skin. Finish:
45. 6mm aluminium 'edge plate' fabricated and formed in one single length piece to match free form shape of existing aluminium soffit (24).

46. 6mm (nom) x 100mm aluminium ribs cut to profiled shape and welded to and integrated with aluminium plate roof panel (44).
47. Edge of existing concrete floor edge.
48. Approved Sicaflex system jointing seal between edge of aluminium roof panel/skin and existing aluminium wall lining as detailed.
49. Line of 6mm aluminium roof rib (46) below/behind.
50. 6mm aluminium folded gutter integrated as part of aluminium roof skin (44) as detailed.
51. Open end to folded gutter (50).
52. 90 UPVC downpipe concealed in wall frame.
53. Wall type B: 90 x 35 F17 HW studs at 450 crs.
54. To be selected wall cladding.
55. Rockcote Sandcote finish to concrete blockwall in colour to match existing.
56. To be selected ceiling lining.
57. To be selected floor finish.
58. Selected laminated timber podium specified clear finish.
59. Select laminated timber podium fascia specified clear finish.
60. 6mm aluminium plate fixed balustrade panel fabricated to free formed profile as detailed, black Textural powdercoat finish.
61. Edge of fabricated aluminium 'tube' (107).
62. Edge of new roof.
63. Line of new wall below.
64. Top of existing concrete block retaining wall.
65. Approved between aluminium shroud (36) and outside face of fabricated aluminium 'tube' (107).
66. 10 mm aluminium central fin integrated with and welded to inside of fabricated aluminium 'tube' (107).
67. Remove a concave section of existing concrete block retaining wall (5) to accept aluminium shroud as detailed.
68. To be selected finish.
69. To be selected non combustible external cladding.
70. Slide and retractable aluminium steps to later detail.
71. Exposed steel beam, specified paint finish in colour to match existing.

- 72. Sliding door (D2), refer to Door Schedule for details.
- 73. Fabricated 6mm aluminium door pull profile to detail. Powdercoat finish in black Textura (matt).
- 74. Line of existing steel column behind.
- 75. Specified closure end to wall as detailed.
- 76. 9mm (nom) Craftwood slotted ceiling lining. Panels in profile to match those in existing residence. Simply spring and fix off to underside of timber roof purlins (88). Specified paint finish to select colour.
- 77. To be selected interior wall finish.
- 78. Aluminium roof panel soffit.
- 79. Structural roof beam as specified and detailed.
- 80. Line of downpipe concealed within wall frame.
- 81. Specified aluminium door sill/threshold. Refer Door Schedule for details.
- 82. Specified aluminium window sill/threshold. Refer Window Schedule for details.
- 83. Line of fabricated aluminium 'tube' (107) below.
- 84. Line of new aluminium plate roof (44) above existing roof.
- 85. Line of existing window head frame.
- 86. Line of roof lintel beam below.
- 87. Fully welded and watertight connection between edge of aluminium roof panel (62) and aluminium folded gutter (50).
- 88. 90 x 45 F17 roof purlins screw fixed between aluminium roof ribs @ normal 400 crs.
- 89. Centre line/radius point of focal window and finished top edge of aluminium shroud (36).
- 90. 50 x 5 Duragal plate welded to top edge of existing roof beam (ERB1) bottom flange as detailed.
- 91. Specified 'door barn' sliding door top hung fittings.
- 92. Line of existing steel beam behind.
- 93. Proprietary approved ceiling batt insulation or polyurethane expandable spray foam insulation installed either side of and within zone of aluminium fin plate roof beams (RB1 - RB5) and roof purlins (88). R value to be minimum R5.0.
- 94. 'Free curved' roof fall to profile underside of existing roof soffit (20) refer detailed survey by CL Andrews & Associates on drawing A25 for curvature coordinates.

95. 'Free curved' ceiling lining to follow directly and offset to profile of aluminium roof (44 + 94) above as detailed.
96. Specified product infill within existing 190 block retaining walls (5), after installation of fabricated aluminium 'tube' (107).
97. Existing ground line.
98. 90 x 35 F17 HW framing @ 450 crs fitted directly inside of fabricated aluminium 'tube' (107).
99. Mitred corner of existing window junction.
100. Maintain existing wall tiles on face of existing block retaining wall (5).
101. Aluminium 'weir' fully welded into invert of aluminium tube (107).
102. Remove existing stainless steel pan drain and associated grate. Return to proprietor.
103. Remove existing reinforced fibreglass grate.
104. Line of existing concrete pavement behind.
105. Line of existing ground line behind.
106. Line of aluminium 'tube' (107) behind existing concrete block retaining wall (5).
107. Form 'tube' for focal window from specified W. P. plywood as detailed.
108. Make good to existing rendered block wall (5) below aluminium 'tube' (107) base after cutting down of wall to accept 'tube'.
109. Line of existing lintel beam ELB2 below.
110. Line of existing aluminium soffit (24) below.
111. Extend length of existing 190 concrete block wall, reinforce with Y12 bars vertically and horizontally @ 200 crs and concrete fill.
112. Existing window frame to be removed.
113. Specified welded connection.
114. Specified Sicaflex continuous bead.
115. New compressible packers.
116. Specified bolt connection as detailed.
117. 14 gauge bugle head screws.
118. Form slotted hole in flange of LB2 (180 UB 22) to accept bolt connections.
119. 6mm (nom) aluminium gusset plate in same plate and location of each.
120. 6mm (nom) lateral fin plate weld to and integrated with aluminium plate roof panel (44).

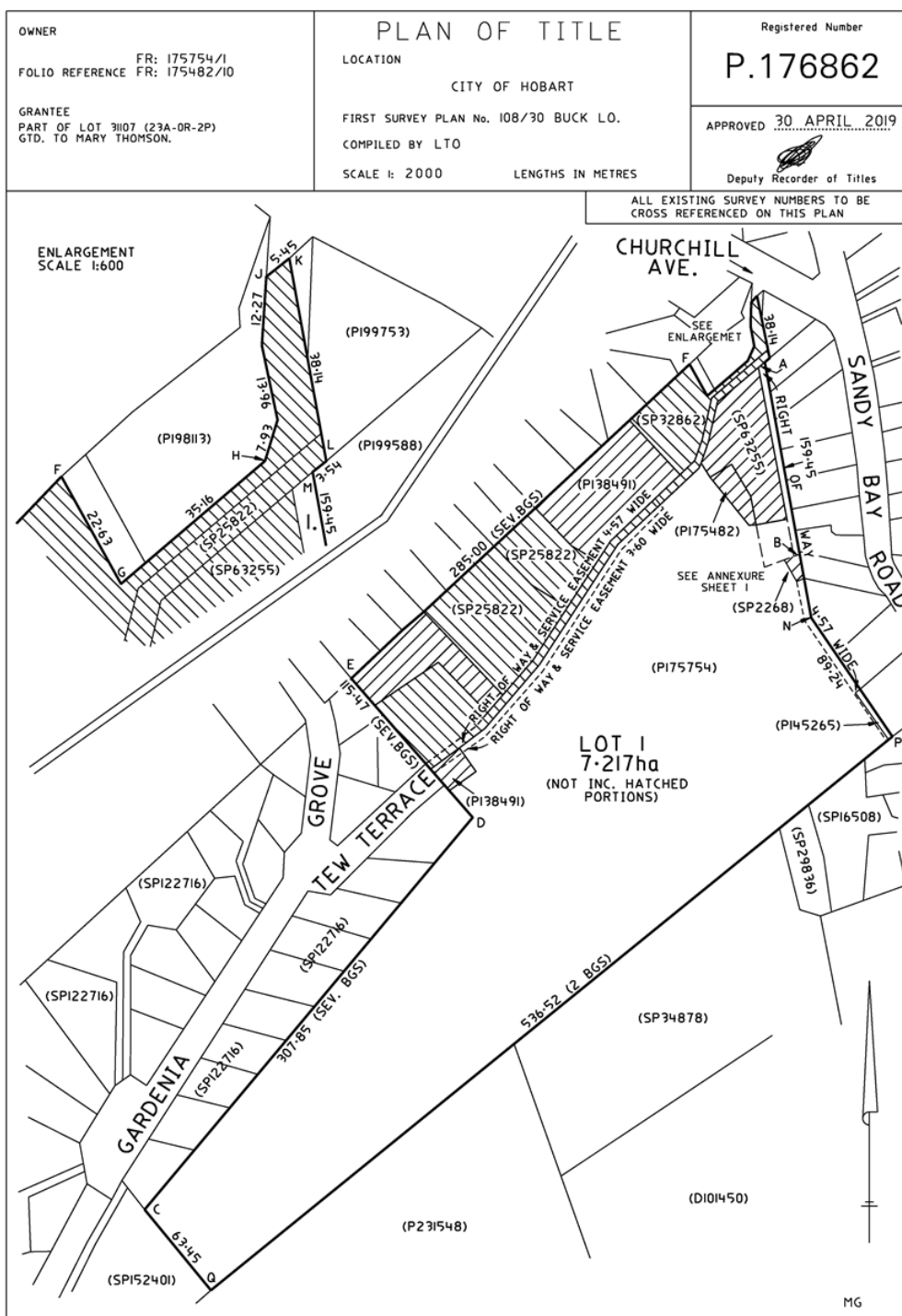
121. Continuous timber packer coach screw fixed to between flanges of roof beam (RB1).
122. Approved Sicaflex system in connection between top of flange of roof beam RB1 and underside of aluminium roof panel (44).
123. 6mm aluminium end plate/gusset at end of folded gutter (50). Terminate nom. 10mm proud of existing aluminium wall cladding.
124. Line of lintel beam LB2 behind.
125. Line of existing lintel beam ELB2 beyond.
126. Line of existing aluminium soffit (24) beyond.
127. Line of lintel beam LB2 above.
128. Line of existing lintel beam ELB2 above.
129. Existing aluminium window frame (jamb).
130. Alspec 'Hawkesbury' bi-fold door frame jamb to replace existing window frame (jamb).
131. Meeting line between existing window frame (22) and new Alspec 'Hawkesbury' bi-fold door frame jamb.
132. Position of salvaged/relocated window jamb EW1/W1.
133. Centre line of lintel beam LB2.
134. Meeting junction of aluminium roof panel (44) and folded aluminium gutter (50).
135. Screw fix and adhere new aluminium edge plate (45) to existing soffit (24) framing).
136. 12mm base plate anchored to top of existing concrete filled block wall.
137. Structural column as specified.
138. Outside line of existing glazing frame.
139. Line of existing 190 concrete filled wall below.
140. Building envelope diagram BE1.
141. Building envelope diagram BE2.
142. Existing perimeter access paths at rear of existing house. All access paths are maintained and routes unchanged as part of the proposed addition.
143. Existing DN 100 grated drain outlet in deck to be removed.
144. Existing DN 100 drain suspended under existing deck structure and disposed of via gravity to the existing stormwater connection is to be maintained.
145. Proposed DN 100 UPVC drain suspended under existing deck structure at 1:100 min. grade (1.00%).

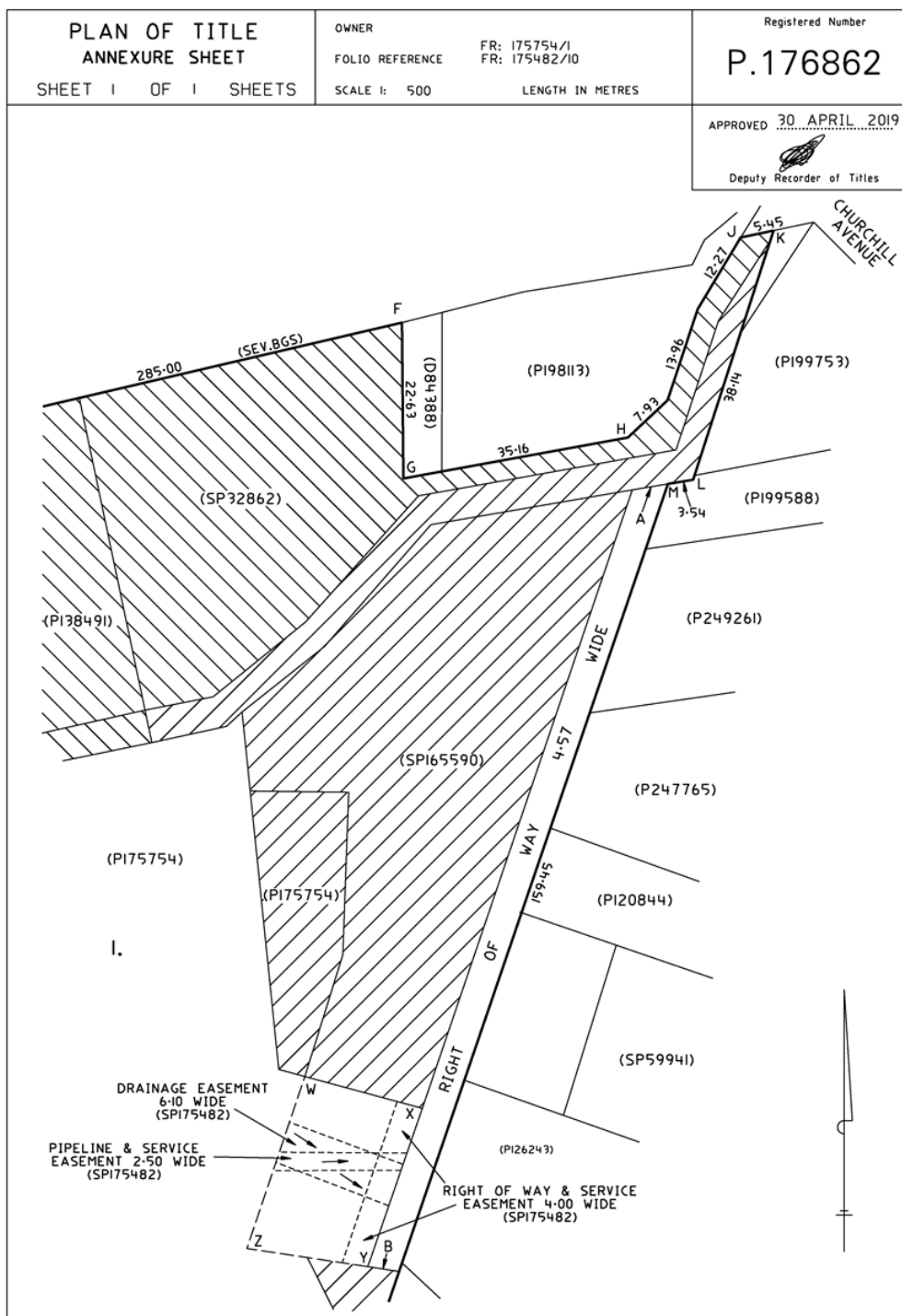
- 146. Form new connection at the end of the existing DN 100 drain (144) to accept proposed DN 100 drain extending from proposed downpipe (52).
- 147. 0.61 Colorbond sheet (matt black).
- 148. Existing ground line point at which height dimension is taken.

Revision B
Updates 05 July 2022

Codes added

142
143
144
145
146
147
148





**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 176862	FOLIO 1
EDITION 1	DATE OF ISSUE 09-May-2019

SEARCH DATE : 16-Aug-2022

SEARCH TIME : 02.14 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 176862

Derivation : Part of Lot 31107, 23A-0R-2P Gtd. to Mary Thomson

Prior CTs 175754/1 and 175482/10

SCHEDULE 1

M722445 TRANSFER to HOBART CITY COUNCIL Registered
21-Dec-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BURDENING EASEMENT: a Right of carriageway over the land
marked Right of Way 4.57 wide on Plan 176862

BURDENING EASEMENT: a right of carriageway (appurtenant to Lot
1 on Sealed Plan 2268) over the Right of Way 4.57
wide marked AB on Plan 176862

BENEFITING EASEMENT: (appurtenant to the land marked
CDEFGHJKLMNPQ on Plan 176862) a right of drainage
over the Drainage Easement 6.10 wide shown on Plan
176862

C388227 BURDENING EASEMENT: right of carriageway (appurtenant
to C/T 138491/2 & C/T 132670/1) over the land marked
Right of Way & Service Easement 3.60 wide on Plan
176862

C388227 BURDENING EASEMENT: right to lay services (appurtenant
to C/T 138491/2 & C/T 132670/1) over the land marked
Right of Way & Services Easement 3.60 wide on Plan
176862

SP165590 WATER SUPPLY RESTRICTION

SP175482 BURDENING EASEMENT: a right of drainage (appurtenant
to the balance of the land remaining in folio of the
register Volume 2143 Folio 1 excluding the lots on
Sealed Plan 63255) over the land marked Drainage
Easement 6.10 wide on Plan 17682

SP175482 BURDENING EASEMENT: a right of drainage in favour of
the Hobart City Council over the land marked Drainage

**RESULT OF SEARCH**

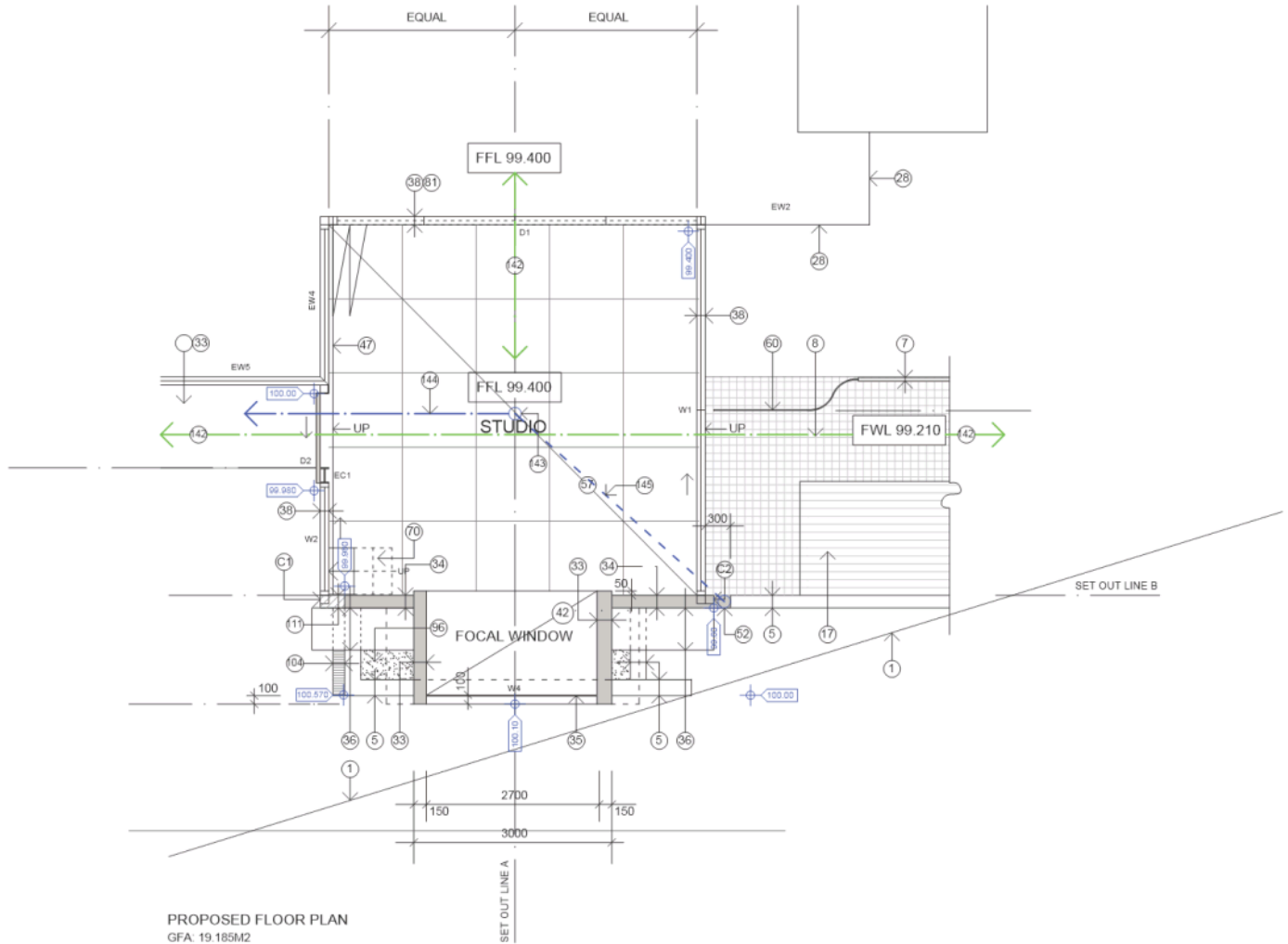
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Easement 6.10 wide on Plan 176862
SP175482 BURDENING EASEMENT: a right of way and service easement (appurtenant to Lot 2 on Sealed Plan 175482) over the land marked Right of Way & Service Easement 4.00 wide on Plan 176862
SP175482 BURDENING EASEMENT: a pipeline and services easement in favour of Tasmanian Water and Sewerage Corporation Pty Limited over the land marked Pipeline & Services Easement 2.50 wide on Plan 175482
SP25822 & SP165590 FENCING PROVISION in Schedule of Easements
SP 25822 COUNCIL NOTIFICATION under Section 468(12) of the Local Government Act 1962
C420328 Instrument Creating Restrictive Covenants Registered 24-Apr-2003 at 12.01 PM
D40231 INSTRUMENT creating Restrictive Covenants pursuant to section 34 Nature Conservation Act 2002 (affecting part of the said land within described) Registered 07-May-2012 at noon
E167928 ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions) Act 1993 Registered 09-May-2019 at noon
E228841 VARIATION to Restrictive Covenant D40231 under Nature Conservation Act 2002 Registered 05-Nov-2020 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



PROPOSED FLOOR PLAN
GFA: 19.185M2

markdruryarchitect

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PROJECT:

CLIFFORD HOUSE

PROPOSED ADDITION
1 TEW TERRACE, SANDY BAY TAS 7005

CLIENT:

KIM CLIFFORD

DRAWING:

DA07
PROPOSED FLOOR PLAN

SCALE: 1:50 DATE: AUG '22 REVISION: C

0 12M

DESIGNED: MD
DRAWN: AD + MD
CHECKED: MD

REVISIONS:

REVISION B: 05 JULY 2022
- EXISTING ACCESS PATHS (CODE 142) ADDED.
- EXISTING + PROPOSED STORMWATER DRAINS AND ASSOCIATED NOTES (CODE 144, 145 + 146) ADDED.
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REVISION C: 09 AUGUST 2022
- SECTION OF EXISTING BLOCK WALL REMOVED TO RELATE TO AMENDMENT ON DRAWING DA02 (REV C).

DEVELOPMENT APPLICATION ONLY

NOTES:

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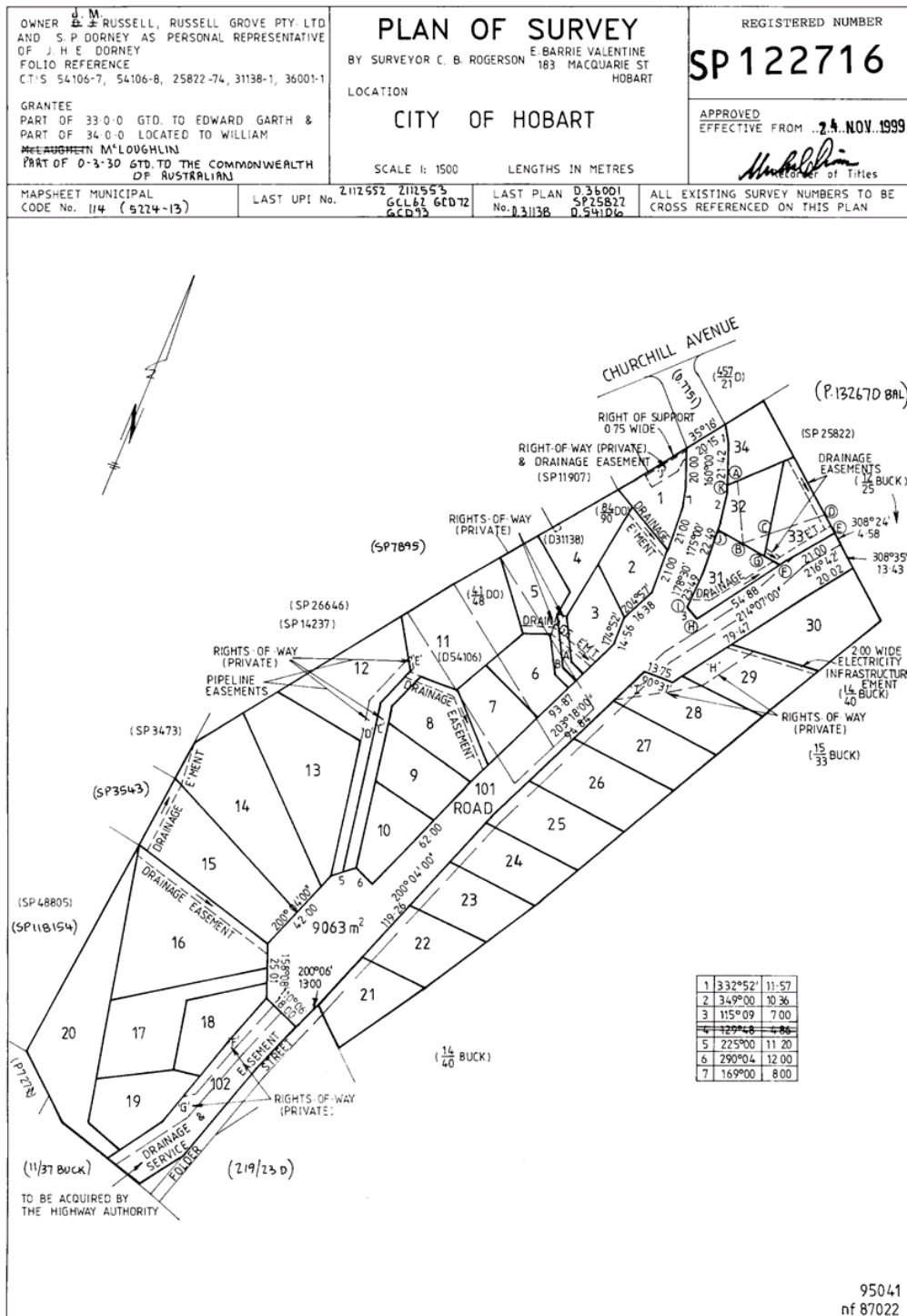
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FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

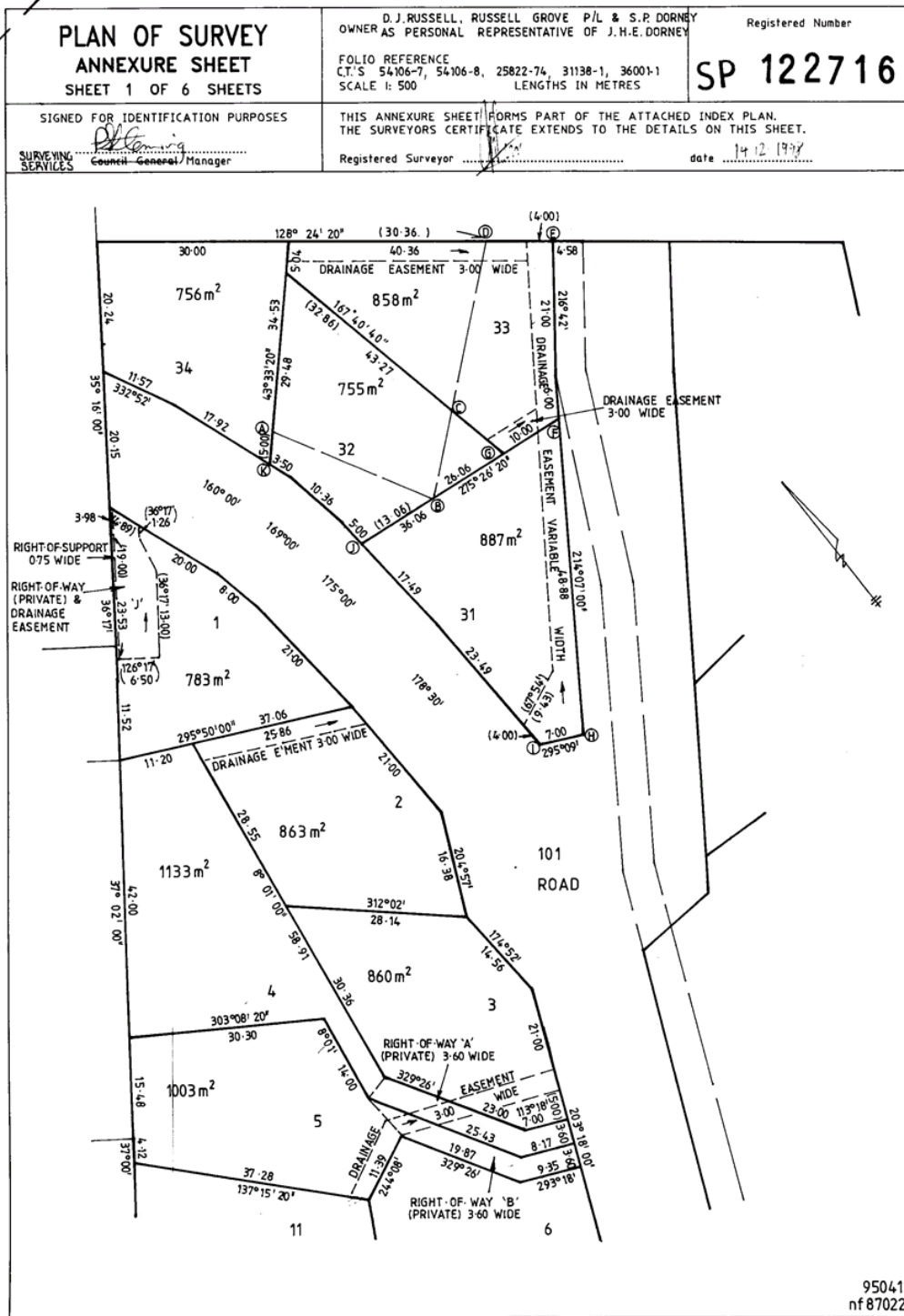




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

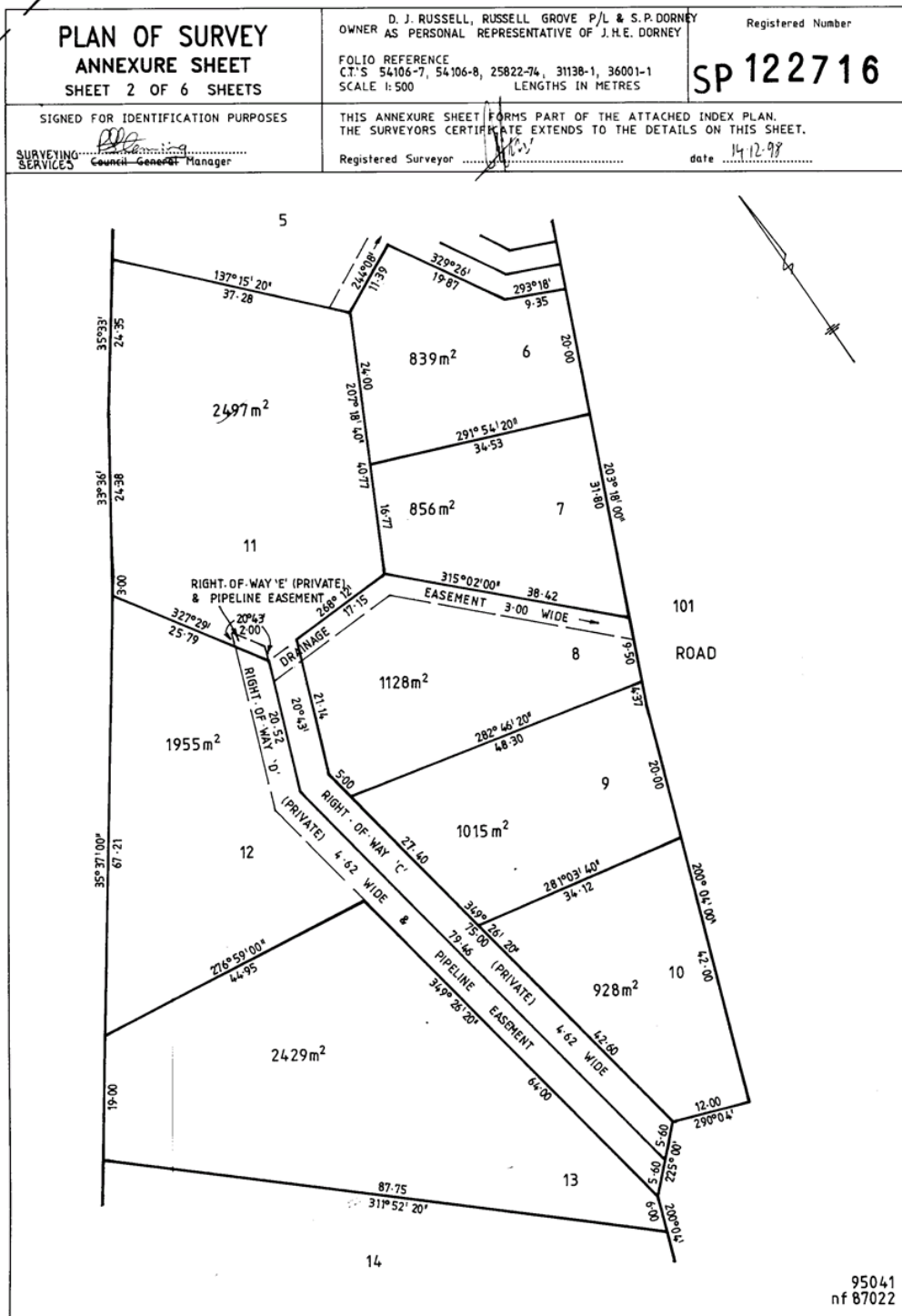




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

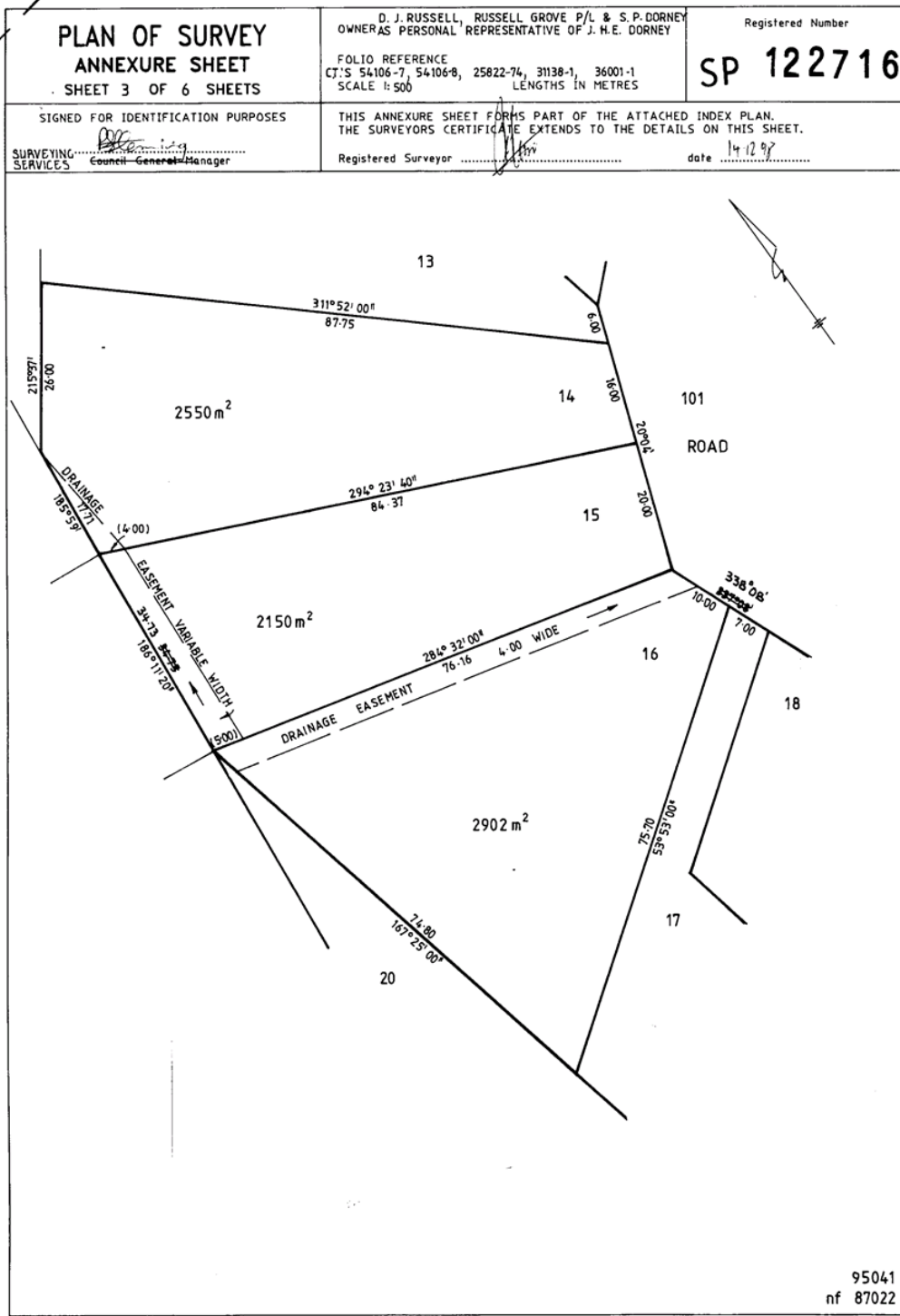




FOLIO PLAN

RECORDER OF TITLES

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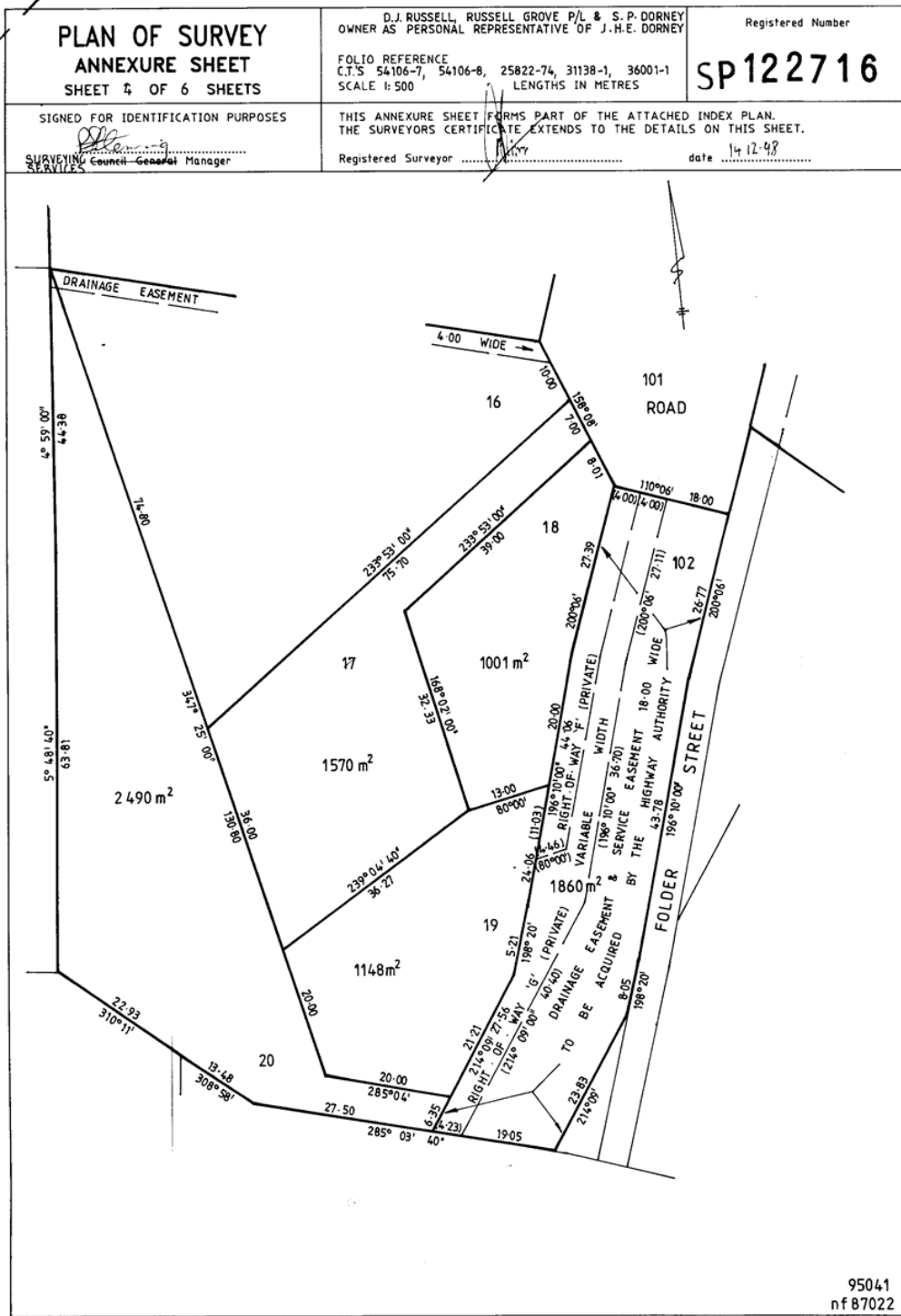




FOLIO PLAN

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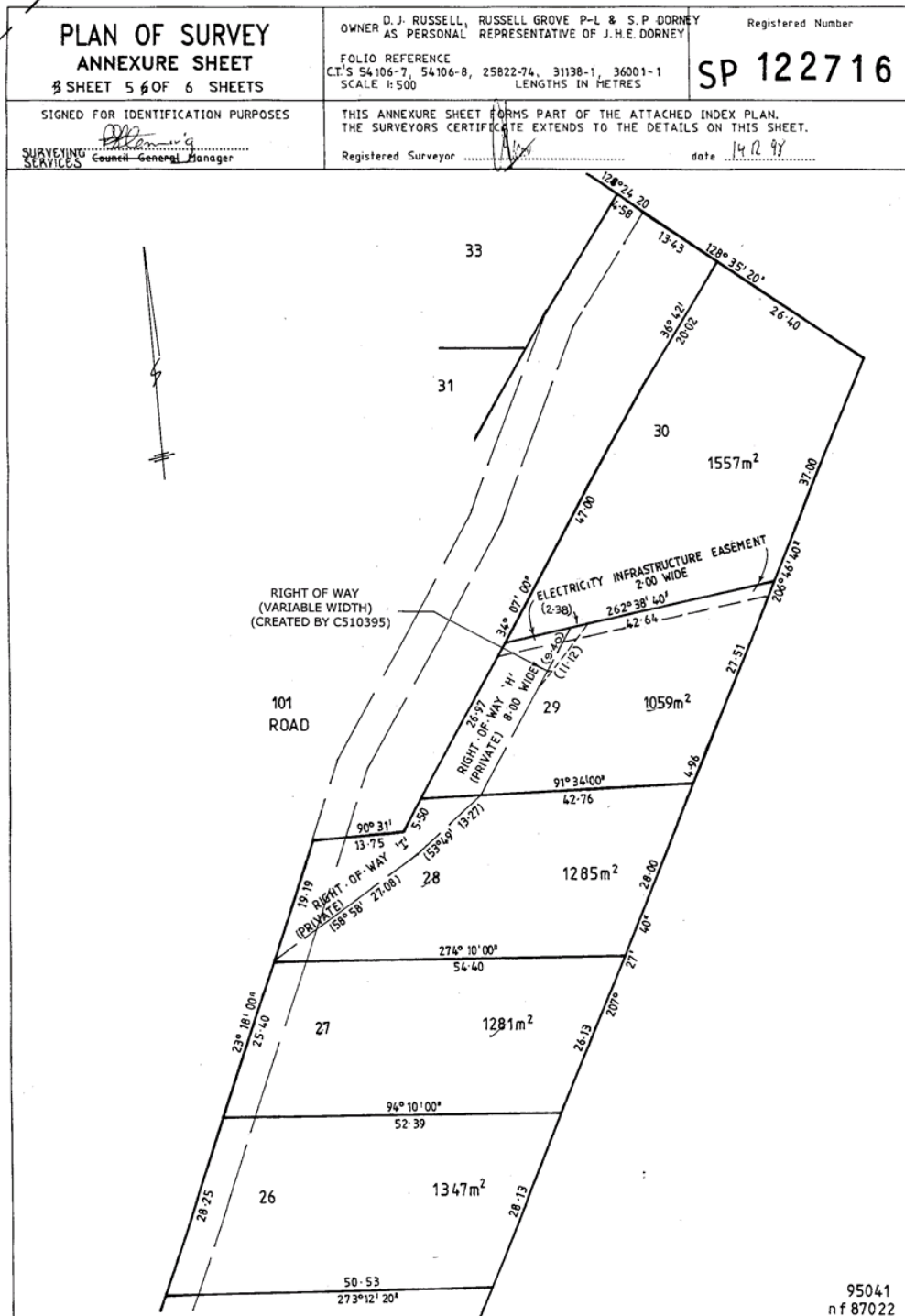

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FOLIO PLAN

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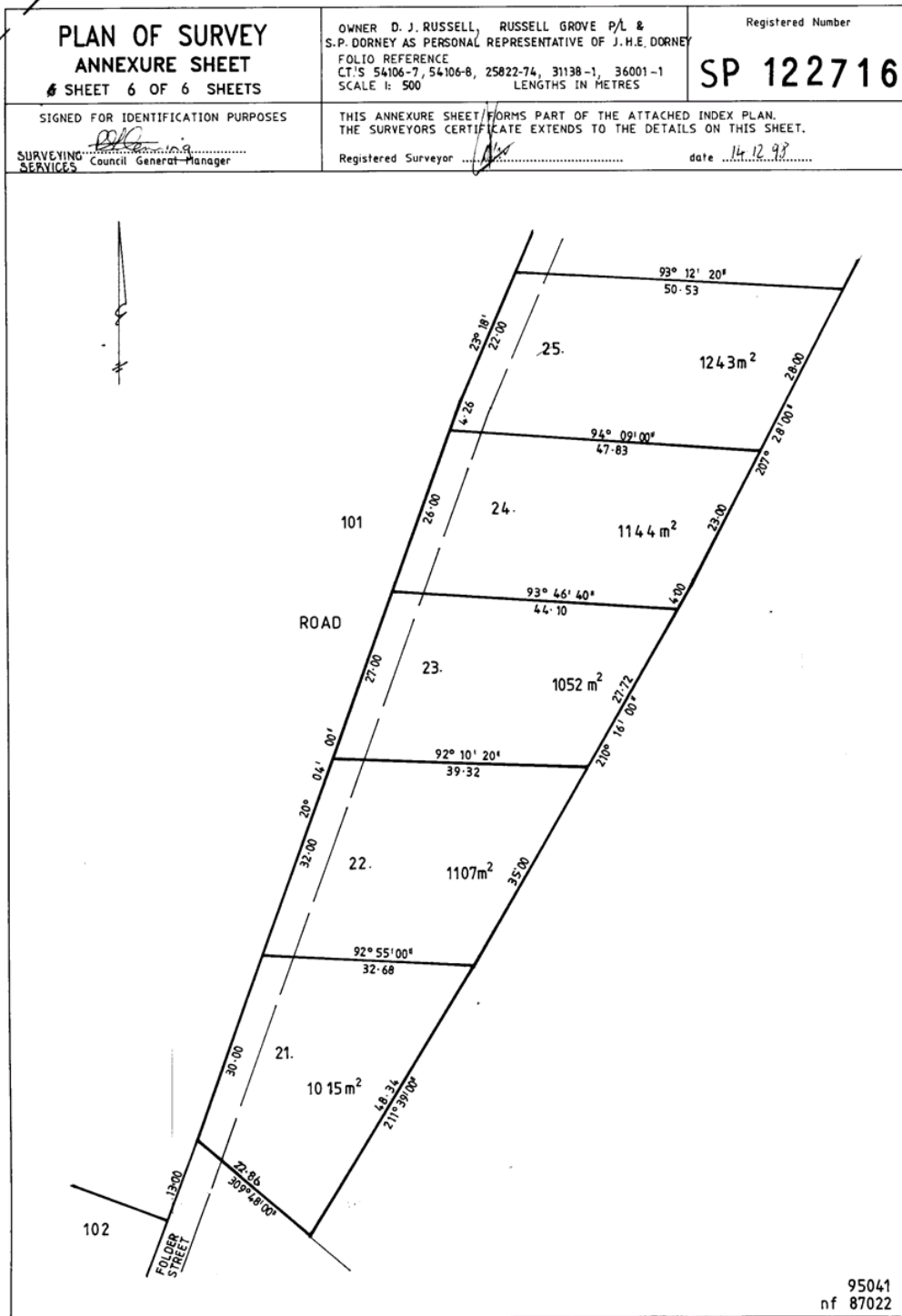




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



mark **drury** architect
architecture • interior + furniture design

Studio @ 3 Star Street
Sandy Bay Tasmania 7005

City of Hobart
GPO Box 503
Hobart Tasmania 7001

Attention: Richard Bacon, Planner - City Life

Re: 1 Tew Terrace, Sandy Bay - Partial Demolition, Alterations & Extension
Application No. PLN - 22 - 402 | Response to Request for Further Information
(19 July 2022)

Dear Richard

Further to my receipt of your request for further information correspondence on 19 July 2022, please note my responses to same as follows:

1. General

1.1 *Please confirm on scaled site plan that all works proposed under this application would be fully contained within the site boundaries of no. 1 Tew Terrace.*

I confirm that the following drawings submitted with the original Development Application clearly illustrate that all works proposed are fully contained within the site boundaries of no. 1 Tew Terrace.

- DA01: Site plan;
- DA02: Existing floor plan & proposed demolition work;
- DA07: Proposed floor plan.
- DA08: Proposed roof plan
- DA09: Proposed north east elevation;
- DA11: Proposed south west elevation.

I also confirm our telephone conversation had last week and your acceptance of the above as I have stated and that there is no requirement to submit any further drawings or additional information to what was originally submitted.

2. Stormwater Code

To enable the Council to assess the application against the relevant provisions of the Stormwater Management Code of Hobart Interim Planning Scheme 2015, please provide:

- 2.1 Sw7 Please demonstrate the works are at such a level, design and setback from the boundary to safely convey surface runoff from Bicentennial Park in a 1% AEP event around the works, within the site boundary.

Advice for documents submitted 7/7/22. Council notes the existing block walls, along with the trench grate and some permeable surfaces shown on the plans, defending the existing dwelling. Drawing DA09 appears to show the focal window cut into the block wall closest to the boundary, below the current ground level. This is not in keeping with your statement that the addition is wholly constructed above the existing site walls. Will surface runoff from the bushland in a 1% AEP event now be running on/along the window, and it has been designed for this? Does the development rely upon current or future works adjacent or beyond the property boundary now shown on the proposed floor plan to manage the flows?

The existing block walls along with the trench grate and permeable surfaces shown on the original submitted drawings were installed as part of the original house in around 2001. They were installed as 'landscaping walls' to retain the small site excavation behind the house not as a measure of defending the existing dwelling from any potential surface run off from the Bicentennial Park.

During the last flash flooding occurrence in May 2018 there was no event of potential risk or damage to the existing house from the Bicentennial Park or any of the titled land area upwards and to the rear (south east).

I acknowledge that there is a partial encroachment of the focal window into the top of the existing block wall, however this is still above the natural ground and existing pavement height levels.

Further more the focal window is an impervious form constructed of an all aluminium seamless shell with a double glazed fixed unit structurally siliconed within the inner circumference. The entire south east elevation is a sealed unit that in any unlikely case of ever receiving water horizontally has the capacity to deflect same to the adjacent natural ground levels without any penetration into the proposed addition. The proposed development does not therefore rely upon current or future works adjacent to or beyond the property boundary to manage any such water surface flows.

- 2.2 Please confirm whether the retaining wall shown extending into Bicentennial Park was approved with the original dwelling approval, or constructed in error.

I confirm that the 700mm end section of the existing retaining wall (highlighted on the attached copy of drawing DA02) extending into Bicentennial Park was constructed in error.

This section of wall which is illustrated on the original application drawings DA02 + DA07 and will be cut back so as to be as part of the proposed works to be fully contained within the property boundary as is illustrated on the attached amended drawings DA07 (C) + DA02 (C).

I trust that the information I have submitted adequately meets with your approval and thus allows for the assessment of this application to advance.

If you have any question or require any thing further, then please do not hesitate to contact me.

Yours sincerely

Mark Drury R.A.I.A.
Project Architect

cc: Ms Kim Clifford

09 August 2022

mark **drury** architect
architecture • interior + furniture design

Studio @ 3 Star Street
Sandy Bay Tasmania 7005

City of Hobart
GPO Box 503
Hobart Tasmania 7001

Attention: Ben Ikin, Senior Statutory Planner - City Life
Richard Bacon, Planner - City Life

**Re: 1 Tew Terrace, Sandy Bay - Partial Demolition, Alterations & Extension
Application No. PLN - 22 - 402 | Response to Request for Further Information
(29 & 30 June 2022)**

Dear Ben & Richard

Further to my receipt of your requests for further information correspondence on 29 and 30 June 2022, please note my responses to same as follows:

29 June 2022

1. Biodiversity Code

To enable the Council to assess the application against the relevant provisions of the Biodiversity Code of the Hobart Interim Planning Scheme 2015 please provide:

- 1.1 BC1** *Details of any native vegetation proposed to be removed (including bushfire hazard management), including location, species, sizes, numbers and total area affected.*
- 1.2** *Advice: 'Native vegetation' is defined as 'plants that are indigenous to Tasmania including trees, shrubs and grasses that have not been planted for domestic or commercial purposes'. For any enquiries related to the Biodiversity Code request for information, please contact Council's Environmental Development Planner, Rowan Moore, on 6238 2168 or moorero@hobartcity.com.au.*

There will be no native (or domestic) removed as part of the proposed works. All existing ground conditions surrounding the addition remain as existing, there are no works proposed to these areas.

The addition is wholly contained and constructed over an existing deck and existing reinforced concrete block retaining walls as is clearly illustrated on the originally submitted drawing DA02.

There are no special bushfire requirements that apply to this proposal above that previously approved for the original house as the floor area of the proposed addition is less than 20m². Refer to correspondence advice from Fire Engineer, Ross Murphy (Castellan Consultations) and Fire Management Planning Officer, Mark Chladil (Tasmania Fire Service) submitted with the original Development Application.

- 1.3** *Please correct the north arrow, which currently indicates south in the site plan.*

The north point on drawing DA01 has now been corrected and an amended copy (Revision B) of this drawing is attached.

- 1.4** *Please provide a clear north east elevation, free from unidentified numbers but clearly labelling or otherwise indicating the ground surface preferably with contour levels, any garden beds, the boundary with Bicentennial Park and the existing dwelling. Provide distance and height measurements on this elevation.*

Duplicates of drawings DA05 + DA10 (existing and proposed north east elevations) have been prepared with the requested code references removed.

Written notations added in lieu of Codes for the following:

- Existing ground lines,
- Existing garden beds,
- Existing boundary line,
- Existing dwelling,
- Set back distances,
- Building heights,
-

The duplicate drawings are attached and identified as DA13/A + DA14/A.

- 1.5** *Please clarify whether the boundary with Bicentennial Park is fenced.*

The rear boundary side boundary shared with Bicentennial Park is not fenced.

- 1.6** *Please confirm how the associated ground works and access for the proposed dwelling extension will not extend into Bicentennial Park*

As previously stated in response 1.2 there are no changes to the existing ground works and access for the proposed addition as is illustrated when comparing existing and proposed drawings DA02/DA07 + DA05/DA10 + DA06/DA11.

Access to and from the addition is either internally via the existing house or externally along the existing pavements and elevated walkways.

- 1.7** *Advice: the circled numbers make the plans difficult to read and are not relevant for a Planning Application.*

A vast number of code reference numbers are relevant to this Planning Application as they provide specific details of existing and proposed (including demolition) building components, materials and finishes.

30 June 2022

2. Stormwater Code

To enable the Council to assess the application against the relevant provisions of the Stormwater Management Code of Hobart Interim Planning Scheme 2015, please provide:

- 2.1 Sw1** *Please confirm all impervious surfaces will be disposed of via gravity to the existing stormwater connection.*

The new roof of the proposed addition will be disposed of via gravity to the existing DN100 stormwater connection that was previously used to drain the existing deck area over which the new addition is constructed. Refer to attached amended drawings DA02 + DA07 for further details.

- 2.2 Sw 7** *Please demonstrate the works are at such a level, design and setback from the boundary to safely convey surface runoff from Bicentennial Park in a 1% AEP event around the works, within the site boundary.*

The proposed new addition is at the same finished floor level as the existing residence up to which it internally extends from. Existing reinforced concrete block walls all of which are serviced by agricultural drains behind have adequately protected the existing house and rear deck area from surface runoff from the Bicentennial Park for the past 20 years. The proposed addition is wholly constructed over the existing deck and above the existing site retaining walls as is illustrated on the originally submitted drawings. There are no changes to the existing ground lines, pavements or natural vegetation and therefore is no requirement for any additional site drainage works.

I trust that the information I have submitted adequately meets with your approval and thus allows for the assessment of this application to advance.

If you have any question or require any thing further, then please do not hesitate to contact me.

Yours sincerely

Mark Drury R.A.I.A.
Project Architect

CC: Ms Kim Clifford

05 July 2022

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 122716	FOLIO 30
EDITION 8	DATE OF ISSUE 25-Oct-2006

SEARCH DATE : 28-May-2022

SEARCH TIME : 04.58 PM

DESCRIPTION OF LAND

City of HOBART
Lot 30 on Sealed Plan 122716
Derivation : Part of 33 Acres Located to Edward Garth and Part
of 34 Acres Located to William McLoughlin
Prior CT 36001/1

SCHEDULE 1

C706472 TRANSFER to SPINNAKER ONE PTY LTD Registered
25-Oct-2006 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 122716 FENCING COVENANT in Schedule of Easements
C510395 BENEFITING EASEMENT:Right of Carriageway over the
Right of Way Variable Width on SP 122716 Registered
21-Sep-2004 at noon
C731199 MORTGAGE to National Australia Bank Limited
Registered 25-Oct-2006 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Planning #259454

Property

1 TEW TERRACE SANDY BAY TAS 7005

**People****Applicant ***

Mark Drury & Partners Pty Ltd Architects
Mark Drury
Studio @ 3 Star Street
SANDY BAY TAS 7005
0418124618
mark@markdruryarchitect.com.au

Owner *

Spinnaker One Pty Ltd
Kim Clifford
1 Tew Terrace
SANDY BAY TAS 7005
0417 332 585
clifford_kim@hotmail.com

Entered By

MARK PHILLIP DRURY
0418124618
mark@markdruryarchitect.com.au

Use

Single dwelling

Details

Have you obtained pre application advice?

☒ Yes

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

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

☒ No

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

☒ No

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

No

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) *

proposed addition

Estimated cost of development *

100000.00

Existing floor area (m2)

Proposed floor area (m2)

19.18

Site area (m2)

1557

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-122716-30.pdf
Schedule of Easements) *

Plans (proposed, existing) * 20220622_CLIFFORD_DA_Drawing_Set.pdf

Schedule to Codes Microsoft Word - Code Sched.(DA)22.6.22.docx.pdf

Certificate of Title (plan) FolioPlan-122716-30.pdf

HCC Email 1 1 TEW TERRACE SANDY BAY Revised design of proposed addition.pdf

HCC Email 2 FW 1 TEW TERRACE SANDY BAY Planning exemption confirmation.pdf



Hobart City Council

16 Elizabeth Street, Hobart 7000

Tax Invoice

Official Receipt

ABN: 39 055 343 428

22/06/2022

Receipt No: 481451

To:

Mark Drury

Studio @ 3 Star Street

SANDY BAY TAS 7005

Description	Reference	Amount
Planning Permit Fee		\$ 500.00
Planning Permit Advertising Fee*		\$ 400.00
Transaction Total*:		\$ 900.00
Includes GST of:		\$ 36.36

Cheque payments subject to bank clearance



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

PAYMENT SUMMARY

ABN: 39 055 343 428

PLEASE NOTE: Payments can **only** be made via Council's online development portal payment gateway or by calling Customer Services on (03) 6238 2190.

23/06/2022

YOUR REFERENCE ONLY: Clifford A+A

To: Mark Drury
Studio @ 3 Star Street
SANDY BAY TAS 7005

Description	Amount
Planning Permit Fee	\$ 500.00
Planning Permit Advertising Fee*	\$ 400.00
<hr/>	
Total:	\$ 900.00
Includes GST of:	\$ 36.36

Tax Receipt will be issued on payment.

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

**7.2.590 Melville Street, Hobart - Demolition and New Building for 55
Multiple Dwellings, Food Services, Business and Professional
Services, General Retail and Hire And Associated Works Within The
Adjacent Road Reserve - ETA-22-170
File Ref: F22/104873**

Memorandum of the Senior Statutory Planner of 19 October 2022 and
attachments.

Delegation: Council



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

90 Melville Street, Hobart - Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire And Associated Works Within The Adjacent Road Reserve - ETA-22-170

Introduction:

This memorandum relates to a request to extend the time in which to substantially commence planning permit PLN-19-948 for Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street, 127 Bathurst Street, and the adjacent road reserve, which was approved by the Council on 18 May 2020.

The request was made on 22 August 2022.

Background:

Planning application PLN-19-948 for Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street, 127 Bathurst Street, and the adjacent road reserve, was approved by the Council on 18 May 2020.

The application was assessed under the *Hobart Interim Planning Scheme 2015*.

The proposal was discretionary under the Central Business Zone development standards for height and design, as well as under the Codes for Potentially Contaminated Land, Road and Railway Assets, Parking and Access Stormwater Management, Attenuation, and Historic Heritage (archaeology only).

The application received 10 representations - nine opposed and one in support. No appeals were lodged with the planning tribunal. As such, the date the planning permit commenced was 18 May 2020.

The applicant has two years from the date of the permit to substantially commence the development, which was 18 May 2022, and six additional months until 18 November 2022 to request a two year extension of time in which to substantially commence. There has been no work undertaken to date.

The applicant has indicated that the need for the extension of time in which to substantially commence the planning permit is because:

1. Delay in securing construction contractors;
2. Delay in securing additional funding for rising cost of construction and materials;
3. consideration of variations to the approved development to allow for potential new significant tenant's requirements

The applicant has requested a two year extension of time (until 18 May 2024) within which to substantially commence the work. The request is made under section 53(5A) of the *Land Use Planning and Approvals Act 1993*. The request was made on 22 August 2022, which is within the initial two year period allowed under this provision. If the request for an extension of time is not granted by the Council, the planning permit will have lapsed (on 18 May 2022) and the applicant will not be able rely on it to undertake the development.

It is noted that the applicant has recently had approval under PLN-22-321 for Demolition and New Building for 22 Multiple Dwellings and Business and Professional Services, and Associated Works, at the same address.

Evaluation:

Extension of time delegation:

Normally, requests for an extension of time to substantially commence a permit are determined at officer level under delegation. However, that officer delegation can only be exercised when the 'strategic intent of the relevant planning scheme has not significantly changed'. Since the application was lodged and approved, standards for residential amenity and also waste storage and collection were introduced to the Central Business Zone in 2020. These new provisions are considered to represent a significant change in the strategic intent of the previous

provisions of the Central Business Zone so far as they are applicable to this development, and as such, delegation to determine the request to extend the time in which to substantially commence the permit rests with the Council.

The New Standards:

The new standards can be found in **Attachment B** to this memorandum.

These standards address noise levels, setbacks, windows, private open space, communal open space and storage space, as well as provision for on site waste storage and collection and the use of either individual or bulk waste bins.

The approved development is largely compliant with either the acceptable solutions or the performance criteria of these standards. There are two apartments, 1.08 and 8.01, which have bedrooms that do not have external windows, which is a requirement of the new standards. However, both the bedrooms in the apartments have external walls, and the architect has confirmed that to meet the National Construction Code these bedrooms will have external windows. This is considered to be sufficient safeguard to ensure compliance with the new standards.

It is noted that the waste storage and collection arrangements were proposed to be, and condition for, occurring on site. This arrangement is compliant with the new waste storage and collection standards.

Urban Design Advisory Panel Comments:

In relation to the amenity of the proposed apartments, the Panel noted:

"Overall, the layout of the building and the apartment design, was seen as offering a high standard of amenity for occupants.

There was a concern with regard to the amenity of Apartment 04 as it is located on the rear boundary. It was suggested that some reorientation of the living space of this apartment be considered to limit the potential future loss of amenity arising from adjacent redevelopment."

With respect to the 04 apartments, while these are built, partially, to the rear boundary, they are all dual aspect apartments, with a side boundary setback, and with a setback to the building proper from the rear boundary (i.e. it is the deck that is built essentially to the rear boundary). This is considered sufficient to meet the

new standards, but this doesn't prevent the developer from making changes in accordance with the Panel's comments.

Summary:

The previously approved development is considered to demonstrate an acceptable degree of compliance with the recent Residential Amenity and Waste Storage and Collection standards for the Central Business Zone.

Conclusion:

The strategic intent of the *Hobart Interim Planning Scheme 2015* has significantly changed in respect of 90 Melville Street, Hobart as the Central Business Zone now includes standards for residential and visitor accommodation amenity and waste storage and collection, which is applicable to the proposal, but not part of the scheme at the time of approval. Therefore delegation to determine the request to extend the time in which to substantially commence the permit rests with the Council.

As a consequence of the change in strategic intent of the planning scheme provisions applicable to the site, if this proposal for Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street, 127 Bathurst Street, and the adjacent road reserve was submitted under the current planning scheme, it is considered that it would continue to be recommended for approval because it meets either the acceptable solutions or the performance criteria of the new standards.

On that basis it is recommended that the Council approves to grant the request for an extension of time in which to substantially commence the planning permit.

If the Council grants the request for an extension of time to the planning permit, the applicant will have until 18 May 2024 to substantially commence the work.

If the Council refuses to grant the extension of time request, the permit will lapse and cannot be acted on. There is no provision under the *Land Use Planning and Approvals Act 1993* to appeal an extension of time refusal. However, it is noted that the applicant has recently had approval under PLN-22-321 for Demolition and New Building for 22 Multiple Dwellings and Business and Professional Services, and Associated Works, at the same address.

RECOMMENDATION**That:**

- 1. The Council approve to grant an extension of time until 18 May 2024 in which to substantially commence planning permit PLN-19-948.**

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

Date: 19 October 2022
File Reference: F22/104873

Attachment A: ETA-22-170 - 90 MELVILLE STREET HOBART TAS 7000 -
Original Planning Report and Approved Plans of PLN-19-948 ↓



Attachment B: ETA-22-170 - 90 MELVILLE STREET HOBART TAS 7000 -
Central Business Zone Residential and Visitor Accommodation
Amenity and Waste Storage and Collection standards of the
Hobart Interim Planning Scheme 2015 ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	18 May 2020
Expiry Date:	18 May 2020
Application No:	PLN-19-948
Address:	90 MELVILLE STREET , HOBART 127 BATHURST STREET , HOBART ADJACENT ROAD RESERVE
Applicant:	(Neil Shephard and Associates on behalf of Giameos Developments Pty Ltd) 100 Melville Street
Proposal:	Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve
Representations:	Ten (10) representations were received (nine (9) objections and one (1) in support).
Performance criteria:	Central Business Zone Development Standards, Potentially Contaminated Land Code, Road and Railway Access Code, Parking and Access Code, Stormwater Management Code, Attenuation Code, and Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street and 127 Bathurst Street, Hobart.

- 1.2 The proposal is for the demolition of the existing building on site and construction of a residential apartment complex comprising of 55 dwellings with a ground floor café at the street frontage and a large commercial tenancy space suitable for a variety of uses.

The 11,703m² floor area development presents a grouping of buildings with six elements, the main forms are the street fronting podiums and two larger, setback elements with a maximum height of 30m with an additional enclosure for the lift overrun and plant. The buildings range from five to nine above ground levels with three levels of basement car parking containing 59 spaces as well as motorbike spaces and bicycle storage. The four one-bedroom apartments, 48 two-bedroom apartments, and three three-bedroom apartments will have balconies or terraces with planters proposed throughout the development totaling 2,099m². The predominant external material is to be a variety of textured, light and dark precast concrete panels with extensive glazing and the intermittent use of fibre cement sheet cladding and aluminium screens. The street level façade and forecourt will feature brick to reference the site's former use as the Kemp and Denning timber storage warehouse.

The development includes a publicly accessible laneway adjoining the commercial tenancies that will facilitate the potential for a future pedestrian link to Bathurst Street. It is also envisioned that a public art component will be incorporated within the forecourt and laneway area. A section of the proposed development will encroach onto the land of 127 Bathurst Street however this will be addressed by a separate development application for a boundary adjustment. There is also associated infrastructure and road reservation works proposed within Melville Street.

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

- 1.3.1 Central Business Zone Development Standards - Height and Design
- 1.3.2 Potentially Contaminated Land Code
- 1.3.3 Road and Railway Access code
- 1.3.4 Parking and Access Code
- 1.3.5 Stormwater Management Code
- 1.3.6 Attenuation Code
- 1.3.7 Historic Heritage Code

- 1.4 Ten (10) representations were received with nine (9) raising concerns and one (1) in support, within the statutory advertising period between 9 April and the 27 April 2020.

- 1.5 The proposal was referred to the Urban Design Panel, who considered it at their meeting on 20 April 2020. The Panel were broadly supportive of the proposal. The Panel's minutes are provided as an Attachment to this report.
- 1.6 The proposal is recommended for approval subject to conditions.
- 1.7 The final decision is delegated to the Council.

2. Site Detail

- 2.1 The subject 1680m² site (CT245477/1) is on the south eastern side of Melville Street and is the former Kemp and Denning timber yard site. The site slopes gently down to the north-western facing frontage of Melville Street. The predominantly vacant site is currently used for private car parking with the only building being the existing timber storage warehouse which is located to the rear and contained within a notch protrusion of the lot. This area was subject to a recently approved (PLN-20-176) boundary adjustment and will be transferred to 127 Bathurst Street in return for the approximately 7m wide strip of land in which the proposed development will encroach upon.

The site is located within the fringe area of the Central Business Zone under the *Hobart Interim Planning Scheme 2015*.

The site at 127 Bathurst Street, is largely used for car parking and contains a two storey office building. Further afield are two heritage listed properties fronting Bathurst Street (129 Bathurst Street).

To the north, directly opposite 90 Melville Street is the main Kemp and Denning site that has recently been purchased by the University of Tasmania. An existing mechanic's workshop adjoins the site to the east (80-88 Melville Street) with the rear of the Murray Street retail buildings beyond.

To the south a small corner of a retail warehouse building adjoins the site (133 Bathurst Street).

The western boundary of the site adjoins the multi-storey office building which has an approximate height of 20m and extends to the corner of Harrington Street.

The site is in close proximity to the recently approved 31m high apartment and commercial development of 125 Bathurst Street. Also nearby and nearing completion is the residential project of the 'The Commons' on the corner of Watchorn Street and Bathurst Street.

2.2



Figure 1: GIS Map Image 1:4000

3.3



Figure 2: GIS Map Image 1:2000

3.4



Figure 3: Subject Site

3.5



Figure 4: Subject Site

3.6



Figure 5: Views towards the subject site from the intersection of Melville Street and Barrack Street

3.7



Figure 6: Views towards the subject site from the intersection of Brisbane Street and Barrack Street

3. Proposal

- 3.1 Planning approval is sought for Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street and 127 Bathurst Street, Hobart.
- 3.2 The proposal is for the demolition of the existing building on site and construction of a residential apartment complex comprising of 55 dwellings with a ground floor café at the street frontage and a large commercial tenancy space suitable for a variety of uses.

The 11,703m² floor area development presents a grouping of buildings with six elements, the main forms are the street fronting podiums and two larger, setback elements with maximum height of 30m with an additional enclosure for the lift overrun and plant. The buildings range from five to nine above ground levels with three levels of basement car parking containing 59 spaces as well as motorbike spaces and bicycle storage. The four one-bedroom apartments, 48 two-bedroom apartments, and three three-bedroom apartments will have balconies or terraces with planters proposed throughout the development totaling 2,099m². The predominant external material is to be a variety of textured, light and dark precast concrete panels with extensive glazing and the intermittent use of fibre cement sheet cladding and aluminium screens. The street level façade and forecourt will feature brick to reference the site's former use as the Kemp and Denning timber storage warehouse.

The development includes a publicly accessible laneway adjoining the commercial tenancies that will facilitate the potential for a future pedestrian link to Bathurst Street. It is also envisioned that a public art component will be incorporated within the forecourt and laneway area. A section of the proposed development will encroach onto the land of 127 Bathurst Street however this will be addressed by a separate development application for a boundary adjustment. There is also associated infrastructure and road reservation works proposed within Melville Street.

3.3

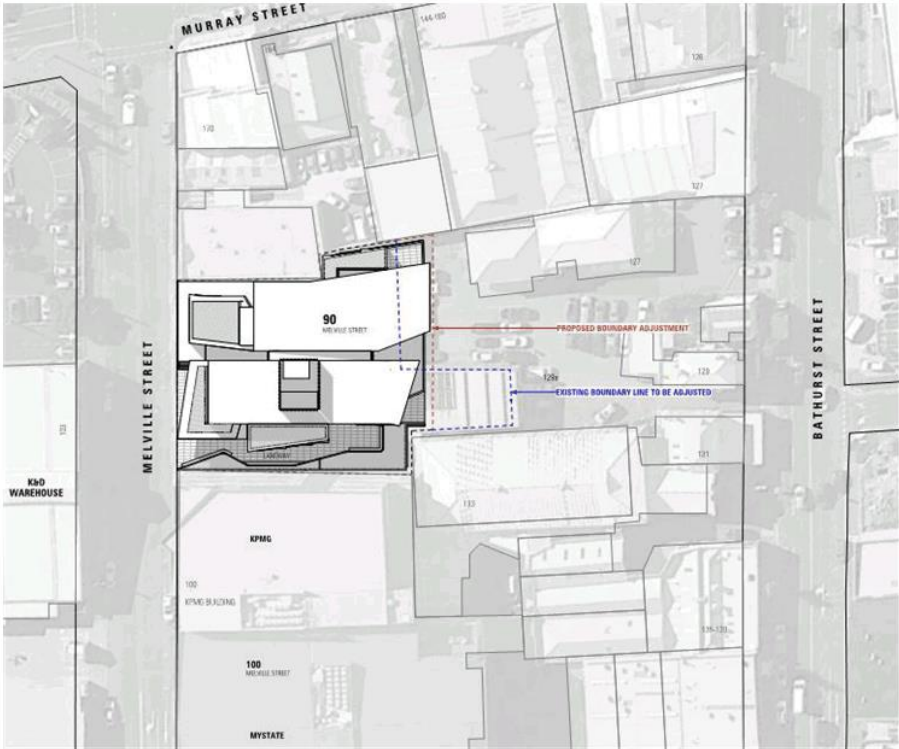


Figure 7: Site Plan

3.4



Figure 8: Montage of development from the intersection of Murray Street and Melville Street

3.5



Figure 9: Montage of development from the corner of Melville Street and Harrington Street

3.6



Figure 10: Artist's impression of street view to cafe and laneway

4. Background

- 4.1 The site was subject to a recently approved (PLN-20-176) minor boundary adjustment between 90 Melville Street (CT245477/1) and 127 Bathurst Street (CT56267/0). The boundary adjustment will result in transferring equal parcels of 147m² between the lots to regularise the rear boundary alignment as illustrated on the submitted plans for this application.
- 4.2 The development post lodgement was subject to variation as a result of concerns raised in respect of the height and prominence of the upper element of the proposed building. The site is located in the Central Business Fringe Height Area and due to the location of the property, its height is accentuated relative to the buildings in the Central Business Core Height Area. The amended design resulted in minor variations to the massing and reduction of the overall height of the building to a maximum of 30m with the exclusion of part of the lift overrun and plant enclosure. The maximum roof height was reduced by 5.4m however this reduction effectively reduced the prominence of the building within the broader townscape.

The following montages illustrate the variations:

4.3



Figure 11: Proposal as lodged

4.4



Figure 12: Revised (current) proposal

4.5



Figure 13: Proposal as lodged - Distant view

4.6



Figure 14: Revised (current) proposal - Distant view

4.7

The application was referred to the Urban Design Advisory Panel. The item was presented to the Panel at a meeting on the 9 April 2020. The minutes are included in full as attachment to this report.

5. Concerns raised by representors

5.1 Ten (10) representations were received with nine (9) raising concerns and one (1) in support, within the statutory advertising period between 9 April and the 27 April 2020.

5.2 The following table outlines the concerns raised in the representations received. Those concerns which relate to a discretion invoked by the proposal are addressed in Section 6 of this report.

5.3	Planning requirements are not keeping up with cycling needs.
	We are very supportive of the developer's proposed facilitation of a future laneway between Melville St and Bathurst St, which would then link onwards to Liverpool Street via Watchorn Street. Such increased connectivity builds walkability and boosts our city's street life.
	There are clearly insufficient bike parking spaces in this proposal. There should be secure and convenient parking for at least 55 bikes with multiple storage rooms provided.
	It is disappointing that the Traffic Impact Assessment pays no attention to bike riders as road users, and to their current and future needs in terms of bicycle infrastructure.
	Driveway ramp should be constructed without a lip to reduce potential for bicycle falls.
	Good proposal for Hobart that provides housing and jobs. It is also a local developer with strong links to Hobart.
	The design is sympathetic to the local area with a mixture materials and treatments however another two or three levels would make the building more attractive on the skyline.
	There is plenty of onsite car parking provided and the café plus the retail offering will boost the area.
	The development should be approved with usual conditions like the recent similar approved development adjoining RACT.
	Concerned in respect of the amount of overshadowing of a Heritage listed dwelling with the development resulting in a significant loss of sunlight in the depths winter as well as afternoon sun during the rest of the year.

In combination with the approved 125 Bathurst Street the proposal will create a boxed in shadowland for this corner off Hobart. With "The Commons" development near completing it is starting to create a dense block of apartment buildings that will crowd out Hobart's historical and unique architecture.
No more high-rise apartment blocks that will dwarf the little guy, who has no option to go higher and retain his much-needed sunlight and warmth.
No detail is provided on the proposed café or retail tenancy. The large commercial tenancy is relegated to the rear of the site with no integration or connection with the streetscape.
It is arguable the development meets the intent of the Central Business Zone as its focused on high density residential use with commercial aspect of the development being an afterthought.
Due to the topographical constraints and unique setting of Hobart CBD area is finite and by Council approving high density residential development commercial uses(particularly retail) are being squeezed of the city into shopping malls and centres in outlying municipal areas. Hobart CBD risks becoming a collection of high density apartment development with token commercial venture at ground floor level.
The design of the development capitalises on the low level surrounding development. The amenity of views and solar access provided for the residents relying heavily on adjoining properties not similarly being developed.
The Planning Scheme focuses on protection residential amenity in residential zones only, it should be noted that the approval of the proposed high density development less than 1m from the boundary of a commercial business could result in land use conflicts.
The proposed development exceeds the permitted height by more than double, although reduced from when originally submitted the height is still excessive and dwarfs adjoining buildings.
There is lack of transition to adjoining development. Recent RMPAT decisions which deal with transition in height such as 9 Sandy Bay Road concluded that the buildings were out of scale with adjoining buildings despite a stepped design.
The height proposed does not result in a transition of the core area of the Central Business Zone and adjacent zones.
It is also arguable if the proposal, by virtue of its height and bulk, will make a positive contribution to the surrounding townscape which is predominantly single and double storey.
The proposed development may result in implications on the future development of adjoining properties.

The proposed development exceeds maximum height for this zone by approximately 100%.
It is not in keeping with the streetscape.
Being built at a high point of the area, it will overshadow many buildings.
The grounds for opposition, and refusal, are height, not compatible with the scale of nearby buildings, overshadowing, and is not compatible with the streetscape.
The recent poll conducted by Hobart City Council on building heights in the city showed that 88% of respondents are opposed to developments of the type proposed for 90 Melville St/127 Bathurst Street.
The council submission states that they wish to maximize the full potential of the block.
Their shadow projection diagrams and particular their Drawing Number 19066 DA 18 illustrates how disproportionate their 30 metres above the natural ground level, 9 level proposed apartment block would be to the surrounding streetscape.
The apartments from level one to eight have balconies that have a direct view north east and east with no protection of solar access and views from future development.
Council is creating potential commercial and residential land use conflicts with the development of the inner CBD area for multi-storey high density apartments.
The proposed height of the building will allow twice the density of apartment's which increases the likelihood of future land use conflicts with the surrounding commercial properties.
Due to the proximity to the boundary of the apartments it may result in restriction of the development of existing commercial uses due to noise emission issues.
Apartments are sold for a premium with residents expecting the retention and protection of their amenity, even when surrounded by established commercial businesses.
It should be ensured that access to existing business is not impeded during construction.
It is expected that Council would require the developer to ensure there is no damage or disruption to adjoining properties and uses particularly due the level of excavation.
Despite the planning report arguing that the development compiles with the performance criteria it can hardly be argued that it presents an appropriate transition of height and scale when compared to the adjacent two storey property.

The proposal refers to the site being within what Leigh Woolley designated the Hill Face Zone, which he had recommended having a maximum height of 18 metres. It was argued that this would transition to 45 metres at the 'inner edge', and therefore the proposed 30 metre maximum height (although seemingly higher from street level) would be appropriate. The attempts to adjust the perceived scale at street level, are only for a small footprint of the development along Melville Street, and does not eliminate the visual impact of the larger towers when viewed from a distance.
The 30m height is a stark contrast to the smaller dwellings further up Melville Street.
The comparison is made to 125 Bathurst Street which also appears not be sympathetic to its surroundings.
Objection to the bulk and scale of the proposed development but support the use of inner city living after decades of under utilisation of housing land for car yards etc
Because of the sites raised position it will have a dominating impact and set an undesirable precedent for the development of the K and D site.
Consideration should be given to the colour of such developments. Hobart is in danger of being overwhelmed by grim and gloomy, grey and black edifices in line with current fashion, looking alarmingly like rotting teeth. In the process losing the warmth of the stone and brick masonry that is one of its best features.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Central Business Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The proposed uses are Multiple Dwellings, Food Services, Business and Professional Services, and General Retail and Hire. The uses are all permitted in the zone, as is the residential use as only the access for the dwellings is on the ground floor.

- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 22 Central Business Zone
 - 6.4.2 E2.0 Potentially Contaminated Land Code
 - 6.4.3 E5.0 Road and Railway Assets Code
 - 6.4.4 E6.0 Parking and Access Code
 - 6.4.5 E7.0 Stormwater Management Code
 - 6.4.5 E9.0 Attenuation Code
 - 6.4.6 E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Central Business Zone:-
 - Building Height - Part D 22.4.1 P3.1*
 - Design - Part D 22.4.3 P1*
 - 6.5.3 Potentially Contaminated Land Code -
 - Sensitive Use Part E2.5 P1*
 - Excavation 2.6.2 P1*
 - 6.5.4 Road and Railway Access Code:-
 - Sight Distance at Accesses Part E5.6.4 P1*
 - 6.5.5 Parking and Access Code:-
 - Design of Vehicular Accesses - Part E6.7.2 P1*
 - Facilities for commercial vehicles - Part E 6.7.13 P1*
 - 6.5.6 Stormwater Code:-
 - Stormwater Drainage and Disposal - Part E7.7.1 P2*
 - 6.5.7 Historic Heritage Code -

Archaeology Part E13.10.1 P1

6.5.8 Attenuation Code:-

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

6.6 Each performance criterion is assessed below.

6.7 Building Height - Part D 22.4.1 P3.1

6.7.1 The acceptable solution at clause 22.4.1 A3(b) allows a maximum height of 15m, where 50% of the floor space above ground floor level is for residential use.

6.7.2 The proposed building extends to a maximum height of 30m to the top of the roof from the ground floor level, with part of the lift overrun extending an additional 1.2m. More than 50% of the floor space above ground floor level is proposed for residential use.

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

6.7.4 The proposed development is contained within the Amenity Building Envelope referred to in the performance criteria and shown in Figure 22.3 of the planning scheme, and is therefore only required to be assessed against clause 22.4.1 P3.1, which provides as follows:

P3.1

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

6.7.5 The proposed building is fully contained within the Amenity Building Envelope. As noted in the footnotes to Figure 22.3 of the planning scheme, the Amenity Building Envelope has been developed with regard to heritage, streetscape and sense of scale, wind tunneling effects and solar penetration. It's height and envelope angle maintain sufficient solar penetration to the opposite side of the street and help to control air and wind turbulence. It also ensures that the building will not have

unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor.

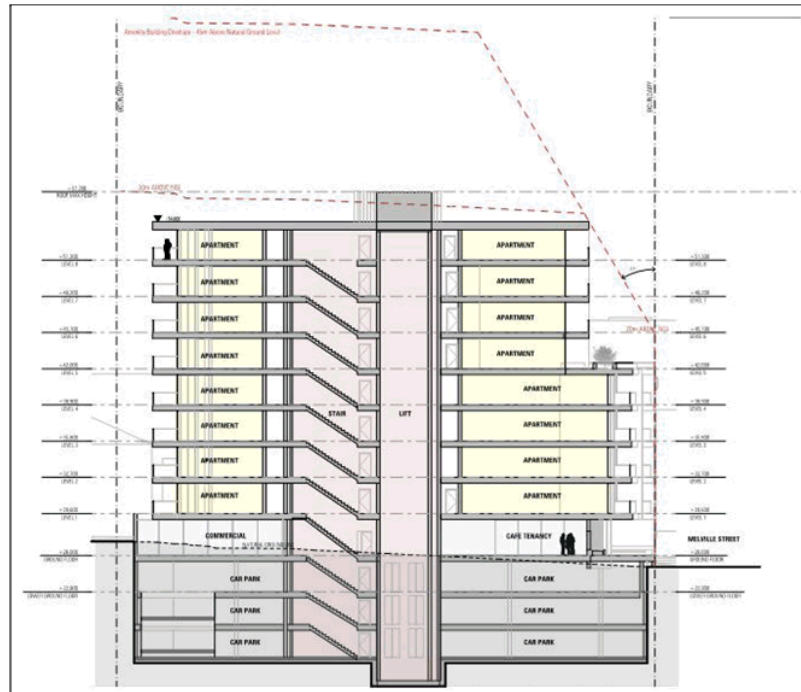


Figure 15: Amenity Building Envelope shown dashed in light red. The dark red line intersecting the lift overrun indicates 30m above natural ground level (which is not part of the Amenity Building Envelope).

- 6.7.6 The Figure above illustrates the level of compliance with the Amenity Building Envelope. The design of the development demonstrates restraint within the capacity of development potential afforded by the envelope, not only in the 45m height allowable, but also the development potential within close proximity to the street frontage. That is, the proposal does not seek to develop to the full extent of the Amenity Building Envelope.

The development's compliance with the Amenity Building Envelope means that the consideration of the proposed development is limited to first, whether the siting, bulk and design of development respects the transition between the Core Height Area of the Central Business Zone and adjacent zones, and second whether it (the development) makes a positive contribution to the streetscape and townscape.

Transition:

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

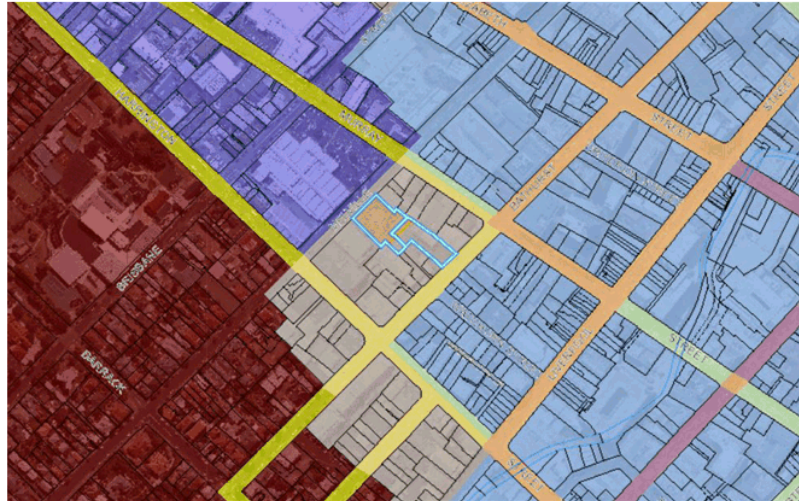


Figure 16: The subject site is highlighted. The blue denotes the Central Business Zone Core Height Area, and the lighter orange denotes the Central Business Zone Fringe Height Area, the purple denotes the Commercial Zone, while the maroon denotes the Inner Residential Zone.

The site is located within the block of the Central Business Fringe Height Area bordered by Harrington Street, Melville Street, Murray Street and Bathurst Street. To the north of site on the opposite side of Melville Street is the Commercial Zone, approximately 85m to the west is the closest point of the Inner Residential Zone with the Core Height Area to the east and south beyond Murray Street and Bathurst Street.

The large 1680m² site provides for significant development potential and the efficient utilisation of the footprint will generate development of substantial scale and bulk regardless of whether the development consists of multiple building forms or a single building form. The proposed development's highest element of roof form is 30m (with a 1.2m protrusion of the lift overrun structure), the proposal is not however a singular building form with a height of 30m. The development presents a cluster of six main building forms all with varying heights. There are two main central components that are setback from the frontage with the north-eastern

element's roof form sloping up to the rear of the site. Then there are two wing elements on either side of the building that have a reduced scale and are at a lower height than the two main central elements, and finally there are two varying podium elements at the frontage of the site, which are lower again than the wing elements. Each of these building elements feature alternating texture and colour as well as varying angles, setbacks and orientation. These aspects of siting, bulk and design of the proposal play a role in whether transition of the development from the Commercial Zone and Inner Residential Zone is respected as well as whether compatibility of the scale of the development within the broader context of the Central Business Zone is achieved.

The Commercial Zone allows for a permitted height of 15m with no required stepping back to achieve the maximum permitted height therefore it is foreseeable that future development of the directly adjacent site (103 Melville Street, the Kemp and Denning site proper) could present a 15m building form at the frontage. The form of the proposed development responds to the streetscape by use of the two podium forms of approximately 20m and 16m in height. Although at street level the majority of the built form is parallel and extends to the front boundary. The two upper podium building elements have combined width equating to only two thirds of the sites frontage, as well varying setbacks from the front boundary. Although these elements assist the development in integrating within the streetscape it presents building forms that would be comparable with the height of buildings on the adjacent frontage of the Commercial Zone. From these lower elements the scale of the development then transitions to the higher elements towards the rear of the site.

In respect of the Inner Residential Zone to the west there is already an existing transition of development established by the KPMG Building at 100 Melville Street. From its Harrington Street frontage this building extends from a lower section to the higher element of approximately 20m in height where it adjoins the subject site. The lower podium element is actually lower than the adjoining KPMG building, with the proposed development incrementally stepping up from this element to the higher elements of building, which is considered to respect the existing pattern of transition of development.

A major consideration of whether the proposed height of the building presents as a transition to the Core Height Area of the Central Business Zone beyond is its relative height to the larger scale buildings of the Central Business Zone. Due to the section of the Fringe Height Area that

the site is located in, the development's proposed visible presence within the broader townscape is of most relevance when viewed from Inner Residential zone areas to the west and the Commercial Zone to the north. The site's location within the block bordered by the Harrington Street, Melville Street, Murray Street and Bathurst Street is at a higher elevation than much of the Core Height Area of the Central Business Zone. This difference in elevation amplifies the relative height of the proposed development in the context of the broader townscape. Therefore assessing acceptability of the higher elements of the proposed development and whether it presents a transition, is based not only on its maximum height above ground level but its relative height in relation to the those buildings existing in the Core Height Area of the Central Business Zone. Although there are obviously a number of buildings of significant scale and height within the Core Height Area of the Central Business Zone it is appropriate to focus on the general established scale rather than anomalies. Through initial examination upon lodgement of the relative heights of buildings within the Core Height Area of the Central Business Zone it was found that the proposed relative height was comparable to buildings such as the under construction Melville Street student accommodation and Myer building hotel element. Due to this fact and that it substantially exceeded the permitted (acceptable solution) 30m maximum height in the Core Height Area it was considered the proposal did not respect the transition to the Core Height Area and consequently the current revised design was submitted.

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



Figure 17: Montage view of development from upper Murray Street



Figure 18: Montage view of development from upper Melville Street

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

acknowledged that the site's elevated position compared to many of the higher buildings in the CBD means that the relative height of the very upper elements of the proposed building is at the limit of presenting as a transition to the Core Height Area. Ultimately it is considered that there is a clear pattern of development and buildings that are of a greater relative height than that of the proposed development, something which was evident through review of the proposal using Council's K2vi model.

The Urban Design Advisory Panel, although having reservations about the overall height of the building noted its location "within a part of the Central Business Zone that is identified as a zone of transition. It is also a zone in transition. The area is seen as an area for legitimate expansion of the Central Business Zone. In this context much of the area is underdeveloped and presents opportunities for future residential development in particular." Minutes of the meeting at which the Panel considered the development are provided as an Attachment to this report.

There is no doubt that the building dwarfs the adjoining two storey building at 82 Melville Street. However the performance criteria is not trying to ensure compatibility in scale and transition to adjoining buildings in the Central Business Zone beyond that of protecting Heritage Buildings. Such an approach would inhibit the ability to effectively develop the single central zone of Hobart. This section of Melville Street bound by Harrington Street and Murray Street presents a unique situation of no Heritage Listed properties, which presents a scenario where building scale and setback within the frontage will not be required to protect the curtilage of heritage significant properties. Also due to the northwest/northeast facing frontage of this section of the block the Amenity Building Envelope allows for a greater height of building mass closer to the frontage. Therefore although the larger elements of the proposed development present a significant scale when viewed from the north-east, any future development of the adjoining sites (which is considered to be likely if not inevitable) will serve to minimise the visual prominence of the proposed development in the townscape.

The Urban Design Panel also acknowledged that the "current proposal may initially appear more prominent, because of the significantly underdeveloped sites around it, but its overall height does fall within the parameters of the current Planning Scheme and those proposed by Leigh Woolley's Height Standards Review document." However it is to be noted the Central Hobart Building Height Standards Review Project and subsequent recommended changes to planning provisions are under review, and they do not form part of the planning scheme.

Positive Contribution:

The performance criteria requires development to earn the privilege of additional height over the permitted standard through a development's ability to provide positive contribution to the streetscape and townscape.

The form of the development presents as a cluster of buildings with massing broken down into six main components as demonstrated in the diagram below:

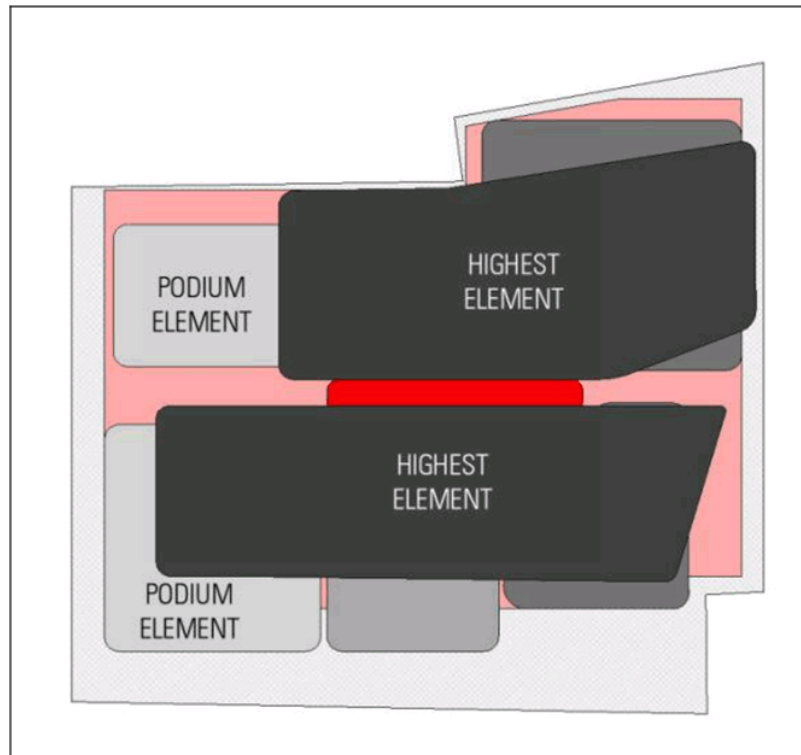


Figure 19: Breakdown of form

Beyond the breaking down of the building into the elements, each element also presents a different form, footprint and height. They feature angled elements and varying setbacks so each plane of the building presents a variation. There has been a clear intent in the design of the building to break down the form of the development which goes beyond token articulation. The residential use and pursuit of amenity for its occupants has also driven a form that perhaps a building primarily for office space or a hotel would not achieve due to the requirement of a larger efficient floor plate, rather than individual amenity of apartments.

The design responds at a street level scale through use of the podium forms, with the larger of the two presenting approximately a 1:1 scale relative to the width of the road reservation. These elements rather than filling the frontage present smaller components with a varied setback from the front boundary and angled forms. The wider of the two podiums features further breakdown of the elevation with a central articulated finned seam. The approach to the ground floor street level goes a step further with the architecture creating human scale, activating the space not just through the proposed cafe but the a creation of forecourt. In addition to the potential for activation, it creates a zone of open space with opportunities for landscaping and also a zone with no section of building.

The orientation and variation of upper levels contribute to a positive perception of the building in the broader townscape. Beyond a design simply avoiding blank side and rear elevations in a rectangular form, the building presents deep articulated elements combined with a variety of angled planes. This goes further than simply dressing a building to be viewed 'in the round', because when the development is viewed within the broader townscape each view point of the building presents a varied aspect of the building's form. The large punctures into the wall sections to create ventilation and light for the apartments in combination with inclusion of rooftop planters all contribute to adding layers and depth to the development. The elegant design feature of the wing elements of the building appearing to penetrate the central larger elements of the building above is effective in mitigating the visual bulk of the building. These combined elements all assist the building in making a positive contribution to the townscape.

The success of the design is reliant on the quality and variation of materials used. There has been effort to provide variation of texture, light and dark colour combinations of the predominant concrete panel finish. It acknowledged there has been consideration of the use of contrasting colours on the abutting large elements of the building. However the two largest elements of the building are proposed to be dark concrete. Once again the success of the predominant material choice will be determined by the quality and choice of concrete finish. The adjoining KPMG building presents examples of a combination of quality coloured, exposed aggregate, textured and polished concrete finishes. In this context it is considered relevant to note that the developer of the KPMG building is the same developer proposing this development.

The use of concrete panels is interspersed with aluminium screens and louvres with some use of fibre cement sheet, with the extensive and varied

glazing providing relief from the structure through light and reflection. However consideration of material detailing of aspects of the apartment and elements such as soffit treatment all contribute to developing additional warmth and texture.

The street level and forecourt area takes a departure from the aesthetic of the rest of the development and features the use of brick as an acknowledgement of the site's history, to achieve human scale for where people congregate and to create texture.

The Urban Design Advisory Panel also highlighted the following:

"The Panel noted the limited range of external materials being utilised and in particular the preponderance of concrete. It was suggested that consideration be given to introducing a broader range of materials that could be utilised to soften the overall appearance of the building, to reference past uses at the site and to be more in sympathetic to its residential function. For example, the materials proposed for incorporation into the ground floor street front could include timber as well as the suggested brick; these could also be extended to the upper levels."

In light of the above assessment and comments from the Urban Design Advisory Panel the positive contribution of the development's form on the townscape and streetscape is intrinsically linked to its refinement of the material palette. Therefore it is recommended that a condition be included on any permit issued that not only requires a detailed palette of materials but which includes "consideration to introducing a broader range of materials that could be utilised to soften the overall appearance of the building, to reference past uses at the site and to be more in sympathetic to its residential function." In addition it is recommended that the condition include requiring that elements of the ground level palette be incorporated into to the upper levels.

It also worth noting that the development project team consulted architect and urban design consultant Leigh Woolley in respect of the proposal due to his experience in respect of understanding the impact of building height within the Hobart CBD. The comments and consideration of the proposal by Leigh Woolley are included the submission as part of the application (and at Attachment B to this report). It concluded with general support of the proposed height noting the design approach was a departure from 'uniform bulk' with the intent to modulate each elevation.

Beyond the physical form and materials of the development the proposal

seeks to provide a positive contribution to streetscape through providing a public forecourt and laneway, with the potential to provide a pedestrian link through to Bathurst Street. The laneway allows for the development to have an increased accessible commercial façade which is far greater than the area that could be achieved on the site's frontage. It also allows for areas of landscaping and seating to be provided and with the space designed with consideration of CPTED principles. A key aspect of this space is the developer's intent for it to be activated. Beyond the café use this is to be achieved through a public art component to encompass the public accessible areas of the development. The following extract from the submission highlights the intent of the project:

"The potential exists for this artwork to include colour and visual interest in defining a canopy to this transition space, lighting installations to activate the space at night, interactive artwork or artwork that integrates with the design of the urban seating and planting within this area. Any of these options will provide colour and movement visible and accessible from Melville Street."

The success of such spaces is dependent on their design and ultimately the developer's commitment to the implementation of aspects such as landscaping and public art. The Urban Design Advisory Panel also acknowledges this with the suggested early appointment of a landscape architect with consideration of how more landscaping could be incorporated into the space as well as the implementation of an artwork programme for the site. Therefore it is recommended that these aspects are required by condition on the permit. The laneway and forecourt feature of the proposal was referred to Council's City Place Making Unit who were extremely supportive of the concept.

Although the continuation of the link way through to Bathurst Street is beyond the scope of this permit, the Urban Design Advisory Panel encouraged Council to explore with the developer and neighbouring property owners to advance and implement this connection.

Another attribute of the proposal is the pursuit of providing high level of residential amenity for the occupants. This sentiment was also considered to be delivered by the Urban Design Advisory Panel. Therefore the proposal provides a positive contribution to inner city housing stock. The residential use also introduces passive surveillance, which is considered to be a positive contribution to the city.

The siting, bulk and design of the proposal is assessed as respecting the

transition between the Core Height Area of the Central Business Zone and adjacent zones, and the development is considered to make a positive contribution to the streetscape and townscape subject to conditions.

6.7.7 The proposal complies with the performance criterion.

6.8 Design - Part D 22.4.3 P1

6.8.1 The acceptable solution at clause Part D 22.4.3 A1(e) requires that building design incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof.

6.8.2 The proposed lift overrun and rooftop plant is not specifically incorporated within the roof design.

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

6.8.4 The performance criterion at clause Part D 22.4.3 P1 provides as follows:

P1

Building design must enhance the streetscape by satisfying all of the following:

(a) provide the main access to the building in a way that addresses the street or other public space boundary;

(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;

(c) treat large expanses of blank wall in the front façade and facades facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;

(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;

(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;

6.8.5 The roof plant and lift overrun represent a small footprint relative to the roof area of the building. Although the lift overrun and plant is not specifically contained within the main roof design and presents a individual protrusion, it is integrated into the design of the building. The structure housing the plant and lift overrun utilises the same aluminum fin screening that that forms the central spine of the building. The screening also returns

over the roof as a pergola structure therefore presenting as an element of the building form not just a screened rooftop plant area. The screened roofing also prevents views of the roof plant from elevated residential areas of West Hobart and those higher buildings sited within the Core Height Area of Central Business Zone. The proposed treatment and screening of the lift overrun and rooftop plant is considered to meet relevant clauses (d) and (e) of the performance criteria.

6.8.6 The proposal complies with the performance criterion.

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

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

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

P1

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

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or

(c) a plan to manage contamination and associated risk to human health or the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before any use commences; and

(iii) a statement that the land is suitable for the intended use.

and

P1

Excavation does not adversely impact on health and the environment, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) a plan to manage contamination and associated risk to human health and the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before excavation commences; and

(iii) a statement that the excavation does not adversely impact on human health or the environment.

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

6.9.4 The proposal complies with the performance criterion.

6.10 Road and Railway Access Code - Sight distance at accesses and junctions - Part E5.6.4 P1

6.10.1 The proposal does not meet the Acceptable Solution for Layout of Parking Areas under clause Part E5.6.4 A1; therefore assessment against the performance criterion is relied on.

6.10.2 The performance criterion at clause Part E5.6.4 P1 provides as follows:

P1

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

- (a) the nature and frequency of the traffic generated by the use;*
- (b) the frequency of use of the road or rail network;*
- (c) any alternative access;*
- (d) the need for the access, junction or level crossing;*
- (e) any traffic impact assessment;*
- (f) any measures to improve or maintain sight distance; and*
- (g) any written advice received from the road or rail authority.*

6.10.3 The Council's Senior Development Engineering Officer is satisfied the development meets the performance criteria due to the reduction in vehicle movements, increase in familiarity of users and improvements over existing situation. The officer's report is provided as an Attachment to this report.

6.10.4 The proposal complies with the performance criterion.

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

6.11.1 The proposal does not meet the Acceptable Solution for Layout of Parking Areas under clause Part E6.7.2 A1; therefore assessment against the performance criterion is relied on.

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

P1

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

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

6.11.3 The Council's Senior Development Engineering Officer is satisfied with the safety of the proposed access in respect of providing adequate sight lines.

6.11.4 The proposal complies with the performance criterion.

6.12 Parking and Access Code - Facilities for Commercial Vehicles - Part E 6.7.13 P1

6.12.1 The proposal does not meet the Acceptable Solution for Layout of Parking Areas under clause Part E 6.7.13 A1; therefore assessment against the performance criterion is relied on.

6.12.2 The performance criterion at clause Part E 6.7.13 P1 provides as follows:

P1

Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.

6.12.3 The Council's Senior Development Engineering Officer is considered acceptable under performance criteria and the development will be required to provide its own private waste collection contractor. The officer's report is provided as an Attachment to this report.

6.12.4 The proposal complies with the performance criterion.

6.13 Stormwater Code - Stormwater Drainage and Disposal - Part E7.7.1 P2

6.13.1 The proposal does not meet the Acceptable Solution for Stormwater Drainage and Disposal under clause Part E7.7.1 P2; therefore assessment against the performance criterion is relied on.

6.13.2 The performance criterion at clause Part E7.7.1 P2 provides as follows:

P2

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

6.13.3 The Council's Senior Development Engineering Officer is satisfied that proposed stormwater treatment will adequately meet the performance criteria. The officer's report is provided as an Attachment to this report.

6.13.4 The proposal complies with with the performance criterion.

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

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

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

P1

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

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

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

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

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

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

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

This application is for demolition and the construction of a residential complex including 3 below ground levels of car parking and storage, ground floor level of commercial tenancies and apartments in various configurations on levels 1 to 8.

The site is located within a Place of Archaeological Potential and to the rear southern corner is a heritage listed property at 133 Bathurst Street. The property is located in the Central Business Zone. The provisions (clause 22.4.1 A5/P5 and 22.4.3 A3/P3) relating to adjacent heritage

listed places do not apply as the adjacent listed places do not share a frontage with the proposal.

The application is supported by a report by Praxis Environment, a Statement of Historical Archaeological Potential Archaeological Impact Assessment and Archaeological Method Statement, dated November 2019.

The following provisions apply:

E13.10.1 P1 Development Standards for Places of Archaeological Potential.

E13.10.1 P1 states:

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

- (a) the nature of the archaeological evidence, either known or predicted;*
- (b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;*
- (c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;*
- (d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;*
- (e) measures proposed to preserve significant archaeological evidence 'in situ'*

It should also be added that an additional application has been submitted for subdivision/boundary adjustment at this same property. It partially removes the long 'tongue' of land to the rear of the subject property and adheres it to the rear land parcel of 127 Bathurst Street and adheres land from 127 Bathurst Street to 90 Melville Street (PLN-20-176). The result is a 'squaring up' of the land parcel of 90 Melville Street and this is shown on the architectural drawings submitted as part of this application for the residential complex. That application is permitted under Part C Special provisions clause 9.3.

The Praxis report analyses the potential of the site to yield archaeological resources or evidence. It concludes it is possible for the site to yield archaeological evidence due to the site being the location of early development and not subject to substantial disturbance. However, the

Praxis report does not provide any analysis of the land identified in the application PLN-20-176 (notated as lot 1 and an area of 14.63 metres squared on the drawing prepared by PDA Surveyors dated 31 Jan 2020) which is covered by the boundary adjustment. It is therefore recommended that a condition of permit be included to extend the same methodology applied in the Praxis report for this current application to cover this parcel of land and implement any recommendations.

The Praxis report identifies four areas for test trenching with associated archaeological methodology. In summary, area or test trench 1 and 2 must be managed as area of high archaeological potential, while areas or test trenches 3 and 4 must be managed as monitored sites. A condition of permit is therefore required. With an appropriate condition, the proposal is considered to satisfy E13.10.1 P1

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

6.14.5 The proposal complies with the performance criterion.

6.15 Attenuation Code - Part E9.7.2 P1

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

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

P1

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

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

(i) operational characteristics;

(ii) scale and intensity;

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

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

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

- 6.15.3 The Council's Environmental Development Planner has provided the following comment:
- 6.15.4 Approval is sought for a boundary adjustment and 9-storey mixed-use building at 90 Melville Street, Hobart. The ground floor would be commercial and the 8 floors above would be residential units. Three levels of underground car parking are also proposed.

Attenuation Code

The Attenuation Code applies because development for 'sensitive use' is proposed within the attenuation distance of an activity listed in Table E9.1 of the Code. The site is within 200m of 'late night music venues' at 112 Murray Street (Altar) and 147-167 Liverpool Street (Hanging Gardens). The location of the music venues relative to the proposed development site is shown in Figure 1 below.



Figure EDP1: 90 Melville Street (blue) relative to the late night music venues (red)

The relevant standards are under clause E9.7.2 of the Code

('Development for Sensitive Use in Proximity to Use with Potential to cause Environmental Harm').

There is no acceptable solution for A1.

Performance criterion P1 states the following:

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

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

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

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

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

Altar has live music and DJs, with indoor and outdoor spaces. The outdoor spaces do not operate after midnight so are not considered part of the 'late night music venue'. The main performance areas are inside. The nearest residential proposed at 90 Melville Street would be a minimum of 145m from Altar.

The Hanging Garden is an outdoor space associated with Altar that includes dining, bars, pop-up kitchens, live music, functions and events. The Hanging Garden is a minimum of 163m from the nearest proposed dwelling at 90 Melville Street.

No specific measures have been identified in the application to minimise noise intrusion.

In my opinion there is no credible risk of the residents of the proposed dwellings at 90 Melville Street being subject to unreasonable noise nuisance from these venues given the significant separation distances, high background noise levels and presence of screening buildings between the two sites. The exercise of discretion is recommended.

6.15.5 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street and 127 Bathurst Street, Hobart.
- 7.2 The application was advertised and received ten (10) representations with nine (9) raising concerns and one (1) in support. The representations raised concerns including:
- That the proposed development exceeds the permitted height by more than double, and the height and bulk is excessive as well as being not in keeping with streetscape.
 - There should be consideration of the colour with Hobart being dominated by grey and black developments.
 - The development will result in a significant overshadowing of existing buildings including a heritage listed property.
 - Also that the raised position of the building will amplify the issues of the scale and overshadowing and will create a precedent for the development of the K and D site.
 - The height does not result in a transition of the core area of the Central Business Zone and adjacent zones as well as it being arguable that it provides a positive contribution to the townscape.
 - The issue of transition to the lower scale adjoining buildings was raised with reference to a recent appeal 9 Sandy Bay Road.
 - Another point was that the design of the development capitalises on the low level surrounding development with amenity of the residents relying heavily on adjoining properties not similarly being developed. Also that the proposed development may result in implications on the future development of adjoining properties.

In response, the proposed height, scale and transition of the building is addressed under the assessment of the proposal. It is worth noting however that the intent of the relevant performance criteria of the Central Business Zone does not have regard to the transition to adjoining development with the mentioned Tribunal decision relating to development within the Urban Mixed Use Zone. In respect of overshadowing the Central Business Zone does not afford the protection of amenity beyond that of public spaces and pedestrians, and as the building is sited within the Amenity Building Envelope, it is considered to be acceptable in respect of wind and

shadowing impacts on the street. The planning scheme does not provide specific provisions in respect of the residential amenity of the occupants in the Central Business Zone. Despite this, there has been considerable effort in the proposed design to provide amenity for residents with light and ventilation maintained even in event of future development on adjoining lots.

There was also concern raised in respect of the development's focus on residential use with only ground floor commercial use, with the largest tenancy having no connection to the streetscape. It was suggested that high density residential development such as is proposed will force commercial uses out of the city. There was also the concern for potential land use conflicts due to the number of apartments and existing commercial uses. Also assurance was sought that there would be no damage or disruption to adjoining properties and uses particularly due to the level of excavation.

The proposed use arrangement is consistent with the planning scheme, which supports residential use above the ground floor. The rear tenancy would be suitable for a variety of uses and although it does not have direct access street frontage like the café, it fronts the laneway which affords a commercial facade beyond what could be achieved along the road frontage of the site. In respect of land use conflicts, it is indeed one of the challenges of inner city living however the planning scheme does apply preference to commercial uses. It would be expected due to the existing commercial nature of the area that future residents would be aware of the potential combination of uses and activities in the area. The issue of damage to adjoining properties is addressed under the Building Act, but conditions are recommended for construction and traffic management plans to minimise operational impact to nearby uses.

One representation praised the link way however raised concerns in respect of the lack of consideration of cycling needs through the lack bicycle parking, storage and consideration of crossover design to limit accidents. The proposed development is compliant in the number of bicycle parking spaces and requirements however the Development Engineer has included advice to encourage an increase in bicycle parking above the minimum with some accommodation provided for E-bikes. There is also advice to be included in respect of exploring a mountable curb without of lip.

The representation in support stated how the proposal was good for Hobart in respect of housing and jobs and is to be undertaken by a developer with strong links to Hobart. That the design is sympathetic to the local area with a mixture materials and treatments however another two or three levels would make the building more attractive on the skyline.

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

The key consideration of the proposal against the Scheme in the of seeking additional height over the permitted standard is whether the siting, bulk and design of development respects the transition between the core area of the Central Business Zone and adjacent zones and whether it makes a positive contribution to the streetscape and townscape.

The built form with the lower podium elements stepping up to the higher elements of the development were considered to provide a transition to the potential permitted building heights of the adjacent Commercial Zone. In respect of the Inner Residential Zone to the west, the existing adjoining commercial KPMG at 100 Melville Street building provides transition from the Harrington Street frontage to the subject site as it rises to 20m in height. The proposed development from that point incrementally steps up to the higher elements of the building, respecting the existing pattern of transition of development.

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

In the assessment by the Urban Design Advisory Panel it was acknowledged that the proposal would initially be prominent in its location due to the undeveloped nature of the surrounding sites. However any likely future development of the adjoining sites will serve to minimise the visual prominence of the proposed development in the surrounding townscape. It was also noted that the intent of the performance criteria in respect of height is not related to a buildings transition to adjoining buildings.

The breakdown of the developments form into six components with articulated elements combined with a variety of angled planes results in the building

presenting a varied 'in the round' form when viewed within broader townscape. The design responds at a street level scale through use of the podium forms and introduction of a forecourt. It was acknowledged that the success and positive contribution of the design is reliant on the quality and variation of materials used. Therefore refinement and further detail of the material palette is recommended to be provided by condition with a focus on variation and softening. This is inline with Urban Design Advisory Panels advice who also thought the palette should reference past uses at the site and be more sympathetic to the buildings residential function.

Beyond the physical form and materials of the development the proposal was considered to provide a positive contribution to streetscape through providing a public forecourt and laneway, with the potential to provide a future pedestrian link through to Bathurst Street. There is an intent for the activation of the forecourt space and street level facade to go beyond the use of the cafe with a public art component to encompass the public accessible areas of the development. Although, as was also echoed by the Urban Design Advisory Panel, the success such spaces is dependent on their design and ultimately the developer's commitment to the implementation of aspects such as landscaping and public art. Therefore it is recommended that conditions be included in respect of these aspects.

The development intended to pursue a high level of amenity for its occupants which was agreed to be achieved by the Urban Design Advisory Panel members. Therefore proposal is viewed to provide a positive contribution to inner city housing stock as well as the residential use introducing passive surveillance into the area.

It was concluded that the siting, bulk and design of the proposal was assessed as respecting the transition between the Core Height Area of the Central Business Zone and adjacent zones, and the development is considered to make a positive contribution to the streetscape and townscape subject to conditions.

The proposed lift overrun and plant enclosure was also considered to be well integrated into the design of the building, satisfying the proposals discretion in respect of the Design Development Standards.

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

The Panel were generally supportive of the proposal identifying the public activation of the ground floor, with café, public open space, landscaping, art work and the overall high standard of amenity the apartments provided for occupants.

The Panel did have some reservations about the overall height of the development but acknowledged it was a zone of transition that presented a legitimate expansion of the Central Business Zone. Also that the area is underdeveloped making the proposal appear more prominent but the area presents opportunities for future residential development. Ultimately they determined that height fell within the parameters of the current Planning Scheme and those proposed by Leigh Woolley's Height Standards Review document.

Other issues raised by the Panel which were also mirrored in the assessment related to the proposed materials and predominant use of concrete panels. It was suggested that consideration should be given to a broader use of materials to soften the building and be sympathetic to its residential function as well reference its past. It was also of the view that the forecourt could include more landscaping with the importance highlighted of getting a landscape architect involved and the public art program initiated early in the piece.

The Panel concluded the following:

"In conclusion the Panel supports the development and suggests that, should the Council approve the application, conditions and/or advice be included supporting the early appointment of a landscape architect and the early initiation of an artwork programme for the site. The Panel also encourages the expansion of the material and colour palette for the building with the intention of further 'softening' the building to reinforce its residential nature."

In line with the Panels conclusion and the recommendation of the assessment, conditions have been recommended to be included on the permit if granted.

- 7.5 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Environmental Health Officer, Environmental Development Planner as well as Council's Roads, Traffic, Surveying and Waste units. The officers have raised no objection to the proposal, subject to conditions.
- 7.6 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street, 127 Bathurst Street and Adjacent Road Reserve, Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Demolition and New Building for 55 Multiple Dwellings, Food Services, Business and Professional Services, General Retail and Hire and Associated Works within the Adjacent Road Reserve at 90 Melville Street, 127 Bathurst Street and Adjacent Road Reserve, Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-19-948 - 90 MELVILLE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/00321-HCC dated 06/04/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 15

A demolition waste management plan must be implemented throughout demolition.

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

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

Advice:

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

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

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

Reason for condition

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

PLN s1

The palette of exterior colours and materials must be provided.

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

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

Advice: Consideration is to be given to introducing a broader range of materials that could be utilised to soften the overall appearance of the building, to reference past uses at the site and to be more sympathetic to its residential function. For example, the materials proposed for incorporation into the ground floor street front could include timber as well as the proposed brick; these could also be extended to the upper levels.

Reason for condition

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

PLN s2

A public artwork program is to be submitted for the forecourt lane way area. The public artwork program is to explore lighting installations to activate the space at night, interactive artwork or artwork that integrates with the design of the urban seating and planting within this area.

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

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

Reason for condition

In the interest of the amenity and activation of the space.

PLN s3

A landscape plan must be prepared for the soft and hard landscaping of the forecourt and laneway area, by a suitably qualified landscape architect.

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

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

Reason for condition

In the interest of the amenity of the space.

PLN s4

The rooftop planters are to be maintained throughout the life of the development.

Reason for condition

In the interest of amenity

ENG sw1

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

Reason for condition

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

ENG sw4

The development (including hardstand) must be drained to Council infrastructure with sufficient receiving capacity. The new stormwater connection must be constructed and all existing connections to be abandoned must be removed and reinstated by the Council at the owner's expense, prior to the first occupation.

Detailed engineering drawings and calculations must be submitted and approved, prior to commencement of work or issue of any consent under the Building Act (whichever occurs first). The detailed engineering drawings must include:

- 1. the location of the proposed and all existing connections; and**
- 2. the size and design of the connection appropriate to satisfy the needs of the development.**
- 3. long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure. Connections must be free-flowing gravity.**

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

approved detailed engineering drawings.

Advice:

- *The applicant is advised to submit detailed design drawings via a Council City Amenity Division [application for a new stormwater connection](#). If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with Council City Amenity Division.*
- *Where building / plumbing approval is also required, it is recommended that documentation to satisfy this condition is submitted well before submitting documentation for building/plumbing approval. Failure to address planning condition requirements prior to submitting for building/plumbing approval may result in unexpected delays.*

Reason for condition

To ensure the site is drained adequately.

ENG sw7

Stormwater pre- treatment for stormwater discharges from the development must be installed prior to first occupation.

A stormwater management report and design must be submitted and approved, prior to issue of any consent under the Building Act 2016 or commencement of work (whichever occurs first). The stormwater management report and design must:

1. **be prepared by a suitably qualified engineer;**
2. **include detailed design of the proposed treatment train, including final estimations of contaminant removal to achieve the stormwater quality targets in accordance with the State Stormwater Strategy 2010**
3. **Include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.**

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

Advice:

- *The applicant is required submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any building approval under the Building Act 2016.*
- *Once the stormwater management report and design has been approved Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*
- *Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

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

ENG 13

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

A waste management plan must be submitted and approved, prior to commencement of work on the site. A waste management plan must:

1. **include provisions for commercial waste services for the handling, storage, transport and disposal of domestic waste and recycle bins from the development.**

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

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

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

submitting for building approval may result in unexpected delays.

Reason for condition

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

ENG tr2

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

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to any approval under the Building Act 2016 (excluding demolition). The construction traffic and parking management plan must:

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

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

Advice:

- The applicant is required submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any building approval under the Building Act 2016.*
- Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*
- Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting*

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

Reason for condition

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

ENG 2a

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

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the [National Construction Code 2016](#) to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

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

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required).

Advice:

- *It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.*

Reason for condition

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

ENG 3c

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with Australian Standard As2890.1:2009.

Prior to the first occupation, documentation by a suitably qualified engineer certifying that the access driveway, circulation roadways, ramps and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

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

Reason for condition

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

ENG 4

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

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 parking spaces approved on the site is:

- Fifty five (55) residential car parking spaces (User Class 1A),
- Four (4) commercial car parking spaces (three User Class 1A and one User Class 4),
- Minimum of two (2) motorcycle parking spaces,
- Minimum of three (3) employee bicycle parking spaces, and
- Minimum of two (2) customer bicycle parking spaces.

All car 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 and AS/NZS 2890.6:2009 (where applicable), prior to first occupation.

Advice:

- User Classes are as per Australian Standards AS/NZS 2890.1:2004.
- User Class 4 (Accessible Car Parking Space) may be accommodated in the Jars Architect drawing DA04 design by simply turning the pedestrian access path adjacent to Parking Space 1 into a shared zone in accordance with AS/NZS 2890.6:2009.
- Council encourage the provision of bicycle parking over and above the requirements of the Hobart Interim Planning Scheme 2015 and note that twelve (12) employee/residential bicycle spaces are proposed in a bicycle storage room together with five (5) customer bicycle spaces on the lane way. It is encouraged to accommodate ebikes and power points into the final design.

Reason for condition

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

ENG 9

All car parking spaces for people with disabilities must be delineated to Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009, prior to the commencement of the use.

Reason for condition

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

ENG 1

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

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

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

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

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

Reason for condition

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

ENG r1

The underground car park and associated walls supporting the highway reservation must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the retaining structures adjacent the highway reservation must be submitted and approved, prior to the commencement of work and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer**
2. **Not undermine the stability of the highway reservation.**
3. **Be designed in accordance with AS4678, with a design life in accordance with table 3.1 typical application major public infrastructure works.**
4. **Take into account any additional surcharge loadings as required by relevant Australian Standards.**
5. **Take into account and reference accordingly any Geotechnical findings.**
6. **Detail any protection measures required during construction.**

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

Advice:

- *The applicant is required submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any building approval under the Building Act 2016.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*
- *Where the Council Infrastructure By-Law applies, an Infrastructure Protection Bond is payable for construction works, refundable upon completion and reinstatement of any damage to the highway*

Reason for condition

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

ENG r3

Prior to the commencement of use, the proposed works within the highway reservation must be designed and constructed in accordance with:

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

Design drawings must be submitted and approved prior to any approval under

the Building Act 2016. The design drawing must:

1. Show the cross and long section of the driveway crossover within the highway reservation and onto the property.
2. Show long and cross sections of the footpath with crossfall of 1%-4% in accordance with TSD-R11-v1.
3. Show the reinstatement of the existing crossover in accordance with TSD R14-v1 Type KC .
4. Detail any proposed or existing services or infrastructure within the area of work.
5. Show swept path templates in accordance with AS/NZS 2890.1 2004 (B85 or B99 depending on use, design template).
6. If the design deviates from the requirements of the TSD then the drawings must demonstrate that a B85 vehicle or B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the cars underside.
7. Be prepared and certified by a suitable qualified person, to satisfy the above requirement.

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

Advice:

- *The applicant is required submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any building approval under the Building Act 2016.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*
- *A permit to construct public infrastructure and/or a road opening permit is required prior to commencing work within the highway reservation. Please contact the City of Hobart's Road Service group on (03) 6238 2108 or coh@hobartcity.com.au for information regarding permits.*

Reason for condition

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

ENG s1

A Residential Waste Management Plan must be provided and approved by

Council, prior to the first occupation.

Advice: Council Waste Management Staff indicate that Council collection of waste and recycling from the development is not viable and private contractor waste collection will be required. Given the width and traffic volume on Melville Street and the design of the access, Council will permit reversing movements of private waste collection vehicles into the site.

Reason for condition

To ensure commercial vehicle activity associated with the development is safe and efficient.

ENV 2

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

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

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

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

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

Reason for condition

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

HER 7

Prior to excavation for the proposal the following archaeological investigations and works programs must occur;

- **All work in accordance with the Archaeological Method Statement of the Praxis report as outlined in section 9 (p.48) with a focus on test trenching areas 1, 2, 3 and 4 following the methodology of as outlined on pages 52-53. This includes test trenching and monitoring areas as specified in section 9.2 of the Praxis report (p.51). All other recommendations of section 9.3 to 9.11 are to be followed.**
- **An interpretation plan must be prepared if on the advice of the archaeologist there is a public benefit in doing so and dependent on the exact nature and findings of the archaeological program. It must incorporate and interpret the heritage values of the site in the new development. The interpretation plan is to be submitted and approved by Council within 1 month of the conclusion of the archaeological program and must be implemented prior to the occupation of the building.**

Reason for condition

To ensure the archaeological potential of the place is managed in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.

HER s1

An addendum to the Praxis Environment report must be completed which assesses the archaeological potential of the land currently on 127 Bathurst Street that is to be adhered to the existing 90 Melville Street site and identified in the site plan (drawing 19066_DA02, dated March 2020), prior to the commencement of work.

Reason for condition

To ensure the archaeological potential of the place is managed in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence

ENVHE 1

Recommendations in the report Environmental Site Assessment, 90 Melville

St, December 2019 must be implemented, specifically that a soil and water management plan must be in place for the duration of the development construction.

Reason for condition

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

ENVHE 4

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

A construction management plan must be submitted and approved prior to the issuing of any building permit 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; and**
- 7. Procedures for washing down vehicles, to prevent soil and debris being carried onto the street.**

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

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

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

Reason for condition

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

Part 5 r1

The owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the Land Use Planning and Approvals Act 1993 with respect to the protection of the underground car park associated walls supporting and adjacent to the Melville Street highway reservation prior to any approval under the Building Act 2016.

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

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

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

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

Reason for condition

To ensure the protection of Council assets.

SUB s2

The boundary adjustment between 90 Melville Street and 127 Bathurst Street approved by the planning permit for PLN-20-176 is to be completed to the satisfaction of Council prior to the issue of any building consent, building permit and / or plumbing permit pursuant to the Building Act 2016 (if applicable), or the commencement of works on site (whichever occurs first).

Reason for condition

To ensure there is no encroachment of the proposed development onto 127 Bathurst

Street

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

As you are proposing works in the highway reservation you will require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click [here](#) for more information.

NEW SERVICE CONNECTION

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

STORM WATER

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

CBD AND HIGH VOLUME FOOTPATH CLOSURES

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

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

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

For more information about this requirement please contact the Council's Traffic

Engineering Unit on 6238 2804.

ACCESS

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

CROSS OVER CONSTRUCTION

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

RIGHT OF WAY

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

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

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](#).

WASTE DISPOSAL

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

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

FEES AND CHARGES

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

DIAL BEFORE YOU DIG

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



(Tristan Widdowson)

Development Appraisal Planner

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 11 May 2020

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Referral Officer Report Cultural Heritage

Attachment D - Urban Design Advisory Panel Minutes

Attachment E - Referral Officer Report Development Engineering



ARTIST IMPRESSION - CORNER OF MELVILLE STREET AND MURRAY STREET



LOCATION PLAN 1:1000

RESIDENTIAL DEVELOPMENT 90 MELVILLE STREET

PLANNING APPLICATION 20/03/2020
REV 02 - REDUCED HEIGHT

DRAWING No.	DESCRIPTION
DA01	COVER PAGE
DA02	SITE PLAN
DA03	BASEMENT 1 + 2 FLOOR PLAN
DA04	LOWER GROUND FLOOR PLAN
DA05	GROUND FLOOR PLAN
DA06	LEVEL 1-4 FLOOR PLAN
DA07	LEVEL 5 FLOOR PLAN
DA08	LEVEL 6 FLOOR PLAN
DA09	LEVEL 7 FLOOR PLAN
DA10	LEVEL 8 FLOOR PLAN
DA11	ROOF PLAN
DA12	SECTION A
DA13	SECTION B
DA14	NORTH-WEST ELEVATION
DA15	NORTH-EAST ELEVATION
DA16	SOUTH-WEST ELEVATION
DA17	SOUTH-EAST ELEVATION
DA18	MELVILLE STREET ELEVATION
DA19	3D VISUALISATION 01
DA20	3D VISUALISATION 02
DA21	3D VISUALISATION 03
DA22	3D VISUALISATION 04
DA23	3D VISUALISATION 05
DA24	SHADOW DIAGRAM 01
DA25	SHADOW DIAGRAM 02
DA26	SHADOW DIAGRAM 03
DA27	SHADOW DIAGRAM 04

EXECUTIVE SUMMARY

FLOOR LEVEL	CAR PARKS	APARTMENTS	COMMERCIAL/RETAIL
BASEMENT 2	21	-	-
BASEMENT 1	21	-	-
LOWER GROUND	17	-	-
GROUND	-	-	2
LEVEL 1	-	8	-
LEVEL 2	-	8	-
LEVEL 3	-	8	-
LEVEL 4	-	8	-
LEVEL 5	-	7	-
LEVEL 6	-	6	-
LEVEL 7	-	6	-
LEVEL 8	-	4	-
TOTAL	59	55	2

DO NOT SCALE. DRAWINGS: WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWA SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

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JAWA
ARCHITECTS

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:2000 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
CAD REF P:\2004\90 Melville St Hobart\14.0
DRAWING\14.1 Current\19066_90 Melville
St_DAO1.dwg

PROJECT NORTH

ISSUE

PLANNING APPLICATION

DRAWING NAME

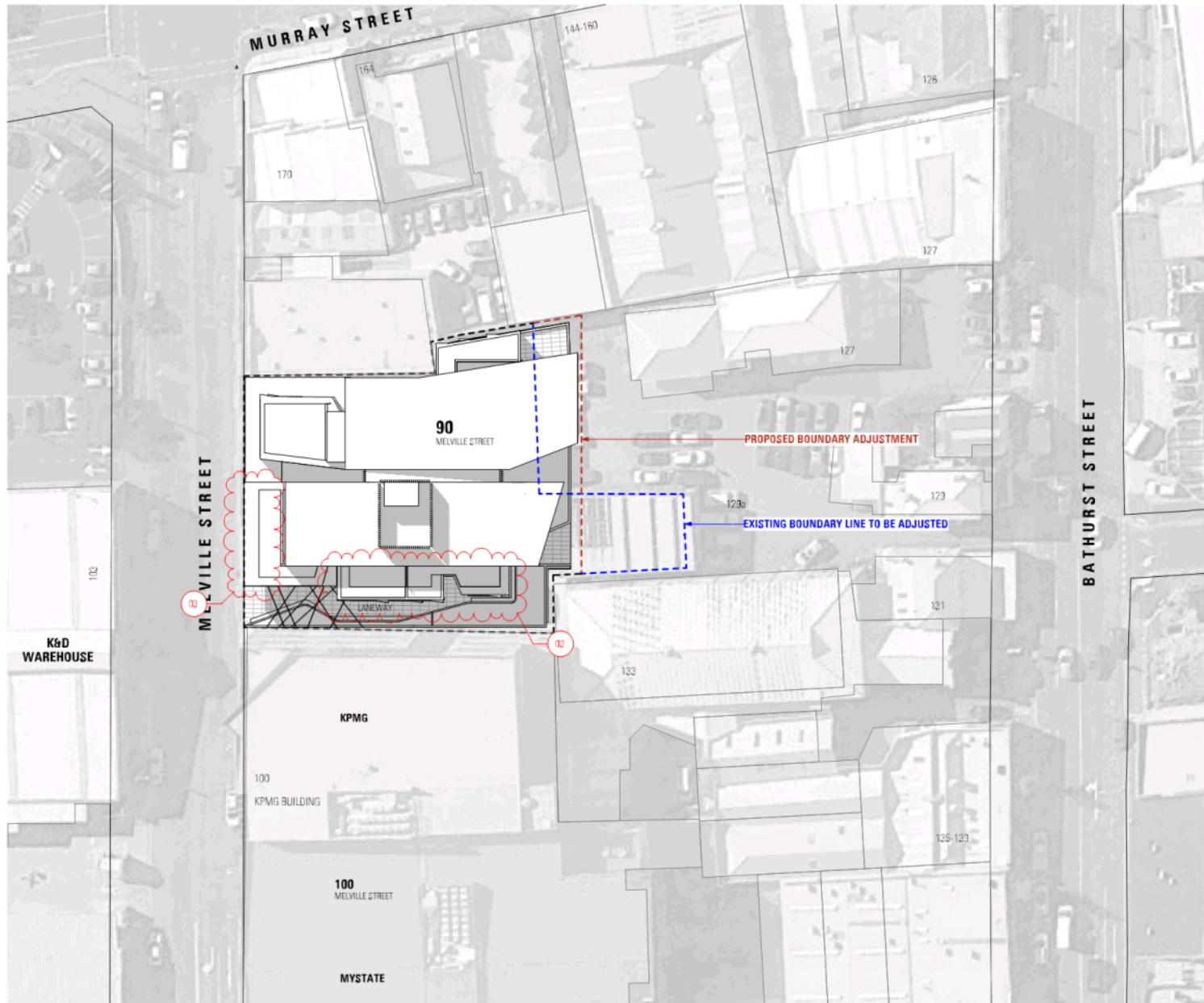
COVER PAGE

DRAWING NO

19066_DA01

REVISION

REV 01 - 15/01/2019
- Revised crapsaver
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment



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ARCHITECTS JAW

PROJECT

90 MELVILLE STREET

Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:500 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
CAD REF P:\3066 20 Melbourne St Hobart\A3
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St_A3.dwg

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

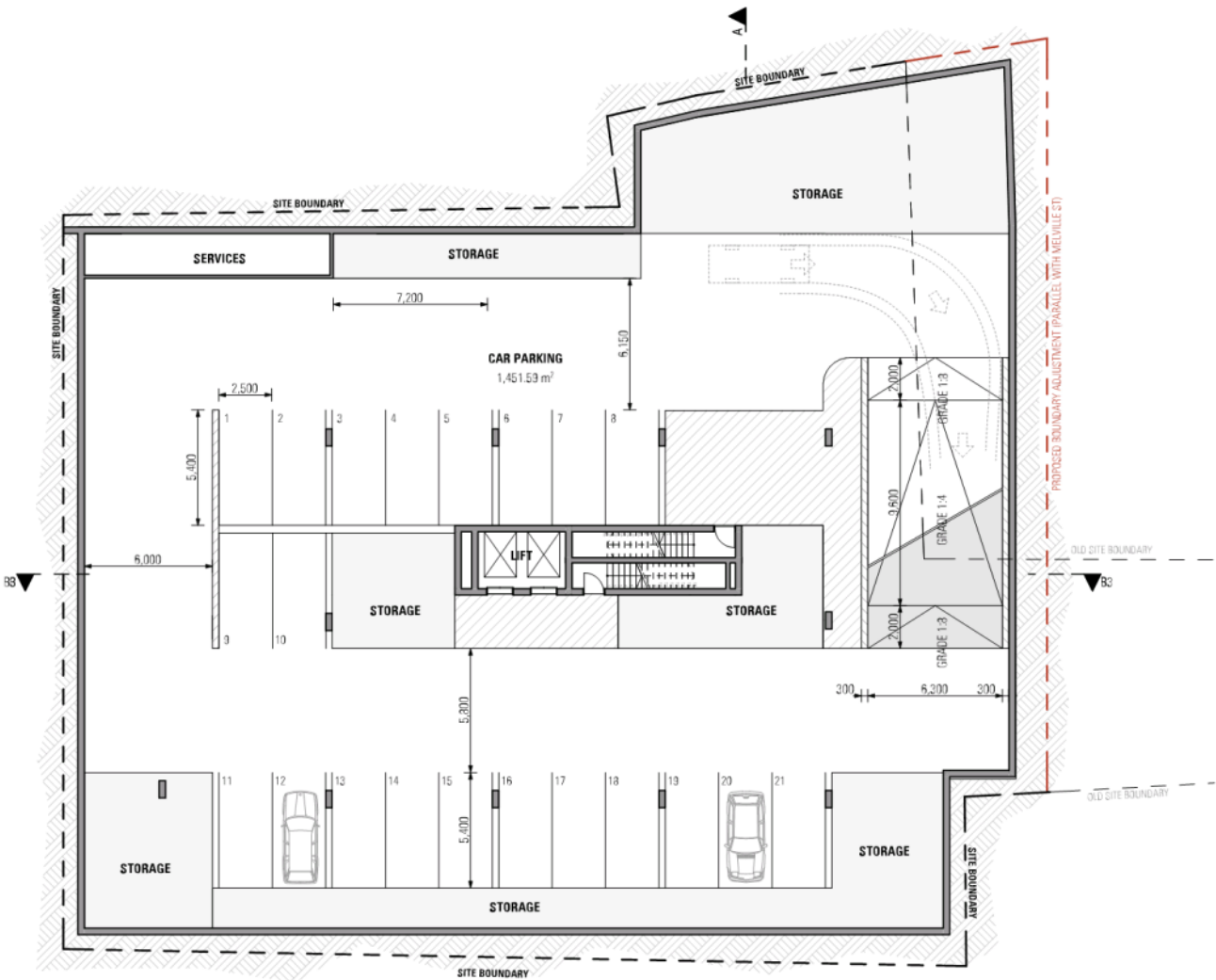
SITE PLAN

DRAWING NO

19066_DA02

REVISION

REV01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV02 - 20/03/2020
- Reduced height
REV03 - 21/12/2020
- Section 56 Minor Amendment



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JAWA ARCHITECTS

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
CAD REF P:\3006\90 Melville St Hobart\14.0
DRAWING\14.1 Current\3006_90 Melville
St_DAO3.dwg

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

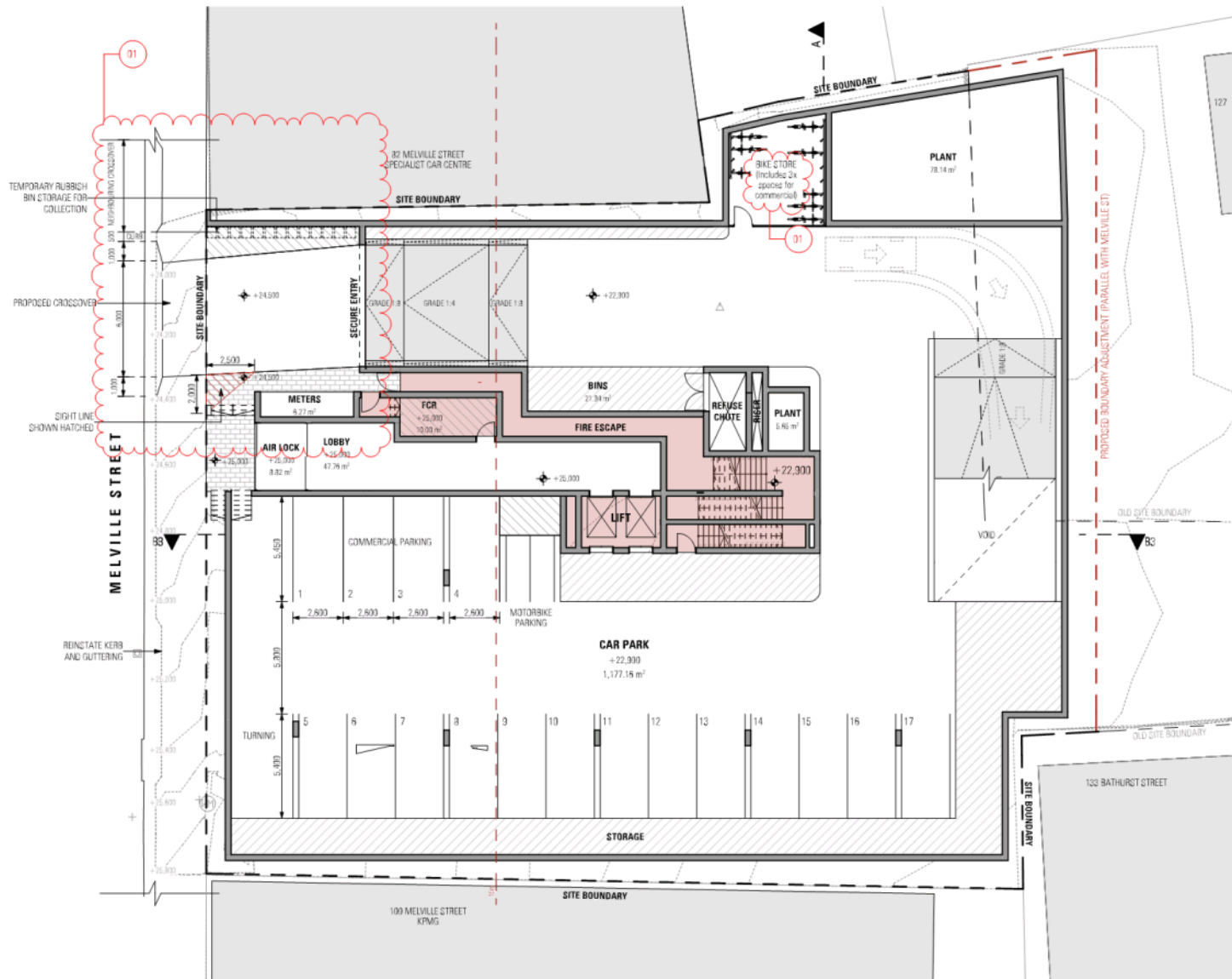
BASEMENT 1+2 FLOOR PLAN

DRAWING NO

19066_DA03

REVISION

REV 01 - 15/01/2019
- Revised carspace
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment



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ARCHITECTS JAWST

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
CAD REF SV

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

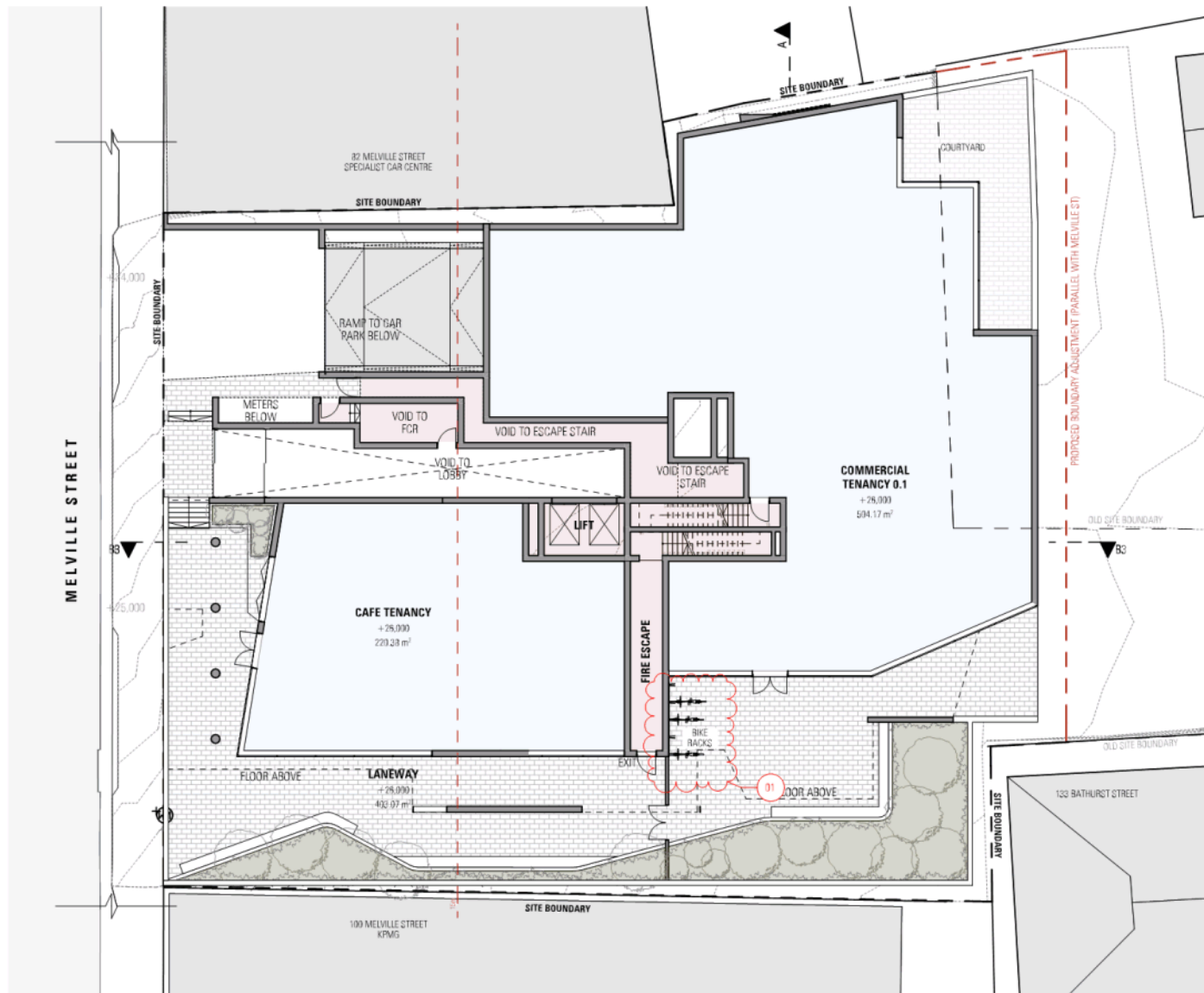
LOWER GROUND FLOOR PLAN

DRAWING NO

19066_DA04

REVISION

REV 01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV02 - 20/03/2020
- Reduced height
REV03 - 21/12/2020
- Section 56 Minor Amendment



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ARCHITECTS JAWA

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TI, TG
CHECKED SV
PLOT DATE SV
CAD REF P
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St_0406.dwg

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

GROUND FLOOR PLAN

DRAWING NO

19066_DA05

REVISION

REV01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV02 - 20/03/2020
- Reduced height
REV03 - 21/12/2020
- Section 56 Minor Amendment

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

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ARCHITECTS JAW

PROJECT

90 MELVILLE STREET
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For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
CAD REF

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

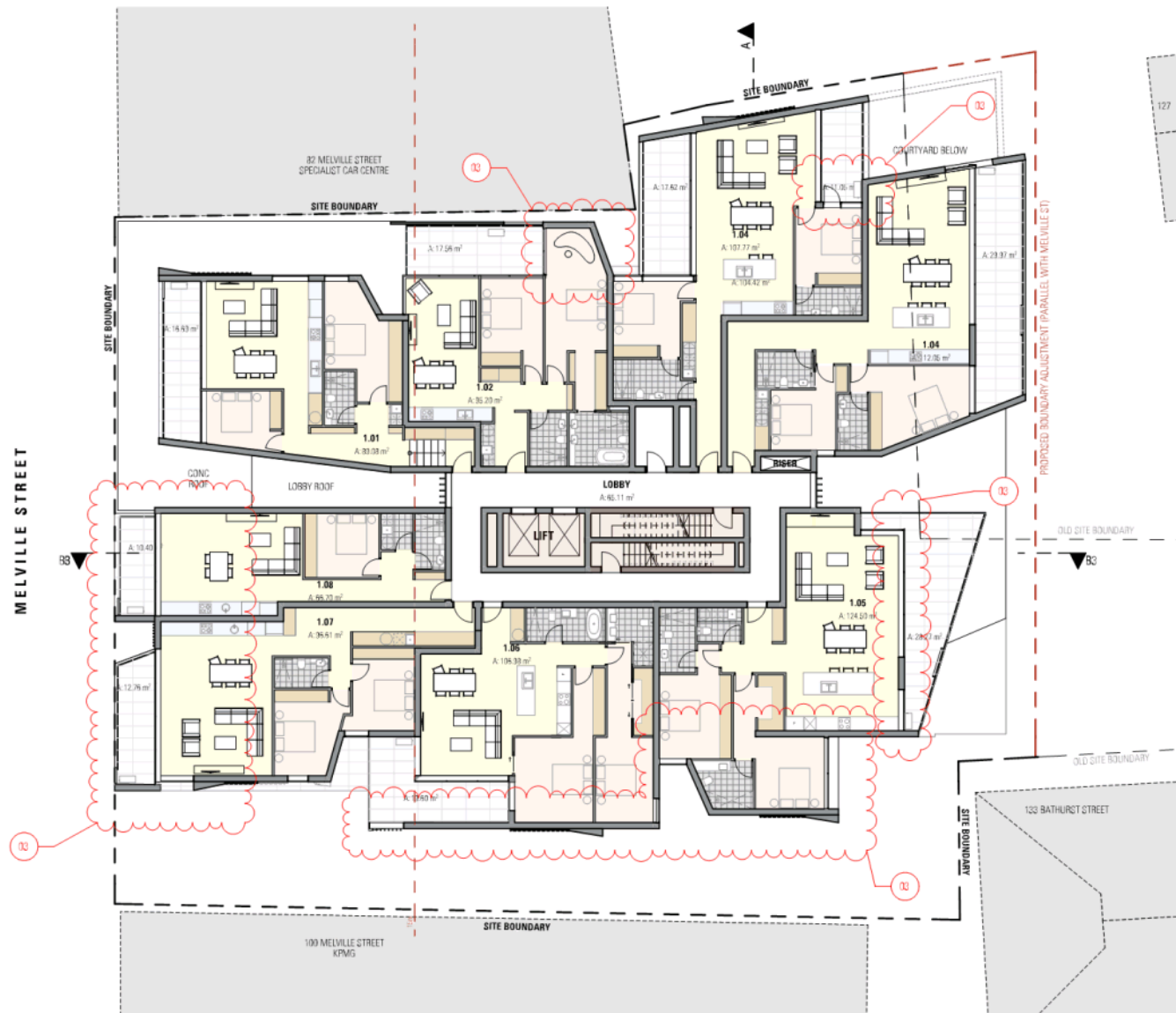
LEVEL 1-4 FLOOR PLAN

DRAWING NO

19066_DA06

REVISION

REV01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV02 - 20/03/2020
- Reduced height
REV03 - 21/12/2020
- Section 56 Minor Amendment





DO NOT SCALE DRAWING. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWA SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

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JAWA ARCHITECTS

PROJECT

90 MELVILLE STREET
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For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TI, TG
CHECKED SV
PLOT DATE
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DRAWING: 14.1 Current: 13064_90 Melville
ST_DA06.pdf

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

LEVEL 5 FLOOR PLAN

DRAWING NO

19066_DA07

REVISION

REV 01 - 15/01/2019
- Revised cropper
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

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ARCHITECTS JAW

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
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St_0406.dwg

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

LEVEL 6 FLOOR PLAN

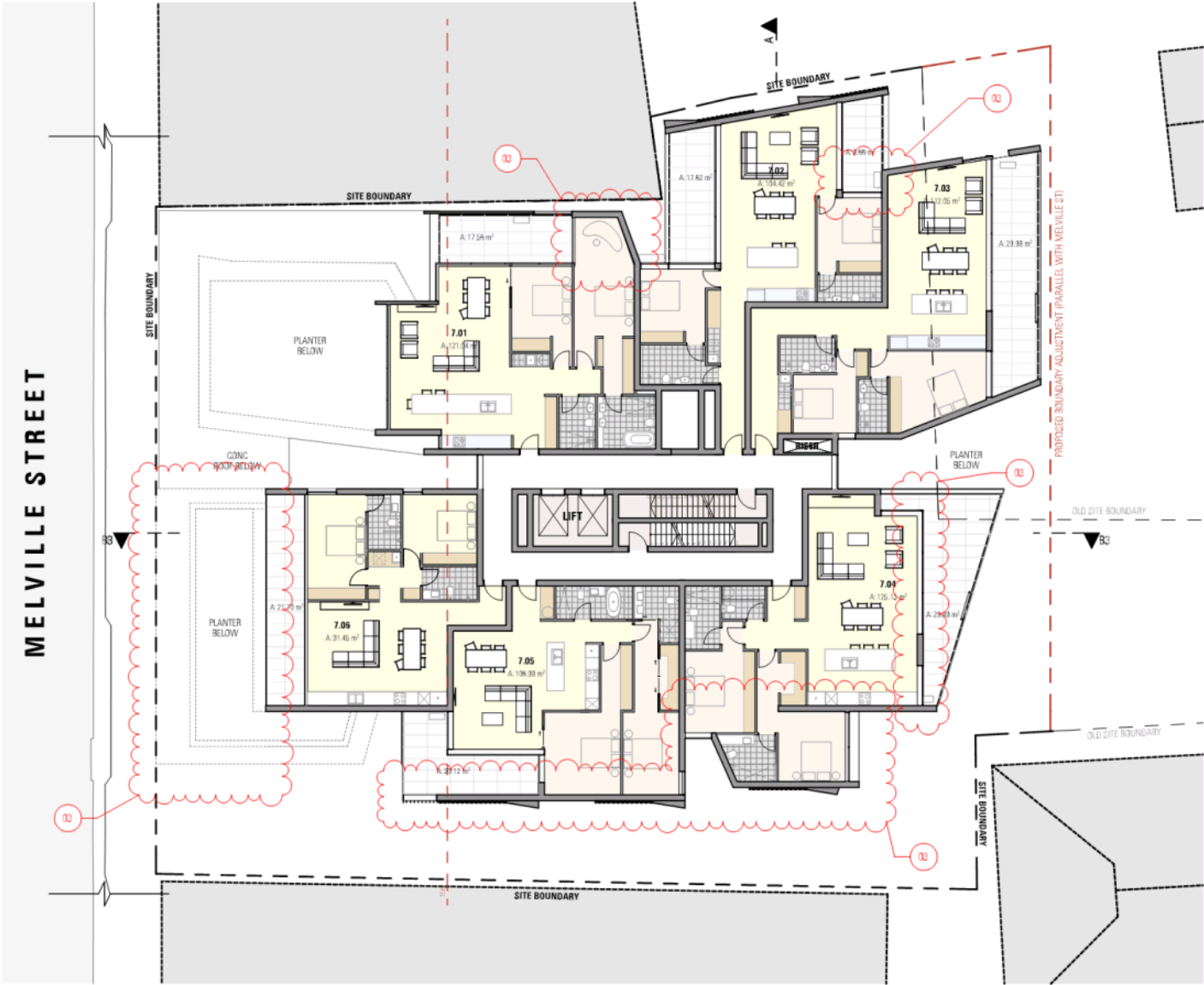
DRAWING NO

19066_DA08

REVISION

REV01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV02 - 20/03/2020
- Reduced height
REV03 - 21/12/2020
- Section 56 Minor Amendment





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JAWA ARCHITECTS

PROJECT

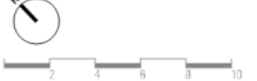
90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

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PLOT DATE SV
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P110006 90 Melville St Hobart TAS
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ST_DA09.pdf

PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

LEVEL 7 FLOOR PLAN

DRAWING NO

19066_DA09

REVISION

REV 01 - 16/01/2019
- Revised cragover
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment

DO NOT SCALE DRAWING. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWA SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

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JAWA ARCHITECTS

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
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DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
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PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

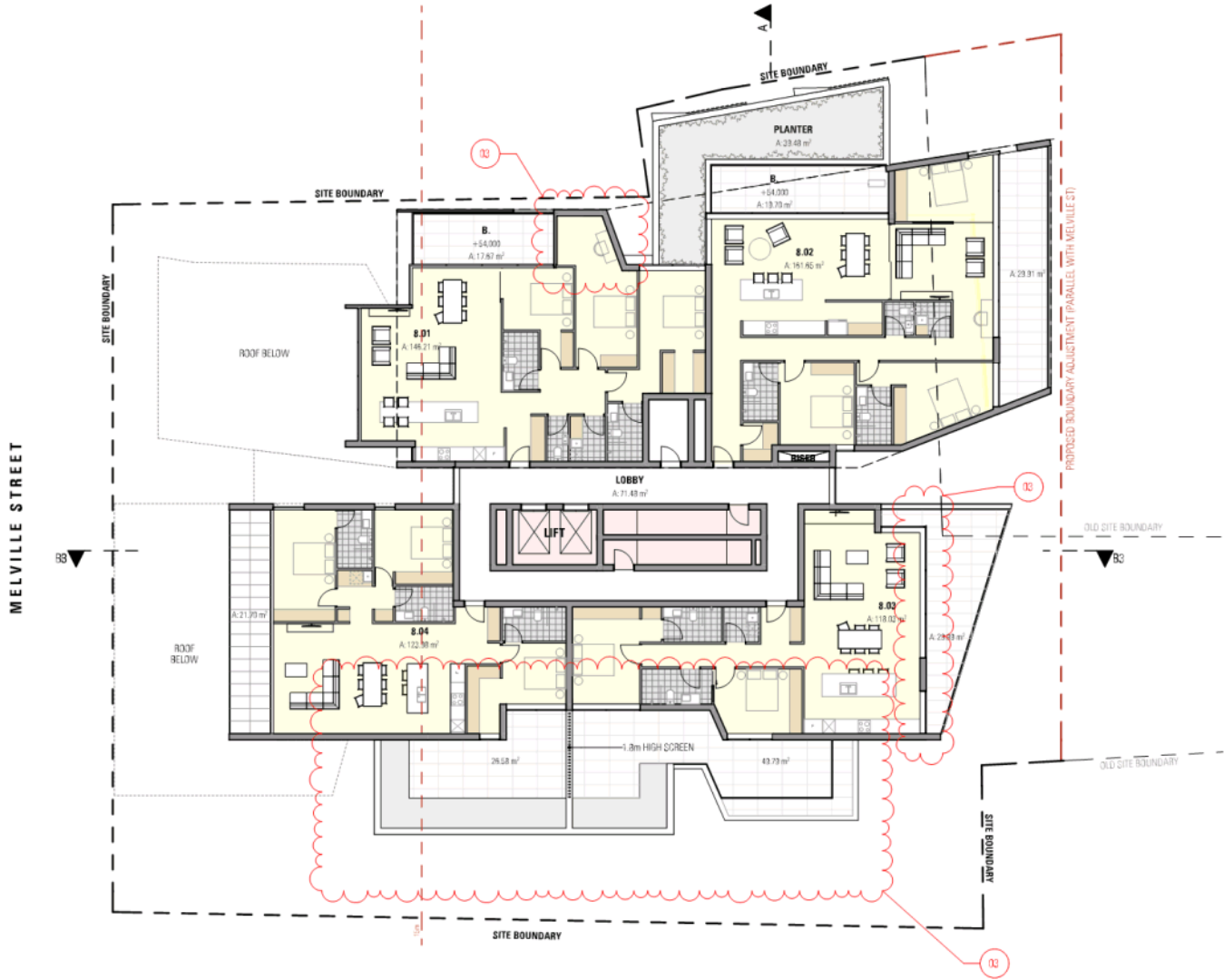
LEVEL 8 FLOOR PLAN

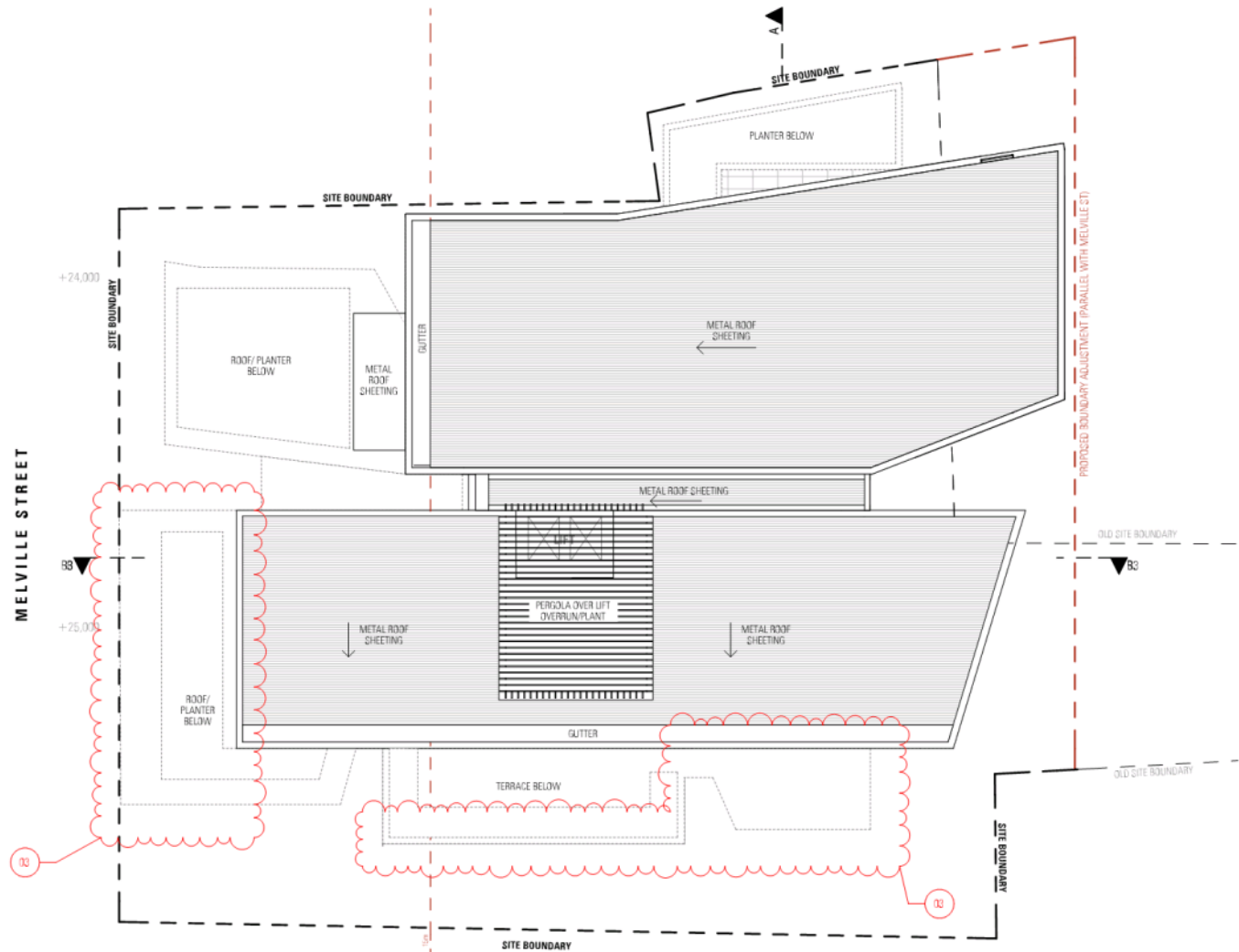
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19066_DA10

REVISION

REV 01 - 15/01/2019
- Revised croquis
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment





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JAWA ARCHITECTS

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE	1:200 @ A3
DATE	December 2020
DRAWN	TL, TG
CHECKED	SV
PLOT DATE	SV
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PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

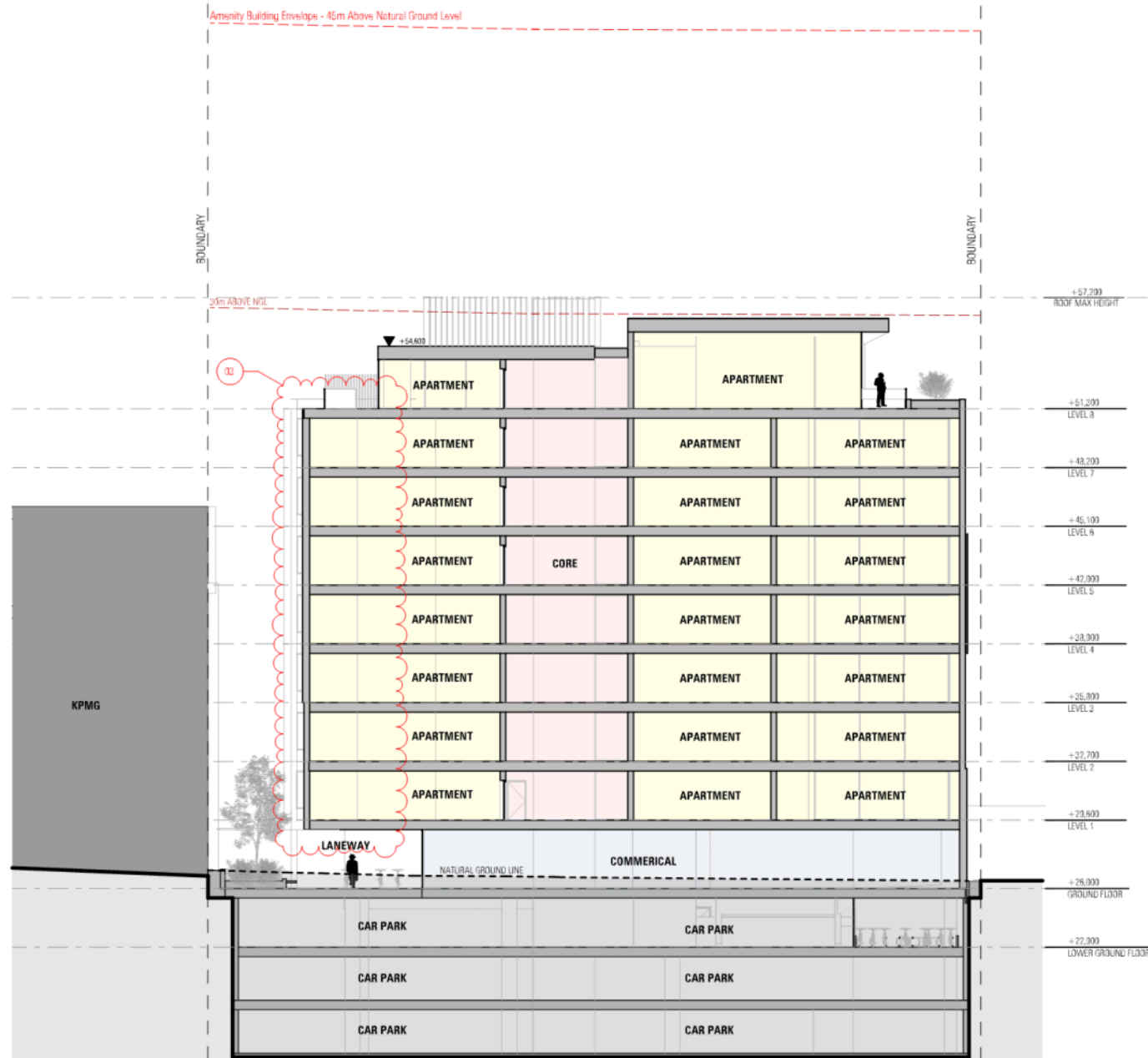
ROOF PLAN

DRAWING NO

19066_DA11

REVISION

REV 01 - 15/01/2019
- Revised cragover
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment



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ARCHITECTS JAW

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
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PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

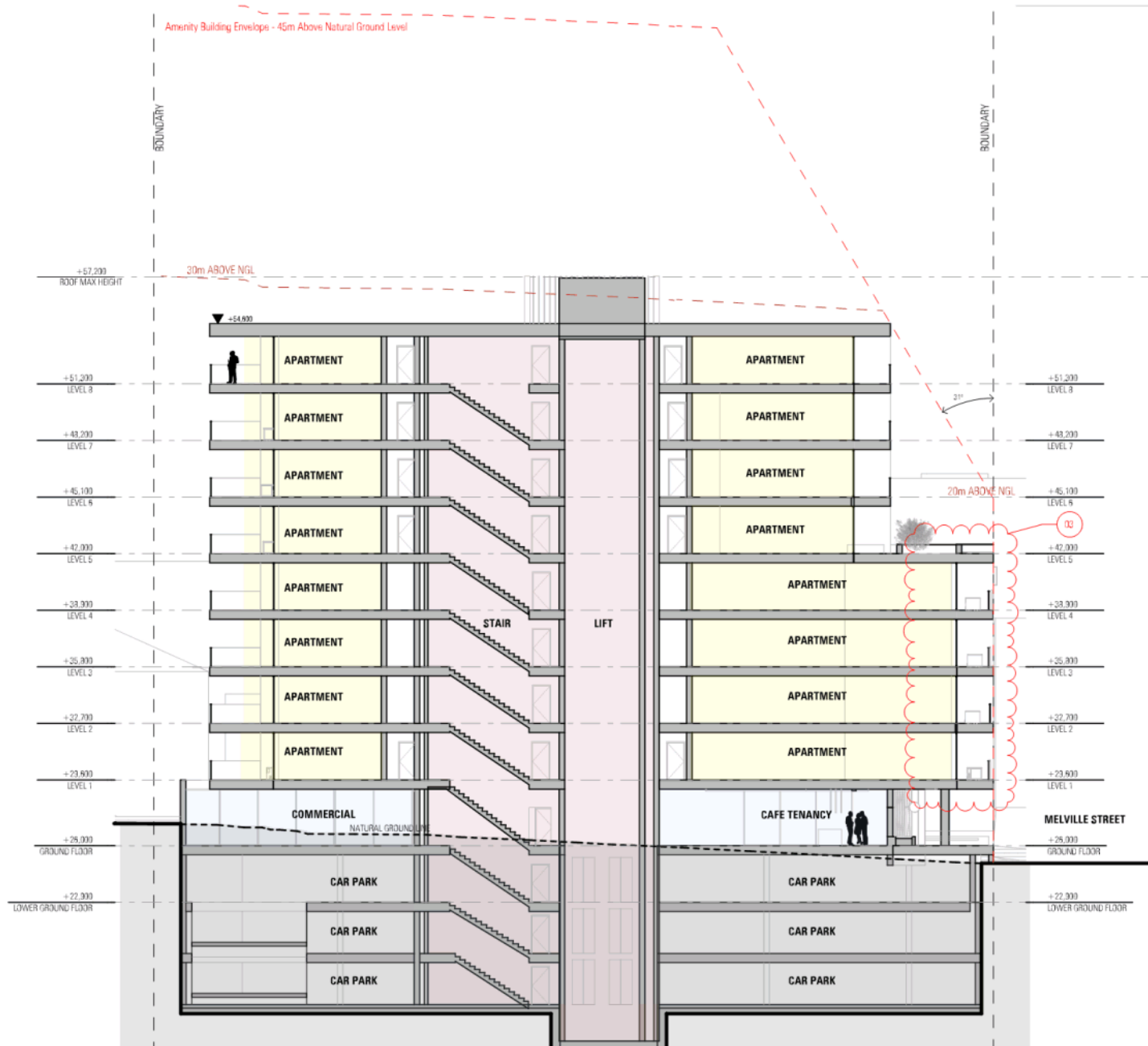
SECTION A

DRAWING NO

19066_DA12

REVISION

REV 01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height



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PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
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DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
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PLOT DATE 21/12/2020
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PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

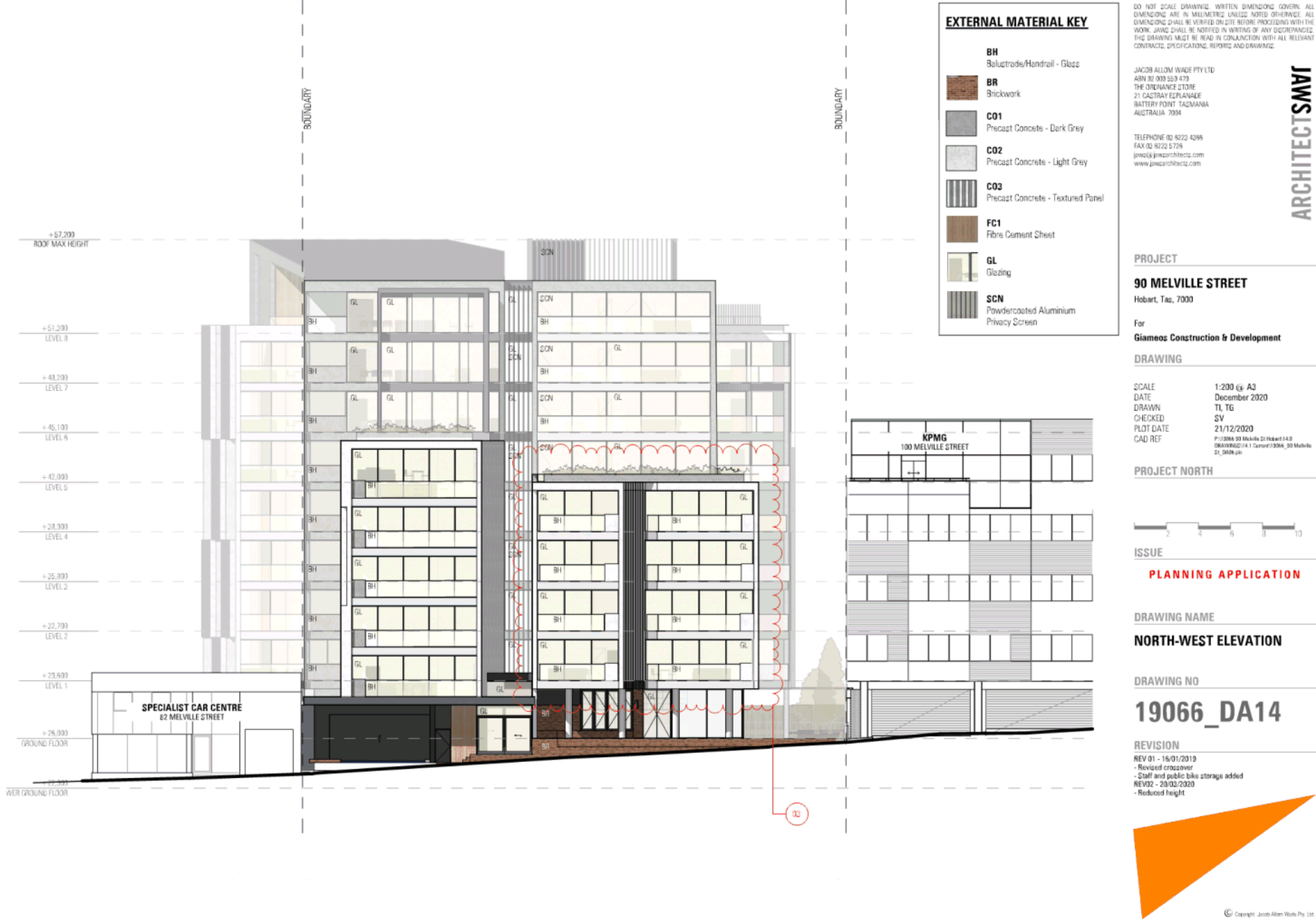
SECTION B

DRAWING NO

19066_DA13

REVISION

REV 01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height







EXTERNAL MATERIAL KEY

- BH**
Balustrade/Handrail - Glass
- BR**
Brickwork
- C01**
Precast Concrete - Dark Grey
- C02**
Precast Concrete - Light Grey
- C03**
Precast Concrete - Textured Panel
- FC1**
Fibre Cement Sheet
- GL**
Glazing
- SCN**
Powdercoated Aluminium Privacy Screen

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PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:200 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE 21/12/2020
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PROJECT NORTH



ISSUE

PLANNING APPLICATION

DRAWING NAME

SOUTH-WEST ELEVATION

DRAWING NO

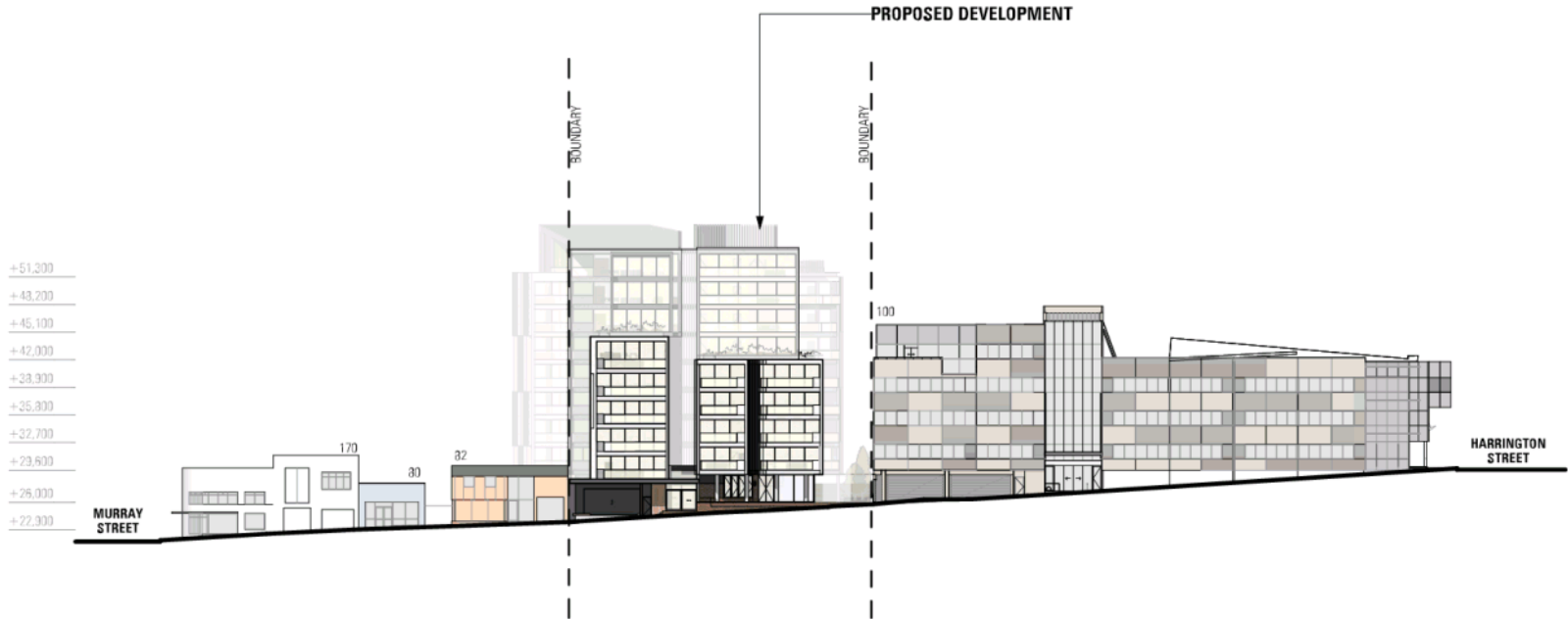
19066_DA16

REVISION

REV 01 - 16/01/2019
- Revised crossover
- Staff and public bike storage added
REV02 - 20/03/2020
- Reduced height

ARCHITECTS





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JAWG ARCHITECTS

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE 1:500 @ A3
DATE December 2020
DRAWN TL, TG
CHECKED SV
PLOT DATE SV
CAD REF
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St_DA18.pdf

PROJECT NORTH



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ISSUE

PLANNING APPLICATION

DRAWING NAME

MELVILLE STREET ELEVATION

DRAWING NO

19066_DA18

REVISION

REV 01 - 16/01/2019
- Revised cragover
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment



ARTIST IMPRESSION - CORNER OF MELVILLE STREET AND MURRAY STREET

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JAWA
ARCHITECTS

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE	1:100
DATE	16/01/2019
DRAWN	TL, TG
CHECKED	SV
PLOT DATE	SV
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PROJECT NORTH

ISSUE

PLANNING APPLICATION

DRAWING NAME

3D VISUALISATION 01

DRAWING NO

19066_DA19

REVISION

REV 01 - 16/01/2019
- Revised cropper
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment



ARTIST IMPRESSION - CORNER OF MELVILLE STREET AND HARRINGTON STREET



ARTIST IMPRESSION - MELVILLE STREET VIEW TO CAFE AND LANEWAY

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JAWZ
ARCHITECTS

PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000

For
Giameos Construction & Development

DRAWING

SCALE	1:100
DATE	16/01/2019
DRAWN	TL, TG
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PROJECT NORTH

ISSUE

PLANNING APPLICATION

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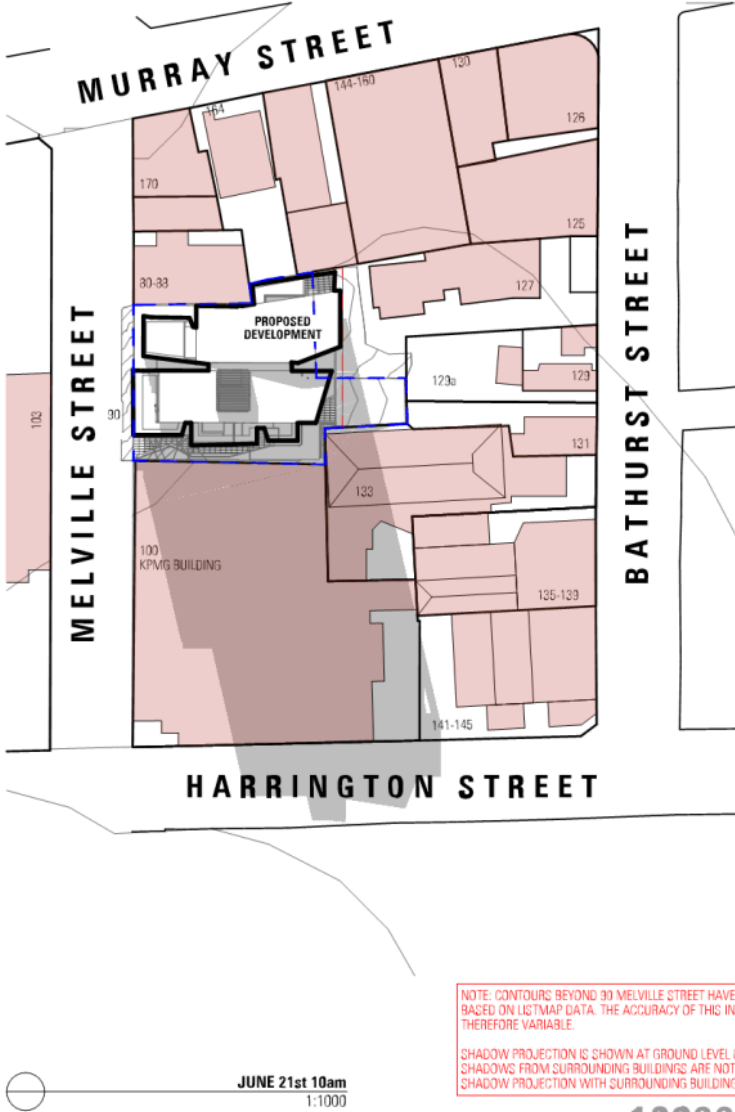
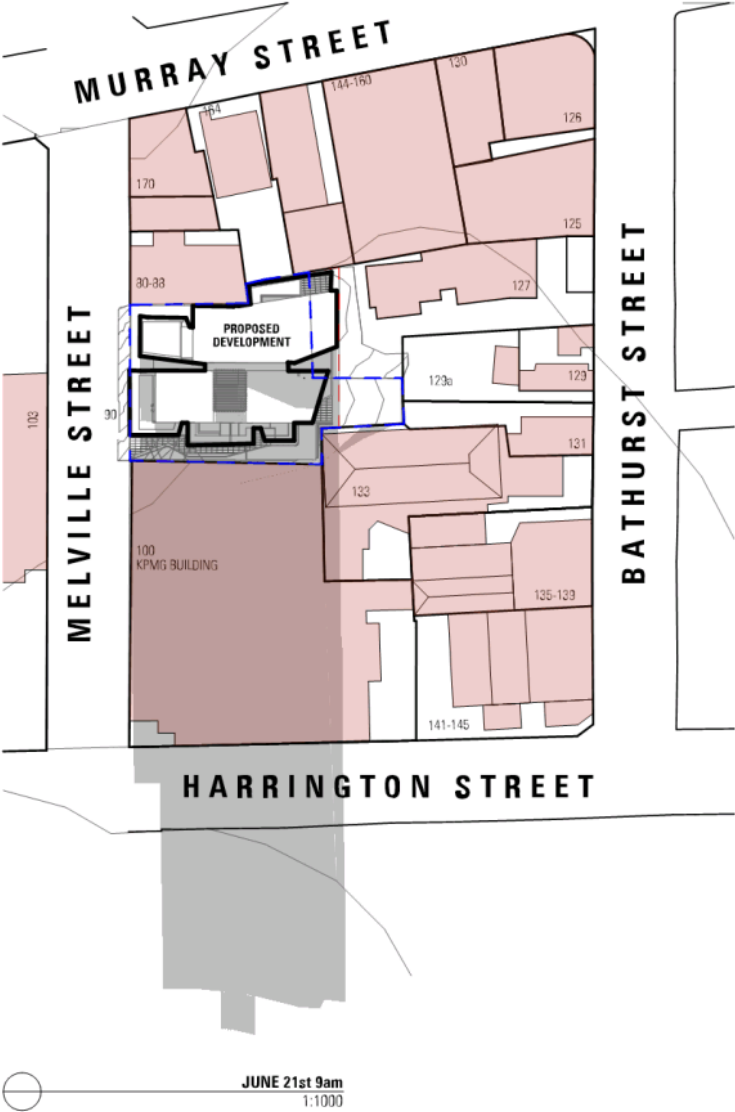
3D VISUALISATION 02

DRAWING NO

19066_DA20

REVISION

REV 01 - 16/01/2019
- Revised crisscross
- Staff and public bike storage added
REV 02 - 20/03/2020
- Reduced height
REV 03 - 21/12/2020
- Section 56 Minor Amendment



NOTE: CONTOURS BEYOND 90 MELVILLE STREET HAVE BEEN EXTRAPOLATED BASED ON LISTMAP DATA. THE ACCURACY OF THIS INFORMATION IS THEREFORE VARIABLE.

SHADOW PROJECTION IS SHOWN AT GROUND LEVEL ONLY. SHADOWS FROM SURROUNDING BUILDINGS ARE NOT SHOWN. SHADOW PROJECTION WITH SURROUNDING BUILDING WILL VARY.

19066_DA24

JAWSARCHITECTS

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PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000
For
Giannex Construction & Development

DRAWING

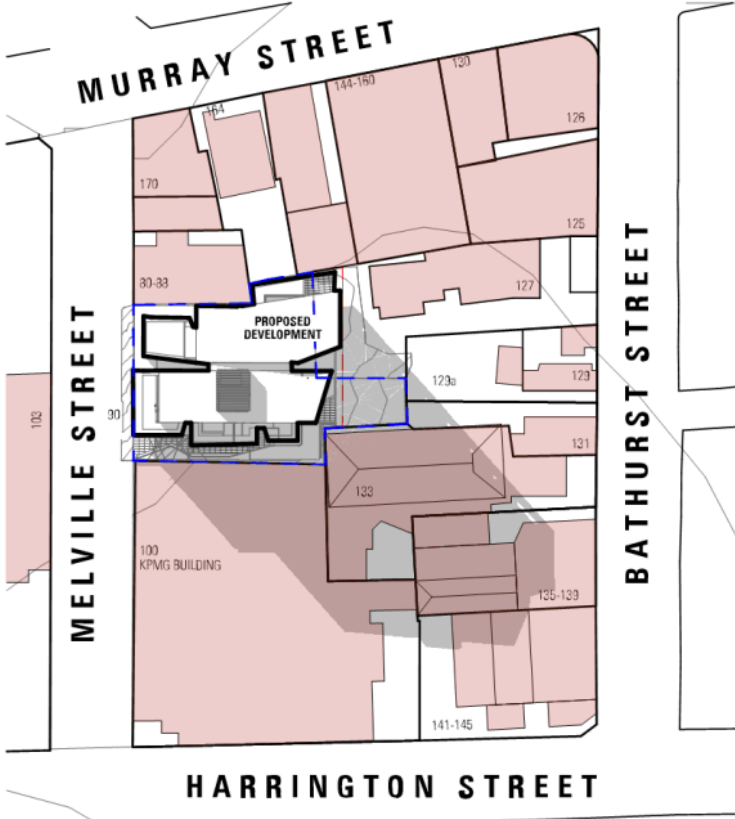
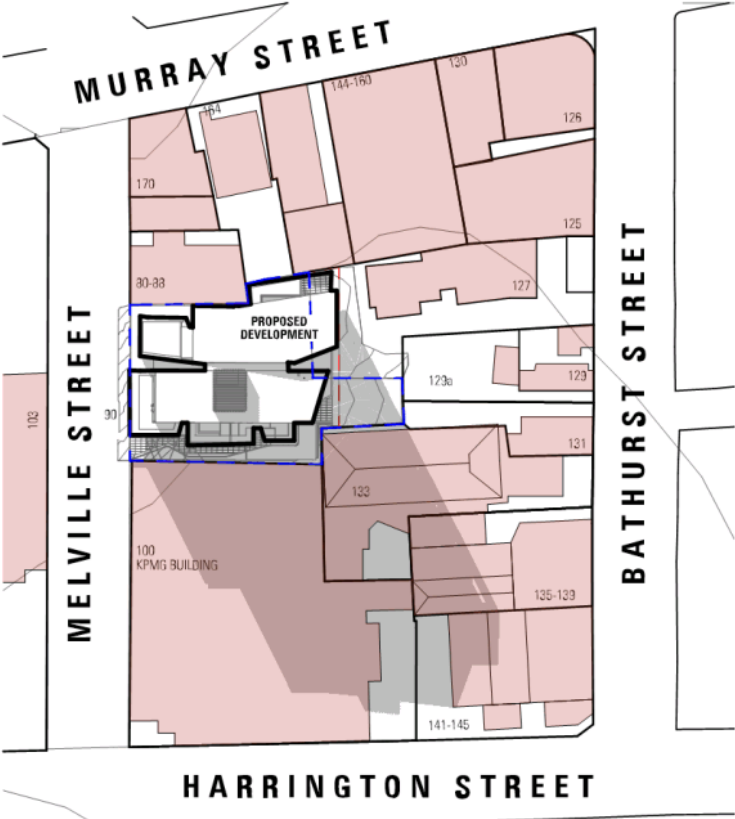
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PLOT DATE 21/12/2020
REVISION 03 - WIP

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DATE 21/12/2020
DRAWN TL, TG
CHECKED SV

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19066_DA25

JAWSARCHITECTS

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PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000
For
Giannex Construction & Development

DRAWING

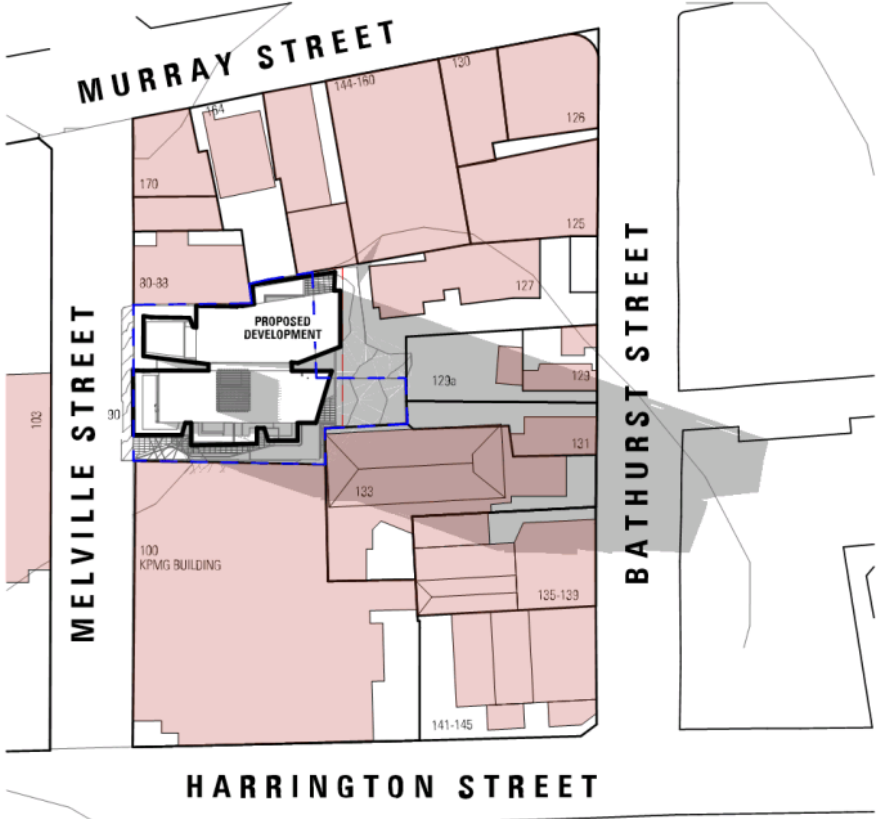
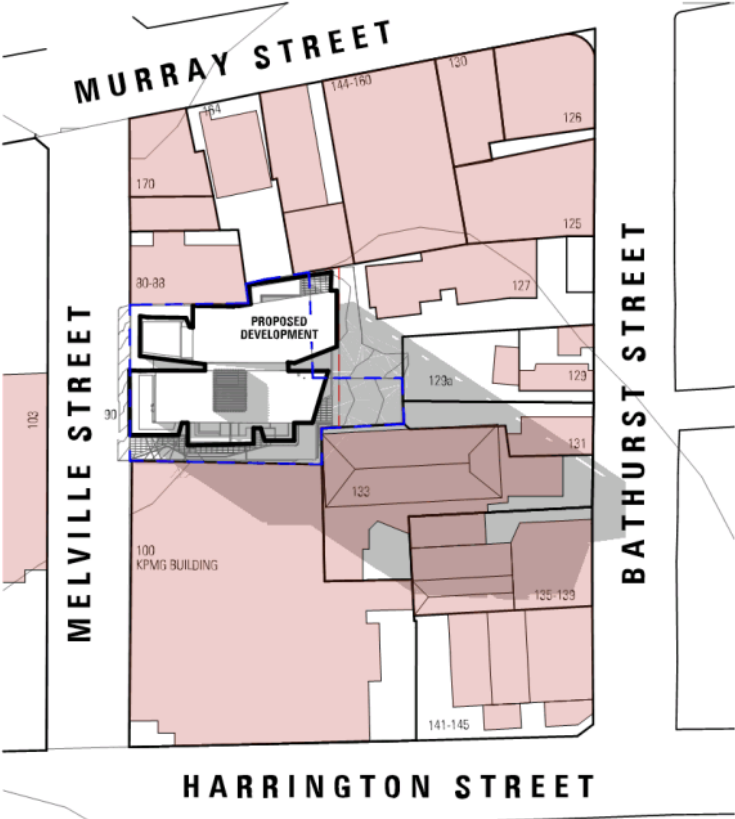
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PLOT DATE: 21/12/2020
REVISION: 03 - WIP

DRAWING NAME: **SHADOW DIAGRAM 02**

SCALE: 1:1000 @ A3
DATE: 21/12/2020
DRAWN: TL, TG
CHECKED: SV

CAD REF: P:\2024 90 Melville 21 Hobart\14.3 DRAWINGS\14.3 Current\2024_90 Melville 21_DA25.dwg

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NOTE: CONTOURS BEYOND 90 MELVILLE STREET HAVE BEEN EXTRAPOLATED BASED ON LISTMAP DATA. THE ACCURACY OF THIS INFORMATION IS THEREFORE VARIABLE.

SHADOW PROJECTION IS SHOWN AT GROUND LEVEL ONLY. SHADOWS FROM SURROUNDING BUILDINGS ARE NOT SHOWN. SHADOW PROJECTION WITH SURROUNDING BUILDING WILL VARY.

19066_DA26

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PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000
For
Giannex Construction & Development

DRAWING

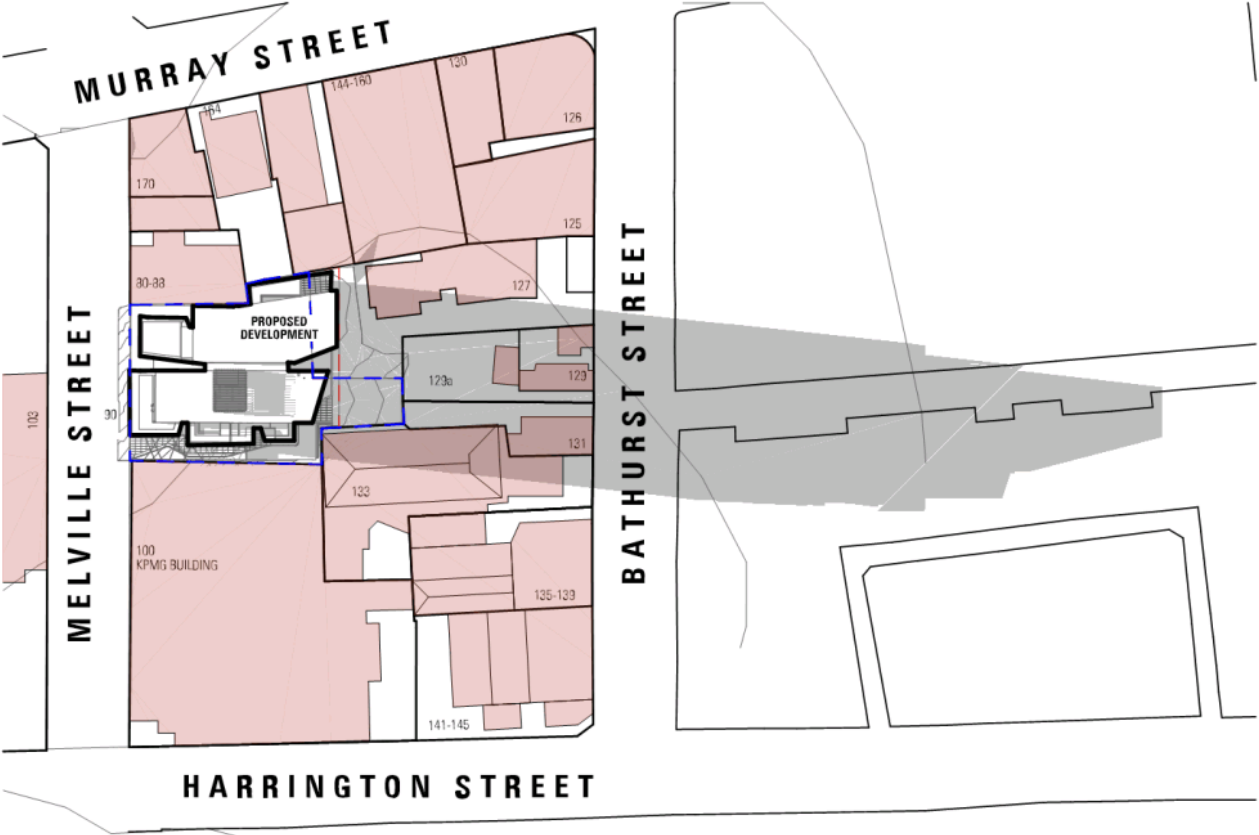
STATUS **PLANNING APPLICATION**
PLOT DATE 21/12/2020
REVISION 03 - WIP

DRAWING NAME **SHADOW DIAGRAM 03**

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DATE 21/12/2020
DRAWN TL, TG
CHECKED SV

CAD REF P:\2006 90 Melville 21 Hobart\14.3 DRAWINGS\14.1 Concept\2006_90 Melville 21_DA26.dwg





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SHADOW PROJECTION IS SHOWN AT GROUND LEVEL ONLY.
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SHADOW PROJECTION WITH SURROUNDING BUILDING WILL VARY.

19066_DA27

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PROJECT

90 MELVILLE STREET
Hobart, Tas, 7000
For
Giannex Construction & Development

DRAWING

STATUS **PLANNING APPLICATION**
PLOT DATE 21/12/2020
REVISION 03 - WIP

DRAWING NAME **SHADOW DIAGRAM 04**

SCALE 1:1000 @ A3
DATE 21/12/2020
DRAWN TL, TG
CHECKED SV

CAD REF P:\2004 90 Melville 21 Hobart\14.3 DRAWINGS\21.1 Current\2004_90 Melville 21_DASH.dwg



March 2020

DESIGN STATEMENT - 90 MELVILLE STREET HOBART

The proposal for 90 Melville Street Hobart sits within the CBD fringe and is predominately a residential complex with commercial/retail use on the ground floor. The development comprises 3 levels of basement carparking, ground level commercial uses for a minimum of two tenancies and 55 apartments, with a mix of four 1-bedroom apartments, forty-eight 2-bedroom apartments, and three 3- bedroom apartments.

The massing of the building has been designed to maximise the site coverage whilst maintaining setbacks to provide enhanced amenity for residents. The form is broken down into six discrete elements and provides for a series of individually identifiable components that help to reduce the overall form and massing on the site. The service core is located centrally to provide efficient access to all apartments and help divide the forms, whilst allowing light to penetrate deeply into the centre of the site. The façade treatment of this design component assists to create a unifying element that ties all the components together. Refer Diagrams 1 - 3.

Diagram 01

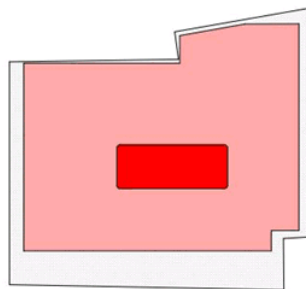
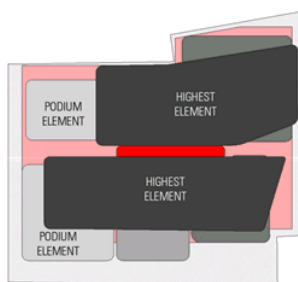
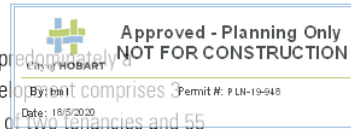
**SITE COVERAGE AND CORE LOCATION**

Diagram 02



**CREATION OF INDIVIDUAL FORMS TO
BREAKDOWN SCALE
LOW TO TALL FROM MELVILLE TO
BATHURST STREETS**



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EXPERIENCE CREATIVE QUALITY

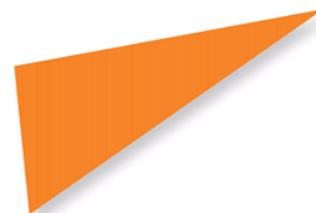
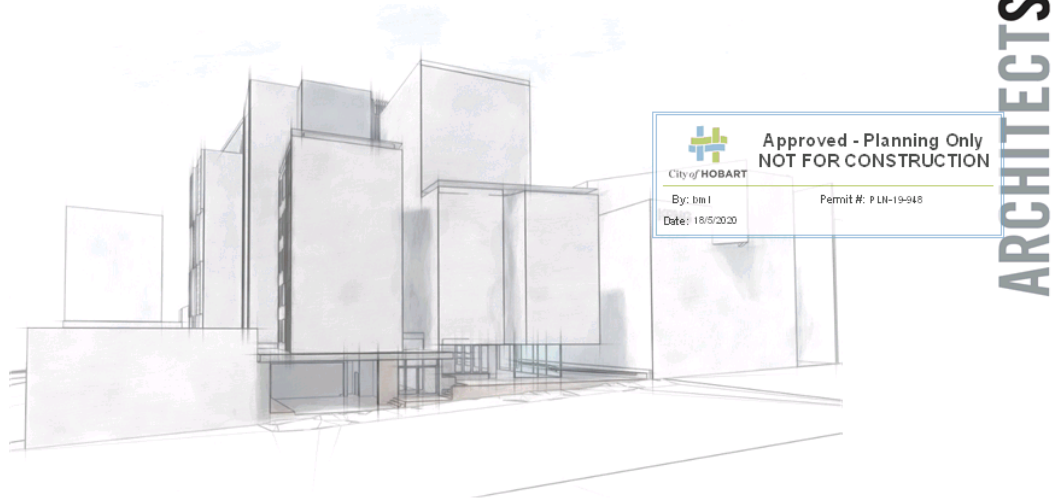


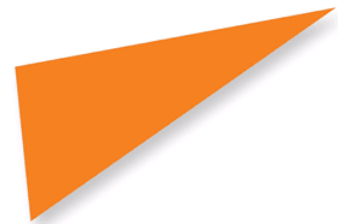
Diagram 03



The development height has been a continuous process of analysis and contextual review. The two podium buildings along Melville Street fall below 20m above natural ground level (NGL), whilst the taller buildings beyond the podium building fall under 30m above NGL. The highest point of the development is located at the deepest setback of the site, with only the service equipment and lift overruns higher than 30m above NGL. The tallest roof element to the north falls significantly to reduce the height along its length and create an interesting counterpoint to the other flat roofs at lower levels.

The composition and transition of the building and its heights has been the subject of extensive investigation both cross sectionally through the Council's K2vi model and through independent consultation with urban designer and architect, Leigh Woolley. The development sits on the edge of the Inner Core, in the Hill Face Zone, as defined in Leigh's documents *Building Heights Standards Review Project*. The development sits comfortably, transitioning without being individually prominent (refer 3D visualisation 3 in Architectural DA set).

The ground plane is intended to be an activated space with retail/commercial tenancing to create a vibrant public space along Melville street. The potential also exists for future linkage to Bathurst Street via a laneway connection. Brick is used for this area to relate to the existing K+D Warehouse, showing a relationship to the previous history of the site and to add tactility and a human scale to the areas where people are likely to gather or congregate.



An art initiative is also proposed by the Developer in this location.

It is intended with this design that the public art component be encompassed within the publicly accessible areas of the development, including the forecourt and potential laneway along the west boundary of the site. The potential exists for this artwork to include colour and visual interest, defining a canopy to this transition space, lighting installations to activate the space at night, interactive artwork or artwork that integrates with the design of the urban seating and planting within this area. Any of these options will provide colour and movement visible and accessible from Melville Street. Refer Diagram 04 + 05.

Diagram 04

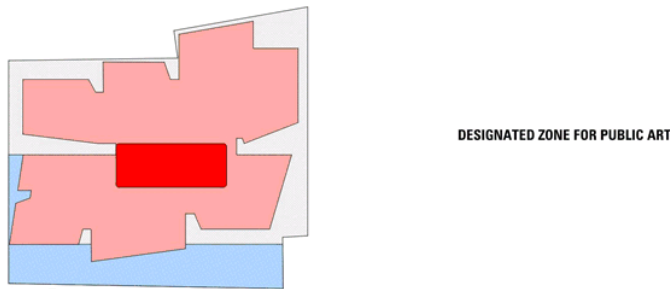
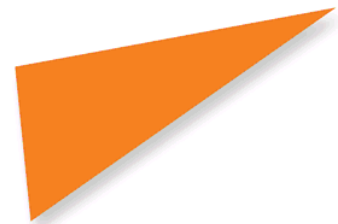
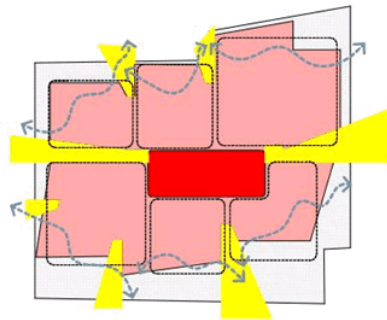


Diagram 05 – Examples of Public Art



The periphery of the building forms are broken down with a recessed junction between apartments to allow for light penetration into each apartment and the shared circulation spaces. This breaking down of the edges of each of the building components allows the forms to read more as a family of buildings rather than a singular block and adds to the variation of light and contrast on the elevations. Refer diagram 06.

Diagram 06:

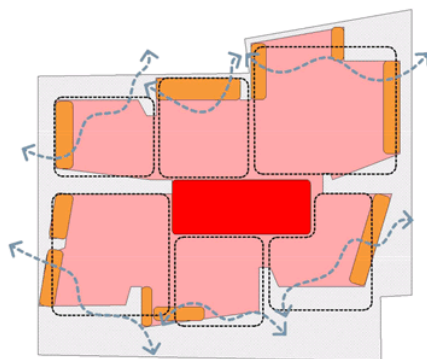


**BREAKDOWN EDGES TO ALLOW LIGHT,
CROSS VENTILATION AND VIEWS TO
APARTMENTS AND LOBBY AREAS**

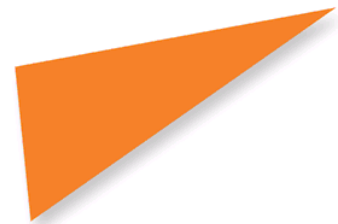


Balconies and terraces for the apartments are orientated to maximise northern aspect where possible and take advantage of the view corridor to the south of the site to Wrest Point and Sandy Bay Point down the River Derwent. In conjunction with windows, these private open areas allow for maximised cross ventilation opportunities. Refer diagram 07.

Diagram 07:

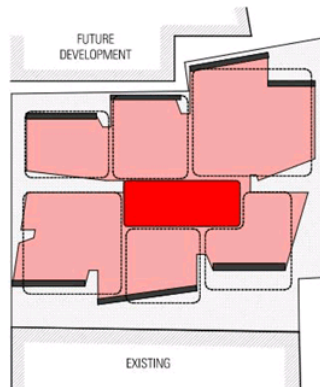


**LOCATION OF OUTDOOR SPACES TO THE NORTH
AND TO VIEW CORRIDOR TO THE SOUTH
CROSS VENTILATION THROUGHOUT
APARTMENTS**

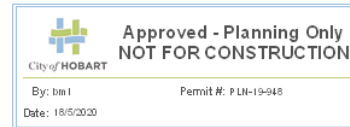


Patterned blade walls to the east and west boundaries of the buildings provide for light and shadow along the elevations and break down the scale of the facade along these edges. These blade walls also allow for privacy to the apartments from future and existing development. Refer Diagram 8.

Diagram 08:



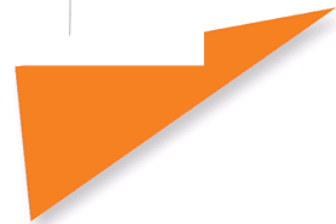
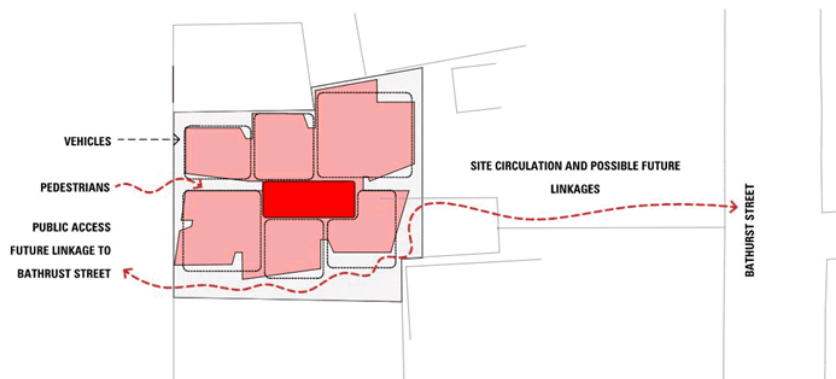
**BLADE WALLS TO MAINTAIN PRIVACY
FROM FUTURE + EXISTING
DEVELOPMENT**



JAWA ARCHITECTS

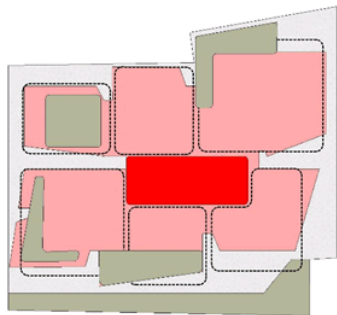
A vehicle entry point for residents and commercial vehicles to the north east corner of the site allows access to the parking areas. Pedestrian access to the apartments is located centrally on the block through an entry atrium and access to commercial tenancies is through the forecourt at ground level. Ample bike storage has been located in the parking areas for residents and commercial tenants. Refer Diagram 09.

Diagram 09:



Green roof terraces have been provided at various levels of the buildings to soften the façade edges and provide a positive outlook for residents. These areas will be planted with hardy vegetation that have minimal water requirements and are low maintenance. The terrace on level 9 is intended to be a communal outdoor space and garden area. Refer Diagram 10.

Diagram 10:



GREEN SPACES LOCATED
ON ROOF TERRACES



Approved - Planning Only
NOT FOR CONSTRUCTION

City of HOBART

By: bml

Date: 18/5/2020

Permit #: P LH-19-948

ARCHITECTS



VISUALISATION MODELLING METHODOLOGY

JAWS Architects prepared all Artist Impressions using 3D CAD software *ArchiCAD*, rendering software *Lumion*, and post production in *Adobe Photoshop*. The 3D models, including proposed Architectural models and existing surrounding context models were developed in Graphisoft *ArchiCAD* version 23.

The existing subject site is based on a referenced DWG file of the survey information prepared by PDA surveyors, with site contours in 0.200m height intervals. The survey data is on CDA and is not for construction.

In addition, survey data on the adjoining buildings 82 Melville St (shown in green in *Figure 1*) and 100 Melville St (shown in red) have also been provided by PDA Surveyors.

The surrounding site model is a combination of The List Map Tasmania data, contours at 5.0m intervals, and a section of the Hobart City Council 3D model including 188 Collins St (which is used as a reference point for visualisation 04 DA22).

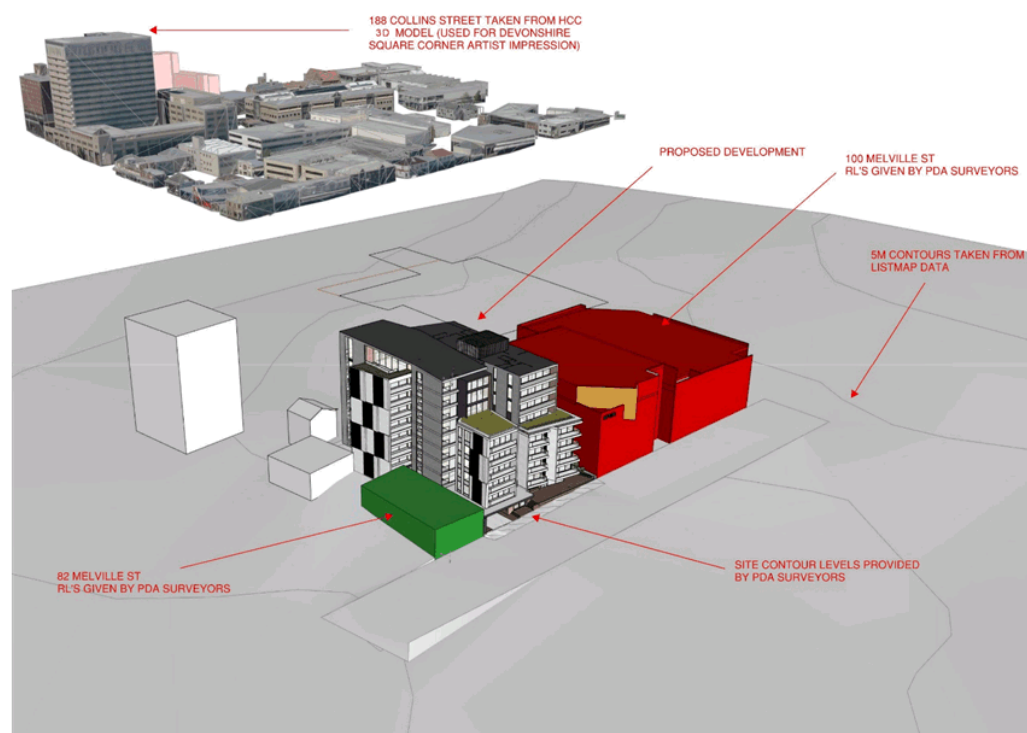


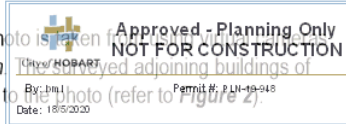
Figure 1: ArchiCAD Site model diagram

IMAGE PRODUCTION METHEDOLOGY

Photos have been taken on with a handheld camera at eye level (+1500mm above ground level).

The ArchiCAD model including the proposed building, and existing surrounding context models were exported into an external rendering software package *Lumion*, version 10.0.

Each Artist Impression is set up in the approximate location where the photo is taken from. For visualisation 04, the existing adjoining buildings of 82/100 Melville St are used as reference points to match the model view to the photo (refer to Figure 2).



This process is carried out for each of the Artist Impressions. As 82 Melville St is not visible in visualisation 04 (DA22), the HCC 3D model data of 188 Collins St is used as the additional reference point in replacement.

Refer to the following link for further details regarding the photo matching process in *Lumion*:

<https://support.lumion.com/hc/en-us/articles/360037122794-Photo-Matching-Tutorial-1-Quick-Start>



Figure 2: Snapshot of the photo matching tool in rendering software *Lumion*.

CONCLUSION

All care and effort has been made to represent the development's scale and mass that would be evident if the proposal were to be built.

90 Melville Street

Objective assessment / comments

Leigh Woolley Architect

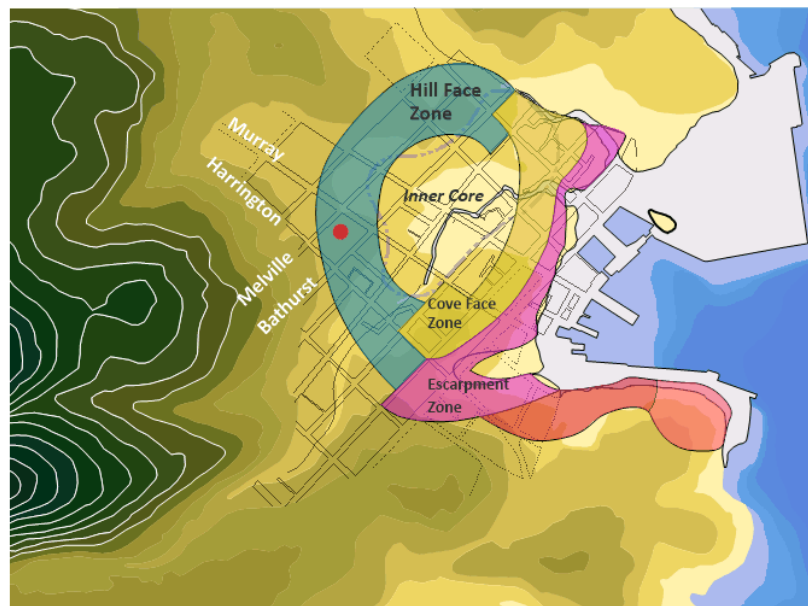
Background

Leigh Woolley was asked to give his opinion on the proposed development as residential apartments of 90 Melville Street, Hobart. He did this on two occasions, (11.11.19 and 17.12.19).



These notes are in response to these brief meetings, specifically on the basis of the Building Height Standards document (June 30 2018) he produced for the Hobart City Council. * Comments are accordingly limited to a consideration of the approach taken within that document, notably the proposed height control plane affecting the subject site.

As such it is noted that the subject site is within the proposed Hill Face or Inner Hills Zone, being the edge to the Inner Core area (or 'basin') and the encircling hill rise, especially from the south-west through to the north-west. This zone is intended to provide a transition in scale from the fine-grain of primarily residential precincts adjacent, to the denser inner core. It is located between the contained 'Inner Core Zone' (that includes the lower contours of the 'basin') and the 'natural rise' of the city centre slopes, especially to the west and north-west beyond.



● subject site

Proposed Central Hobart height control zones. The subject site is located within the Hill Face Zone which rises from 18m on its 'outer' edge to 45m on its 'inner' edge. (Woolley 2018)

(Note : The area 'contained' by the proposed height control planes (Cove Face, Escarpment and Hill Face Zones) provides a potential area of 'built intensity', where consideration of height beyond the amenity building envelope may be considered, subject to existing scheme provisions including : Amenity, Heritage and Townscape. Each 'height control plane' provides a shaped envelope suggesting a 'transition in scale' toward and in support of the defined Inner Core Zone.)

Meeting 1: 11am 11 November 2019



Leigh Woolley was asked to provide background to the work he had produced for the city *. He referred in particular to the subject urban block, indicating its location within the proposed Hill Face Zone, referring to the 'transitional' intentions and potential scale outcomes, ranging across the zone from 18m on its 'outer edge', to 45m at its 'inner edge'.

It was noted that the existing contours of the subject site varied between 23 and 26m elevation along Melville Street. It was indicated that further down Melville Street (for example at its junction with Elizabeth Street) the contour is approximately 15 m elevation.

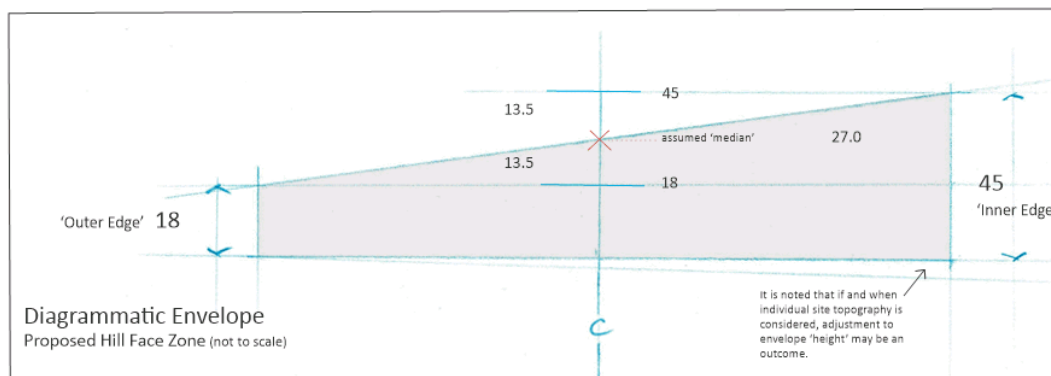
As the urban block (and subject site) is located roughly midway between outer and inner edges of the zone, a 'median' judgment to inform height outcomes should be identified. Several 'rule of thumb' approaches to identify the 'numeric mean' between inner and outer edges, (of such an envelope) suggests : (a) the difference between 18 and 45, divided equally 'vertically' (ie. 27 divided by 2 = 13.5) Add 13.5 to 18 = 31.5. Conversely (b) the metric mean identifies 27m as an outcome when 18m is subtracted from 45m = 27m. (Refer sketch below)

Taking into account the topography of the urban block and the cross-falls NW – SE., this 'mid-range' dimensional judgement may fluctuate. However in order to be broadly consistent (without actually modeling the outcome), a median between 27 and 31.5 was sought. This suggests 29.25m as the 'numeric median'. This was rounded up to 30 m as a likely acceptable 'height' outcome.

On the basis of this Leigh Woolley commented that :

'the transitional location of the site (within the proposed Hill Face Zone), will in my mind make it difficult to support height above 30m. Street and site massing / bulk not with-standing'.

At the end of the meeting Leigh Woolley was shown the proposed scheme. While the massing was stepped, especially toward Melville Street, with set-backs carefully considered, and recognizing that bulk reduced as height increased, particularly above 30 m, it was however noted that building height rose to around 45 m.



Meeting 2 : 2:30 pm 10 December 2019

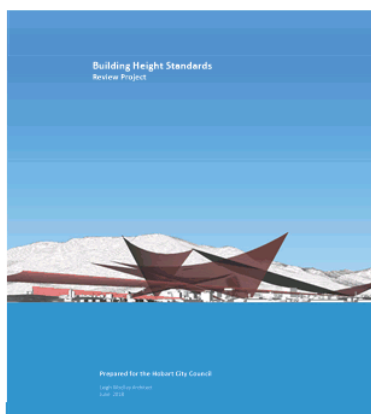


A revised development scheme was presented.

It was noted that the scheme was 'more modeled', with more clearly defined building components differentiating elements of the earlier (more monolithic) form, potentially reducing the perceived bulk. Height was generally reduced to below 30m, with a roof top element (comprising approximately 20% of the site area), rising a floor level beyond this.

In my mind the scheme was a considerable improvement in terms of potential townscape impacts. Importantly the 'intent' of the height control plane (discussed at the earlier meeting) had clearly been considered through changes made to the scheme.

Leigh Woolley
Architect + Urban Design Consultant
13 December 2019

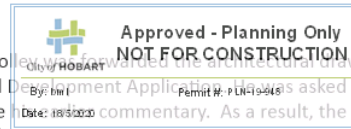


* Building Heights Standards
Review Project
Leigh Woolley Architect + Urban Design Consultant
Produced for the Hobart City Council
June 30 2018

Leigh Woolley Architect + Urban Design Consultant Dec. 13 2019
Addendum : 2 April 2020

Addendum :

In late March 2020 Leigh Woolley forwarded the architectural drawings forming part of the proposed Development Application to the City of Hobart. Leigh Woolley asked whether he wished to update the drawings and commentary. As a result, the following comments are made.

***Revised scheme, DA March 2020 :***

It is noted that some apartments have been located closer to the Melville Street frontage, thus reducing the podium set-back adjacent 100 Melville Street (KPMG building). It is also noted that the overall maximum height is less than 30 m above NGL.

Further considerations arising:

The height of the development anticipates a potential maximum density within the urban block, but not as a 'uniform' bulk. Rather, defined building elements modulate each elevation especially the street frontage, stepping along and back from Melville Street.

Bulk is also ameliorated by set-backs to side and rear boundaries, and by differentiation of building components within the depth of the lot. The primary building volume is set 'within', (rather than to the edges of,) the development site. This allows the architecture to be more readily expressed 'in the round', as a melding of residential 'blocks' each with its own outlook, rather than as a single monolithic form. Blank walls are accordingly minimized and the townscape advantaged.

It is also noted that the 'breaking down' of edges also allows light, cross-ventilation and views from the apartments, potentially providing local permeability and enhancing internal amenity. Building elements step down towards Melville Street, (and to a lesser extent Murray Street), while in contrast the development scale rises towards the centre of the urban block.

From the renders supplied, it is noted that when 'viewing down' Melville Street for example, (Dwg. DA 23) the development massing substantiates this characteristic 'layering', providing a consolidation and transition in scale within the urban block – back from Harrington Street and in from Melville Street.

As previously indicated, it should also be noted that the urban block is considered part of the transitional 'Hill Face' Zone*, incorporating a potential 'height control plane' grading in scale from nearby residential and adjacent Commercial Zones, towards the inner core 'basin'. Within the 'basin' greater "intensity" is anticipated, for example on the contours SE of Bathurst Street, nearby. The approach taken would seem to be not inconsistent with this intent.

Leigh Woolley

2 April 2020

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22.4.9 Residential and Visitor Accommodation Amenity

Objective:	
To ensure that buildings for residential or visitor accommodation uses provide reasonable levels of amenity and safety in terms of noise, access to daylight and natural ventilation, open space and storage.	
Acceptable Solutions	Performance Criteria
A1	P1
Residential or visitor accommodation development must demonstrate that design elements are able to achieve internal noise levels in accordance with relevant Australian Standards for acoustics control (AS3671:1989 – <i>Road Traffic Noise Intrusion (Building Siting and Construction)</i> and AS2107:2016 – <i>Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)</i>).	Residential or visitor accommodation development must demonstrate that design elements are able to achieve internal noise levels in accordance with relevant Australian Standards for acoustics control (including AS3671:1989 – <i>Road Traffic Noise Intrusion (Building Siting and Construction)</i> and AS2107:2016 – <i>Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)</i>), unless: <ul style="list-style-type: none"> (a) alterations required to meet these standards would negatively impact on historic cultural heritage values of an existing building listed as a place, or within a precinct, in the Historic Heritage Code; or (b) external alterations of an existing building that are required to meet these standards would negatively impact on the streetscape.

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<p>A2</p> <p>Residential or serviced apartment components of a new building (including external elements such as a balcony, roof garden, terrace or deck) must:</p> <p>(a) if the building includes any single aspect dwellings or single aspect serviced apartments, be set back at least 5m from all side or rear boundaries and other buildings on the same site (refer Figure 22.4 iii); or</p> <p>(b) if the building includes no single aspect dwellings and no single aspect serviced apartments, have at least two elevations of the building, and all habitable room windows, that are either:</p> <p style="padding-left: 20px;">(i) set back at least 5m from a side or rear boundary or other building on the same site; or</p> <p style="padding-left: 20px;">(ii) facing a frontage (refer Figure 22.4 iv).</p>	<p>P2</p> <p>Residential or serviced apartment components of a new building must be designed to allow for reasonable access to daylight into habitable rooms and private open space, and reasonable opportunity for air circulation and natural ventilation, having regard to:</p> <p>(a) proximity to side and rear boundaries;</p> <p>(b) proximity to other buildings on the same site;</p> <p>(c) the height and bulk of other buildings on the same site;</p> <p>(d) the size of any internal courtyard or void;</p> <p>(e) the use of light wells or air shafts;</p> <p>(f) development potential on adjacent sites, considering the zones and codes that apply to those sites; and</p> <p>(g) any assessment by a suitably qualified person.</p>
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10/12/22, 1:28 PM

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<p>A3</p> <p>Every habitable room in a dwelling:</p> <ul style="list-style-type: none"> (a) must have at least one external window; (b) must have at least one external window visible from all points of the room if a living room; (c) where the only external window in the room is located within a recess, that recess must be: <ul style="list-style-type: none"> (i) a minimum width of 1.2m; and (ii) a maximum depth of 1.5 times the width, measured from the external surface of the external window; and (d) must have a room depth from an external window of: <ul style="list-style-type: none"> (i) not more than 2.5 times the ceiling height; or (ii) if an open plan layout (where the living, dining and kitchen are combined), not more than 8m. 	<p>P3</p> <p>Every habitable room in a dwelling must have reasonable access to natural daylight and ventilation from an external window, having regard to:</p> <ul style="list-style-type: none"> (a) the orientation of the room; (b) the size and location of windows; (c) the size of the room; (d) the ceiling height; (e) the opportunity for cross-ventilation; (f) the proposed use of the room; (g) overshadowing of the site from existing development; (h) existing site constraints; and (i) any assessment by a suitably qualified person.
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A4

Private open space must be provided for each dwelling or serviced apartment on a site.

P4

Fewer than all of the dwellings or serviced apartments on a site may be provided with private open space if:

- (a) communal open space is provided on site that exceeds size requirements under 22.4.9 A6 by 10m² for each dwelling unit or serviced apartment without private open space, and is of high quality in terms of location, access to sunlight, outlook, facilities, landscaping and accessibility;
- (b) environmental conditions such as high winds or high levels of noise would significantly diminish the amenity of the private open space and this is unable to be mitigated by screening that does not unreasonably reduce access to daylight, as demonstrated by a suitably qualified person; or
- (c) the dwelling or serviced apartment is in an existing building that cannot reasonably accommodate private open space due to site constraints, or impacts on historic cultural heritage values of a place or precinct listed in the Historic Heritage Code.

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<p>A5</p> <p>Each dwelling or serviced apartment on a site must have private open space that:</p> <p>(a) has an area not less than:</p> <ul style="list-style-type: none"> (i) 8m² for 1 bedroom dwellings or serviced apartments; (ii) 10m² for 2 bedroom dwellings or serviced apartments; (iii) 12m² for 3 or more bedroom dwellings or serviced apartments; <p>(b) does not include plant and equipment such as outdoor components of an air conditioning unit;</p> <p>(c) unless drying facilities are provided elsewhere on the site, include a clothes drying area of at least 2m² in addition to the minimum area in (a) above, that may be in a separate location, and is screened from public view;</p> <p>(d) has a minimum horizontal dimension of 2m, or 1.5m for a 1 bedroom dwelling or serviced apartment;</p> <p>(e) where above ground floor level, not be located within 5m of private open space of any other dwelling or serviced apartment in another building (excluding between conjoined terrace-style dwellings or serviced apartments); and</p> <p>(f) is screened visually and acoustically from mechanical plant and equipment, service structures and lift motor rooms.</p>	<p>P5</p> <p>A dwelling or serviced apartment must provide reasonable amenity and be capable of meeting the projected outdoor recreation requirements of occupants, having regard to:</p> <ul style="list-style-type: none"> (a) the size and minimum dimensions of the space, excluding space occupied by plant and equipment such as outdoor components of an air conditioning unit; (b) the amount of space available for furniture or plantings; (c) the potential for significant noise intrusion; (d) proximity and overlooking to the private open space of existing adjacent residential and serviced apartment developments; (e) screening where necessary for privacy that does not unreasonably restrict access to daylight; (f) screening where necessary for noise and wind protection that does not unreasonably restrict access to daylight; (g) screening from public view for clothes drying areas; and (h) any advice from a suitably qualified person.
<p>A6</p> <p>Sites with 10 or more dwellings or serviced apartments must provide communal open space on the site that:</p> <p>(a) is at least 70m², with an additional 2m² for every dwelling or serviced apartment over 10;</p>	<p>P6</p> <p>Sites with 10 or more dwellings or serviced apartments must provide communal open space on the site that provides reasonable amenity and outdoor recreation opportunities for occupants, having regard to:</p> <ul style="list-style-type: none"> (a) the area and dimensions of the space;

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| <ul style="list-style-type: none"> (b) if provided in multiple locations, at least one single area must be a minimum of 40m²; (c) has a minimum horizontal dimension of 3m; (d) includes at least 20% of the total area for plantings (including food growing), being deep soil planting if at ground level; (e) is directly accessible from common entries and pathways; (f) screens any communal clothes drying facilities from public view; (g) may be above ground floor level, including rooftops; (h) is screened visually and acoustically from mechanical plant and equipment, service structures and lift motor rooms; (i) does not include vehicle driveways, manoeuvring or hardstand areas; and (j) includes no more than 20% of the total area located between 30 degrees East of South and 30 degrees West of South of: <ul style="list-style-type: none"> (i) a building on the site with a height more than 3m; or (ii) a side or rear boundary within 5m. | <ul style="list-style-type: none"> (b) the total number of dwellings or serviced apartments on the site; (c) the accessibility of the space; (d) the flexibility of the space and opportunities for various forms of recreation; (e) the availability and location of common facilities within the space; (f) landscaping; (g) the provision of gardens, trees and plantings (including food gardens) appropriate in area to the size of the communal open space; (h) accessibility to daylight, taking into account the development potential of adjacent sites; (i) the outlook from the space; (j) the level of noise intrusion from external noise sources; and |
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	<p>(k) any advice from a suitably qualified person;</p> <p>unless:</p> <p>(i) the dwellings or serviced apartments are located in an existing building where communal open space cannot be reasonably achieved due to site constraints, or impacts on historic cultural heritage values of a place or precinct listed in the Historic Heritage Code; or</p> <p>(ii) open space, accessible by the public, that is of high quality in terms of location access to sunlight, outlook, facilities, landscaping and accessibility and that can adequately accommodate the needs of occupants is provided on the site; or</p> <p>(iii) private open space is provided for all dwellings or serviced apartments on the site, provides a reasonable level of amenity in terms of access to sunlight and outlook, and sufficiently caters for flexible outdoor recreation needs including relaxation, entertainment, planting, outdoor dining and children's play.</p>
<p>A7</p> <p>Each multiple dwelling must be provided with a dedicated and secure storage space of no less than 6m³, located externally to the dwelling.</p>	<p>P7</p> <p>Each multiple dwelling must be provided with adequate storage space.</p>

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22.4.10 Waste Storage and Collection

Objective: To ensure the storage and collection of waste provides for a reasonable level of amenity and safety for surrounding occupants and for traffic, cyclists, pedestrians and other road and footpath users.	
Acceptable Solutions A1 Bulk waste bins that are commercially serviced must be provided for sites: <ul style="list-style-type: none"> (a) with more than one commercial tenancy; (b) with one commercial tenancy that is greater than 100m²; (c) with more than 4 dwellings or visitor accommodation units (or 3 if a mixed use site); and (d) with more than 2 dwellings or visitor accommodation units (or 1 if a mixed use site) if fronting a pedestrian priority street (Figure E6.7.12); unless: <ul style="list-style-type: none"> (i) there are no more than 4 individual bins for kerbside collection at any one time per commercial site or any site fronting a pedestrian priority street (Figure E6.7.12); (ii) There are no more than 8 individual bins for kerbside collection at any one time per residential or mixed use site not fronting a pedestrian priority street (Figure E6.7.12); or (iii) Individual bins are commercially serviced without being placed on the kerbside for collection. 	Performance Criteria P1 Bulk waste bins that are commercially serviced must be provided unless kerbside collection would not unreasonably compromise the amenity of the surrounding area or the flow and safety of vehicles, cyclists and pedestrians, and: <ul style="list-style-type: none"> (a) the frontage of the site has a width equivalent to 5m for each dwelling, accommodation unit or tenancy with individual bins; or (b) bulk waste bin storage and collection cannot reasonably be provided on site due to: <ul style="list-style-type: none"> (i) impacts on historic cultural heritage values of a place or precinct listed in the Historic Heritage Code; or (ii) site constraints, if for an existing building.
A2 An on-site storage area, with an impervious surface (unless for compostables), must be provided for bins that:	P2 A storage area for waste and recycling bins must be provided that is:

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| <p>(a) if for separate bins per dwelling, visitor accommodation or commercial tenancy:</p> <ul style="list-style-type: none"> (i) provides an area for the exclusive use of each dwelling, accommodation unit or tenancy, and is not located between the building and a frontage; (ii) is set back not less than 4.5m from a frontage unless within a fully enclosed building; (iii) is not less than 5.5m horizontally from any dwelling or accommodation unit unless for bins associated with that dwelling, or within a fully enclosed building; and (iv) is screened from the frontage and any dwelling or accommodation unit by a wall to a height not less than 1.2m above the finished surface level of the storage area. <p>(b) If for bulk waste bins:</p> <ul style="list-style-type: none"> (i) is located on common property; (ii) includes dedicated areas for storage and management of recycling and compostables; (iii) is not less than 5.5m from any dwelling or accommodation unit unless within a fully enclosed building; (iv) is set back not less than 4.5m from a frontage if fronting a pedestrian priority street (Figure E6.7.12); (v) is screened from any public road, dwelling or accommodation unit by a wall to a height not less than 1.8m above the finished surface level of the storage area; (vi) is accessible to each dwelling, accommodation unit or tenancy without the requirement to travel off-site; and | <p>(a) capable of storing the number of bins required for the site;</p> <p>(b) of sufficient size to enable convenient and safe access and manoeuvrability for occupants, and waste collection vehicles where relevant;</p> <p>(c) in a location on-site that is conveniently and safely accessible to occupants, without compromising the amenity and flow of public spaces;</p> <p>(d) screened from view from public spaces and dwellings or accommodation units; and</p> <p>if the storage area is for common use, separated from dwellings or units on the site to minimise impacts caused by odours and noise.</p> |
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<p>where the development is mixed use, have separate storage spaces for commercial and residential bins with separate access to each.</p>	
<p>A3</p> <p>Bulk waste bins must be collected on site by private commercial vehicles, and access to storage areas must:</p> <ul style="list-style-type: none"> (a) in terms of the location, sight distance, geometry and gradient of an access, as well as off-street parking, manoeuvring and service area, be designed and constructed to comply with <i>AS2890.2:2018: Parking Facilities - Off-Street Commercial Vehicle Facilities</i>; (b) ensure the vehicle is located entirely within the site when collecting bins; and (c) include a dedicated pedestrian walkway, alongside or independent of vehicle access ways. 	<p>P3</p> <p>A waste collection plan demonstrates the arrangements for collecting waste do not compromise the safety, amenity and convenience of surrounding occupants, vehicular traffic, cyclists, pedestrians and other road and footpath users, having regard to:</p> <ul style="list-style-type: none"> (a) the number of bins; (b) the method of collection; (c) the time of day of collection; (d) the frequency of collection; (e) access for vehicles to bin storage areas, including consideration of gradient, site lines, manoeuvring, direction of vehicle movement and pedestrian access; (f) distance from vehicle stopping point to bins if not collected on site; (g) the traffic volume, geometry and gradient of the street; and <p>the volume of pedestrians using the street and whether it is a pedestrian priority street (Figure E6.7.12).</p>

**7.2.6 27 LEFROY STREET, NORTH HOBART - PARTIAL CHANGE OF
USE TO FOOD SERVICES (MOBILE FOOD VENDOR)
PLN-22-477 - FILE REF: F22/105708**

Address: 27 Lefroy Street, North Hobart

Proposal: Partial Change of Use to Food Services (Mobile Food Vendor)

Expiry Date: 29 November 2022

Extension of Time: Not applicable

Author: Ben Ikin

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial change of use to food services (Mobile Food Vendor) at 27 Lefroy Street North Hobart TAS 7000 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-22-477 27 LEFROY STREET NORTH HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 17

The lighting of the food van is limited to internal illumination only and the area of customer ordering under the awning. All lighting must operate in accordance with Australian Standard AS 4282 - Control of the obtrusive effects of outdoor lighting.

Reason for condition

To ensure that the non-residential use does not unreasonably impact residential amenity.

PLN 6

The use must not be open to the public outside of the following hours:

Monday to Friday 7.30am to 12.30 pm and 4pm to 7pm and
Saturday, Sunday and Public Holidays 11am to 2pm and 4pm to 9pm

Reason for condition

To ensure that non-residential use does not unreasonably impact on residential amenity

PLN s1

Prior to commencement of the use, documentation from a suitably qualified person (e.g. an acoustic engineer) must be submitted and approved as a condition endorsement, demonstrating that noise emissions from the diesel generator and measured at the boundary of the residential zone will either:

- a) comply with the noise criteria in acceptable solution 21.3.2 A1 of the *Hobart Interim Planning Scheme 2015*; or
- b) comply with performance criterion 21.3.2 P1 of the *Hobart Interim Planning Scheme 2015*.

Any requirements identified in the documentation as being necessary to ensure compliance with 21.3.2 A1 or P1 must be implemented and maintained while the use is in operation.

Advice:

This condition requires additional information to be submitted as a Condition Endorsement. See Advice at the end of this permit for more information.

Reason for condition

To ensure that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within a residential zone.

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.

FOOD BUSINESS REGISTRATION

Food business registration in accordance with the *Food Act 2003*. Click [here](#) for more information.

SINGLE USE PLASTICS

The City of Hobart has a 'Single-Use Plastics By-Law' in force, which applies to retailers who provide or sell food to be taken from the retailer's premises in food packaging. Retailers must not provide to a person any food packaging which is wholly or partly comprised of plastic and a single use product. Please click [here](#) for more information.

NOISE REGULATIONS


Noise, dust, odour, light or other pollutants emitted from any activities associated with this development must not unreasonably cause any disturbance, annoyance or nuisance to owners/occupiers in the vicinity


and shall comply with the *Environmental Management and Pollution Control Act 1994* and subsequent regulations.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's City Resilience Unit regarding reducing, reusing and recycling materials associated with use 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](#).

Attachment A: PLN-22-477 - 27 LEFROY STREET NORTH
HOBART TAS 7000 - Planning Committee or
Delegated Report ↓ 

Attachment B: PLN-22-477 - 27 LEFROY STREET NORTH
HOBART TAS 7000 - CPC Agenda Documents ↓


**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 25 October 2022
Expiry Date: 29 November 2022
Application No: PLN-22-477
Address: 27 LEFROY STREET , NORTH HOBART
Applicant: Yodit Tafara (Queen Sheba Injera Catering)
20/40-42 Brisbane Street
20/40-42 Brisbane Street
Proposal: Partial Change of Use to Food Services (Mobile Food Vendor)
Representations: Two
Performance criteria: General Business Zone Use Standards (Noise)

1. Executive Summary

- 1.1 Planning approval is sought for Partial Change of Use to Food Services (Mobile Food Vendor) at 27 LEFROY STREET NORTH HOBART TAS 7000.

1.2 More specifically the proposal is for:

- installation of a food truck/trailer;
- being a trailer it requires towing to the site and will be placed in the south eastern corner of the site with the tow bar facing the road and staff access on the northern end of the trailer;
- once towed to the site, the trailer will be permanently stored on site for the duration of the use;
- the food trailer is 6.68m long and 2.28m wide;
- the food truck contains a water tank and sink, two (2) fridges, candle and electric bain-maries, two gas hotplates, deep fryer (not proposed to be used) and counter space;
- two gas bottles will be located on the tow bar axle, along with customer rubbish bins;
- the trailer has an awning that will be supported on poles for customers to assemble when ordering;
- there will be no customer seating on site;
- the kitchen rubbish bin will be located under the counter within the trailer;
- a generator is housed in the rear corner of the trailer in a small compartment under the working area of the trailer;
- the applicant has two generators (one backup) to power the trailer;
- the applicant proposes to operate Monday to Friday 7.30am to 12.30 pm and 4pm to 7pm and Saturday, Sunday and Public Holidays 11am to 2pm and 4pm to 9pm;
- raw food will be brought to the van and prepared on site each day and removed from the site at the end of each day;
- rubbish will be removed from site each day and customer rubbish bins will be emptied after breakfast lunch and dinner servings and as required when getting full during the day;
- rubbish will be stored within the applicants' car during operating hours and removed at the end of such times to be disposed of at Councils rubbish tip;
- the applicant will not park their vehicle on site;
- the applicant will bring fresh water to site each day and remove waste water in jerry cans at the end of operating times;
- the applicant is aware that waste water cannot be disposed of to the stormwater grate on site;
- the applicant anticipates some 30 customers per day, but noted that, as a new business, this may change;
- the applicant anticipates that the use will be located on site for a period of about six (6) months, enabling sufficient funds to be able to acquire a vehicle to tow the truck.

- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 General Business Zone - Noise.
- 1.4 Two (2) representations objecting to the proposal were received within the statutory advertising period between 28th September and 12 October 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 has been called in by an Elected Member.

2. Site Detail

- 2.1 The site is located on the northern side of Lefroy Street, directly behind the commercial strip on Elizabeth Street. Surrounding uses are commercial to the west, a public car park across Lefroy Street to the south and residential to the north and east. Directly adjacent to the east and forming the boundary wall is the Womens Health Tasmania Centre.

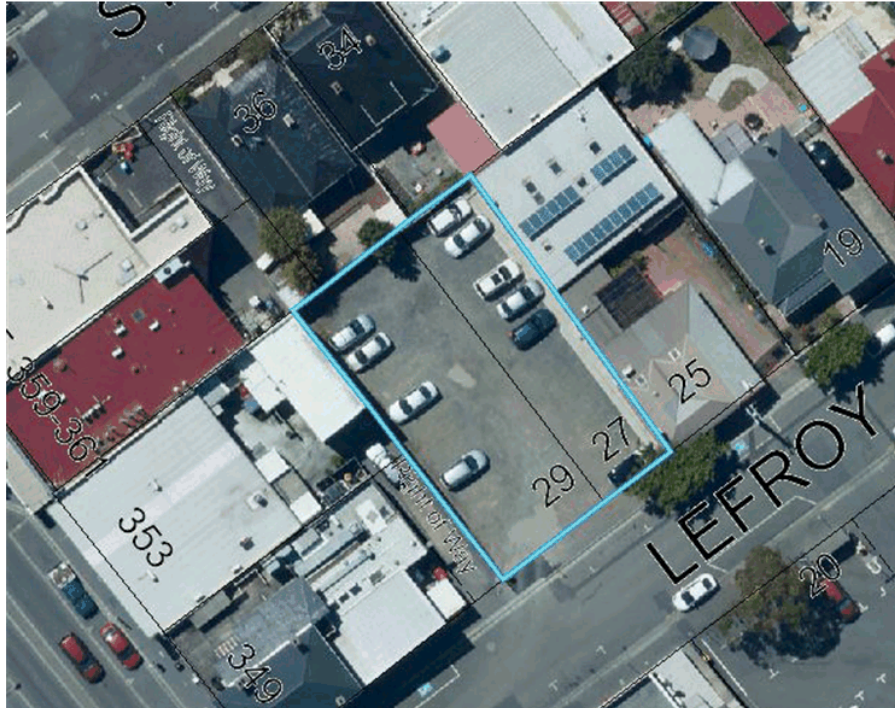


Figure 1: Site Plan (Geo Cortex, 2022)

- 2.2 The site is a vacant lot, gently sloping to the south (Lefroy St) with a gravel, informal and unofficial private car park. It consists of two amalgamated titles CT 226515/1 and CT 223779/1 with a combined area of approximately 590m². The site and properties to the north and west are zoned General Business, whilst land to the east and south is zoned Inner Residential. To the southwest, adjoining the site are the commercial buildings fronting Elizabeth Street, to the north are two dwellings at 34 and 36 Strahan Street. These are located in the General Business Zone, whilst 25 Lefroy Street to the east is located in the Inner Residential Zone but, as mentioned above, containing the Women's Health Tasmania centre.



figure 2 : zoning plan (Geo Cortex, 2022)

- 2.3 The site adjoins Heritage Precincts of NH6 and NH7, as well as potentially contaminated land at 349 Elizabeth St. The site abuts, but is not within the North Hobart Specific Area Plan.



Figure 3: Hobart Interim Planning Scheme Overlays (Geo Cortex, 2022)

- 2.4 Access to the site is from the south western corner, with a shared crossover with the rear of 349 Elizabeth St. Recently, overhead power lines were removed and what appears to be a new power box was installed within the entrance to the site.



Figure 4: View of site from Lefroy St and Entrance with new power box installed (Officer photo, 2022)

- 2.5 The site has private allocated parking spaces noted on the boundary walls, but does not have a valid permit for such use. The area proposed for the food van in the south eastern corner of the site. It is relatively flat, with a gravel surface.

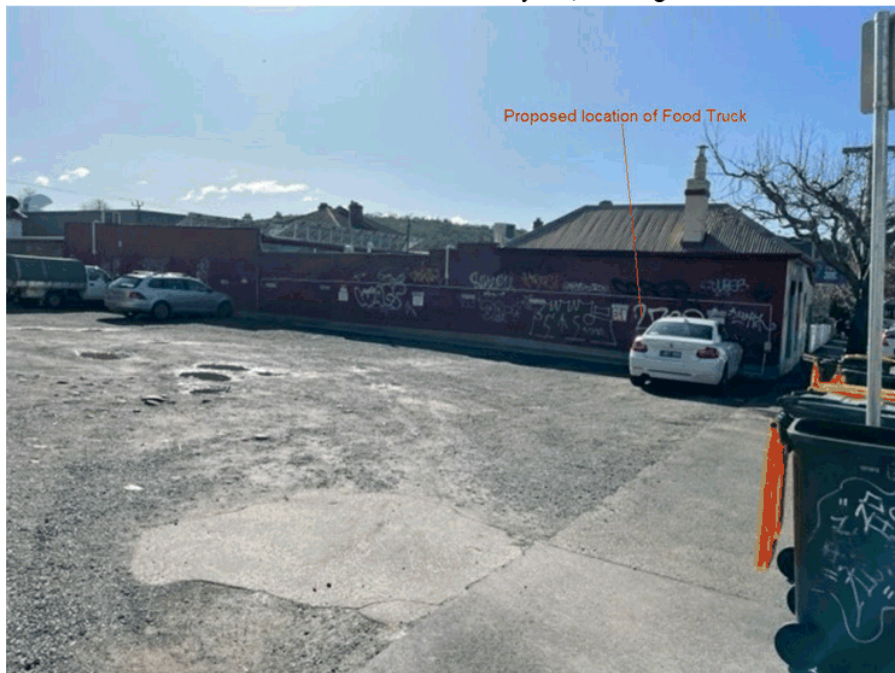


Figure 5: Proposed location of Food Truck on site (Officer photo, 2022)

- 2.6 There is recently installed stormwater channel and drain along the eastern boundary. The stormwater drain and trap is located directly behind the proposed site of the food van.



Figure 6: Stormwater channel and grate (Officer photo, 2022)

3. Proposal

- 3.1 Planning approval is sought for Partial Change of Use to Food Services (Mobile Food Vendor) at 27 LEFROY STREET NORTH HOBART TAS 7000.

3.2 More specifically the proposal is for:

- installation of a food truck/trailer;
- being a trailer it requires towing to the site and will be placed in the south eastern corner of the site with the tow bar facing the road and staff access on the northern end of the trailer;
- once towed to the site, the trailer will be permanently stored on site for the duration of the use;
- the food trailer is 6.68m long and 2.28m wide;
- the food truck contains a water tank and sink, two (2) fridges, candle and electric bain-maries, two gas hotplates, deep fryer (not proposed to be used) and counter space;
- two gas bottles will be located on the tow bar axle, along with customer rubbish bins;
- the trailer has an awning that will be supported on poles for customers to assemble when ordering;
- there will be no customer seating on site;
- the kitchen rubbish bin will be located under the counter within the trailer;
- a generator is housed in the rear corner of the trailer in a small compartment under the working area of the trailer;
- the applicant has two generators (one backup) to power the trailer;
- the applicant proposes to operate Monday to Friday 7.30am to 12.30 pm and 4pm to 7pm and Saturday, Sunday and Public Holidays 11am to 2pm and 4pm to 9pm;
- raw food will be brought to the van and prepared on site each day and removed from the site at the end of each day;
- rubbish will be removed from site each day and customer rubbish bins will be emptied after breakfast lunch and dinner servings and as required when getting full during the day;
- rubbish will be stored within the applicants' car during operating hours and removed at the end of such times to be disposed of at Councils rubbish tip;
- the applicant will not park their vehicle on site;
- the applicant will bring fresh water to site each day and remove waste water in jerry cans at the end of operating times;
- the applicant is aware that waste water cannot be disposed of to the stormwater grate on site;
- the applicant anticipates some 30 customers per day, but noted that, as a new business, this may change;
- the applicant anticipates that the use will be located on site for a period of about six (6) months, enabling sufficient funds to be able to acquire a vehicle to tow the truck.



Figure 6: Location of food truck parking (red and orange) and area excluded from parking (green) (applicant site plan, 2022)



Figure 7: food truck external (applicant photos, 2022)



Figure 8: Food truck rear and location of generator (applicant photos, 2022)



Figure 9: Food truck interior photos (applicant photos, 2022)



Figure 10: Food van internal photos (applicant photos, 2022)

4. Background

- 4.1 Previous applications relevant to this proposal and site are listed below;

PLN-08-00881-01 - Car Park (23 Spaces) - conditions not completed - considered expired.

PLN-18-81- Change of Use to Vehicle Parking and Associated Alterations, Infrastructure and Signage - Withdrawn

PLN-19-896 - 8 Multiple Dwellings, Business and Professional Services; Services, Food Services, General Retail and Hire, Signage and Associated Works in road reserve - Not yet commenced. Expired on 17 August 2022, but the applicant has until 17 February 2023 in which to request an extension of time to substantially commence.

5. Concerns raised by representors

- 5.1 Two (2) representations objecting to the proposal were received within the statutory advertising period between 28th September and 12th October 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.

The use will increase likelihood of litter in the street and car park. Customers are not going to stay near the van and use any bins that may be provided.
There is already a problem with people sitting in the cars and propping rubbish from takeaway outlets well removed from the site.
There are no toilet facilities for staff or customers
Operation of a tawdry food van will detract from the up-market environment of the restaurant strip
The application is for a use on inappropriately zoned land (residential)
It is over development of the area where there are more than enough food outlets.
Concerns raised over expanding the restaurant area outside the existing confined area.
The proposal will put unnecessary pressure on existing restaurants and potentially destroy the viability of the iconic restaurant strip.
The use will create more parking issues, as a lot of people currently park on site.
The use will increase traffic and noise in a residential area.
There are no facilities for food trucks on site.
The use is unfair to restaurants in the are, which pay high rates, rent and are subject to requirements such as grease traps, etc.

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 Business zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use is vacant land. The proposed use is Food Services. 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 D21.0 General Business Zone
- 6.4.2 E6.0 Parking and Access Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 General Business Zone:
- Noise – Part D21.3.2 P1*
- 6.6 Each performance criterion is assessed below.
- 6.7 General Business zone - Noise - 21.3.2 P1
- 6.7.1 The acceptable solution at clause 21.3.2 A1 requires noise emissions at the boundary of a residential zone to not exceed 55dB(A) (LAeq) between 7am and 7pm and 40dB(A) (LAeq) between 7pm to 7am and 65dB(A) (LAeq) at any time.
- 6.7.2 The proposal includes use of a generator that, whilst housed within a compartment of the Food Trailer, will emit noise levels great than 75dB(A) and 85dB(A) under throttle.

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

6.7.4 The performance criterion at clause 21.3.2 P1 provides as follows:

Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.

6.7.5 The objective of this standard is "to ensure that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within a residential zone". It should be noted that the immediately adjoining neighbour 25 Lefroy St, is within the residential zone, but is not in residential use. The nearest residentially zoned land in residential use is 19 Lefroy St, which is 14m away from the subject site and is separated by the building on the property at 25 Lefroy St. The multiple dwellings at 18 Lefroy St (on the other side of the road), are in the order of 21m away from the subject site, and approximately 28m away from where the generator will be housed. Note that the objective seeks to protect residential amenity, not the amenity of non-residential uses. Refer to image below to further demonstrate distances to residential uses.



Figure 11: Showing the zoning and land use of nearby sites, and the distances to the nearest residential uses to the site. Source: Council GIS.

6.7.6 Notwithstanding this, both the acceptable solution and the performance criterion refers to emissions measured at the boundary of the residential zone, so that is at the site's boundary with 25 Lefroy St.

The applicants cannot connect to power, and are therefore relying upon a generator for power of the extractor fans, refrigeration, some cooking and lighting.

The generator that the applicants are using cannot comply with the acceptable solution requirements, particularly under throttle.

The Performance Criteria requires that the use must not cause environmental harm.

Noting the distance to the nearest residential use in the residential zone (i.e. 19 Lefroy St), it is considered appropriate in this instance to impose a condition that requires a suitably qualified person to confirm that the proposal complies either with the above acceptable solution, or that it does not cause an environmental nuisance. It may be that the suitably qualified person recommends additional noise suppression measures are needed in order to comply, and the condition includes that these measures be implemented if required.

- 6.7.7 The proposal complies with the performance criterion, subject to the above recommended condition.

7. Discussion

- 7.1 Planning approval is sought for Partial Change of Use to Food Services (Mobile Food Vendor) at 27 LEFROY STREET NORTH HOBART TAS 7000.
- 7.2 The application was advertised and received two (2) representations within the advertising period. The representations raised concerns including management of rubbish, parking, impact on residential areas and existing nearby commercial uses.

Whilst the Planning Scheme does not address or control management of litter, the applicants have indicated that they will provide bins for customers' litter and will maintain and clean such bins during the operating hours. It is a condition of the property lease that the site be maintained in a clean condition and all litter be removed each day and not stored on site.

Advice from Council's Environmental Health Officer is that this is no different to any take away and that street bins are already provided by City of Hobart.

The food van is registered as a food business, and part of its Food Standards Code 3.2.3 (6) requires:

Food premises must have facilities for the storage of garbage and recyclable matter that –

- (a) adequately contain the volume and type of garbage and recyclable matter on the food premises;*
- (b) enclose the garbage or recyclable matter, if this is necessary to keep pests and animals away from it; and*
- (c) are designed and constructed so that they may be easily and effectively cleaned*

The applicants have indicated compliance with this.

Representations pertaining to litter are not supported.

With regard to concerns over lack of toilets and facilities on site, Council's Environmental Health Officer advised that Mobile food vans are not required to provide toilets to customers. Food businesses do have to ensure that staff have access to toilets. Staff have access to public toilets at Swan St two blocks away 24hrs, and additional public facilities during the day.

As well, the applicants have indicated that they can address the lack of on site facilities by bring water and raw foods to site each day and removing waste from the site at the end of each open period, to overcome the lack of infrastructure on site. The representations pertaining to staff and site facilities are not supported.

Representations relating to the food van's "tawdry" appearance, impact on the "upmarket" restaurant strip, commercial pressures the proposal will create on existing restaurants, unfair treatment compared to food services that must pay rates, etc and an oversupply of food outlets, are not planning matters addressed by the planning scheme. There is no head of power to refuse the proposal based on these concerns. The representations pertaining to impact on surrounding food outlets are not supported.

Concerns over the inappropriate zoning and extension into residential areas are incorrect, as the site is zoned General Business (not residential) and Food Services are a Permitted use in this zone. Representations raising concerns over extension into residential areas are not supported.

Concerns over parking and traffic suggest that the use will remove parking spaces from the site. The subject site had a permit for a car park (PLN-08-00881-01), which expired as the development conditions required to be completed prior to commencement of use were not undertaken and an extension of time for the permit was not applied for within the two years of the date of the original approval. Therefore any parking uses on site and commercial leasing of spaces does not have a valid permit and should not be taken into account when assessing parking.

The proposal complies with the acceptable solution for car parking in the General Business zone, at clause 6.6.6 A1.

Concerns over increased traffic in a residential area are difficult to sustain given the General Business zoning, the fact that the applicant is not proposing parking on site and there is a Council car park directly opposite the subject site. The representations pertaining to parking and traffic are not supported.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Environmental Health Officer, and Environmental Development Planner. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Partial Change of Use to Food Services (Mobile Food Vendor) at 27 LEFROY STREET NORTH HOBART TAS 7000 satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Partial Change of Use to Food Services (Mobile Food Vendor) at 27 LEFROY STREET NORTH HOBART TAS 7000 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-22-477 27 LEFROY STREET NORTH HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 17

The lighting of the food van is limited to internal illumination only and the area of customer ordering under the awning. All lighting must operate in accordance with Australian Standard AS 4282 - Control of the obtrusive effects of outdoor lighting.

Reason for condition

To ensure that the non-residential use does not unreasonably impact residential amenity.

PLN 6

The use must not be open to the public outside of the following hours:

- **Monday to Friday 7.30am to 12.30 pm and 4pm to 7pm and Saturday, Sunday and Public Holidays 11am to 2pm and 4pm to 9pm**

Reason for condition

To ensure that non-residential use does not unreasonably impact on residential amenity

PLN s1

Prior to commencement of the use, documentation from a suitably qualified person (e.g. an acoustic engineer) must be submitted and approved as a condition endorsement, demonstrating that noise emissions from the diesel generator and measured at the boundary of the residential zone will either:

- (a) comply with the noise criteria in acceptable solution 21.3.2 A1 of the *Hobart Interim Planning Scheme 2015*; or
- (b) comply with performance criterion 21.3.2 P1 of the *Hobart Interim Planning Scheme 2015*.

Any requirements identified in the documentation as being necessary to ensure compliance with 21.3.2 A1 or P1 must be implemented and maintained while the use is in operation.

Advice: This condition requires additional information to be submitted as a Condition Endorsement. See Advice at the end of this permit for more information.

Reason for condition

To ensure that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within a residential zone.

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.

FOOD BUSINESS REGISTRATION

Food business registration in accordance with the *Food Act 2003*. Click [here](#) for more information.

SINGLE USE PLASTICS

The City of Hobart has a 'Single-Use Plastics By-Law' in force, which applies to retailers who provide or sell food to be taken from the retailer's premises in food packaging. Retailers must not provide to a person any food packaging which is wholly or partly comprised of plastic and a single use product. Please click [here](#) for more information.

NOISE REGULATIONS

Noise, dust, odour, light or other pollutants emitted from any activities associated with this development must not unreasonably cause any disturbance, annoyance or nuisance to owners/occupiers in the vicinity and shall comply with the *Environmental Management and Pollution Control Act 1994* and subsequent regulations.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's City Resilience Unit regarding reducing, reusing and recycling materials associated with use 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](#).



(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.



(Karen Abey)

Manager Development Appraisal

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

Date of Report: 13 October 2022

Attachment(s):

Attachment B - CPC Agenda Documents

Planning: #261416

Property

27 LEFROY STREET NORTH HOBART TAS 7000

**People****Applicant ***

Queen Sheba Injera Catering
Yodit Tafara
20/40-42 Brisbane Street
20/40-42 Brisbane Street
HOBART TAS 7000
0401398476
yodit.eliyas2015@gmail.com

Owner *

Chau Family Trust

149 Macquarie St, Hobart, 7000
C/- Knight Frank Tas 5 Victoria Street, Hobart, 7000
HOBART TAS 7000
62206999
Abbie.Weeding@au.knightfrank.com

Entered By

YODIT TAFERA
40 - 42 BRISBANE STREET
HOBART TAS 7000
0401 398 476
yodit.eliyas2015@gmail.com

Use

Commercial

Details

Have you obtained pre application advice?

☒ No

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

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. *

☒ 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)? *

Commercial

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

Food Truck sales

Estimated cost of development *

5000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

Carparking on Site

Total parking spaces

Existing parking spaces

N/A

☒ Other (no selection chosen)

Other Details

Does the application include signage? *

☒ No

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

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

Documents

Required Documents

Title (Folio text and Plan and FolioPlan-182693-1.pdf
Schedule of Easements) *

Plans (proposed, existing) * FolioText-182693-1.pdf

GM or Crown consent Food Truck Agreement (3).pdf

Covering Letter TorrenScannedDealing-C889291.pdf

Site Plan

1. This is a plan of the property 27-29 Lefroy St. I showed you a hand drawn plan of another proposal. We are happy to accept a similar plan. It must show the boundary of the property (you can use Google Maps for this), then please mark where you will place the food truck on the property and where the awning with the pole supports will be and where parking spaces will be. Please make sure that the food truck and awning are completely within the property and not on Council's road or footpath.



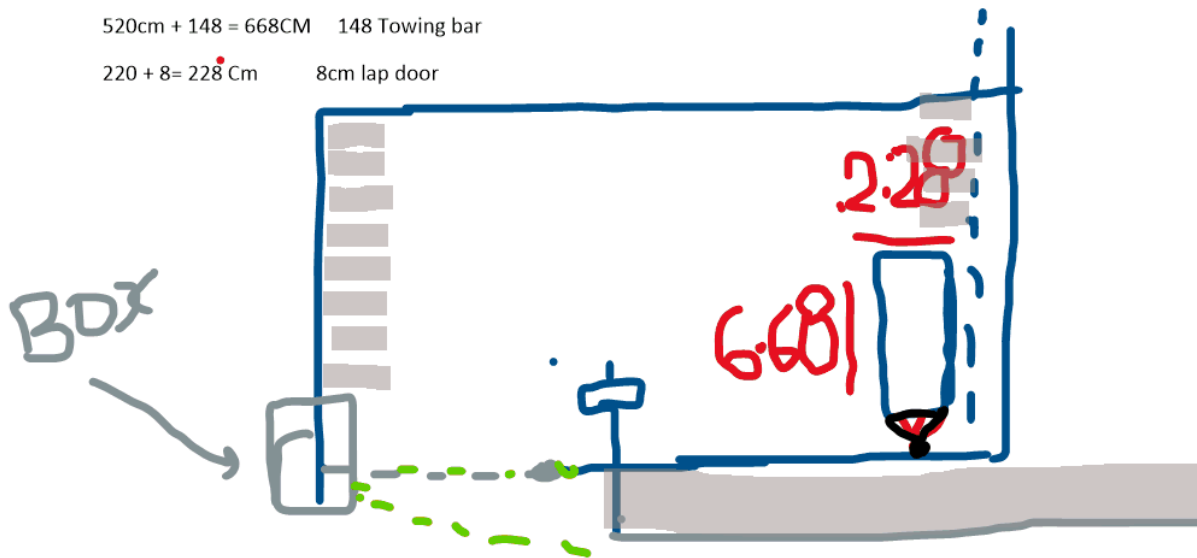
2. I understand that the food truck will be towed to the Lefroy St site and remain there and will not be removed until you stop operating from that site.

Yes, the Lefroy St site and remain

3. Please write how long and wide your food truck is on the site plan. You can draw a rectangle with the measurements written on it.

$520\text{cm} + 148 = 668\text{CM}$ 148 Towing bar

$220 + 8 = 228\text{ Cm}$ 8cm lap door

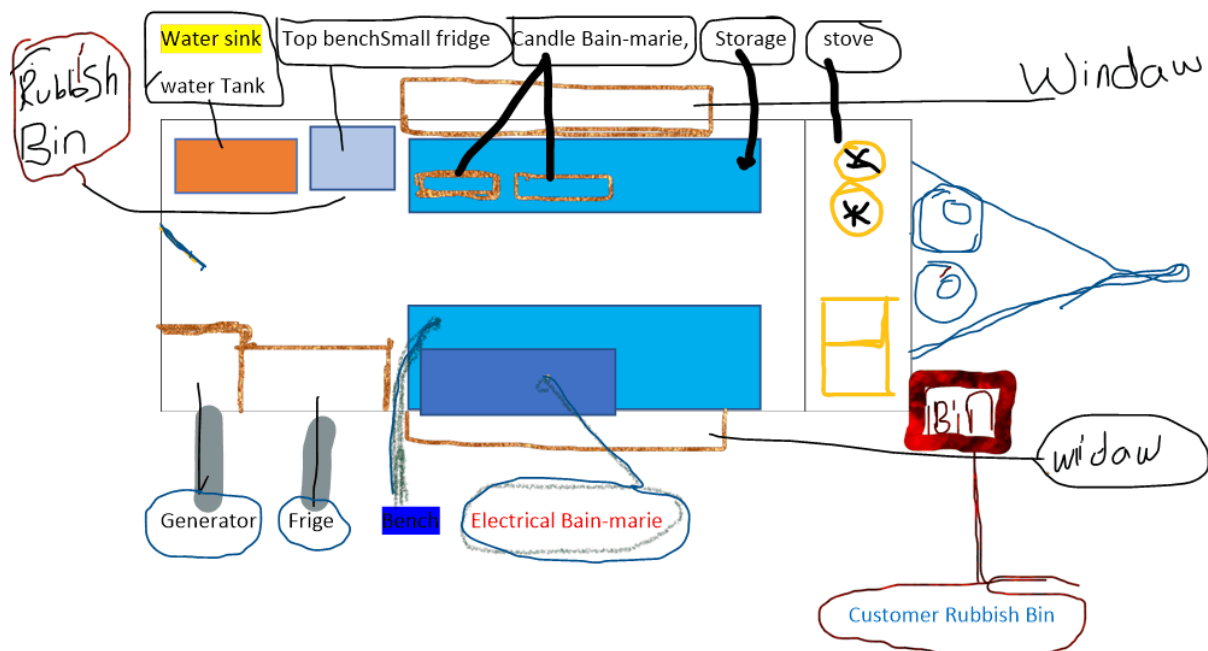


4. If you intend to have car parking on site you will need to show this as well. If you do have car parking, those parking spaces will need to be properly made and this may be very costly. So you might want to think if you really want the additional parking spaces. I understand that you didn't want them, but the lease agreement showed them.

I'm Not, going to park on the site, my car will parking on the street, near bay.

Food Van

1. Please send a plan of the food van, including the layout of the inside of the van.



Have look bellow more pictures the layout of the inside of the van

*We have already made ready, Kitchen Bin, and Customer Rubbish Bin (outside).

Bin will be empty at End of each breakfast, Lunch, dinner time or if it's getting full during those time at any time.

2. Please write how long and wide is the van, include the towbar, etc too.





[Look bellow pictures](#)

3. Please send photos of the inside and outside of the van,

[Look bellow pictures](#)

4. Please advise how you will light the van at night, will you have external lights? Please provide detail of this.

At this stage will not have any external light, only will reflect on window **"Open Now"** sign light.

5. Please explain how you will bring food to the van, will you cook at home or in the van each day?
Where and how will you store food before, during and at the end of serving each day?

Cook at in the van each day

6. I understand that you do not intend to serve alcohol, please can you confirm this.

No serve alcohol,

7. Please provide a copy of the foods and Menu items that you intend to serve and sell.

Menu

Injera Bread



Combo Queen Sheba all entry



1. Traditional Injera: spongy, slightly sour flatbread bread..... \$3
Ingredients (Teff flour, Wheat flours, Sorghum flour)
2. Ethiopian spinach stew (Gomen wat) Spinach with 2 slice Injera bread \$ 18
Fresh Spinach sautéed and in caramelized onion
Ingredients (Onion, oil, garlic spinach cooked, salt to taste)
- 3 **Alichia** Ethiopian Cabbage, Potato, Carrots with 2 slice Injera bread) \$15
Easy spiced side full of amazing flavour. **free** of Dairy, egg, corn, soy, yeast, nut, gluten, grain
4. **ALICHA (Misir wat) lentils** carry (Choose red, green & yellow) colour \$18
Spilt lentils, mad with onion, garlic, ginger, turmeric & homed mild Chilly
Ingredients: red onions, garlic, Red Lentils, water & salt to taste

- 5. Small combo 3 entry (2 full Injera) \$ 20
Medium combo entry (2 full Injera)..... \$28
Large combo all entry (2 full Injera)..... \$35
- 6. Vegan Combo family all entry (3 full bread Injera) \$45

Parking

1. Stefan, Council's Parking Engineer asked you to check with the Real Estate agent for a copy of the planning permit that approved car parking on the property. If you can get this, and it is still valid, you will not need to do anything to the property. If however there is no planning permit for the car park now, then we may have some problems about what you will need to do to make the car parking OK. Please can you check with the Real Estate Agent as soon as possible and let us know.

No, planning permit

2. Please provide a plan showing how you will get the food van onto the site. I noticed that there is an **electricity or NBN box** in the entrance to the property. Please measure how wide the entrance is and confirm that your food truck will fit through this entrance and how it will be able to turn on site.

Its enough space to inter the get, Food van is 2.20 Meters the entrance measurement is more than 3 metres, therefore its will not be a problem.



Have look on the bottom more picture

3. Will you park your car on site each day?

Depend on landlord if allow us to park, or not, may not be parking each day. If not, I will park on the street.

Operating hours

1. Please advise what hours you will operate the food van. The planning scheme allows you to operate between **7am to 9pm every day, or 6am to 10pm Monday to Saturday**. I understand that you do not want to be there for that long each day, so please write down what hours you would be

at the food van each day. Please remember to include the hours that you take in setting up each day, cooking, etc and time you take to clean up at the end of the day in the daily hours.

Open Monday to Saturday,

Morning: Monday to Friday 7:30am to 12:30pm

Afternoon: Monday to Friday 4:00pm to 7:00pm

Saturday: Morning: 11:00am to 2:00am

Afternoon: 4:00pm to 9:00pm

Sunday and Public holidays, Morning:- 11:00am to 2:00am

Afternoon:- 4:00pm to 9:00pm

2. Please also say which days you will run the food van. Will you serve food every day?

Yes, I will run every day

Noise

- 1 I understand that you would like to connect to electricity on site and have asked the Real Estate Agent if you can do so. If there is no power connection, I understand that you will use a generator within the van. Please can you confirm in writing which way you will power the food truck as soon as possible. Please note if the generator is noisy, you will probably get complaints from nearby houses, so it would be better to connect **electricity**.



Right now, No electricity found to connect as the real state, as they can't provide us electricity.

I have HONDA EU65IS GENERATOR, occupied at the back right side of the Food van corner inside, as it is showing on the blow pictures. it's a generator low noise than others generator. Also, as its inside it reduces the noise to resident during the work time.

Also, I have small an Adventure KINGS 3.5kVA Inverter Generator, we may use if this Honda generator is not accepted its noise.

<https://aussiesales.com.au/products/3-5kva-open-inverter-generator?variant=22336117932114>



2X 240V & 1X 12V DC OUTLET
Run multiple accessories at the same time



Generator behind the plate sign Y25SM

2. Will the generators run at night for the fridge? No

***HONDA EU65I GENERATOR**

Generator is occupied at the back right side of the Food van corner inside, It's a Honda generator naturally low noise as its inside reduces the noise more, during working time,

3. I understand that you do not intend to provide tables and chairs for customers. Please confirm this in writing.

I will not provide a tables and chairs for customers.

Waste

1. I understand that you will bring clean water to the food van each morning and take dirty water and any other waste away each night.

Now yes, will bring a clean water each day, waste will be removed away each night.

2. I understand that you will dispose of wastewater, any oil and garbage at Council's tip. Will this be each day? Otherwise, where will you store the waste until you go to the tip?

Yes, this will remove each day or put them in a car each night disposes it on the morning to council west.

***We have already made ready, Kitchen Bin, and Customer Rubbish Bin (outside).**

Bin will be empty at End of each breakfast, Lunch, dinner time or when its getting full during those time at any time.

According to lease agreement It's my responsibility to clean and keep tidy the aria. At the end of each night will remove and keep it on the car overnight, on the morning get rid of it to council west.

- 3 Please, note you cannot pour your wastewater down the stormwater grate in the corner of the property. It must be disposed of to the sewer.

Yes, Understand

\$5000

1. I understand that you mentioned \$5000 in your application, but do not intend to spend any money on the site, it was just a number that you felt you had to include in the application. Please write to confirm this, or if you do need to spend money how much this will be and for what.

There is not any money directly spending to it, however, I may spend some money to put a carpet front ground of the caravan.

Duration of the food truck

I understand that you are thinking of only operating the food van for six (6) months from Lefroy Street. You anticipate that you will raise enough money to then buy a vehicle to tow the food van, which will allow you to move it around as required. Please, confirm if this 6-month period is correct, or how long you want to run the food van from Lefroy St. It is important that you give a realistic duration because Council may impose a time limit on your operating in Lefroy Street and if it is too short, it may cause you problems.

Yes, I am hoping within 6-month period hopping to get have enough money to buy a towing truck,

I must stress that I think you will have a lot of opposition from the restaurants and cafés in Elizabeth Street and North Hobart, so please consider if this is the best site for your needs.

I have been looking for long time parking spot for almost 3 years, I haven't found any oppositions at all. I still knocking every house door asking for park spot. But most people they don't want to me park that scares council. This my 2nd spot to find in 3 years' time. Last year, the same thing I found a place to park, after I contact the Hobart city council, when I have asked him to give me a paper permit to park in his yard. He is declining it, don't want to go ahead. Now I found this 27-29 Lefroy St. as a second chance spot parking I got, & I don't have other options at all right now to be honest to you. I don't know where I am going to get one.

- How many customers do you expect on average each hour. I realise that there will be busy and slower periods during the day. But how many meals do you expect to serve each day?

*As we are new to this business so, not sure exactly how many customers I will have. However, expecting to get around #30 people per day, an average four people in each hour to serve.

I hope this helps you understand what we need to move the application forward. Once you have made some decisions about how you will operate the business, please write to Council as soon as possible.

I think it would help for you to meet with us again very soon to see how you are progressing with the proposal.









20 July 2022

Yodit Tafara

Via email: zemee85@yahoo.com.au

Dear Yodit,

Offer to Lease / Heads of Agreement – Part of 27-29 Lefroy Street, North Hobart

Subsequent to our recent discussions we invite you to Lease the property on the basis described below.

- | | | |
|------------|-----------------------------------|---|
| 1 | Premises | Part of 27-29 Lefroy Street, North Hobart as shown on plan supplied on page 3. |
| 2. | Landlord/Lessor: | Chau Family Trust
149 Macquarie St, Hobart, 7000
C/- Knight Frank Tas
5 Victoria Street, Hobart, 7000 |
| 3. | Tenant/Lessee: | Queen Sheba Injera Catering
Yodit Tafara
20/40-42 Brisbane St, Hobart, 7000.
yodit.eliyas2015@gmail.com |
| 4. | Point of Contact: | Yodit Tafara
Email: zemee85@yahoo.com.au
Phone: 0401 398 476 |
| 5. | Permitted Use: | Food Truck, to operate for approx. 8 hours per day.
The Landlord does not warrant that the intended use is an approved use under relevant statutes or regulations, or that the premises are fit for the intended use. The Tenant relies on its own enquiries in these regards. |
| 6. | Commencement Date: | 01/09/2022 |
| 7. | Lease Term: | Month to Month |
| 8. | Commencing Rental: | \$550 per month, including GST. |
| 9. | Tenancy Cleaning: | The Tenant is to ensure site is clean after every day. No property is to be left on-site. |
| 10. | Make Good of the Premises: | The Tenant is required to ensure the premise is clean of waste and property at the end of each day.
Rubbish bin for public use is to be supplied by the tenant. |



- | | | |
|-----|--|---|
| 11. | Services: | The Tenant must ensure that the Food Truck complies with all Council Regulations, including supply or water, waste, and electricity.
The Tenant is responsible for the supply and maintenance for all services.
The tenant must minimise disruptions/smell to surrounding properties as much as possible. |
| 12. | Insurances and permits: | The Tenant shall hold and provide Knight Frank with a copy of Public Liability insurance of at least \$20 million for any one event during the term of the lease.
The Tenant must acquire and hold all Council operating permits as required by Hobart City Council. |
| 13. | Signage: | Tenant may place removable signage for the Food Truck, provided it is removed at the end of each day.
Signage for each car park is to be supplied by the Landlord. |
| 14. | Payments: | The rental is payable monthly in advance and on the first day of the month. |
| 15. | Special Conditions: | The tenant must comply with any Landlord direction or requests.
Monthly cost may be amended at any point by the Landlord providing 14 days written notice. |
| 16. | Property Access & Restrictions: | The tenant must ensure access is free and clear for all other tenants.
No equipment is to be installed close to driveway or walkways.
All safety precautions to be taken.
Property and services will be subject to inspection at any time. |
| 17. | Termination of Lease: | The Landlord may terminate this agreement for any reason by giving the tenant 7 days notice.
The Tenant may terminate this agreement for any reason by giving the Landlord 14 days notice. |

I/We, the abovementioned Lessee, hereby Lease the said premises on the terms and conditions described herein. We understand that this Offer has no validity until accepted by the Lessor.

Tenant Signed:

Witness Signed:

Name:

Name:

Date:

Date:

I/We, the abovementioned Lessor accept this Offer to Lease on the terms and conditions described herein.

Landlord Signed:

Witness Signed:

Name:

Name:

Date:

Date:



Red Orange marks Food Truck and Services location

Green marks clear zones that must be always kept clear

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 182693	FOLIO 1
EDITION 1	DATE OF ISSUE 17-Feb-2022

SEARCH DATE : 21-Jul-2022

SEARCH TIME : 12.23 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 182693

Derivation : Part of 0A-1R-6P Gtd. to Thomas Travis & Whole of
9.8P Gtd. to James Page

Prior CTs 223779/1 and 226515/1

SCHEDULE 1M721136 TRANSFER to CHAU NOMINEES PTY LTD Registered
12-Oct-2018 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

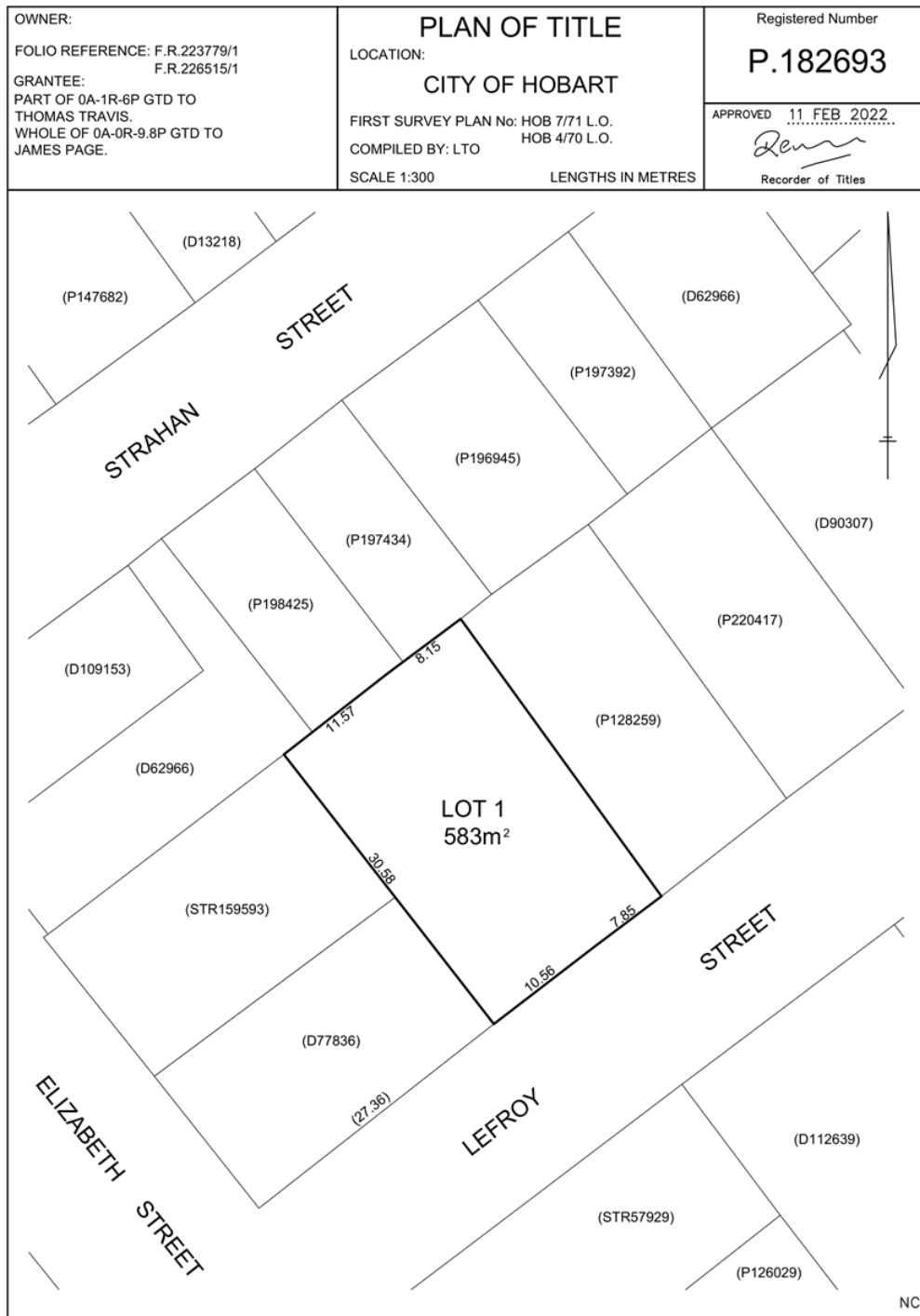
C889291 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
28-Nov-2008 at noonE152340 MORTGAGE to Commonwealth Bank of Australia
Registered 12-Oct-2018 at 12.01 PME293852 ADHESION ORDER under Section 110 of the Local
Government (Building and Miscellaneous Provisions)
Act 1993 Registered 17-Feb-2022 at noonUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



8. REPORTS

8.1 City Planning - Advertising Report File Ref: F22/100870

Memorandum of the Director City Life of 5 October 2022 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list for the period 20 September 2022 to 3 October 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: 5 October 2022
File Reference: F22/100870

Attachment A: City Planning - Advertising Report ↓ 

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-178	48 HILLCREST ROAD	TOLMANS HILL	Dwelling	\$700,000	05/10/2022	ayersh	Director	20/09/2022	05/10/2022
PLN-22-127	30 CASCADE ROAD	SOUTH HOBART	Signage	\$1,000	20/10/2022	ayersh	Director	26/09/2022	10/10/2022
PLN-22-128	49 AUGUSTA ROAD	LENAH VALLEY	Signage	\$1,000	27/10/2022	ayersh	Director	26/09/2022	10/10/2022
PLN-22-455	26 OLDHAM AVENUE	NEW TOWN	Partial Demolition and Outbuilding (Garage)	\$21,500	20/11/2022	ayersh	Director	26/09/2022	10/10/2022
PLN-21-876	19 WATERWORKS ROAD	DYNNYRNE	Partial Demolition, Alterations and Extension	\$150,000	24/10/2022	ayersh	Director	27/09/2022	11/10/2022
PLN-22-545	2 / 13 - 15 SERVICE STREET	GLEBE	Alterations (Solar Panels)	\$1,580	15/10/2022	ayersh	Director	27/09/2022	11/10/2022
PLN-22-578	58 LOCHNER STREET	WEST HOBART	Partial Demolition and Alterations	\$40,000	18/10/2022	ayersh	Director	27/09/2022	11/10/2022
PLN-22-587	14 LIVINGSTON STREET	SOUTH HOBART	Alterations and Extension	\$75,000	01/11/2022	baconr	Director	29/09/2022	13/10/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-290	6 TABART STREET	NEW TOWN	Dwelling	\$480,000	18/10/2022	langd	Director	21/09/2022	06/10/2022
PLN-22-580	28 SEYMOUR STREET	NEW TOWN	Partial Demolition, Alterations, and Extension	\$400,000	11/11/2022	langd	Director	21/09/2022	06/10/2022
PLN-22-568	11 MARINE TERRACE	BATTERY POINT	Partial Demolition, Alterations and Fencing	\$150,000	15/10/2022	langd	Director	21/09/2022	06/10/2022
PLN-22-538	199 - 201 CAMPBELL STREET	NORTH HOBART	Signage	\$500	13/11/2022	langd	Director	26/09/2022	10/10/2022
PLN-22-189	2 / 43 FOREST ROAD	WEST HOBART	Partial Demolition, Alterations, and Extension	\$350,000	10/11/2022	langd	Director	27/09/2022	11/10/2022
PLN-22-427	7 / 22 - 24 CROMWELL STREET	BATTERY POINT	Partial Demolition and Alteration	\$30,000	24/10/2022	maxwellv	Director	26/09/2022	10/10/2022
PLN-22-535	32 BEAUMONT ROAD	LENAH VALLEY	Dwelling	\$565,510	14/10/2022	maxwellv	Director	28/09/2022	12/10/2022
PLN-22-477	27 LEFROY STREET	NORTH HOBART	Partial Change of Use to Food Services (Mobile Food Vendor)	\$5,000	18/10/2022	maxwellv	Director	28/09/2022	12/10/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-639	5 ELAINE CRESCENT	WEST HOBART	Alterations to Previously Approved Development	\$250,000	08/11/2022	maxwelllv	Director	03/10/2022	17/10/2022
PLN-22-66	17 THELMA DRIVE	WEST HOBART	Two Multiple Dwellings	\$790,000	20/10/2022	mcclenahanm	Director	26/09/2022	10/10/2022
PLN-22-593	50 MACQUARIE STREET	HOBART	Signage	\$8,000	18/10/2022	mcclenahanm	Director	28/09/2022	12/10/2022
PLN-22-257	23 UNION STREET	WEST HOBART	Partial Demolition, Alterations, and Extension	\$500,000	10/11/2022	mcclenahanm	Director	03/10/2022	17/10/2022
PLN-22-627	3 / 638 - 642 SANDY BAY ROAD	SANDY BAY	Change of Use to Visitor Accommodation	\$200	07/11/2022	mcclenahanm	Council (Called In)	03/10/2022	17/10/2022
PLN-22-504	69 GOULBURN STREET	HOBART	Partial Demolition, Alterations and Front Fencing	\$15,000	02/11/2022	sherriffc	Director	29/09/2022	13/10/2022
PLN-22-194	26 LETITIA STREET	NORTH HOBART	Partial Demolition, Alterations, Extension, Signage, and Two Multiple Dwellings	\$400,000	06/10/2022	smeea	Director	21/09/2022	06/10/2022

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-22-620	41 FORSTER STREET	NEW TOWN	Extension to Operating Hours	\$0	04/11/2022	smeea	Director	03/10/2022	17/10/2022

8.2 Delegated Decision Report (Planning)
File Ref: F22/103428

Memorandum of the Director City Life of 11 October 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 26 September 2022 to 10 October 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: 11 October 2022
File Reference: F22/103428

Attachment A: Delegated Decision Report (Planning) ↓

11 October 2022

Delegated Decisions Report (Planning)

29 applications found.

				Approved	All
Planning Description	Address	Works Value	Decision	Authority	
PLN-22-178 Dwelling	48 HILLCREST ROAD TOLMANS HILL TAS 7007	\$ 700,000	Approved	Delegated	
PLN-22-194 Partial Demolition, Alterations, Extension, Signage, and Two Multiple Dwellings	26 LETITIA STREET NORTH HOBART TAS 7000	\$ 400,000	Approved	Delegated	
PLN-22-211 Partial Demolition, Alterations, Extension, and Outbuilding	18 FORDHAM STREET MOUNT STUART TAS 7000	\$ 650,000	Approved	Delegated	
PLN-22-331 Dwelling	221A CHAUCER ROAD LENA VALLEY TAS 7008 (CT 181061/23)	\$ 336,780	Approved	Delegated	
PLN-22-371 Demolition, Dwelling, Front Fencing, and Associated Works	549 CHURCHILL AVENUE SANDY BAY TAS 7005	\$ 800,000	Approved	Delegated	
PLN-22-381 Outbuilding	21 ENTERPRISE ROAD (CT 175781/1) SANDY BAY TAS 7005	\$ 200,000	Approved	Delegated	
PLN-22-404 Partial Demolition, Alterations, Front Fencing, and Extension	12 POETS ROAD WEST HOBART TAS 7000	\$ 500,000	Approved	Delegated	
PLN-22-420 Outbuilding and Landscaping	26 QUEEN STREET SANDY BAY TAS 7005	\$ 28,500	Approved	Delegated	
PLN-22-429 Partial Demolition, Resurfacing of Tennis Courts, and Associated Works	23 COMMERCIAL ROAD NORTH HOBART TAS 7000	\$ 50,000	Approved	Delegated	
PLN-22-446 Partial Demolition, Alterations and Extension	35 BEDDOME STREET SANDY BAY TAS 7005	\$ 365,000	Approved	Delegated	
PLN-22-511 Dwelling	59 ATHLEEN AVENUE LENA VALLEY TAS 7008	\$ 640,000	Approved	Delegated	
PLN-22-515 Partial Demolition, Alterations and Extension	126 HILL STREET WEST HOBART TAS 7000	\$ 350,000	Approved	Delegated	
PLN-22-517 Partial Change of Use to Food Services and Signage	621-623 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 200,000	Approved	Delegated	
PLN-22-522 Partial Demolition, Alterations, Extension and Front Fencing	28 FRASER STREET NEW TOWN TAS 7008	\$ 530,000	Approved	Delegated	
PLN-22-524 Alterations (Reroofing)	10 EVANS STREET HOBART TAS 7000	\$ 400,000	Approved	Delegated	
PLN-22-528 Change of Use to Visitor Accommodation	6 BROMBY STREET NEW TOWN TAS 7008	\$ 0	Approved	Delegated	
PLN-22-534 Signage	50-62 SANDY BAY ROAD BATTERY POINT TAS 7004	\$ 0	Approved	Delegated	
PLN-22-536 Partial Demolition, Alterations, and Ancillary Dwelling	48-50 ELPHINSTONE ROAD MOUNT STUART TAS 7000	\$ 45,000	Approved	Delegated	
PLN-22-546 Partial Demolition, New Building, and Partial Change of Use to Four Multiple Dwellings (One Existing, Two Approved, One New)	250 MACQUARIE STREET HOBART TAS 7000	\$ 190,000	Approved	Delegated	
PLN-22-561 Partial Demolition and Alterations	91-95 MURRAY STREET HOBART TAS 7000	\$ 99,000	Approved	Delegated	
PLN-22-564 Extension	15 SWAN STREET NORTH HOBART TAS 7000	\$ 20,000	Approved	Delegated	
PLN-22-567 Change of Use to Visitor Accommodation	598 HUON ROAD SOUTH HOBART TAS 7004	\$ 0	Approved	Delegated	
PLN-22-597 Partial Demolition and Alterations	40 SALAMANCA SQUARE BATTERY POINT TAS 7004	\$ 10,000	Approved	Delegated	
PLN-22-598 Front Fencing	399 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 8,000	Approved	Delegated	

CITY OF HOBART

Planning Description	Address	Works Value	Decision	Authority
PLN-22-601 Partial Demolition, Alterations, and Extension	2/101 GILLON CRESCENT MOUNT STUART TAS 7000	\$ 382,668	Approved	Delegated
PLN-22-626 Demolition	267 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 50,000	Approved	Delegated
PLN-22-634 Change of Use to Visitor Accommodation	100A KING STREET SANDY BAY TAS 7005	\$ 500	Approved	Delegated
PLN-22-638 Change of Use to Visitor Accommodation	139 NELSON ROAD MOUNT NELSON TAS 7007	\$ 0	Approved	Delegated
PLN-22-647 Change of Use to Visitor Accommodation	8 ERINA PLACE SANDY BAY TAS 7005	\$ 0	Approved	Delegated

9. 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
- Planning Appeal – Mediation

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 | Reports |
| Item No. 5.1 | PLN-20-651 - 209-213 Harrington Street, Hobart & 215-217 Harrington Street - Demolition, New Building for Food Services, Signage, Subdivision (Lot Consolidation), and Associated Works - Appeal - Mediation
LG(MP)R 15(4)(a) |