CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Tuesday, 13 March 2018

at 5:00 pm
Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

ORDER OF BUSINESS

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

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City Planning Committee Meeting (Open Portion) held Tuesday, 13 March 2018 at 5:00 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS
Briscoe (Chairman)
Ruzicka
Burnet
Denison

Apologies: Nil.

Leave of Absence:
Alderman E R Ruzicka.

ALDERMEN
Lord Mayor Hickey
Deputy Lord Mayor Christie
Zucco
Sexton
Cocker
Thomas
Reynolds
Harvey

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, 26 February 2018, 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 General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

Aldermen 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 General Manager 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 General Manager is to ensure that the reasons for a decision by a Council or Council Committee acting as a planning authority are recorded in the minutes.

7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.1.1 179 MACQUARIE STREET AND 200 COLLINS STREET, HOBART AND ADJACENT ROAD RESERVE AND CROWTHERS LANE, HOBART PLN-174-704 - FILE REF: F18/21099

Address:	179 Macquarie Street and 200 Collins Street, Hobart and Adjacent Road Reserve and Crowthers Lane, Hobart
Proposal:	Demolition and New Building for Hotel with Café and Function Centre and Associated Infrastructure Works
Expiry Date:	23 March 2018
Extension of Time:	Not applicable
Author:	Cameron Sherriff

RECOMMENDATION

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for demolition and new building for hotel with cafe and function centre and associated infrastructure works at 179 Macquarie Street and 200 Collins Street, Hobart and adjacent road reserve and Crowthers Lane, 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-17-704 - 179 MACQUARIE 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 2017/01465-HCC dated 30/10/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 5531 dated 28 February 2018, 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

Additional bicycle parking must be provided for customers and visitors to the site prior to commencement of use.

Amended drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition). The amended drawings must show bicycle parking constructed to Class 3 security level to cater for customers and visitors in addition to that already proposed for staff, in a separate, publicly accessible area at ground level (e.g. within the open plaza area).

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

Advice: The Hobart Interim Planning Scheme 2015 *defines Class 3 security level as facilities to which the bicycle frame and wheels can be locked.*

Once the amended drawings have 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 enough bicycle parking is provided to meet the needs of likely users and by doing so to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips, in accordance with the objectives of Schedule E 6.6.4 of the *Hobart Interim Planning Scheme 2015*.

PLN S2

Bicycle end of trip facilities must be provided within the building for staff prior to commencement of use.

Amended drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition. The amended drawings must show the provision of at least one (1) shower and change room facility for use by staff members employed at the premises.

All facilities required by this condition must be installed in accordance with the approved drawings.

Advice: Once the amended drawings have 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 that cyclists are provided with adequate end of trip facilities.

ENG SW2.1

A pre works CCTV video of the existing Council stormwater main within the subject site (including right of way) must be undertaken and submitted to the Council prior to the commencement of work (including demolition).

Reason for condition

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

ENG SW2.2

Recorded CCTV inspections and associated reports of the new public stormwater infrastructure and any other public stormwater within 2m of the works must be undertaken and submitted to the Council:

1. **Prior to commencement of the maintenance period; and**

2. **Within 30 days of completion of works.**

The CCTV inspection must be taken no more than one month prior to commencement of the maintenance period. A maintenance period of 12 months will apply to the new pipes. The Council will perform a final inspection at the end of the maintenance period. Should any rectification works be required, these must be done at the owner's cost within a time frame specified by the Council, and an additional 12 month maintenance period may be applied.

The post construction CCTV 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 pre-construction CCTV video of the Council's infrastructure, then any damage to the Council's infrastructure identified in the post construction CCTV will be deemed to be the responsibility of the owner.

Advice: The CCTVs may be combined by delaying commencement of the maintenance period.

A maintenance bond of 5% of the contract value of the works will be required by the Council. Upon the expiry of the maintenance period, please contact the Council's Project and Development Inspector on telephone 6238 2967 to arrange the final inspection prior to the release of the maintenance bond.

Reason for condition

To ensure that the Lots are serviced by adequate public infrastructure and that any Council infrastructure and connections affected by the works will be repaired at the owner's cost.

ENG SW3

The proposed works (including footings, carpark, ramps, overhangs) within two metres of the Council's stormwater infrastructure, must be designed to ensure the long term protection of and access to the Council's stormwater infrastructure.

A detailed engineering design must be submitted and approved prior to issue of any consent under the *Building Act 2016* or commencement of works (whichever occurs first but excluding demolition).

The detailed design must:

1. **Demonstrate how the design will maintain the overland flow path, provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching. Adequate access is defined for this project as a minimum 2.8m vertical clearance within a 3m wide corridor, with no columns or footings within one metre of the outside of the pipe. Reduction in this access requirement is possible for the removable ramp, and wall at the boundary with adequate structural bridging.**

2. **Include details of how the ramp is removed and reinstated, and sufficient protection for the new main within the right of way to allow excavation to gain full access into the site.**

3. **Include cross-sections clearly showing the relationship both vertically and horizontally between Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.**

4. **Include a long-section of Council's stormwater main clearly showing proposed cover. If the cover is less than 600mm, engineering details and full calculations to relevant Australian Standards (including construction traffic loading) must be submitted to demonstrate the mains can withstand the likely forces and will be adequately protected. All assumptions must be stated.**

5. **Be certified by a suitably qualified engineer.**

Prior to first occupation / the issue of any Completion Certificate under the *Building Act 2016* / the commencement of the maintenance period (whichever occurs first), confirmation from a suitably qualified engineer must be provided to the Council that the installation of the works within two metres of the Council's stormwater is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

Advice: Once the detailed design 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 protection of the Council's hydraulic infrastructure.

ENG SW5

The development (including hardstand) must be drained to the Council's stormwater infrastructure with sufficient receiving capacity, in a safe and legal manner through to Collins Street. The upgraded public stormwater system must be constructed prior to issue of any Completion Certificate under the *Building Act 2016*.

Engineering design drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act 201*6 (whichever occurs first but excluding demolition). The engineering design drawings must:

1. **Be certified by a qualified and experienced engineer.**

2. **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, obstacles (such as other services or structures) and inspection openings.**

3. **Include adequate protection works where minimum cover cannot be achieved.**

4. **Include the associated calculations and catchment area plans. The stormwater system (including defined non-blocked overland flow paths) must cater for all 1% AEP 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 flows from a fully-developed catchment.**

5. **Identify all existing third-party connections to the mains to be upgraded and reconnected at the owner's cost.**

6. **Clearly distinguish between public and private infrastructure.**

7. **Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines.**

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

Advice: Once the engineering design drawings have 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.

Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to obtain a Permit to Construct Public Infrastructure. A maintenance period of 12 months and 5% maintenance bond will apply.

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENG SW6

A construction management plan (Crowther's Lane heritage walls) must be submitted and approved, detailing the installation of the Council's upgraded stormwater infrastructure in such a way as to ensure that the condition and structural integrity of the existing heritage walls on Crowther's Lane are not compromised.

The construction management plan (Crowther's Lane heritage walls) must be submitted and approved by the Council's Director City Infrastructure and Director City Planning prior to commencement of work or issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition).

The construction management plan (Crowther's Lane heritage walls) must:

1. **Be prepared and certified by a suitably experienced structural engineer, with input from a suitably experienced geotechnical engineer.**

2. **Be in accordance with any recommendations from any heritage protection report and requirements.**

3. **Include structural and geotechnical investigation of the heritage walls, underlying footings and existing ground conditions in Crowther's Lane.**

4. **Include an engineering risk analysis which demonstrates the rationale of the selected construction method for undertaking the works. Including how risk mitigation relating to design, construction, surrounding infrastructure and personnel to an acceptable level is achieved.**

5. **Detail construction methodology for undertaking the works, including any restrictions on machinery and access, staging of the works, critical hold points and safety management for both the general public and contractors.**

6. **Provide details of any monitoring controls and inspection regime that will be in place for the heritage walls or other associated infrastructure.**

7. **Include engineering drawings which detail any proposed permanent infrastructure (i.e. underpinning) required for undertaking the works. For any proposed temporary infrastructure (i.e. bracing), provide drawings sufficient for implementation.**

8. **Include engineering cross-sections detailing the relationship both vertically and horizontally of the main upgrade (including trenching) to the walls and associated infrastructure.**

9. **Demonstrate the wall is fully independent of the main and its trenching.**

Prior to first occupation/the issue of any Completion Certificate under the *Building Act 2016* / the commencement of the maintenance period (whichever occurs first), confirmation from a suitably qualified engineer must be provided to the Council that the installation of the main in relation to the heritage walls is in accordance with the approved construction management plan (Crowther'sLane heritage walls), and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

All work required by this condition must be undertaken in accordance with the approved construction management plan (Crowther's Lane heritage walls).

Advice: Once the construction management plan (Crowther's Lane heritage walls) 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 that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG SW7

Stormwater pre-treatment for stormwater discharges from the development must be installed prior to commencement of use / the issue of any Completion Certificate under the *Building Act 2016* (whichever occurs first).

A stormwater management report and design must be submitted and approved, prior to commencement of work (excluding demolition and excavation). 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.**
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: Once the stormwater management report and design 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 possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG TR1

The Barrack Street access via the right of way is approved for EXIT ONLY.

The southern Macquarie Street access is approved for ENTRY ONLY.

The northern Macquarie Street access is approved for EXIT ONLY.

Traffic management for the accesses and parking module must be installed prior to the commencement of use.

Traffic management design drawing(s) of the proposed traffic management for the accesses (including signage and linemarking), must be submitted and approved by the Council's Director City Infrastructure, prior to commencement of use. The traffic management design drawing(s) must include (but not be limited to):

1. **'No Entry' signage must be installed on either side of the Barrack Street access (within the right of way) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**

2. **'Giveway to Pedestrian' signage to control exiting traffic must be installed at the Barrack Street access (within the right of way) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**

3. **'Caution Vehicles' signage must be installed at the Barrack Street access (within the right of way) generally in accordance with AS1742.2:2009 or AS1742.10:2009 to advise pedestrians on the footpath of exiting vehicles.**

4. **A speed hump must be installed two (2) metres from the Barrack Street end of the right of way in accordance with AS/NZS2890.1:200 Section 4.9 (b) Type 2.**

5. **'No Entry' signage must be installed at the northern Macquarie Street access (within the property) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**

All work required by this condition must be undertaken in accordance with the approved traffic management design drawing(s).

Advice: Once the traffic management design drawing(s) have 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

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

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 for each construction stage (including demolition and excavation) must be submitted and approved, prior to commencement of work for the relevant stage. The construction traffic and parking management plan must:

1. **Be prepared by a suitably qualified person.**

2. **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**

3. **Include a start date and finish dates of various stages of works.**

4. **Include times that trucks and other traffic associated with the works will be allowed to operate.**

5. **Nominate a superintendent or 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: 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 3

The circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed generally in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required). The ramp leading to the basement carpark from Macquarie Street must be constructed to ensure a Small Rigid Vehicle (SRV) can enter the basement carpark from the road pavement without scraping the SRV underside.

Reason for condition

To ensure that the safety of users of the access and parking module.

ENG 1

The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development or as otherwise determined by the Council. Any damage must be immediately reported to Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to 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 two (2) (altered or new) driveway crossovers to the Macquarie Street highway reservation must be designed and constructed generally in accordance with the following Tasmanian Standard Drawings (TSD):

1. **Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing.**

2. **Commercial Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R16-v1 Type KCR and B1 or Type KCRB and B1.**

3. **Footpath - Urban Roads Footpaths TSD-R11-v1.**

Design drawings must be submitted and approved by the Council's Director City Infrastructure prior to the commencement of work (excluding demolition and excavation). The design drawings must:

1. **Detail any services or infrastructure (e.g. light poles, pits, awnings, parking meter boxes) at or near the proposed driveway crossover, including relocation details (including timing of relocation) where existing infrastructure is closer than 2m to the new crossovers.**

2. **Show pedestrian sight lines for exiting vehicles in accordance with AS/NZS 2890.1:2004, including lane narrowing and landscaping in accordance with GHD letter dated 12/1/18 Figure 1, 2 and 3.**

3. **If the design deviates from the requirements of the TSD, demonstrate that a B85 vehicle, B99 and Small Rigid Vehicle (SRV) (AS/NZS2890.1:2004 and AS/NZ2890.1: 2002) can access the driveway from the road pavement into/out of (whichever relevant) the property with respect to vehicle swept paths and without scraping the vehicles' underside.**

4. **Show the exit to Macquarie Street width to be kept to a minimum to maximise southern vehicular sight distances.**

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

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

Advice: Once the approved design drawings have 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 that works will comply with the Council's standard requirements.

ENG S1

Staff bicycle parking within the basement level must be constructed to Class 1 or Class 2 security level.

Advice: The Hobart Interim Planning Scheme 2015 *defines Class 1 security level as Fully enclosed individual lockers, and Class 2 as Locked compounds with communal access using duplicate keys.*

Reason for condition

To encourage cycling by providing secure, accessible and convenient bicycle parking spaces.

ENG S2

On-street carparking modifications including relocation of parking meter box must be completed prior to first occupation.

Design drawings must be submitted and approved by the Council's Director City Infrastructure prior to the commencement of work (excluding demolition and excavation).

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

Advice: Once the approved design drawings have 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 that works will comply with the Council’s standard requirements.

ENV 2

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

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

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

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

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

Reason for condition

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

HER 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 one (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 the Council within 30 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.

HER S1

All documentation, including the construction management plan (Crowther's Lane heritage walls) required in condition ENG sw6, must contain protocols and recommendations for all contractors working in proximity to the stone walls on either side of Crowther's Lane to be familiar with the heritage values of the heritage listed site and for the need to protect the wall at all costs whilst undertaking the proposed works to upgrade infrastructure. Prior to the commencement of works (including demolition and excavation), all workers and managers must be briefed on the importance of the cultural heritage values of the site as part of a site induction. This must be undertaken by a suitably qualified heritage practitioner.

Reason for condition

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

PART 5 1

Prior to the commencement of work, 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:

1. **Building over and within 1 metre of the council's stormwater infrastructure. The owner must agree to:**

2. **Provide 24hr emergency access to the Council's stormwater infrastructure.**

3. **Indemnify the Council against any costs or claims arising from building over the Council's stormwater main or for damages incurred in the act of performing operation, maintenance, or replacement tasks on the stormwater main.**

4. **Dismantle/ replace the ramp at the owner's cost at the Council's request to allow free access to the Council's infrastructure.**

5. **Ongoing compliance with the approved stormwater management plan for the proposed treatment system.**

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.

Note: For further information with respect to the preparation of a Part 5 agreement please contact Council Development Engineering Staff.

Reason for condition

To ensure that future owners are aware of their ongoing obligations.

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 a condition endorsement is required by a planning condition above, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's online services e-planning

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.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied). Detailed instructions can be found here.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

PUBLIC HEALTH

You may be required to provided approved/endorsed plans for a food business fit out, in accordance with the National Construction Code - Building Code of Australia including Tas Part H102 for food premises which must have regard to the FSANZ Food Safety Standards. Click here for more information.

FOOD BUSINESS REGISTRATION

Food business registration in accordance with the *Food Act 2003*. 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 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.

BUILDING WITHIN EASEMENTS/ WITHIN ONE METRE OF STORMWATER

In order to build over the service easement, you will require the separate consent of the Hobart City Council in accordance with section 74 of the *Building Act 2016*.

In order to build within one metre of stormwater infrastructure, you will require the separate consent of the Hobart City Council in accordance with section 73 of the *Building Act 2000* and s13 of the *Urban Drainage Act 2013*.

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

WORK WITHIN THE HIGHWAY RESERVATION

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

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

Redundant crossovers are required to be reinstated under the Hobart City Council's Highways By law. Click here for more information.

ACCESS

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

CROSS OVER CONSTRUCTION

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

RIGHT OF WAY

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

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

WORK PLACE HEALTH AND SAFETY

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

PROTECTING THE ENVIRONMENT

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

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.

URBAN DESIGN ADVISORY PANEL

You are strongly encouraged to implement the following considerations arising from the Urban Design Advisory Panel meeting of 9 February 2018:

1. The relationship with the heritage building to the south would be improved if rooms 8.1, 8.2 and 8.3 were omitted, to reduce the height of the vertical element closest to the heritage building, and further break up its massing.

2. A landscaping plan (hard and soft) should be prepared (by a suitably qualified professional) and implemented, including a large tree to assist in breaking the massing of the proposed building along the (southern) boundary with the heritage site.

3. Appropriate lighting, green walls and outdoor heating should be installed to help activate the ground level communal space on the south west side of the building, as well as locating seats and tables closer to the outer edges of the building for sitting/using in morning/afternoon sun to make this space more inviting for patronage.

Attachment A:	PLN-17-704 - 179 MACQUARIE STREET HOBART TAS 7000 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-17-704 - 179 MACQUARIE STREET HOBART TAS 7000 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	19 March 2018
Expiry Date:	23 March 2018
Application No:	PLN-17-704
Address:	179 MACQUARIE STREET , HOBART 200 COLLINS STREET , HOBART ADJACENT ROAD RESERVE CROWTHERS LANE , HOBART
Applicant:	(Ressen Pty Ltd obo CNC Management) c/- PO Box 1
Proposal:	Demolition and New Building for Hotel with Cafe and Function Centre, and Associated Infrastructure Works
Representations:	Eleven (11)
Performance criteria:	Central Business Zone Development Standards; Road and Railway Assets Code; Parking and Access Code; and Historic Heritage Code

---

1. Executive Summary

1.1 Planning approval is sought for Demolition and New Building for Hotel with Cafe and Function Centre, and Associated Infrastructure Works.

1.2 More specifically the proposal includes:

- Demolition of the existing 1960s building.
- Construction of a new nine-storey plus basement level building with ground floor café/restaurant, a ground floor conference facility inclusive of four conference rooms with the ability to accommodate 30 to 35 people per room, and 202 above ground, one-bedroom serviced apartments. The basement of the building will accommodate car parking, with vehicles entering the basement from Macquarie Street and exiting onto Barrack Street via an existing right of way over the 200 Collins Street property.
- An open outdoor plaza is proposed along the south west corner of the site providing pedestrian access to the visitor accommodation and conference facility, indoor / outdoor dining and open space. It includes a water fountain, reflection pool, bench seating and landscaping adjacent to the heritage listed former Hutchins building. This area will be publicly accessible.
- In terms of height, the building is broken into two sections comprising:
  - Low rise (four storey) podium on the Macquarie Street frontage.
  - Mid rise (additional five storeys) sections setback 15 m from the frontage beyond the podium and 30 m from the frontage beyond the open plaza.
- The proposed building will include:
  - Sandstone cut tile cladding running from the 1st to the 4th floor.
  - Upper five floors are painted concrete finish – a warm beige finish to the Macquarie Street half of the site so to appear lighter and darker grey tones at the rear.
  - Adjustable aluminium louvered balconies.
  - Timber cladding at the ground floor façade.
- Two Signage zones:
  - 1550 mm x 8300 mm internally illuminated wall sign zone at the south west elevation.
  - 1700 mm x 5100 mm internally illuminated wall sign zone at the south east elevation.
- Upgrades to stormwater infrastructure within Crowthers Lane and extending to Collins Street are also proposed.

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

1.3.1 Central Business Zone Development Standards - height; setback.
1.3.2 Road and Railway Assets Code - number of accesses.
1.3.3 Parking and Access Code - number of bicycle parking spaces; number of vehicular accesses; design of vehicular accesses; vehicle passing bays along an access; bicycle end of trip facilities.
1.3.4 Historic Heritage Code - places of archaeological potential.

1.3.5 Signs Code - standards for signs.

1.4 Eleven (11) representations (nine objecting, two in support) to the proposal were received within the statutory advertising period between 02/02 - 19/02/2018.

1.5 The proposal was considered by the Urban Design Advisory Panel at its 9 February 2018 meeting.

1.6 The proposal is recommended for approval subject to conditions.

1.7 The final decision is delegated to the Council.

2. Site Detail



Image 1: Aerial view of the subject property and surrounds. The proposed building is located on the lot fronting Macquarie Street, with a south-easterly frontage.

2.1 The primary development site (Image 1), 179 Macquarie Street, is the site of the former Motors car showroom building which was previously occupied by Myer as their homewares retail store during the construction of their new building, and more recently has been used for general retail as the Macquarie Centre. The title has an area of 2162sq.m. The building on the site was constructed in 1969/1970.

The site is surrounded by commercial and administrative uses in a mix of building styles and scales, with older, generally two-storey heritage buildings on the eastern (opposite) side of Macquarie Street, and taller, multi-storey buildings to the rear and particularly to the north of the subject site, including the recently completed Ibis hotel, directly adjacent to the north-east. Adjacent to the south-west is the former Hutchins School sandstone building.

2.2 Photos of the subject site (Plates 1 to 5):



Plate 1: The existing building on Macquarie Street.



Plate 2: The subject property with the adjacent old Hutchins School building to the left and the new Ibis Hotel to the right.



Plate 3: Wider streetscape view from further up and across Macquarie Street.

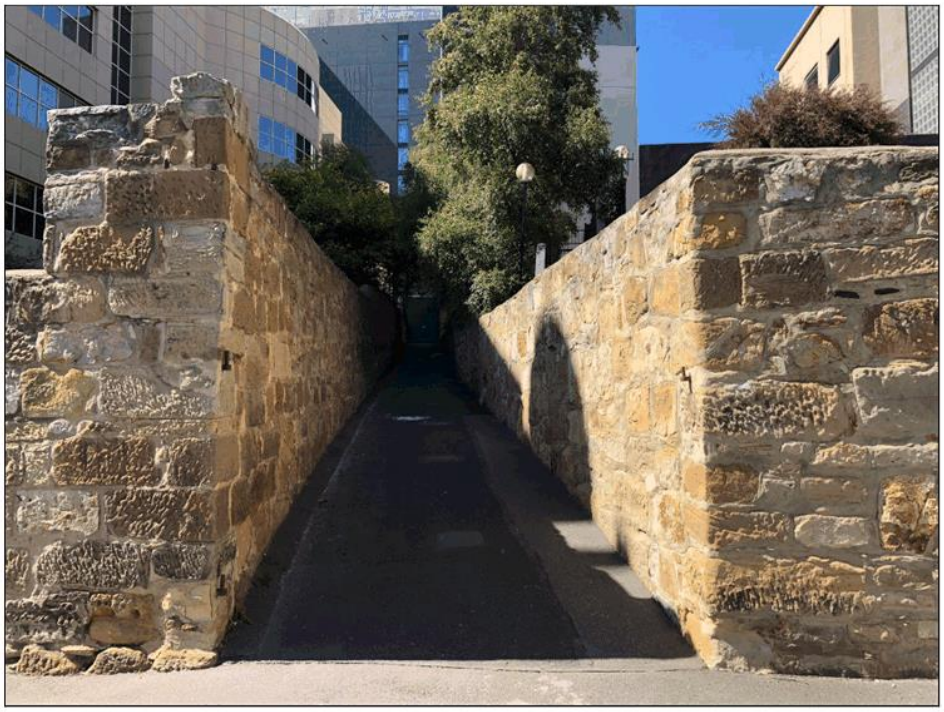


Plate 4: The exit of Crowthers Lane at Collins Street.



Plate 5: The laneway right of way access (gated) at Barrack Street running along the back of 200 Collins Street (left) to the rear of the subject site.

3. Proposal

3.1 Planning approval is sought for Demolition and New Building for Hotel with Cafe and Function Centre, and Associated Infrastructure Works.

3.2 More specifically the proposal is for:

- Demolition of the existing 1960s building.
- Construction of a new nine-storey plus basement level building with ground floor café/restaurant, a ground floor conference facility inclusive of four conference rooms with the ability to accommodate 30 to 35 people per room, and 202 above ground, one-bedroom serviced apartments. The basement of the building will accommodate car parking, with vehicles entering the basement from Macquarie Street and exiting onto Barrack Street via an existing right of way over the 200 Collins Street property.
- An open outdoor plaza is proposed along the south west corner of the site providing pedestrian access to the visitor accommodation and conference facility, indoor / outdoor dining and open space. It includes a water fountain, reflection pool, bench seating and landscaping adjacent to the heritage listed former Hutchins building. This area will be publicly accessible.
- In terms of height, the building is broken into two sections comprising:
  - Low rise (four storey) podium on the Macquarie Street frontage.
  - Mid rise (additional five storeys) sections setback 15 m from the frontage beyond the podium and 30 m from the frontage beyond the open plaza.
- The proposed building will include:
  - Sandstone cut tile cladding running from the 1st to the 4th floor.
  - Upper five floors are painted concrete finish – a warm beige finish to the Macquarie Street half of the site so to appear lighter and darker grey tones at the rear.
  - Adjustable aluminium louvered balconies.
  - Timber cladding at the ground floor façade.
- Two Signage zones:
  - 1550 mm x 8300 mm internally illuminated wall sign zone at the south west elevation.
  - 1700 mm x 5100 mm internally illuminated wall sign zone at the south east elevation.
- Upgrades to stormwater infrastructure within Crowthers Lane and extending to Collins Street are also proposed.

3.3 Excerpts of the proposed development from submitted documentation (Images 2 - 7):



Image 2: An artist's impression of the proposed development as submitted with the development application.



Image 3: Macquarie Street elevation.

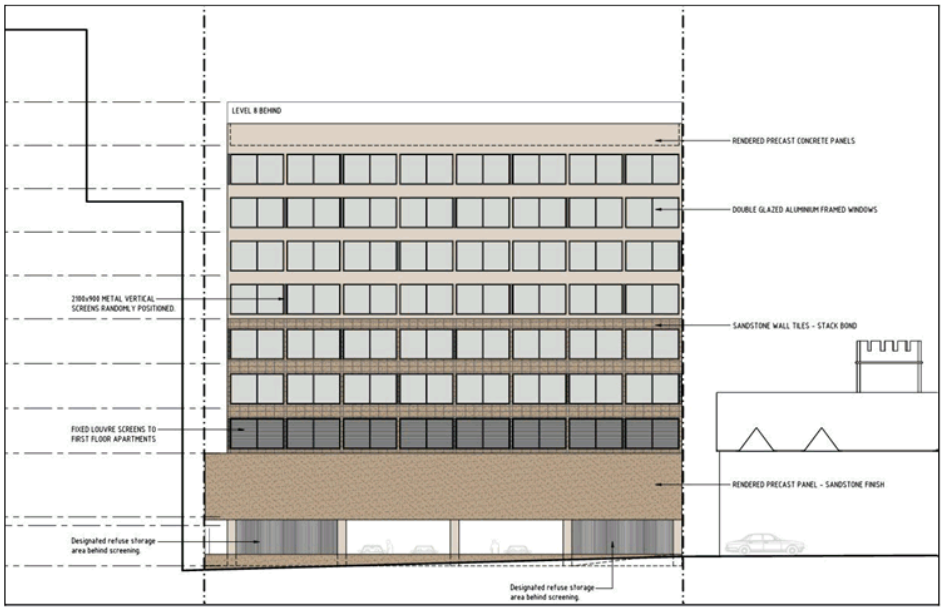


Image 4: Rear elevation.



Image 5: South-western side elevation.



Image 6: North-eastern side elevation.



Image 7: First to third floor plan highlighting the general footprint of the lower part of the building.

4. Background

4.1 A hotel was previously proposed for this site in 2015, subject to the previous *City of Hobart Planning Scheme 1982*. The proposal was originally recommended for refusal at officer level but was subsequently approved by the Council. This decision was appealed and the proposal was eventually refused by the Resource Management and Planning Appeals Tribunal.

4.2 The current proposal has been considered by the Council's Urban Design Advisory Panel (the Panel) who, at their meeting of 09 February 2018, formed the following view:

> *(i) The proposed building will be dominant along the approach down Macquarie Street, however the 'massing' is well considered, both in respect of the building's acknowledgement of the adjacent heritage building (181-183 Macquarie Street, Hobart) to the south, and in its transition to the taller buildings to the north. The Panel acknowledges the design approach of wrapping a sandstone finish around the first three floors of the podium to address the proposed development's visual prominence on both its southern and eastern elevations.*
>
> *However, the Panel suggests that the relationship with the heritage building to the south would be improved if rooms 8.1, 8.2 and 8.3 were omitted, to reduce the height of the vertical element closest to the heritage building, and further break up its massing.*
>
> *(ii) The design of the proposed open space next to the heritage building needs to be further developed. It was suggested by the Panel that a large tree would assist in breaking the massing of the proposed building along the (southern) boundary with the heritage site. This would provide relief and separation, and aid in giving definition and distinctiveness to the heritage building and its curtilage.*
>
> *The Panel suggest that the applicant seriously consider how best to activate the ground level communal space on the south west side of the building to encourage patronage. As this space may have limited sun for the majority of the year, the applicant should consider (but not be limited to) the inclusion of appropriate lighting, green walls and outdoor heating.*
>
> *(iii) The Panel encourages the applicant to have a suitably qualified person prepare a landscaping (both hard and soft) plan for the forecourt area, and that the plan be implemented and maintained. The Panel recommends that a condition requiring the preparation and implementation of a landscaping plan be included as a condition on the planning permit if approval is granted.*

(iv) The Panel encourages the applicant to finesse and enlarge the pedestrian street entry to ensure that this access doesn't feel like a driveway. It was suggested that the applicant investigate the possibility of moving the vehicle entry/drop-off zone further downhill on Macquarie Street (towards the city).

(v) Further activation is recommended to enliven both the Macquarie Street and adjacent heritage building edge. The applicant is encouraged to make the public open space more inviting for patronage by making the building edge more comfortable. This could be achieved by moving the seats and tables closer to the outer edges of the building for sitting/using in morning/afternoon sun.

4.3 The Applicant reviewed the comments of the Panel and subsequently confirmed that no changes would be made as a result.

5. Concerns raised by representors

5.1 Eleven (11) representations (nine objecting/two supporting) to the proposal were received within the statutory advertising period between 02/02 - 19/02/2018.

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.

Loss of views – connection to mountain.
Amenity impacts upon the adjacent Ibis hotel.
Height – not compliant with height regulations and will dominate the skyline.
Bulky and dominating.
Overshadowing.
Overlooking.
Extends over too much of the site with excessive height at boundaries.
Poorly located open plaza.
Will likely negatively affect wind patterns.
Poor choice of external materials.
Parking – Not enough provided and between this and the shortfall of the Ibis hotel the impact upon the limited amount of parking in the local area is significant. Should be made to provide more parking.
Traffic impacts.

Heritage impacts, particularly upon the adjacent old Hutchins building over which it will tower.
Not in keeping with the heritage streetscape opposite.
Impacts during construction phase – potential damage to nearby heritage buildings.
Lack of need for another hotel, particularly adjacent to two others.
Loss of current building on the site is regrettable.
Volume of excavation is unclear – proposal would require referral to the Environmental Protection Authority (EPA) if it involves excavation greater than 5000m3. *Planner's note: the applicant has confirmed that much of the site was previously excavated with the construction of the existing building. The area of additional cut required to accommodate the car park has been estimated to constitute an additional 1,800m3. No referral to the EPA is necessary.*
The discretionary number of accesses proposed cannot comply with any applicable performance criteria and the proposal does not meet the objective, and therefore must be refused. *Planner's note: the number of accesses is assessed against the Road and Railway Assets Code and also the Objectives of the relevant clause of the Parking and Access Code.*
Fails to meet Scheme standards with regard to the location of car parking – the pickup and drop off area at the front of the building constitutes parking, as is evident at the similarly arranged Ibis Hotel adjacent. *Planner's note: the pick up and drop off area under the low-rise podium at the front of the building is not considered to constitute on-site car parking. This area is a thoroughfare and not intended to provide for parking. As such, this clause of the planning scheme is not applicable.*
Inadequately designed for appropriate service vehicle access and proposed servicing arrangement not sufficient for the size of the development. Under no circumstances must service vehicles be allowed to reverse out of the site onto Macquarie or Barrack Streets.

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 existing use is General Retail and Hire. The proposed use combines Community Meeting and Entertainment; Food Services; and Visitor Accommodation. The existing use is a permitted use in the zone. The proposed uses are permitted uses in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D 22 - Central Business Zone

6.4.2 Part E2.0 - Potentially Contaminated Land Code

6.4.3 Part E5.0 - Road and Railway Assets Code

6.4.4 E6.0 - Parking and Access Code

6.4.5 E7.0 - Stormwater Management Code

6.4.6 E13.0 - Historic Heritage Code

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

6.5.1 Height - Part D 22.4.1 P1; P5

6.5.2 Setback - Part D 22.4.2 P1

6.5.3 Road Accesses and Junctions - Part E 5.6.2 P2

6.5.4 Number of Bicycle Parking Spaces - Part E 6.6.4 P1

6.5.5 Number of Vehicular Accesses - Part E 6.7.1 P2

6.5.6 Design of Vehicular Accesses - Part E 6.7.2 P1

6.5.7 Vehicle Passing Areas Along an Access - Part E 6.7.3 P1

6.5.8 Bicycle End of Trip Facilities - Part E 6.7.11 P1

6.5.9 Facilities for Commercial Vehicles - Part E 6.7.13 P1

6.5.6 Building, Works and Demolition (Places of Archaeological Potential) - Part E 13.10.1 P1

6.5.7 Standards for Signs - Part E 17.7.1 P1

6.6 Each performance criterion is assessed below.

6.7 Building Height - Part D 22.4.1 P1

6.7.1 The acceptable solution at clause Part D 22.4.1 A1 requires building height to be 15m if on or within 15m of a south-east facing frontage and 30m if set back more than 15m from a frontage.

6.7.2 The proposal includes a stepped design with an initial low-rise podium section with initial heights of 14.5m at its southern front corner, and 15.6m at its eastern front corner due to the crossfall of the site. The south-eastern front corner has a setback of 0.5m inwards from the front boundary due to a small irregularity in the alignment of the front boundary. Along the southwestern side of this front part of the building, the height of the low rise podium increases marginally to 14.6m at a point 14.2m inwards, before rising sharply with the taller main part of the building, where its height is 29.6m, 15m into the site on this side. On the opposite (north-eastern) side, at 15m inwards the building has a height of 16m, and the low-rise podium continues a further 1.1m rearward before meeting the taller main part of the building, which at this point has a height of 31m. The site also falls gradually downwards to the rear boundary, and the building's main section, which has a step downwards towards the rear, extends at one point above the 30m height limit by 0.8m being the highest point on its south-western side, and up to a maximum of 1.9m on its north-eastern side, where the entirety of the taller part of the building on this elevation rises above 30m - by 1m at the front, and by 0.7m at the rear. Marked up elevation plans of the two sides of the building follow in Figures 1 and 2). The extent of building outside the compliant height limit is shown hatched.

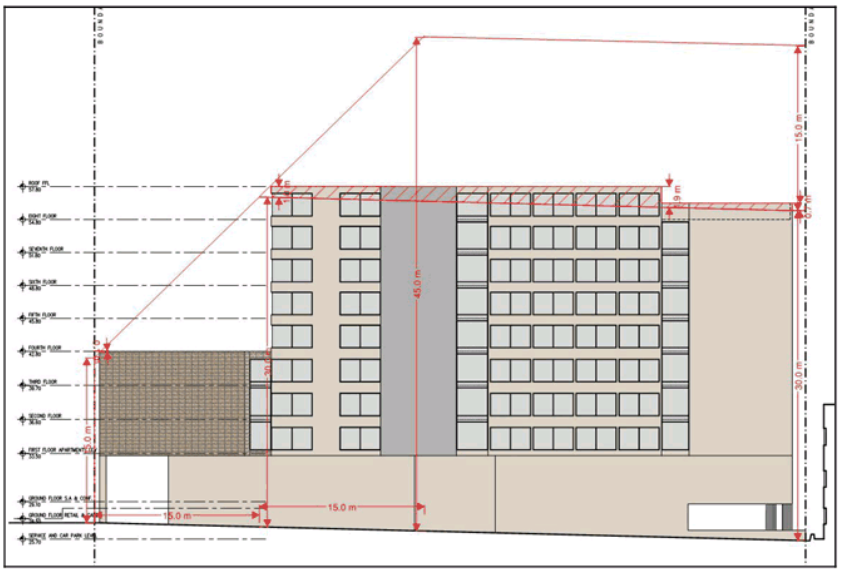


Figure 1: Marked up south-eastern elevation of the proposed development in relation to the acceptable height limit and also the Amenity Building Envelope.



Figure 2: Marked up south-western elevation of the proposed development in relation to the acceptable height limit and also the Amenity Building Envelope.

6.7.3 The proposal does not comply with the acceptable solution; therefore

assessment against the performance criterion is relied on.

6.7.4 The performance criterion at clause Part D 22.4.1 P1 provides as follows:

Development:

(a) contained within the Amenity Building Envelope illustrated in Figure 22.3 must demonstrate through siting, bulk and design that it does not significantly adversely impact on the streetscape and townscape values of the surrounding area;

(b) outside the Amenity Building Envelope illustrated in Figure 22.3 must only be approved if:

(i) it provides significant benefits in terms of civic amenities such as public space, pedestrian links, public art or public toilets, unless an extension to an existing building that already exceeds the Amenity Building Envelope; and

(ii) the siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area; and

(iii) the design demonstrates that it will minimise unacceptable wind conditions in adjacent streets; and

(iv) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.

6.7.5 The proposed development is marginally outside of the front part of the Amenity Building Envelope which, after fifteen metres back and thirty metres up, continues upwards at 45 degrees to a maximum height of 45m (see Figure 3, below). As mentioned above, the overall height of the building is only a comparatively small amount above 30m, significantly less than the allowable 45m under the Amenity Building Envelope. The south-west elevation of the building is mostly within the Amenity Building Envelope except for the small, 0.3m corner of the front edge of the taller, main section (refer marked up Figure 2). As the land slopes downwards along Macquarie Street, the height of the low-rise podium, which has a 0.5m front setback at its south-eastern front corner, extends above the front part of the envelope by 0.1m (refer Figure 1). Although the application states otherwise, the remainder of the building appears to be

contained within the shape of the envelope where it rises to its tallest point further into the site.

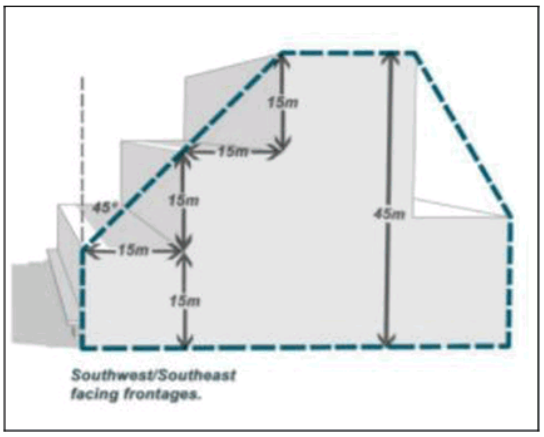


Figure 3: The Amenity Building Envelope of Part D 22.4.1/Figure 22.3 of the Hobart Interim Planning Scheme 2015.

As the proposed development is outside the Amenity Building Envelope it must meet points (b)(i), (b)(ii) and (b)(iii) of the Performance Criteria. Point (b)(iv) is not relevant to the subject site as it does not front a Solar Penetration Priority Street. The submitted planning report provides the following statements against the criteria:

> *(i) The proposal provides an open plaza for public amenity including landscaping, a water fountain, reflection pool and bench seating. The proposed open plaza will enhance the characteristics of the site and streetscape, providing visual interest and relief, and has been designed to complement the setback and heritage status of the adjoining lot. The proposed uses will also benefit the wider community, providing an indoor / outdoor dining area, high quality conference facilities and accommodation for visiting workers and tourists in Hobart.*
> *(ii) The building is carefully designed to achieve setbacks and staggered heights appropriate to the site and its setting. The building steps back from the street frontage in terms of height and provides a vertical void above the open plaza. The proposed siting and height is designed to increase the density of the site while minimising apparent bulk and providing a transitional form between the higher 38 m new Ibis hotel to the north east and the 2 to 3 storey heritage listed property to the south west. The building is also predominantly compliant with the Building Amenity Envelope and does not come close to the maximum allowable height of 45 m to the rear of the site. The transitional nature of the*

built form will read as part of the cityscape rather than as an isolated building.
(iii) The building achieves a vertical stepping and height very close to that allowable under the acceptable solution and is almost completely within the Amenity Building Envelope. The stepped design of the building and its largely compliant heights at the street frontages will mitigate the risk of any unacceptable wind conditions in Macquarie Street.

6.7.6 The arguments put forward in the application in terms of the proposed height of the development are accepted as sound in response to the applicable performance criteria. The townscape and streetscape at this end of the city block is represented by taller buildings, leading up to the dominating Commonwealth building at 188 Collins Street. On Macquarie Street, the proposed development provides for some transition between the lower heritage listed building (particularly at the front) and the recently completed Ibis hotel to the north-east and then beyond to the Travelodge at the end of the block. The low-rise podium element at the front of the building along with the open plaza provide visual interest at street level and help to complement the prevailing streetscape character of the taller buildings at this end of the block. With the bulk of the proposed building pushed further rearward, the building will tend to blend with the taller buildings surrounding it to the north and north east, and will not have an immediate bulky presence at the street frontage. Although perhaps filling in some existing view lines towards kunanyi / Mt Wellington from properties on the opposite side of Macquarie Street, the overall height of the building is significantly less than what it could have been under the Amenity Building Envelope and is therefore restrained in its scope, having less of an impact (on views and also sunlight) in this regard than what could have still been considered acceptable.

6.7.7 The proposal complies with the performance criterion.

6.8 Building Height - Part D 22.4.1 P5

6.8.1 The acceptable solution at clause Part D 22.4.1 A5 requires building height within 15m of a frontage adjacent to a place listed in the Historic Heritage Code to not exceed one storey or 4m (whichever is the lesser) higher than the facade building height of a listed building on the same street frontage or (in the case of this site) comply with the building height in Clause A1, whichever results in the lesser threshold for height.

6.8.2 As previously detailed, the proposal is compliant with the 15m height limit

at its south-western elevation where within 15m of the property frontage, but marginally exceeds this height limit at the opposite side from the heritage property on the northern side of the Macquarie Street frontage by 0.1m extending to 16m high 15m into the site.

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

6.8.4 The performance criterion at clause Part D 22.4.1 P5 provides as follows:

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

(a) not unreasonably dominate existing buildings of cultural heritage significance; and
(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;
(c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.

6.8.5 It should be noted that point (c) is not relevant to this site. The application is however subject to points (a) and (b). Its performance against these matters has been considered by the Council's Cultural Heritage Officer, who provides the following comments:

Under the acceptable solution A5 of 22.4.1 Building Height, the facade building height is taken to be the to the top of the tower of the Hutchins School facing Macquarie St. The proposal will be 3.1 metres higher than the top of the tower. In summary, the proposal does not meet the acceptable standard and the proposal must be assessed against 22.4.1 P5 which states:

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

(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;
(c) .. (not relevant to heritage concerns)

The current building (Macquarie Centre - previously Myer and Motors) is of a compatible scale and does not dominate the Hutchins School building being lesser in height, bulk and massing. The proposed podium will be the same height as the podium of the Ibis hotel and be a continuation of the height of that element albeit with a different elevational treatment. The colour and materials suggest it will be 'softer' in appearance, however it will have the same bulk obscuring the side elevation of the Ibis hotel that faces up Macquarie Street. It is also worth noting that buildings opposite the subject site in Macquarie Street and in the block further up Macquarie Street (i.e. between Barrack and Molle Streets) are virtually, but not entirely, two storey in height. Any review of the design of the current Ibis hotel would suggest that its podium section is too high for that block of Macquarie Street and that a three storey podium (and different elevation treatment) would have resulted in a more successful outcome. Likewise, the proposal for the subject site could be considered too high and would benefit from a reduction to three storeys to improve streetscape values. However, the provisions of the planning scheme require consideration of whether or not it dominates unreasonably (defined as: 'go beyond the limits of what is reasonable or equitable') the Hutchins School building. The side setback of the proposed podium from the side boundary is greater than the existing Myer building, although less when the glazed awning is taken into account. It should be noted that the glazed awning is not shown clearly in any of the submitted drawings.

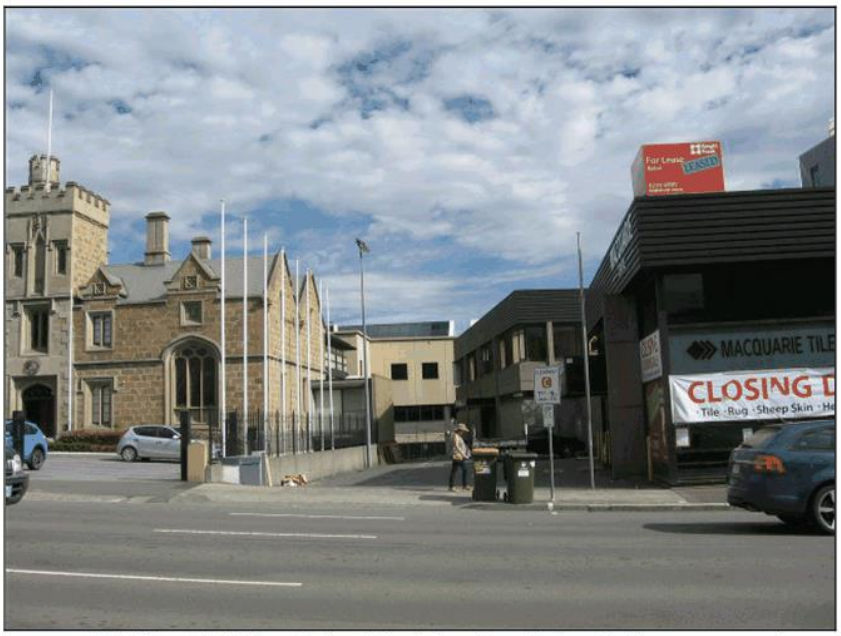


Image H1: The Hutchins School building in relation to the proposed site.



Image H2: The existing Ibis hotel and subject site to the left.



Image H3: The existing Ibis hotel and subject site to the left.

In respect of (b) the planning scheme states it must not have a materially adverse impact on the Hutchins School, the use of sandstone tile cladding on the podium element and up to the same height on the hotel tower behind) could be considered to contribute to the building being more sympathetic and responsive to the Hutchins School building rather than cladding types used elsewhere. The open plaza, plantings and seating, although unspecified may also contribute to lessening any adverse impacts created by its size and bulk.

6.8.6 The proposal complies with the performance criterion.

6.9 Setback - Part D 22.4.2 P1

6.9.1 The acceptable solution at clause Part D 22.4.2 A1 requires building setback from frontage to be parallel to the frontage and be no more than 0m.

6.9.2 For the most part the proposal includes a 0m setback to the frontage (increasing slightly to 0.5m at the eastern front corner of the site due to a slight irregularity in the boundary line) except for the open plaza to the southern front corner of the building, which opens up the space between the front of the site in this corner and the taller main part of the building approximately 30m back into the site.

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

6.9.4 The performance criterion at clause 22.4.2 P1 provides as follows:

Building setback from frontage must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area;

(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;

(c) enhance the characteristics of the site, adjoining lots and the streetscape;

(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;

(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.

6.9.5 It is considered that the proposed increased front setback in the area of the open plaza is precisely the type of feature that is envisaged in point (e) of P1. In this case the open plaza lies adjacent to the proposed restaurant which also utilises some of this space. Further openings from the proposed building's ground floor foyer and conference room provide for

'eyes-on' to this space. The plaza is reasonably uniform in shape and doesn't include any obvious concealment or entrapment spaces.

The existing heritage-listed building to the south-west has a significant front setback of approximately 20m. In setting the closest part of the proposed building further rearward from the front of the adjacent heritage building, the impact of the proposed development upon the forecourt of the adjacent site is somewhat softened, and viewing angles to this adjacent heritage building are increased over what would be possible if the podium element were to extend with zero setback across the entirety of the frontage of the subject site. Where the low-rise podium section of the proposed development is located at the front of the site, this element of the proposal is consistent with prevailing building setbacks moving further down Macquarie Street. The proposed building therefore presents as an effective conduit with regard to setbacks between the newer developments moving further down Macquarie Street and the older building on the opposite, south-western side.

6.9.6 The proposal complies with the performance criterion.

6.10 Road Accesses and Junctions - Part E 5.6.2 P2

6.10.1 The acceptable solution at clause Part E 5.6.2 A2 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.

6.10.2 The proposal appears to propose two accesses (one for entry, the other for entry and exit) on the site's Macquarie Street frontage, as well as a vehicle exit onto Barrack Street from the rear of the site. The submitted Traffic Impact Assessment refers to this arrangement, however does not support such an arrangement with its swept path diagrams. The submitted plans indicate separate entry and exit points on Macquarie 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 Part E 5.6.2 P2 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.

6.10.5 The Council's Senior Development Engineer has considered the possible arrangements for entry and exit for the development, and is not supportive of any arrangement that includes a single entry point and a separate two-way entry and exit point on Macquarie Street. As there are some discrepancies in terms of what is being proposed, and it is evident that an arrangement for dedicated entry and exist accesses will work for the development and can be accepted, a condition approving such an arrangement is recommended by the Senior Development Engineer.

6.10.6 The proposal complies with the performance criterion.

6.11 Number of Bicycle Parking Spaces - Part E 6.6.4 P1

6.11.1 The acceptable solution at clause Part E 6.6.4 A1 requires the number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.

Community Meeting and Entertainment (860m^2) - 1 space for each 500m^2 of floor area for employees; 4 plus 2 spaces for each 200m^2 for visitors/customers = 2 for employees; 13 for visitors/customers

Restaurant (185m^2) - 1 space for each 100m^2 of floor area available to the public for employees; 1 space for each 200m^2 floor area after the first 200m^2 floor area (minimum 2) for visitors/customers = 2 spaces for employees; 0 for visitors/customers.

Visitor Accommodation (202 Rooms) - 1 space for each 40 accommodation rooms for employees; 1 space for each 30 accommodation rooms for visitors/customers = 6 for employees; 7 for visitors/customers.

Total number of bicycle parking spaces required for this development: 10 for employees; 20 for visitors/customers.

6.11.2 The proposal includes a bicycle storage area in the basement car park for

approximately 14 bicycles, accessible to staff.

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 Part E 6.6.4 P1 provides as follows:

The number of on-site bicycle parking spaces provided must have regard to all of the following:

(a) the nature of the use and its operations;
(b) the location of the use and its accessibility by cyclists;
(c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.

6.11.5 The provision of bicycle parking for employees of the development exceeds the planning scheme's requirement. It is considered that providing bicycle parking for customers and visitors to the site would be of benefit and it appears likely that some provision could be accommodated within the open plaza area. This should be required by a condition on any permit granted for the development.

6.11.6 The proposal complies with the performance criterion.

6.12 Number of Vehicular Accesses - Part E 6.7.1 P2

6.12.1 The acceptable solution at clause Part E 6.7.1 A2 requires no new vehicular access in the Central Business Zone unless an existing access point is removed.

6.12.2 The proposal includes a new vehicular access point on Macquarie Street, making up part of a dedicated vehicle entry and exit arrangement at this frontage.

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 Part E 6.7.1 P2 provides as follows:

In the areas covered by the Active Frontage Overlay (Figure 22.1) and Pedestrian Priority Street Overlay (Figure E6.7.12) and in Particular Purpose Zone 10 any new vehicular access point must not compromise any of the following:

(a) pedestrian safety, amenity and convenience;
(b) traffic safety;
(c) streetscape;
(d) cultural heritage values if the site is subject to the Historic Heritage Code;
(e) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.

6.12.5 A new vehicular access point is proposed in addition to those existing. None are being removed. The subject site is neither covered by the Active Frontage Overlay nor the Pedestrian Priority Street Overlay, and is not within Particular Purpose Zone 10. As a result of this the proposed vehicular access arrangement can only be assessed against the objective of the clause, which is to:

ensure that:

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

The Council's Development, Road and Traffic Engineers have considered the proposed access arrangements for the proposal. The proposal is supported by a Traffic Impact Assessment, the content of which has already been discussed in part in the consideration of the access arrangement found under the assessment of this proposal against the Road and Railway Assets Code (above).

From a Council roads and traffic engineering perspective, the proposed access arrangement is endorsed. Although introducing an additional access point, their single direction nature is considered a positive factor in the acceptability of this, and can be seen as one overall access for entry and exit to the site. The loss of two on street car parks is accepted by the Manager Traffic Engineering as minimal. Given the development provides thirty on site car parks, where it could provide none and still comply with the planning scheme requirements, the loss of the on street parking spaces is a justified outcome where likely pressure for on street

parking is at least somewhat offset. The amenity of adjoining land uses has been taken into account in the consideration of the accesses, with their location and operation having been designed with regard to the access arrangements of these adjoining uses. The proposed access points will not dominate the local streetscape or its character given they will mostly be absorbed into the appearance of the proposed building by design, with the low rise podium overhead.

6.12.6 The proposal complies with the performance criterion.

6.13 Design of Vehicular Accesses - Part E 6.7.2 P1

6.13.1 The acceptable solution at clause Part E 6.7.2 A1 requires the design of vehicle access points to comply with the standards of AS2890.

6.13.2 The proposal includes access points not meeting compliant widths and not meeting compliant sight distances.

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 Part E 6.7.2 P1 provides as follows:

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

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

6.13.5 The Council's Senior Development Engineer has assessed the proposed accesses in collaboration with the Council's Road and Traffic Engineers. The proposal is generally accepted and conditions have been recommended to ensure slight modifications are made to improve the overall operation of the accesses. The Manager Traffic Engineering has recommended that the exit onto Macquarie Street be made narrower than shown on submitted plans in order to increase vehicular sight distances relative to parked vehicles. Such a requirement can be achieved via a condition of approval.

6.13.6 The proposal complies with the performance criterion.

6.14 Vehicular Passing Areas Along an Access - Part E 6.7.3 P1

6.14.1 The acceptable solution at clause Part E 6.7.3 A1 requires vehicular passing areas to be provided on accesses that (i) serve more than five car parking spaces, (ii) are more than 30m long, (iii) meet roads serving more than 6000 vehicles per day.

6.14.2 The proposal includes three one-way accesses.

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 Part E 6.7.3 P1 provides as follows:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

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

6.14.5 The Council's Senior Development Engineers states that as the proposed accesses are one-way, passing bays are not required, and the arrangement can therefore be approved under tests of the Performance Criteria.

6.14.6 The proposal complies with the performance criterion.

6.15 Bicycle End of Trip Facilities - Part E 6.7.11 P1

6.15.1 The acceptable solution at clause Part E 6.7.11 A1 requires for all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees, the provision of 1 shower and change room facility, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.

6.15.2 The proposal does not specify any bicycle end of trip facilities.

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 at clause Part E 6.7.11 P1 provides as follows:

End of trip facilities must be provided at an adequate level to cater for the reasonable needs of employees having regard to all of the following:

(a) the location of the proposed use and the distance a cyclist would need to travel to reach the site;

(b) the users of the site and their likely desire to travel by bicycle;

(c) whether there are other facilities on the site that could be used by cyclists;

(d) opportunity for sharing bicycle facilities by multiple users.

6.15.5 The proposal does not detail any provision of bicycle end of trip facilities. As previously detailed, the proposed uses require 10 employee bicycle parking spaces to meet the planning scheme's standards, which equates to one shower and change room facility. Given the intention to provide 14 bicycle spaces in the basement car park, it is considered that such facilities are warranted and could practically be incorporated into the layout of the building given the space available and already proposed ground floor facilities. As a result, the provision of such additional facilities should be required by condition in any approval granted for the proposal.

6.15.6 The proposal can comply with the acceptable solution with the inclusion of a compliant level of end of trip facilities.

6.16 Facilities for Commercial Vehicles - Part E 6.7.13 P1

6.16.1 The acceptable solution at clause Part E 6.7.13 A1 requires Commercial vehicle facilities for loading, unloading or manoeuvring to 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;
(b) the use is not primarily dependent on outward delivery of goods from the site.

6.16.2 The proposal includes on site servicing by commercial vehicles via and access with ramp gradients and access headroom that does not meet the Australian Standard.

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 at clause Part E 6.7.13 P1 provides as follows:

Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.

6.16.5 The Council's Senior Development Engineer has reviewed the proposed arrangement and is generally accepting of it, concluding that the proposal is '...approvable under Performance Criteria as there is a loading zone near by that can be used for deliveries if headroom is an issue.'

6.16.6 The proposal complies with the performance criterion.

6.17 Building, Works and Demolition (Places of Archaeological Potential) - Part E 13.10.1 P1

6.17.1 The acceptable solution at clause Part E 13.10.1 A1 requires no excavation work or ground disturbance to occur.

6.17.2 The proposal includes demolition of the existing building, utilising the previously excavated basement space of this building but generating associated ground disturbance, along with the stormwater main upgrade works running through Crowthers Lane.

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 at clause Part E 13.10.1 P1 provides as follows:

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'.

6.17.5 A Statement of Archaeological Potential has been prepared for the proposed development. The Council's Cultural Heritage Officer has given consideration to this statement in their assessment of the proposal. They provide the following comments:

Excavation is involved in the construction of the hotel and in the provision of services. The proposal is supported by a Statement of Archaeological Potential and Archaeological Impact Assessment by Praxis Environment dated March 2015 and reviewed July 2017 and the Underground service upgrade Crowther's Lane by Praxis Environment dated December 2017.

The above report, Statement of Archaeological Potential and Archaeological Impact Assessment by Praxis Environment dated March 2015, identifies that the site was formerly part of the Government Gardens from the 1810s to 1840s and then developed as the Hutchins School in 1846 containing sporting fields and out buildings such as sheds and a Fives' court. In 1925 this site was developed as the school's memorial library with the school remaining there until the entire school building was sold in 1965 to the Masonic Club. The current Myer/Motors building site was subdivided off and built in 1970 for the Nettlefold Motors company with a semi-basement built over the site of the 1925 library and earlier sporting structures. The author concludes that no archaeological input would be required for the subject site as any

trace of earlier buildings would have been substantially disturbed or destroyed by the c1970 construction and that the proposed development of the hotel complex will have no adverse impacts on archaeological resources at a place of archaeological potential. The proposal for the hotel satisfies E13.10.1 P1. However, it would be prudent to impose a standard condition should there be unanticipated archaeological material uncovered.

In addition to, and separate from, the above comments regarding excavation for the hotel site, the excavation for services along Crowthers Lane is required to be assessed against E13.7.1 and E13.7.2. The demolition is confined to excavation and ground disturbance to remove an existing 225 mm pipe and replacement with a 450 mm pipe. There will be no loss of significant fabric of the wall, however, the clause states:

Demolition must not result in the loss of significant fabric, form, items .... that contribute to the .... significance of the place.

The proposed underground services upgrade has the potential through the excavation process and any proximity of machinery or equipment to the walls (the sandstone walls are between 2.4 metres near Collins St and 2.68 metres apart near the rear of 177 Macquarie Street) to damage, crack, chip or even undermine the foundations of the wall. It is considered that the tightness of the space poses a very high risk of accidental strike of the stone wall during the removal, stockpiling and moving of spoil and fill and limited space for solid hoardings or barriers to protect the walls. Any resultant damage could be either minor or catastrophic.

The Praxis Environment report recommends:
1. No further archaeological input is required.
2. The proponent of the development seeks engineering advice as to whether the walls can sustain the required depth of excavation and proximity of earthmoving equipment (which may be informed by some localised test pitting adjacent to the walls). That advice is to be submitted (likely as a condition of any approval) to the satisfaction of the planning authority (or delegate) prior to the commencement of works.
3. That the need to implement all heritage protection measures (including the current document) be included in a construction management plan (or similar document) which is to be applied to the works process (and it will probably form a 'bring-back' condition of statutory approvals that this be provided to permit authorities or delegates prior to the commencement of works).

4. Tender documents and/or requests for quotations for contractors to undertake the proposed works must require prospective contractors to familiarise themselves with the heritage values of the walls, that they are a significant listed item and that the recommendations/protocols in this document and any consequent construction management plan must be adhered to. This must state that a failure to do so may constitute a breach of statutory permits and result in enforcement action.
5. Given the spatial constraints of the site, it is not considered feasible to establish any machinery exclusion zone or hoardings in proximity to the walls.
6. In any submissions in response to a tender/RFQ, contractors must provide a methodology as to how they will comply with all heritage requirements (including any engineering advice).
7. Upon the commencement of works, all project managers/workers are to briefed on the importance of the cultural heritage values of the walls as part of a site induction by a suitable qualified/experienced heritage practitioner.

Conditions of permit reflecting the above recommendations are suggested to ensure the walls are not damaged or destroyed.

The proposed works are located within a place of archaeological potential. This work can be exempted under E13.4.1 (z) if :

(ii) an archaeological impact assessment is provided by a suitably qualified person demonstrating that the nature of the development will not result in disturbance of ground considered to be of archaeological sensitivity;
(aa) excavation for the purposes of maintenance or replacement of electricity, gas, sewerage, stormwater or water reticulation infrastructure within a Place of Archaeological Potential, provided all such activities will be confined to within existing service trenches, pits or wells that have been previously excavated.

The Praxis Environment report states that:
"Crowther's Lane has no significant historical archaeological potential, therefore the proposed works will have no archaeological impact and further archaeological input is unwarranted."

Under both of these subclauses the proposed excavation in Crowther's Lane can be exempt from the Heritage Code.

6.17.6 The proposed excavation of the hotel site complies with the performance

criterion.

6.18 Standards for Signs - Part E 17.7.1 P1

6.18.1 The acceptable solution at clause Part E 17.7.1 A1 requires signs to comply with the standards applicable to the type of sign in Table E 17.2 and be classified as a permitted sign in Table E 17.3.

6.18.2 The proposal includes two wall signs consisting of lettering to future detail, one high on the taller part of the building facing Macquarie Street - 1700mm wide x 5100mm tall and internally illuminated, the other on the south-western side of the low-rise podium facing the property to this side - 1550mm wide x 8300mm tall and internally illuminated. These signs exceed the maximum acceptable area standard of 2m^2 for wall signs.

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

6.18.4 The performance criterion at clause Part E 17.7.1 P1 provides as follows:

A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:

(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;
(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;
(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;
(d) not result in loss of amenity to neighbouring properties;
(e) not involve the repetition of messages or information on the same street frontage;
(f) not contribute to or exacerbate visual clutter;
(g) not cause a safety hazard.

6.18.5 The proposed signs, to the extent possible without final detail, will integrate with the design of the premises and will blend with the local streetscape, which is well-stocked with building signage, much of it similarly illuminated. The signs are of an appropriate scale for the building and will not dominate it or the local streetscape. Given the existing character of the area and number of signs proposed, no unreasonable amenity impact would result. The two signs, on different

facades of the building, do not result in repetition of message on the same street frontage. Given the signs would be seen from many vantage points as independent from one another, they will not exacerbate visual clutter nor will they likely cause a safety hazard.

6.18.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Demolition and New Building for Hotel with Cafe and Function Centre, and Associated Infrastructure Works.

7.2 The application was advertised and received eleven (11) representations, two of which were in support of the proposal. The remaining nine representations raised concerns including non-compliance with various planning scheme standards; excessive size - bulk and height; impacts on views and nearby amenity; impacts on nearby heritage buildings and streetscape; insufficient car parking and servicing; impacts on traffic; loss of the existing building; insufficient need in proposed location; poor materials and design.

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

7.4 The proposal has been assessed by other Council officers, including the Council's Development, Traffic, Roads and Stormwater Engineers, Cultural Heritage Officer, and Environmental Health Officer. The officers have raised no objection to the proposal, subject to conditions.

7.5 The view of the proposal formed by the Urban Design Advisory Panel is acknowledged. In particular the considerations that:

The relationship with the heritage building to the south would be improved if rooms 8.1, 8.2 and 8.3 were omitted, to reduce the height of the vertical element closest to the heritage building, and further break up its massing.

A condition requiring the preparation and implementation of a landscaping plan be included on the planning permit if approval is granted, including a large tree to assist in breaking the massing of the proposed building along the (southern) boundary with the heritage site.

Appropriate lighting, green walls and outdoor heating, as well as locating seats and tables closer to the outer edges of the building for sitting/using in morning/afternoon sun to help activate the ground level communal space on the south west side of the building and to make this space more inviting for patronage.

These considerations do not relate directly to discretions invoked, and as such are not possible to condition for. However they have been included as advice.

7.6 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Demolition and New Building for Hotel with Cafe and Function Centre, and Associated Infrastructure Works at 179 Macquarie Street, 200 Collins Street, Adjacent Road Reserve and Crowthers Lane, HOBART and 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 Hotel with Cafe and Function Centre, and Associated Infrastructure Works at 179 Macquarie Street, 200 Collins Street, Adjacent Road Reserve and Crowthers Lane, 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-17-704 - 179 MACQUARIE 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 2017/01465-HCC dated 30/10/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 5531 dated 28 February 2018, 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

Additional bicycle parking must be provided for customers and visitors to the site prior to commencement of use.

Amended drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition). The amended drawings must show bicycle parking constructed to Class 3 security level to cater for customers and visitors in addition to that already proposed for staff, in a separate, publicly accessible area at ground level (e.g. within the open plaza area).

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

Advice: The Hobart Interim Planning Scheme 2015 defines Class 3 security level as facilities to which the bicycle frame and wheels can be locked.

Once the amended drawings have 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 enough bicycle parking is provided to meet the needs of likely users and by doing so to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips, in accordance with the objectives of Schedule E 6.6.4 of the Hobart Interim Planning Scheme 2015.

PLN s2

Bicycle end of trip facilities must be provided within the building for staff prior to commencement of use.

Amended drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition. The amended drawings must show the provision of at least one (1) shower and change room facility for use by staff members employed at the premises.

All facilities required by this condition must be installed in accordance with the approved drawings.

Advice: Once the amended drawings have 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 that cyclists are provided with adequate end of trip facilities.

ENG sw2.1

A pre works CCTV video of the existing Council stormwater main within the subject site (including right of way) must be undertaken and submitted to the Council prior to the commencement of work (including demolition).

Reason for condition

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

ENG sw2.2

Recorded CCTV inspections and associated reports of the new public stormwater infrastructure and any other public stormwater within 2m of the works must be undertaken and submitted to the Council:

1. **Prior to commencement of the maintenance period; and**
2. **Within 30 days of completion of works.**

The CCTV inspection must be taken no more than one month prior to commencement of the maintenance period. A maintenance period of 12 months will apply to the new pipes. The Council will perform a final inspection at the end of the maintenance period. Should any rectification works be required, these must be done at the owner's cost within a time frame specified by the Council, and an additional 12 month maintenance period may be applied.

The post construction CCTV 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 pre-construction CCTV video of the Council's infrastructure, then any damage to the Council's infrastructure identified in the post construction CCTV will be deemed to be the responsibility of the owner.

Advice: The CCTVs may be combined by delaying commencement of the maintenance period.
A maintenance bond of 5% of the contract value of the works will be required by the

Council. Upon the expiry of the maintenance period, please contact the Council's Project and Development Inspector on telephone 6238 2967 to arrange the final inspection prior to the release of the maintenance bond.

Reason for condition

To ensure that the Lots are serviced by adequate public infrastructure and that any Council infrastructure and connections affected by the works will be repaired at the owner's cost.

ENG sw3

The proposed works (including footings, carpark, ramps, overhangs) within two metres of the Council's stormwater infrastructure, must be designed to ensure the long term protection of and access to the Council's stormwater infrastructure.

A detailed engineering design must be submitted and approved prior to issue of any consent under the *Building Act 2016* or commencement of works (whichever occurs first but excluding demolition).

The detailed design must:

1. **Demonstrate how the design will maintain the overland flow path, provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching. Adequate access is defined for this project as a minimum 2.8m vertical clearance within a 3m wide corridor, with no columns or footings within one metre of the outside of the pipe. Reduction in this access requirement is possible for the removable ramp, and wall at the boundary with adequate structural bridging.**
2. **Include details of how the ramp is removed and reinstated, and sufficient protection for the new main within the right of way to allow excavation to gain full access into the site.**
3. **Include cross-sections clearly showing the relationship both vertically and horizontally between Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.**
4. **Include a long-section of Council's stormwater main clearly showing proposed cover. If the cover is less than 600mm, engineering details and full calculations to relevant Australian Standards (including construction traffic loading) must be submitted to demonstrate the mains can withstand the likely forces and will be adequately protected.**

All assumptions must be stated.

5. **Be certified by a suitably qualified engineer.**

Prior to first occupation/the issue of any Completion Certificate under the *Building Act 2016*/the commencement of the maintenance period (whichever occurs first), confirmation from a suitably qualified engineer must be provided to the Council that the installation of the works within two metres of the Council's stormwater is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

Advice: Once the detailed design 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 protection of the Council's hydraulic infrastructure.

ENG sw5

The development (including hardstand) must be drained to the Council's stormwater infrastructure with sufficient receiving capacity, in a safe and legal manner through to Collins Street. The upgraded public stormwater system must be constructed prior to issue of any Completion Certificate under the *Building Act 2016*.

Engineering design drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition). The engineering design drawings must:

1. **Be certified by a qualified and experienced engineer.**
2. **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, obstacles (such as other services or structures) and inspection openings.

3. **Include adequate protection works where minimum cover cannot be achieved.**
4. **Include the associated calculations and catchment area plans. The stormwater system (including defined non-blocked overland flow paths) must cater for all 1% AEP 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 flows from a fully-developed catchment.**
5. **Identify all existing third-party connections to the mains to be upgraded and reconnected at the owner's cost.**
6. **Clearly distinguish between public and private infrastructure.**
7. **Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines.**

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

Advice: Once the engineering design drawings have 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.

Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to obtain a Permit to Construct Public Infrastructure. A maintenance period of 12 months and 5% maintenance bond will apply.

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENG sw6

A construction management plan (Crowther's Lane heritage walls) must be submitted and approved, detailing the installation of the Council's upgraded stormwater infrastructure in such a way as to ensure that the condition and

structural integrity of the existing heritage walls on Crowther's Lane are not compromised.

The construction management plan (Crowther's Lane heritage walls) must be submitted and approved by the Council's Director City Infrastructure and Director City Planning prior to commencement of work or issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition).

The construction management plan (Crowther's Lane heritage walls) must:

1. **Be prepared and certified by a suitably experienced structural engineer, with input from a suitably experienced geotechnical engineer.**
2. **Be in accordance with any recommendations from any heritage protection report and requirements.**
3. **Include structural and geotechnical investigation of the heritage walls, underlying footings and existing ground conditions in Crowther's Lane.**
4. **Include an engineering risk analysis which demonstrates the rationale of the selected construction method for undertaking the works. Including how risk mitigation relating to design, construction, surrounding infrastructure and personnel to an acceptable level is achieved.**
5. **Detail construction methodology for undertaking the works, including any restrictions on machinery and access, staging of the works, critical hold points and safety management for both the general public and contractors.**
6. **Provide details of any monitoring controls and inspection regime that will be in place for the heritage walls or other associated infrastructure.**
7. **Include engineering drawings which detail any proposed permanent infrastructure (i.e. underpinning) required for undertaking the works. For any proposed temporary infrastructure (i.e. bracing), provide drawings sufficient for implementation.**
8. **Include engineering cross-sections detailing the relationship both vertically and horizontally of the main upgrade (including trenching) to the walls and associated infrastructure.**
9. **Demonstrate the wall is fully independent of the main and its trenching.**

Prior to first occupation/the issue of any Completion Certificate under the *Building Act 2016*/the commencement of the maintenance period (whichever occurs first), confirmation from a suitably qualified engineer must be provided to the Council that the installation of the main in relation to the heritage walls is in accordance with the approved construction management plan (Crowther's

Lane heritage walls), and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

All work required by this condition must be undertaken in accordance with the approved construction management plan (Crowther's Lane heritage walls).

Advice: Once the construction management plan (Crowther's Lane heritage walls) 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 that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw7

Stormwater pre-treatment for stormwater discharges from the development must be installed prior to commencement of use /the issue of any Completion Certificate under the *Building Act 2016* (whichever occurs first).

A stormwater management report and design must be submitted and approved, prior to commencement of work (excluding demolition and excavation). 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.**
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: Once the stormwater management report and design 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 possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG tr1

The Barrack Street access via the right of way is approved for EXIT ONLY.

The southern Macquarie Street access is approved for ENTRY ONLY.

The northern Macquarie Street access is approved for EXIT ONLY.

Traffic management for the accesses and parking module must be installed prior to the commencement of use.

Traffic management design drawing(s) of the proposed traffic management for the accesses (including signage and linemarking), must be submitted and approved by the Council's Director City Infrastructure, prior to commencement of use. The traffic management design drawing(s) must include (but not be limited to):

1. **'No Entry' signage must be installed on either side of the Barrack Street access (within the right of way) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**
2. **'Giveway to Pedestrian' signage to control exiting traffic must be installed at the Barrack Street access (within the right of way) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**
3. **'Caution Vehicles' signage must be installed at the Barrack Street access (within the right of way) generally in accordance with AS1742.2:2009 or AS1742.10:2009 to advise pedestrians on the footpath of exiting vehicles.**
4. **A speed hump must be installed two (2) metres from the Barrack Street**

end of the right of way in accordance with AS/NZS2890.1:200 Section 4.9 (b) Type 2.

5. **'No Entry' signage must be installed at the northern Macquarie Street access (within the property) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**

All work required by this condition must be undertaken in accordance with the approved traffic management design drawing(s).

Advice: Once the traffic management design drawing(s) have 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

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

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 for each construction stage (including demolition and excavation) must be submitted and approved, prior to commencement of work for the relevant stage. 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 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: 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 3

The circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed generally in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required). The ramp leading to the basement carpark from Macquarie Street must be constructed to ensure a Small Rigid Vehicle (SRV) can enter the basement carpark from the road pavement without scraping the SRV underside.

Reason for condition

To ensure that the safety of users of the access and parking module.

ENG 1

The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development or as otherwise determined by the Council. Any damage must be immediately reported to Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to 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 two (2) (altered or new) driveway crossovers to the Macquarie Street highway reservation must be designed and constructed generally in accordance with the following Tasmanian Standard Drawings (TSD):

1. **Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing.**
2. **Commercial Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R16-v1 Type KCR and B1 or Type KCRB and B1.**
3. **Footpath - Urban Roads Footpaths TSD-R11-v1.**

Design drawings must be submitted and approved by the Council's Director City Infrastructure prior to the commencement of work (excluding demolition and excavation). The design drawings must:

1. **Detail any services or infrastructure (e.g. light poles, pits, awnings, parking meter boxes) at or near the proposed driveway crossover, including relocation details (including timing of relocation) where existing infrastructure is closer than 2m to the new crossovers.**
2. **Show pedestrian sight lines for exiting vehicles in accordance with AS/NZS 2890.1:2004, including lane narrowing and landscaping in accordance with GHD letter dated 12/1/18 Figure 1, 2 and 3.**
3. **If the design deviates from the requirements of the TSD, demonstrate that a B85 vehicle, B99 and Small Rigid Vehicle (SRV) (AS/NZS2890.1:2004 and AS/NZ2890.1: 2002) can access the driveway from the road pavement into/out of (whichever relevant) the property with respect to vehicle swept paths and without scraping the vehicles'**

underside.

4. **Show the exit to Macquarie Street width to be kept to a minimum to maximise southern vehicular sight distances.**
5. **Be prepared and certified by a suitable qualified person, to satisfy the above requirement.**

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

Advice: Once the approved design drawings have 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 that works will comply with the Council's standard requirements.

ENG s1

Staff bicycle parking within the basement level must be constructed to Class 1 or Class 2 security level.

Advice: The Hobart Interim Planning Scheme 2015 defines Class 1 security level as Fully enclosed individual lockers, and Class 2 as Locked compounds with communal access using duplicate keys.

Reason for condition

To encourage cycling by providing secure, accessible and convenient bicycle parking spaces.

ENG s2

On-street carparking modifications including relocation of parking meter box must be completed prior to first occupation.

Design drawings must be submitted and approved by the Council's Director City Infrastructure prior to the commencement of work (excluding demolition

and excavation).

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

Advice: Once the approved design drawings have 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 that works will comply with the Council's standard requirements.

ENV 2

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

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

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

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

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

Reason for Condition

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

HER 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 one (1) day of the discovery; and**
5. **A copy of the archaeologists advice, assessment and recommendations obtained in accordance with (2) above must be provided to the Council within 30 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.

HER s1

All documentation, including the construction management plan (Crowther's Lane heritage walls) required in condition ENG sw6, must contain protocols and recommendations for all contractors working in proximity to the stone walls on either side of Crowther's Lane to be familiar with the heritage values of the heritage listed site and for the need to protect the wall at all costs whilst undertaking the proposed works to upgrade infrastructure. Prior to the commencement of works (including demolition and excavation), all workers and managers must be briefed on the importance of the cultural heritage values of the site as part of a site induction. This must be undertaken by a

suitably qualified heritage practitioner.

Reason for condition

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

Part 5 1

Prior to the commencement of work, 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:

1. **Building over and within 1 metre of the Council's stormwater infrastructure. The owner must agree to:**
    1. **Provide 24hr emergency access to the Council's stormwater infrastructure.**
    2. **Indemnify the Council against any costs or claims arising from building over the Council's stormwater main or for damages incurred in the act of performing operation, maintenance, or replacement tasks on the stormwater main.**
    3. **Dismantle/ replace the ramp at the owner's cost at the Council's request to allow free access to the Council's infrastructure.**
2. **Ongoing compliance with the approved stormwater management plan for the proposed treatment system.**

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.

Note: For further information with respect to the preparation of a Part 5 agreement please contact Council Development Engineering Staff

Reason for condition

To ensure that future owners are aware of their ongoing obligations.

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 a condition endorsement is required by a planning condition above, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's online services e-planning

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.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied). Detailed instructions can be found here.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

PUBLIC HEALTH

You may be required to provided approved/endorsed plans for a food business fit out, in accordance with the National Construction Code - Building Code of Australia including Tas Part H102 for food premises which must have regard to the FSANZ Food Safety Standards. Click here for more information.

FOOD BUSINESS REGISTRATION

Food business registration in accordance with the *Food Act 2003*. 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 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.

BUILDING WITHIN EASEMENTS/ WITHIN ONE METRE OF STORMWATER

In order to build over the service easement, you will require the separate consent of the Hobart City Council in accordance with section 74 of the *Building Act 2016*.

In order to build within one metre of stormwater infrastructure, you will require the separate consent of the Hobart City Council in accordance with section 73 of the *Building Act 2000* and s13 of the *Urban Drainage Act 2013*.

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

WORK WITHIN THE HIGHWAY RESERVATION

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

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

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

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Highways By law. Click here for more information.

ACCESS

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

CROSS OVER CONSTRUCTION

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

RIGHT OF WAY

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

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

WORK PLACE HEALTH AND SAFETY

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

PROTECTING THE ENVIRONMENT

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

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.

URBAN DESIGN ADVISORY PANEL

You are strongly encouraged to implement the following considerations arising from the Urban Design Advisory Panel meeting of 9 February 2018:

1. The relationship with the heritage building to the south would be improved if rooms 8.1, 8.2 and 8.3 were omitted, to reduce the height of the vertical element closest to the heritage building, and further break up its massing.
2. A landscaping plan (hard and soft) should be prepared (by a suitably qualified professional) and implemented, including a large tree to assist in breaking the massing of the proposed building along the (southern) boundary with the heritage site.
3. Appropriate lighting, green walls and outdoor heating should be installed to help activate the ground level communal space on the south west side of the building, as well as locating seats and tables closer to the outer edges of the building for sitting/using in morning/afternoon sun to make this space more inviting for patronage.



(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)
Acting 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: 6 March 2018

Attachment(s):

Attachment B - CPC Agenda Documents



Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
134 Macquarie St, Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF:	PLN-17-704
THC WORKS REF:	5531
REGISTERED PLACE NO:	2249
FILE NO:	07-45-49THC
APPLICANT:	Ressen Pty Ltd obo CNC Management
DATE	28 February 2018

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place:	Crowthers Lane Stone Walls, 190-202 Collins Street, Hobart.
Proposed Works:	Infrastructure associated with demolition, and new building for hotel with café and function centre.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documents submitted for planning application, PLN-17-704, advertised on 4th February 2018, subject to the following conditions:

1. (i) Detailed construction drawings and a method statement describing the processes by which the works are to be undertaken must be provided to the Heritage Tasmania prior to the commencement of works. These drawings and the method statement must:
   (a) demonstrate that the manner in which the works are undertaken will not endanger or compromise the structural integrity of the heritage walls that are marked 'retaining wall' on the Stormwater Plan and Cross sections, figure 5 Revision A, prepared by GHD.
   (b) be prepared by a suitably qualified structural engineer, with relevant experience in excavation in the vicinity of heritage structures.

   (ii) The works may only commence after the documentation required in (i) has been accepted as satisfactory by the Works Manager of Heritage Tasmania, and the works must be executed in accordance with these documents.

2. For those sections of wall marked retaining wall on the Stormwater Plan and Cross sections, figure 5 Revision A prepared by GHD, which are required to be dismantled, the work must be undertaken by hand and reconstructed by a suitably qualified stonemason using traditional lime mortar, matching as closely as possible the earliest existing work.

Reason for condition
To ensure that the integrity of the Crowthers Lane walls are maintained during and after construction.

Please ensure the details of this notice, including conditions, are included in any permit issued, and forward a copy of the permit or decision of refusal to the Heritage Council for our records.

Please contact Mr Peter Coney on 1300 850 332 if you require clarification of any matters contained in this notice.

Ian Boersma
Works Manager – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-17-704		Council notice date	13/09/2017
TasWater details				
TasWater Reference No.	TWDA 2017/01465-HCC		Date of response	30/10/2017
TasWater Contact	Anthony Cengia	Phone No.	(03) 6237 8243	
Response issued to				
Council name	HOBART CITY COUNCIL			
Contact details	coh@hobartcity.com.au			
Development details				
Address	179 MACQUARIE ST, HOBART		Property ID (PID)	7703147
Description of development	9 Story Hotel			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Boss Design as amended by GHD	Water Concept Service & Ground Floor Plan		14.07.17
Boss Design	16083 Sheets A01 to A14	A	04.09.17

Conditions

SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections / sewerage system and connections to development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

   NOTE: 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.

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

TRADE WASTE

4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.

5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.

6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

56W CONSENT

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

   The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) must show footings of proposed buildings located over or within 2.0m from TasWater pipes and must 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 must also include a cross sectional view through the footings which clearly shows;

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

   b. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;

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

8. The developer will be required to provide unfettered access to enable inspection and maintenance of TasWater's sewer infrastructure without impediment and must be kept clear of obstructions at all times. An access plan for TasWater operational staff must be supplied outlining how TasWater staff will maintain this unfetted access 365 days a year.

BOUNDARY TRAP AREA

9. The proposed development is within a boundary trap area and the developer must provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drain. The boundary trap must be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap.

DEVELOPMENT ASSESSMENT FEES

10. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater, as follows:

    a. $1,114.71 for development assessment.

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

Advice

General

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

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

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor

and/or a private contractor engaged at the developers cost to locate the infrastructure.
A copy of the GIS is included in email with this notice and should aid in updating of the documentation.
The location of this infrastructure as shown on the GIS is indicative only.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- 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
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council.
Documentation must include a site and plumbing plan with:
Location, type and if applicable, volume, of all pre-treatment devices as specified within and that satisfy the requirements of, the Commercial Customers Pre-treatment Guidelines which is available from www.TasWater.com.au
Plumbing layout showing all fixtures connected to sewer and the pre-treatment; and
Note to specify basket strainers will be fitted to floor wastes, wash-up and food prep sinks; and
Location of an accessible trade waste sampling point; and
Location of a hose tap within 6m of any grease arrestor/s to facilitate of cleaning the pre-treatment device. Backflow protection is required as per the relevant Australian Standard.
Details of the types of food that will be prepared and estimated number of meals on a daily basis.
At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required; available from http://www.taswater.com.au/Your-Account/Forms
If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.
For more information: http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial

Declaration

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

Authorised by



Jason Taylor
Development Assessment Manager

TasWater Contact Details

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

City of HOBART

PLN-17-704
DA-17-49698

20 October 2017

MEMORANDUM: GENERAL MANAGER

REQUEST TO GRANT LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Road frontage at 179 Macquarie Street and land administered by the Hobart City Council adjacent to 200 Collins Street.**
Description of Proposal:	**Road frontage at 179 Macquarie Street: Alterations to kerb via the extension of existing and construction of new vehicular crossovers, including associated apron/road reinstatement.** **Land administered by the Council adjacent to 200 Collins Street: Upgrade of existing DN225 stormwater main to a DN450, from the development site (179 Macquarie Street) through to Collins Street.**
Applicant Name:	**Ressen Pty Ltd obo CNC Management**
PLN *(if applicable)*:	**PLN-17-704**

Please refer to the attached PDA Surveyors site plan mark-up drawing that outlines the proposed works associated with this landlord consent request.

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.

(John Holmes)
MANAGER ROAD AND ENVIRONMENTAL ENGINEERING

ENDORSED:

(Mark Painter)
DIRECTOR CITY INFRASTRUCTURE

Approved / Not Approved

(N D Heath)
GENERAL MANAGER

Date: 25-10.17

Attachment/Plan: PDA Surveyors drawing S755U - 1A

City of HOBART

Enquiries to: Robart Clifford
☎: (03) 6238 790
✉: coh@hobartcity.com.au
Our Ref: PLN-17-704
DA-17-49698

20 October 2017

Ressen Pty Ltd obo CNC Management
PO Box 1
BATTERY POINT TAS 7004

Via Email: admin@mcaarchitects.com.au

Dear Sir/Madam

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Road frontage at 179 Macquarie Street and land administered by the Hobart City Council adjacent to 200 Collins Street.**
Description of Proposal:	**Road frontage at 179 Macquarie Street: Alterations to kerb via the extension of existing and construction of new vehicular crossovers, including associated apron/road reinstatement.** **Land administered by the Council adjacent to 200 Collins Street: Upgrade of existing DN225 stormwater main to a DN450, from the development site (179 Macquarie Street) through to Collins Street.**
Applicant Name:	**Ressen Pty Ltd obo CNC Management**
PLN *(if applicable)*:	**PLN-17-704**

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

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

Yours faithfully

(N D Heath)
GENERAL MANAGER

Attachment: Land Owner Consent

City of HOBART

PLN-17-704
DA-17-49698

LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Road frontage at 179 Macquarie Street and land administered by the Hobart City Council adjacent to 200 Collins Street.**
Description of Proposal:	**Road frontage at 179 Macquarie Street: Alterations to kerb via the extension of existing and construction of new vehicular crossovers, including associated apron/road reinstatement.** **Land administered by the Council adjacent to 200 Collins Street: Upgrade of existing DN225 stormwater main to a DN450, from the development site (179 Macquarie Street) through to Collins Street.**
Applicant Name:	**Ressen Pty Ltd obo CNC Management**
PLN *(if applicable)*:	**PLN-17-704**

The land indicated above is owned or is administered by the Hobart City Council.

The applicant proposes to lodge an application for a permit, pursuant to the *Land Use Planning and Approvals Act 1993,* in respect to the proposal described above.

Part or all of the application proposes use and/or development on land owned or administered by the City located at Road frontage at 179 Macquarie Street: Alterations to kerb via the extension of existing and construction of new vehicluar crossovers, including associated apron/road reinstatement. Land administered by the Council adjacent to 200 Collins Street: Upgrade of existing DN225 stormwater main to a DN450, from the development site (179 Macquarie Street) through to Collins Street. (as shown on the attached plans).

Being and as General Manager of the Hobart City Council, I provide written permission to the making of the application pursuant to Section 52(1B)(b) of the *Land Use Planning and Approvals Act 1993.*

(N D Heath)
GENERAL MANAGER

Date: 25-10-17

This consent is for the making of a planning application only, and does not constitute landlord consent for the development to occur.

Attachments/Plans: PDA Surveyors drawing S755U - 1A

City of HOBART

PLN-17-704
DA-17-49698

20 October 2017

MEMORANDUM: **LORD MAYOR**
DEPUTY LORD MAYOR
ALDERMEN

GENERAL MANAGER CONSENT TO LODGE A PLANNING APPLICATION SECTION 52(1B)(b) OF LUPAA

Site Address:	**Road frontage at 179 Macquarie Street and land administered by the Hobart City Council adjacent to 200 Collins Street.**
Description of Proposal:	**Road frontage at 179 Macquarie Street: Alterations to kerb via the extension of existing and construction of new vehicular crossovers, including associated apron/road reinstatement.** **Land administered by the Council adjacent to 200 Collins Street: Upgrade of existing DN225 stormwater main to a DN450, from the development site (179 Macquarie Street) through to Collins Street.**
Applicant Name:	**Ressen Pty Ltd obo CNC Management**
PLN *(if applicable)*:	**PLN-17-704**

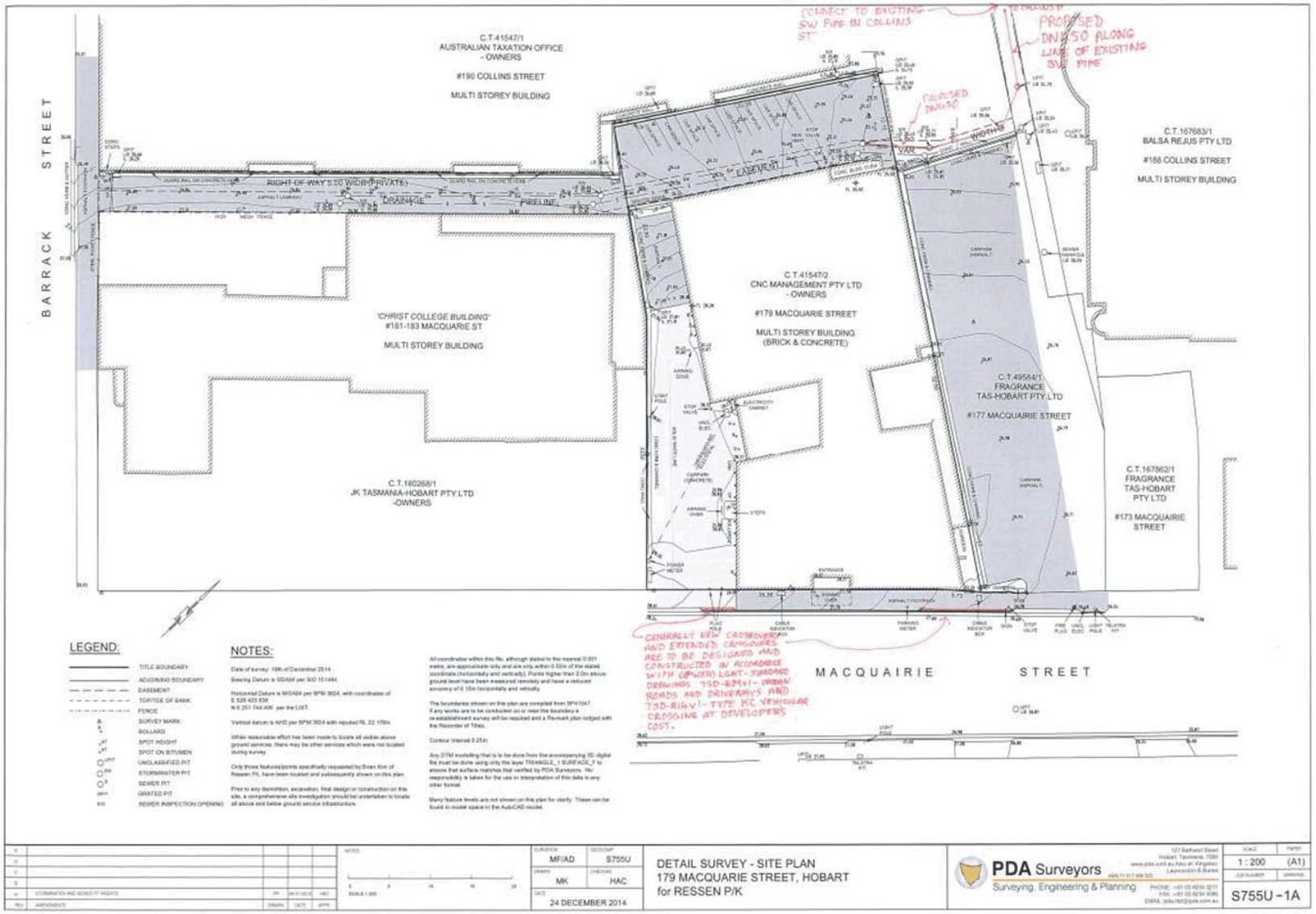
Pursuant to Section 52(1B)(b) of the Land Use Planning and Approvals Act 1993, the General Manager may provide written permission to allow the submission of a planning application involving Council-owned/administered land.

Following a request from the above applicant, I have provided consent for the lodgement of a planning application.

The applicant has been advised that the granting of the consent is only for the making of the application and in no way should the consent be seen as prejudicing any decision the Council is required to make as the statutory planning authority or as the owner/administrator of the land.

As the planning application proceeds through the statutory process, statutory public advertising may be required.

(N D Heath)
GENERAL MANAGER


BARRACK STREET
C.T.41547/1
AUSTRALIAN TAXATION OFFICE
- OWNERS
#190 COLLINS STREET
MULTI STOREY BUILDING
CONNECT TO EXISTING SW PIPE IN COLLINS ST
PROPOSED DN450 ALONG LINE OF EXISTING SW PIPE
PROPOSED DN450
RIGHT-OF-WAY 5.00 WIDE (PRIVATE)
DRAINAGE
PIPELINE
EASEMENT
WIDTHS
C.T.167883/1
BALSA REJUS PTY LTD
#188 COLLINS STREET
MULTI STOREY BUILDING
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE ST
MULTI STOREY BUILDING
C.T.41547/2
CNC MANAGEMENT PTY LTD
- OWNERS
#179 MACQUARIE STREET
MULTI STOREY BUILDING
(BRICK & CONCRETE)
C.T.49584/1
FRAGRANCE
TAS-HOBART PTY LTD
#177 MACQUARIE STREET
C.T.160268/1
JK TASMANIA-HOBART PTY LTD
-OWNERS
C.T.167862/1
FRAGRANCE
TAS-HOBART
PTY LTD
#173 MACQUARIE
STREET
GENERALLY NEW CROSSOVERS AND EXTENDED CROSSOVERS ARE TO BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH (DPIWE) LGAT-STANDARD DRAWINGS TSD-R09v1- URBAN ROADS AND DRIVEWAYS AND TSD-R14v1- TYPE KC VEHICULAR CROSSING AT DEVELOPERS COST.
MACQUAIRIE
STREET
LEGEND:
TITLE BOUNDARY
ADJOINING BOUNDARY
EASEMENT
TOP/TOE OF BANK
FENCE
SURVEY MARK
BOLLARD
SPOT HEIGHT
SPOT ON BITUMEN
UNCLASSIFIED PIT
STORMWATER PIT
SEWER PIT
GRATED PIT
SEWER INSPECTION OPENING
NOTES:
Date of survey: 10th of December 2014
Bearing Datum is GDA94 per SIO 151484.
Horizontal Datum is MGA94 per SPM 3624, with coordinates of
E 526 433.838
N 5 251 744.406 per the LIST.
Vertical datum is AHD per SPM 3624 with reputed RL 22.170m.
While reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during survey.
Only those features/points specifically requested by Dean Kim of Ressen P/L have been located and subsequently shown on this plan.
Prior to any demolition, excavation, final design or construction on this site, a comprehensive site investigation should be undertaken to locate all above and below ground service infrastructure.
All coordinates within this file, although stated to the nearest 0.001 metre, are approximate only and are only within 0.02m of the stated coordinate (horizontally and vertically). Points higher than 2.0m above ground level have been measured remotely and have a reduced accuracy of 0.10m horizontally and vertically.
The boundaries shown on this plan are compiled from SP41547.
If any works are to be conducted on or near the boundary a re-establishment survey will be required and a Re-mark plan lodged with the Recorder of Titles.
Contour Interval 0.25m
Any DTM modelling that is to be done from the accompanying 3D digital file must be done using only the layer TRIANGLE_1 SURFACE_2 to ensure that surface matches that verified by PDA Surveyors. No responsibility is taken for the use or interpretation of this data in any other format.
Many feature levels are not shown on this plan for clarity. These can be found in model space in the AutoCAD model.
DETAIL SURVEY - SITE PLAN
179 MACQUARIE STREET, HOBART
for RESSEN P/K
MF/AD
S755U
MK
HAC
24 DECEMBER 2014
PDA Surveyors
Surveying, Engineering & Planning
1 : 200
(A1)
S755U -1A

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
41547	1
EDITION	DATE OF ISSUE
6	04-Apr-2013

SEARCH DATE : 24-Jul-2017
SEARCH TIME : 04.48 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Sealed Plan 41547
Derivation : Part of 7 Perches Gtd. to W.L. Crowther, Part of 2A-1R-18Ps. Gtd. to W. Kermode & Anors. & Part of 1A-1R-13Ps. Gtd. to R.W. Loane
Prior CT 4680/84

SCHEDULE 1

C817017 TRANSFER to SUNSET ROCK INVESTMENTS PTY LTD Registered 08-Oct-2007 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 41547 EASEMENTS in Schedule of Easements
B662351 CERTIFICATE pursuant to Section 462(5) of the Local Government Act 1962. Registered 04-Jun-1993 at 12.01 PM
C817018 MORTGAGE to National Australia Bank Limited Registered 08-Oct-2007 at 12.02 PM
C856464 LEASE to The Commonwealth of Australia of a leasehold estate for the term of ten years from 5-Sep-2007 (part being the third floor of the building shown hatched on Annexure Plan marked "Schedule 3" attached to the said Lease) Registered 10-Oct-2008 at noon
C856465 LEASE to Commonwealth of Australia of a leasehold estate for the term of ten years from 5-Sep-2007 (being that portion of the ground floor,first floor and second floor of the building shown on the Annexure Plans attached to the said Lease) Registered 10-Oct-2008 at 12.01 PM
D84941 VARIATION OF LEASE C856465
D84941 EXTENSION of LEASE C856465 for the term of five years commencing 4-Sept-2017 Registered 04-Apr-2013 at 12.01 PM

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Owner: NETTLEFOLDS (WHOLESALE) PTY. LTD.

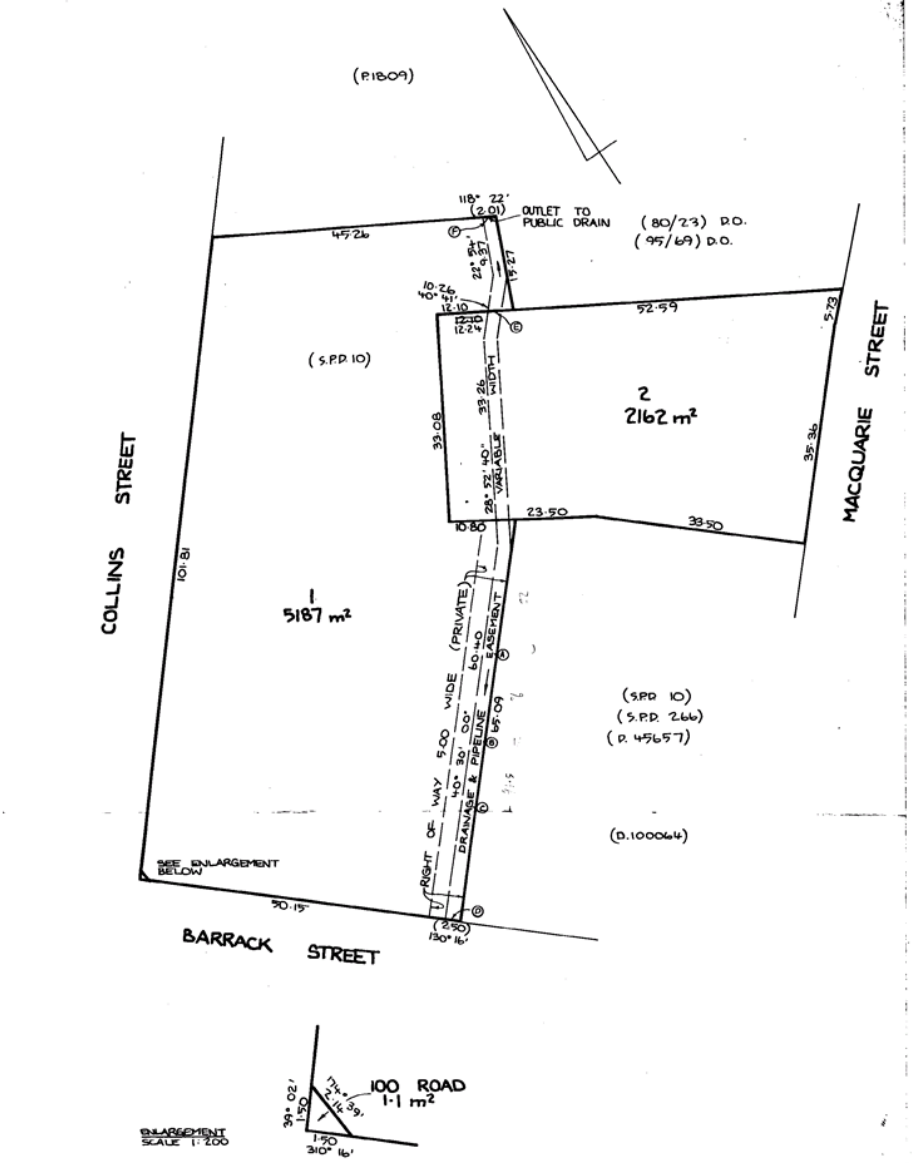
Title Reference: C.T. 4680/84 C.T. 4680/85

Grantee: PART OF (2-1-18) GTD. TO WILLIAM KERWODE & ORS. PART OF (1-1-13) GTD. TO R. W. LOANE WHOLE OF (0-0-7) W. L. CROWTHER Aur.

PLAN OF SURVEY
by Surveyor J.L. CERUTTY
of land situated in the CROMER & CERUTTY P/L 7 BAYFIELD ST. ROSNY PARK
CITY OF HOBART (SEC. G)
SCALE 1: 500 MEASUREMENTS IN METRES

Registered Number: S.P. 41547
Approved
Effective from: 16 Jun 1990
(Sgnd) Michael Dixon
Recorder of Titles

AMENDED PLAN



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

REPLACEMENT SCHEDULE OF EASEMENTS

SCHEDULE OF EASEMENTS **PLAN NO.**

SP 41547

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

B479237 Request to Amend made under Section 481 of the Local Government Act 1962 added this Schedule of Easements to the plan

8/12/1993 Recorder of Titles

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and

(2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

Lot 1 on the plan is SUBJECT TO a right of sewerage over the Drainage and Pipeline Easement shown on the plan appurtenant to

(a) lot 1 on S P D Number 266 over that portion marked A B C D on the plan.

(b) lot 2 on S P D Number 266 over that portion marked C D on the plan.

(c) lot 2 on this Sealed Plan over that portion marked E F on the plan.

Lot 2 on the plan is together with a right of sewerage over that portion of the Drainage and Pipeline Easement marked E F on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Interpretation:-

The words "Right of Sewerage" herein mean the right for the owner or owner for the time being of the lot to which such right is expressed to be appurtenant to discharge sewerage and sullage therefrom through any sewer or sewers now existing or to be constructed in the strip or strips of land over which such right is expressed to be granted and the right for the owner or owners and his or their surveyors and workmen from time to time and at all times hereafter if he or they should think fit to enter upon the said strips of land and to construct therein a new sewer or sewers in substitution for the existing sewer or sewers and to inspect repair cleanse and maintain and amend any such existing or substituted sewer or sewers making good any damage done to the said strips of land.

Lots 1 and 2 on the plan are each SUBJECT TO a Right of Drainage (appurtenant to lots 1 and 2 on S P D Number 266) over the Drainage and Pipeline Easement shown on the plan passing through such lot.

Lot 2 on the plan is together with a right of carriageway over the Right of Way 5.00 wide (private) shown on the plan.

Lot 1 on the plan is subject to a right of carriageway (appurtenant to Lot 2 on the plan) over the Right of Way 5.00 wide (private) shown on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

This is the schedule of easements attached to the plan of .....
(Insert Subdivider's Full Name)

.....affecting land in

.....
(Insert Title Reference)

Sealed by HOBART CITY COUNCIL on 13th DAY OF JUNE 1991

Solicitor's Reference .....

.....
~~*Council Clerk*~~/*Town Clerk*

OS-K 3134

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
41547	2
EDITION	DATE OF ISSUE
10	11-Nov-2015

SEARCH DATE : 24-Jul-2017
SEARCH TIME : 04.49 PM

DESCRIPTION OF LAND

City of HOBART
Lot 2 on Sealed Plan 41547
Derivation : Part of 7 Perches Gtd to W L Crowther, Part of 2A-1R-18Ps Gtd to W Kermode & Anors, Part of 1A-1R-13Ps Gtd. to R W Loane
Prior CT 4680/85

SCHEDULE 1

C689985 TRANSFER to CNC MANAGEMENT PTY LTD Registered 02-May-2006 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 41547 EASEMENTS in Schedule of Easements
E22791 MORTGAGE to National Australia Bank Limited Registered 11-Nov-2015 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Owner: NETTLEFOLDS (WHOLESALE) PTY. LTD.

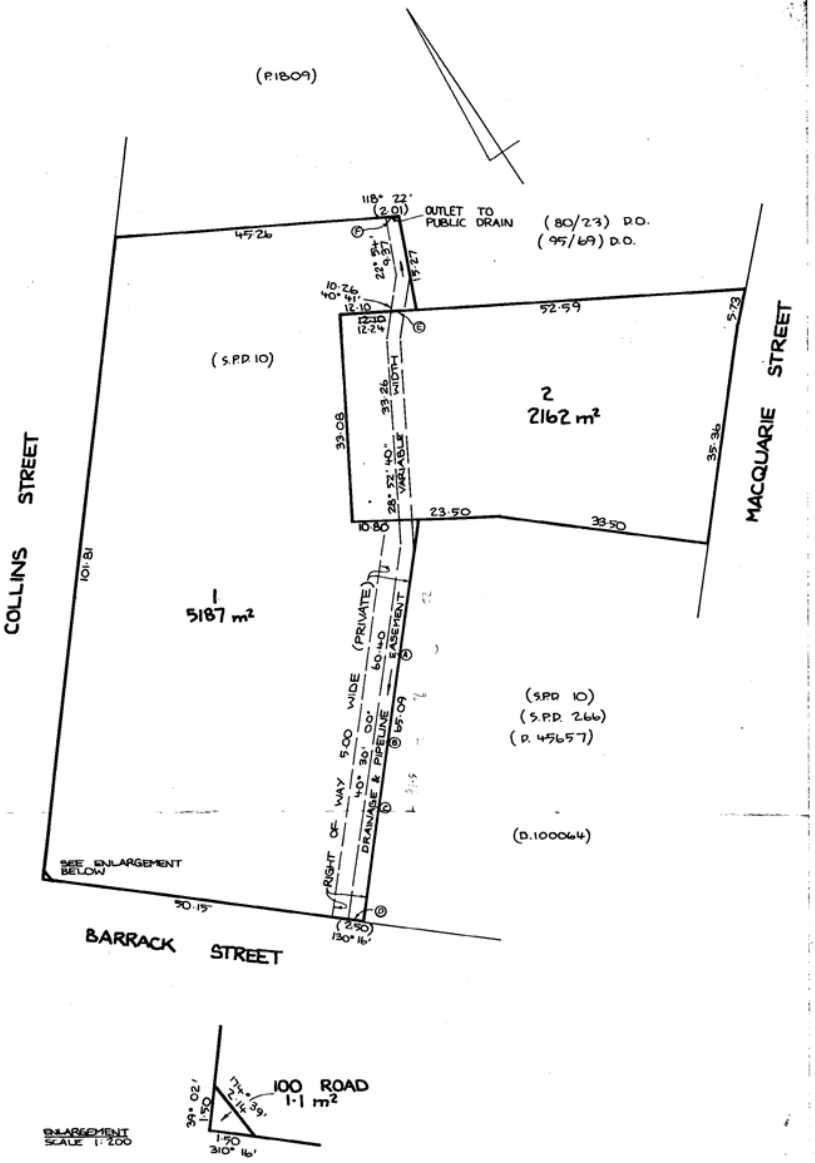
Title Reference: C.T. 4680/84 C.T. 4680/85

Grantee: PART OF (2-1-18) GTD. TO WILLIAM KERWODE & ORS. PART OF (1-1-13) GTD. TO R. W. LOANE WHOLE OF (0-0-7) W. L. CROWTHER Aur.

PLAN OF SURVEY
by Surveyor J. L. CERUTTY
of land situated in the CROMER & CERUTTY P/L 7 BAYFIELD ST. ROSNY PARK
CITY OF HOBART (SEC. G)
SCALE 1: 500 MEASUREMENTS IN METRES

Registered Number: S.P. 41547
Approved
Effective from: 16 Jun 1990
(Sgnd) Michael Dixon
Recorder of Titles

AMENDED PLAN



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

REPLACEMENT SCHEDULE OF EASEMENTS

SCHEDULE OF EASEMENTS **PLAN NO.** SP 41547

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

B479237 Request to Amend made under Section 481 of the Local Government Act 1962 added this Schedule of Easements to the plan

8/12/1993 Recorder of Titles

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and

(2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

Lot 1 on the plan is SUBJECT TO a right of sewerage over the Drainage and Pipeline Easement shown on the plan appurtenant to

(a) lot 1 on S P D Number 266 over that portion marked A B C D on the plan.

(b) lot 2 on S P D Number 266 over that portion marked C D on the plan.

(c) lot 2 on this Sealed Plan over that portion marked E F on the plan.

Lot 2 on the plan is together with a right of sewerage over that portion of the Drainage and Pipeline Easement marked E F on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Interpretation:-

The words "Right of Sewerage" herein mean the right for the owner or owner for the time being of the lot to which such right is expressed to be appurtenant to discharge sewerage and sullage therefrom through any sewer or sewers now existing or to be constructed in the strip or strips of land over which such right is expressed to be granted and the right for the owner or owners and his or their surveyors and workmen from time to time and at all times hereafter if he or they should think fit to enter upon the said strips of land and to construct therein a new sewer or sewers in substitution for the existing sewer or sewers and to inspect repair cleanse and maintain and amend any such existing or substituted sewer or sewers making good any damage done to the said strips of land.

Lots 1 and 2 on the plan are each SUBJECT TO a Right of Drainage (appurtenant to lots 1 and 2 on S P D Number 266) over the Drainage and Pipeline Easement shown on the plan passing through such lot.

Lot 2 on the plan is together with a right of carriageway over the Right of Way 5.00 wide (private) shown on the plan.

Lot 1 on the plan is subject to a right of carriageway (appurtenant to Lot 2 on the plan) over the Right of Way 5.00 wide (private) shown on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

This is the schedule of easements attached to the plan of .....
(Insert Subdivider's Full Name)

.....affecting land in

.....
(Insert Title Reference)

Sealed by HOBART CITY COUNCIL on 13TH DAY OF JUNE 1991

Solicitor's Reference .....

.....
~~Council Clerk~~/*Town Clerk*

OS-K 3134

PROPOSED DEVELOPMENT
at 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

MCA JOB #
16083

DEVELOPMENT APPLICATION - SEPTEMBER 2017

DWG. No.	DRAWING	ISSUE	DWG. No.	DRAWING	ISSUE
16083-A01	DRAWING INDEX	A	16083-A10	SOUTH WEST ELEVATION	A
16083-A02	SITE LOCATION PLAN	A	16083-A11	SOUTH EAST ELEVATION	A
16083-A03	DEMOLITION PLAN	A	16083-A12	NORTH EAST ELEVATION	A
16083-A04	SOLAR PATH STUDIES (existing & proposed)	A	16083-A13	NORTH WEST ELEVATION	A
16083-A05	BASEMENT PLAN	A	16083-A14	SECTION A-A	A
16083-A06	GROUND FLOOR PLAN	A			
16083-A07	FIRST - THIRD FLOOR PLANS	A			
16083-A08	FOURTH - SEVENTH FLOOR PLAN	A			
16083-A09	EIGHTH FLOOR PLAN	A			



artists impression only

01. DRAWING INDEX

REVISIONS

Rev.	Description:	By:	Date:

GENERAL NOTES

- CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS. ADVISE PROJECT MANAGER AND ARCHITECT OF DISCREPANCIES WHICH MAY OCCUR.
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- ALL GLAZING TO COMPLY WITH AS 1288.
- NO SMOKING ON SITE.
- NO DOGS ON SITE.

NORTH

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ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC662U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
FAX (03) 6224 1823 admin@mcaarchitects.com.au

PROJECT TITLE
PROPOSED DEVELOPMENT
at. 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

ISSUE
APPROVAL ISSUE

DRAWING TITLE
DRAWING INDEX

Scale:	Drawn:	Checked:	Approved:	Date:
1:200 @ A2	JJE			12.01.18

REVISION: -
File: -
PROJECT No: 16083

A01



02. SITE LOCATION PLAN 1:500

REVISIONS

Rev.	Description	By	Date

GENERAL NOTES

- CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS. ADVISE PROJECT MANAGER AND ARCHITECT OF DISCREPANCIES WHICH MAY OCCUR.
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ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC662U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH (03) 6224 1822 MOBILE 0418 124 355
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PROJECT TITLE
PROPOSED DEVELOPMENT
at. 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

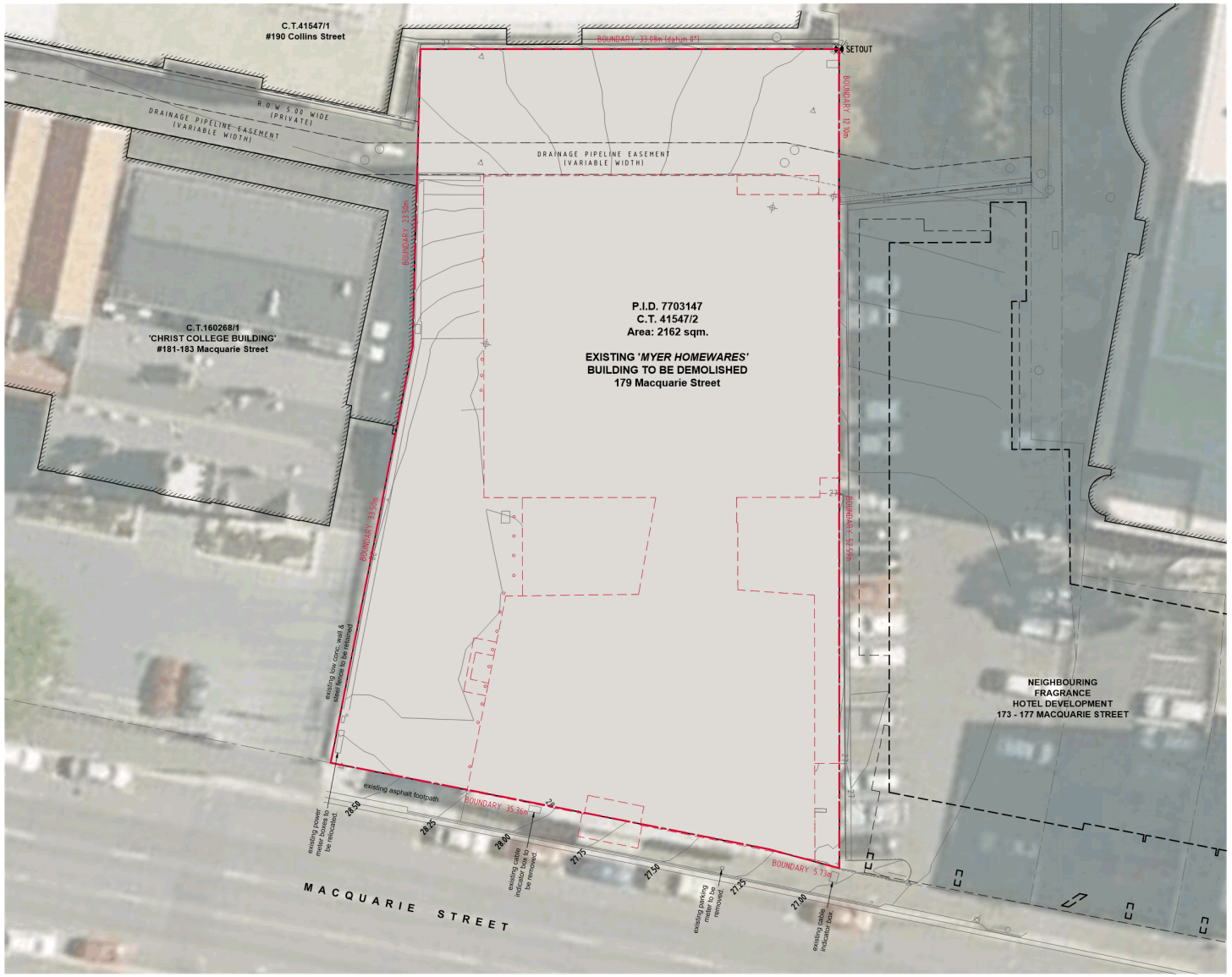
ISSUE
APPROVAL ISSUE

DRAWING TITLE
SITE LOCATION PLAN

Scale	Drawn	Checked	Approved	Date
1:200 @ A2	JJE			12.01.18

REVISION -
File: -
PROJECT No: 16083

A02



03. SITE PLAN 1:200

REVISIONS

Rev.	Description	By	Date

GENERAL NOTES

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MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 086201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC882U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
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PROJECT TITLE
PROPOSED DEVELOPMENT
at. 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

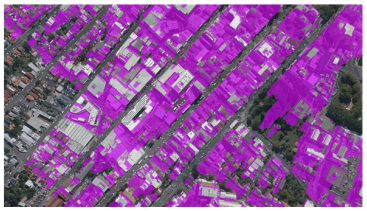
ISSUE
APPROVAL ISSUE

DRAWING TITLE
BASEMENT PLAN

Scale	Drawn	Checked	Approved	Date
1:200 @ A2	JJE			12.01.18

REVISION -
File: -
PROJECT No: 16083

A03



EXISTING SOLAR SHADOW PLAN
WINTER SOLSTICE 9am (21st JUNE)



PROPOSED SOLAR SHADOW PLAN
WINTER SOLSTICE 9am (21st JUNE)



EXISTING SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)



PROPOSED SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)



EXISTING SOLAR SHADOW PLAN
WINTER SOLSTICE 12 NOON (21st JUNE)



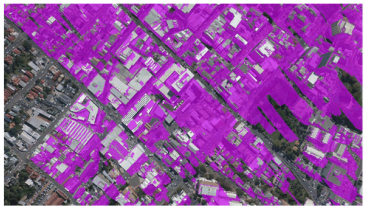
PROPOSED SOLAR SHADOW PLAN
WINTER SOLSTICE 12 NOON (21st JUNE)



EXISTING SOLAR SHADOW PLAN
EQUINOX 12 NOON (23rd SEPTEMBER)



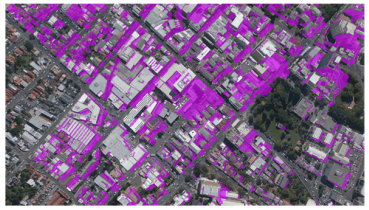
PROPOSED SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)



EXISTING SOLAR SHADOW PLAN
WINTER SOLSTICE 3pm (21st JUNE)



PROPOSED SOLAR SHADOW PLAN
WINTER SOLSTICE 3pm (21st JUNE)



EXISTING SOLAR SHADOW PLAN
EQUINOX 3pm (23rd SEPTEMBER)



PROPOSED SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)

04. SOLAR PATH STUDIES NOT TO SCALE

REVISIONS

Rev.	Description:	By:	Date:

GENERAL NOTES

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- NO DOGS ON SITE.

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& ASSOC. PTY LIMITED ACN 086201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC882U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
FAX (03) 6224 1823 admin@mcaarchitects.com.au

PROJECT TITLE
PROPOSED DEVELOPMENT
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for RESSEN PROPERTY GROUP

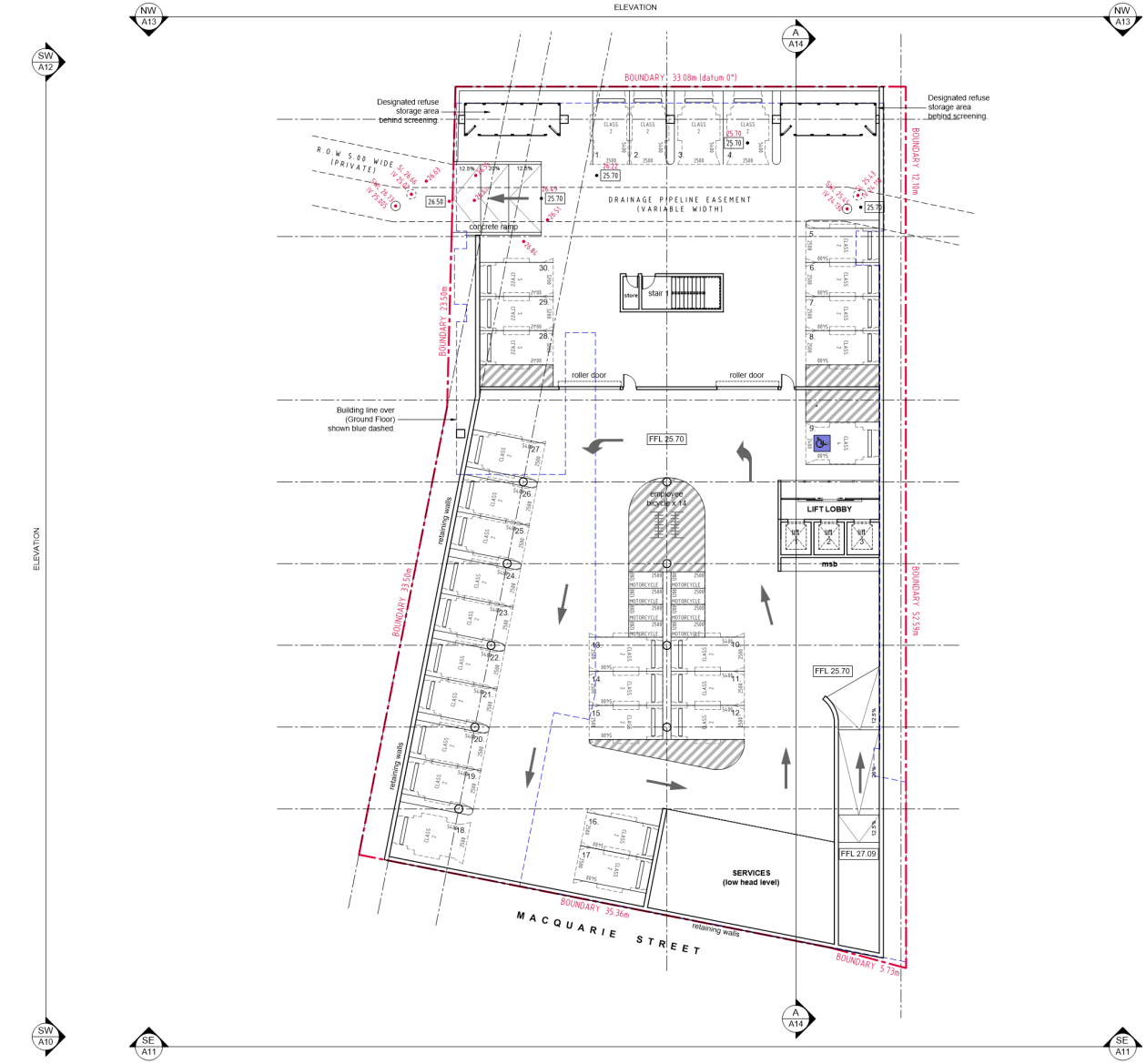
ISSUE
APPROVAL ISSUE

DRAWING TITLE
SOLAR PATH STUDIES
(existing & proposed)

Scale:	Drawn:	Checked:	Approved:	Date:
1:200 @ A2	JJE			12.01.18

REVISION: -
File: -
PROJECT No: 16083

A04



05. BASEMENT PLAN 1:200

REVISIONS

Rev.	Description:	By:	Date:

GENERAL NOTES

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PH. (03) 6224 1822 MOBILE 0418 124 355
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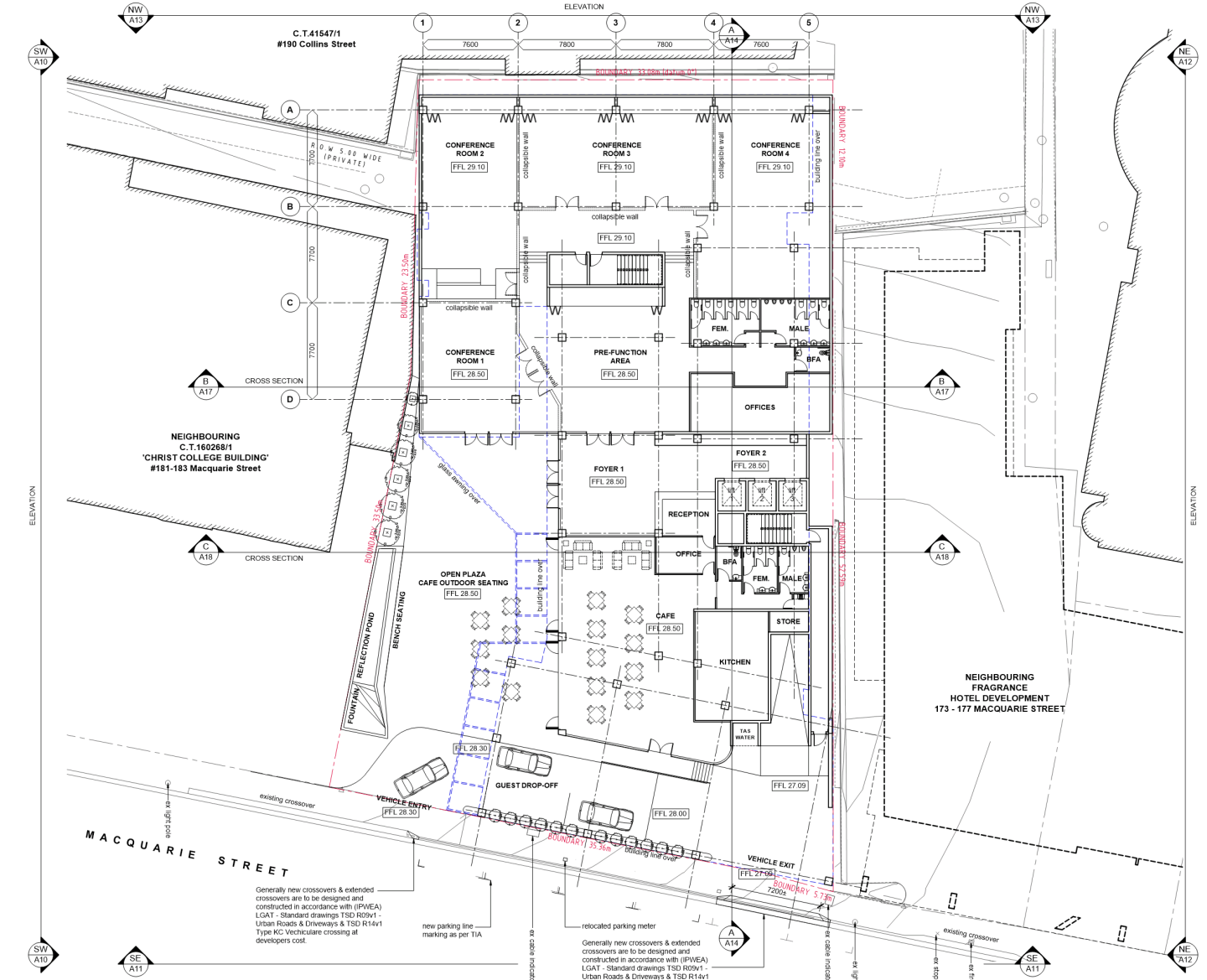
ISSUE
APPROVAL ISSUE

DRAWING TITLE
BASEMENT PLAN

Scale:	Drawn:	Checked:	Approved:	Date:
1:200 @ A2	JJE			12.01.18

REVISION -
File: -
PROJECT No: 16083

A05



06. GROUND FLOOR PLAN 1:200

REVISIONS

Rev.	Description	By	Date

GENERAL NOTES

- CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS. ADVISE PROJECT MANAGER AND ARCHITECT OF DISCREPANCIES WHICH MAY OCCUR.
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PH. (03) 6224 1822 MOBILE 0418 124 355
FAX (03) 6224 1823 admin@mcaarchitects.com.au

PROJECT TITLE
PROPOSED DEVELOPMENT
at, 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

ISSUE
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DRAWING TITLE
GROUND FLOOR PLAN

Scale	Drawn	Checked	Approved	Date
1:200 @ A2	JJE			12.01.18

REVISION -
File: -
PROJECT No: 16083

A06



07. 1ST - 3RD FLOOR PLANS 1:200

REVISIONS

Rev.	Description:	By:	Date:

GENERAL NOTES

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PROJECT TITLE
**PROPOSED DEVELOPMENT
at, 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP**

ISSUE
APPROVAL ISSUE

DRAWING TITLE
**FIRST - THIRD
FLOOR PLANS**

Scale:	Drawn:	Checked:	Approved:	Date:
1:200 @ A2	JJE			12.01.18

REVISION -
File: -
PROJECT No: **16083**

A07



08. 4TH - 7TH FLOOR PLANS 1:200

REVISIONS

Rev	Description	By	Date

GENERAL NOTES

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FAX (02) 9280 2700 info@bossdesign.com.au

MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 086201134
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THE STUDIO 49A DAVEY STREET HOBART
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PROJECT TITLE
PROPOSED DEVELOPMENT
at. 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

ISSUE
APPROVAL ISSUE

DRAWING TITLE
FORTH - SEVENTH FLOOR PLANS

Scale	Drawn	Checked	Approved	Date
1:200 @ A2	JJE			12.01.18

REVISION -
File: -
PROJECT No: 16083

A08



09. 8TH FLOOR PLAN 1:200

REVISIONS

Rev	Description	By	Date

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FAX (02) 9280 2700 info@bossdesign.com.au

MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 086201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC882U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
FAX (03) 6224 1823 admin@mcaarchitects.com.au

PROJECT TITLE
**PROPOSED DEVELOPMENT
at. 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP**

ISSUE
APPROVAL ISSUE

DRAWING TITLE
**EIGHTH
FLOOR PLAN**

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A09



10. SOUTH WEST ELEVATION 1:200

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& ASSOC. PTY LIMITED ACN 086201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC882U VIC - 17933 NSW - 9523
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A10



Sandstone wall tiles

Rendered Precast Concrete Charcoal finish

Rendered Precast Concrete sandstone finish

Rendered Precast Concrete Beige finish

11. SOUTH EAST ELEVATION 1:200

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CERTIFIED BUILDING PRACTITIONER - ARCHITECT
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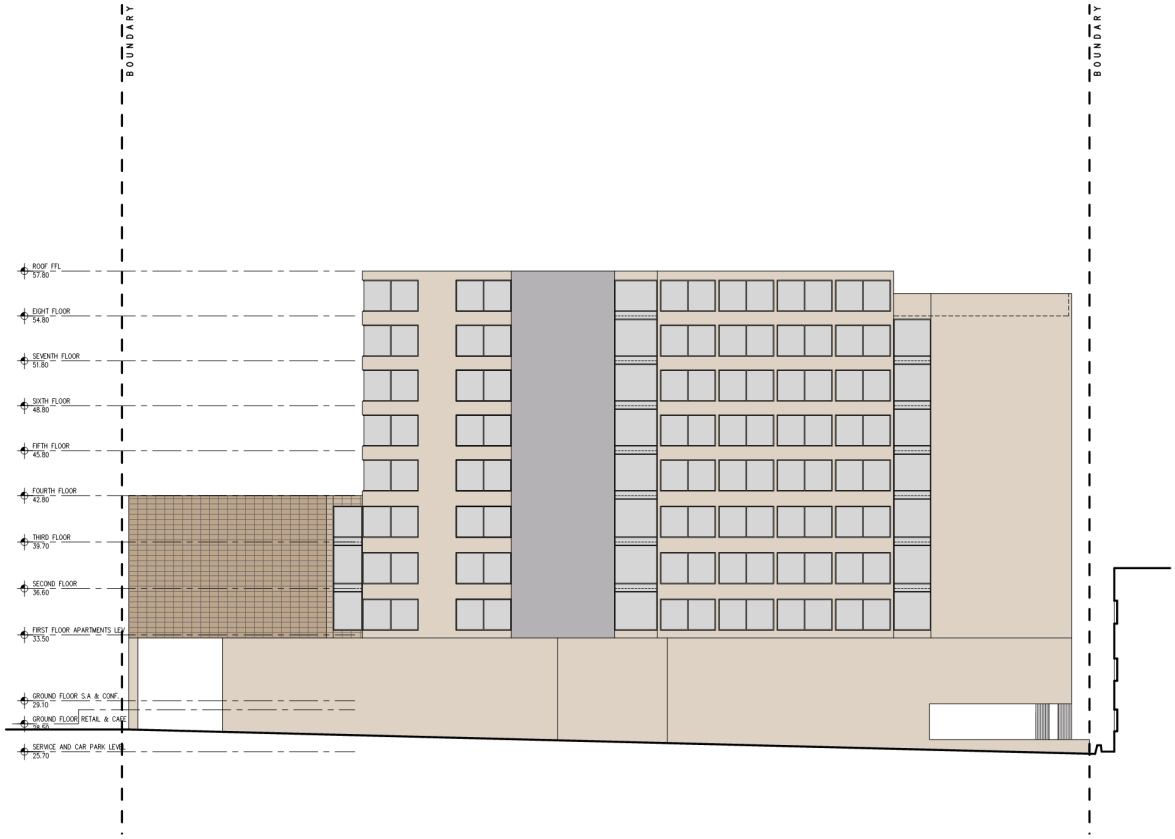
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A11



Sandstone wall tiles

Rendered Precast Concrete Charcoal finish

Rendered Precast Concrete sandstone finish

Rendered Precast Concrete Beige finish

12. NORTH EAST ELEVATION 1:200

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MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 086201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC882U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
FAX (03) 6224 1823 admin@mcaarchitects.com.au

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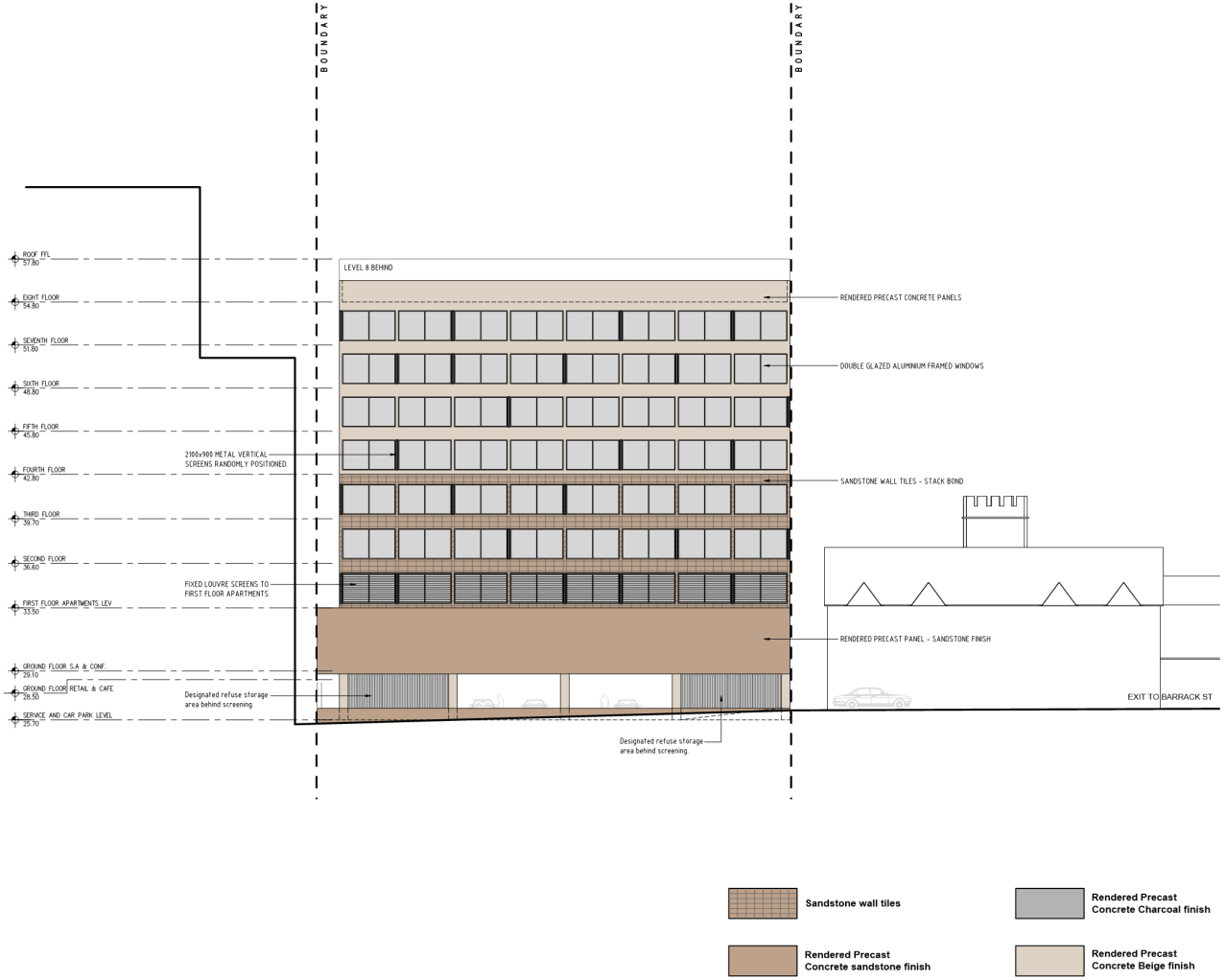
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13. NORTH WEST ELEVATION 1:200

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MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 086201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC882U VIC - 17933 NSW - 6523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
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FAX (03) 6224 1823 admin@mcaarchitects.com.au

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14. SECTION AA 1:200

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FAX (02) 9280 2700 info@bossdesign.com.au

MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 086201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC982U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
FAX (03) 6224 1823 admin@mcaarchitects.com.au

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PROPOSED DEVELOPMENT at, 179 MACQUARIE STREET, HOBART for RESSEN PROPERTY GROUP

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MICHAEL R. COOPER & ASSOCIATES PTY LIMITED
A.C.N. 066 201 134 ARCHITECTS

bossdesign
Architect interior designer project manager
74/89 Jones Street
Ultimo NSW 2007
P +612 9281 2600
F +612 9280 2700
e. info@bossdesign.com.au
www.bossdesign.com.au

August 2017

DESIGN RATIONALE FOR 179 MACQUARIE STREET, HOBART.

The proposed building at No. 179 Macquarie St, Hobart is primarily a serviced apartment proposal with public amenity function space provided on the ground floor. There are 202 residential apartment units in the proposal, they are generous in size averaging over 33m2 each. The floor to floor dimension is 3000 providing 2700 ceilings in the apartments.

The apartments are self contained with cooking and partitioned lounge facilities, windows are generally full height and the views to South Hobart, Battery Point and the Mt Wellington will be spectacular. Some apartments facing Macquarie Street have balconies. The finish will be high quality and of the highest standard. Some apartments will also be access compliant for guests who are not totally ambulant.

A major factor that has governed the design is the presence of the former Hutchins School Building next to the proposed site, which has important heritage significance in Hobart's architectural history. Therefore the proposed serviced apartment building has been designed to acknowledge and respect its neighbour at the same time fulfilling its own design criteria.

A large public use plaza on the south-western periphery of the site acts as a relief between built form and the existing heritage building inviting pedestrian movement into the site. This movement is directed towards the café and retail areas that open out into the plaza thereby diluting the boundaries of inside and outside space. The plaza culminates at the entrance foyer to the serviced apartment facility and the conference area, creating a dynamic mix of public activity and functions.

The ground floor is mostly dedicated for public use, in the form of the café, retail, conference and foyer facilities for the serviced apartments. Floors 1 to 8 are reserved for a mix of serviced apartment types, offering different view experiences and accommodation styles.

The façade treatment has also been designed in consideration to the heritage presence next door. The former Hutchins Building is built in sandstone; a material that has an important value in Hobart's architecture. We wanted to address this material, therefore the proposed building has a sandstone cut tile cladding running from the 1st floor to the 4th floor.

MICHAEL R. COOPER & ASSOCIATES PTY LIMITED
A.C.N. 066 201 134 ARCHITECTS

bossdesign
Architect interior designer project manager

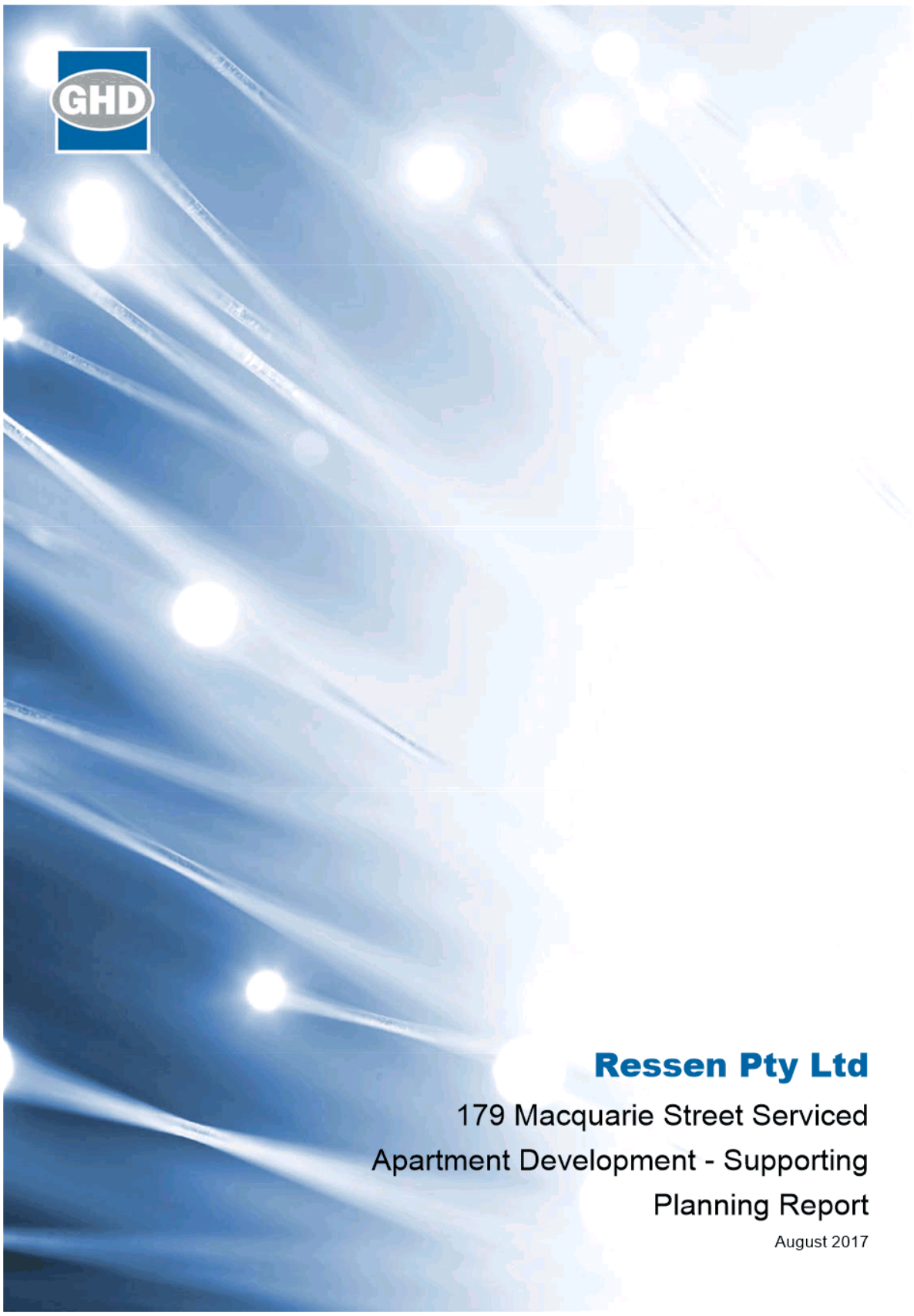
Some apartment units that face Macquarie Street have been provided with balconies. These extrude out like boxes and are fitted with aluminium louvres that can be adjusted for visual privacy and light. They offer a contrast in language with the use of the sandstone tile cladding by providing a more transparent and lighter look.

The plaza is treated by using a similar coloured flooring material as sandstone pavers juxtaposed with lighter grey tiling . The inclusion of a water feature and outside reflective seating areas as well as outside dining space compliments the area. Elements of timber are introduced to clad the ground floor façade above the glazed openings from the cafe. The use of timber against the feature sandstone cladding brings in the play two noble natural materials found in many Tasmanian buildings.

The elevational treatments of the proposal is complex and thought-driven. Taking inspiration from the heritage building next door, the old traditional sandstone material is reinterpreted by the taking the design elements in the existing sandstone colour tone and texture by the use of a cut sandstone tile. This cladding is maintained through the first 4 floors only, to minimize the monotony of a single material., upper floors are painted concrete finish. The top floors of the building are made visually lighter with the use of warm beige finish, and darker grey tones at the rear complete the external painting colours. Generally the glazing to all the rooms is full height glazed panels., fenestration is evenly expressed externally and is dictated by the internal room layouts.

The design rationale for 179 Macquarie St is complex but very simple at the same time. The goals set out at the start of the design were carried out through to the end in designing a building that is a quality building for the visitors coming staying in Hobart, and a building that provides a dynamic contemporary and effective facility which respects and acknowledges its heritage neighbour and at the same time maintains a unique language of its own.

People who work and live in Hobart will see this new building as an important inclusion of newer buildings that Hobart requires to facilitate the growing number of visitors that see Hobart and Tasmania as part of their holiday and business destination experience.



Ressen Pty Ltd

179 Macquarie Street Serviced Apartment Development - Supporting Planning Report

August 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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1. Introduction

1.1 Purpose of this Report

GHD has been engaged by Ressen Pty Ltd to undertake a planning assessment of the proposed function centre, café and serviced apartments at 179 Macquarie Street, Hobart, against the provisions of the *Hobart Interim Planning Scheme 2015* ('the Scheme'), in support of an Development Application submitted to the Hobart City Council.

The applicant for this proposal is Ressen Pty Ltd.

1.2 Report Structure

This report has been structured to provide background to the proposal and an assessment against the applicable Scheme provisions. Section 2 examines the characteristics of the existing site and surrounds. Section 3 details the proposed use and development. The statutory planning assessment is provided in Section 4 and a conclusion is provided at Section 5.

1.3 Scope and Limitations

This report has been prepared by GHD for Ressen Pty Ltd and may only be used and relied on by Ressen Pty Ltd and, for the purposes of undertaking their assessment of the Development Application, City of Hobart. GHD otherwise disclaims responsibility to any person other than Ressen Pty Ltd and City of Hobart arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

2. Site and Surrounds

2.1 Subject Site

2.1.1 Description

The subject site is located at 179 Macquarie Street, Hobart, on the north western side of Macquarie Street between Barrack Street and Harrington Street (Figure 2-1).

The site is a rectangular lot with a total area of 2,162 m^2 and a 41 m road frontage to Macquarie Street. The site currently contains a retail store. Off-street car parking exists along the western boundary and to the rear of the building. There is vehicular access via Macquarie Street and a right way through the rear of 190-202 Collins Street.



Figure 2-1 Aerial view of subject site

Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

2.1.2 Site Topography

The site is a developed inner city site, with no natural values. The site slopes to the north with a fall of approximately 3 metres from Macquarie Street to the rear boundary.

2.1.3 Title Information

The site is legally comprised in Certificate of Title Volume 41547 Folio 2. The drainage easement contains stormwater and sewer infrastructure and runs along the rear of the existing building. The private right of way provides access to Barrack Street from the site through the rear of the Australian Taxation Office building comprised in Certificate of Title Volume 41547 Folio 1 (190 – 202 Collins Street).

Certificate of Title Ref (Volume/Folio)	Owner	Easements
41547/1	Sunset Rock Investments Pty Ltd	Private Right of Way
41547/2	CNC Management Pty Ltd	Drainage Easement Private Right of Way (Benefiting)

A copy of the property titles are provided as an attachment.

2.1.4 Land Use

From 2007, the Myers Homewares Store occupied the existing building until its relocation to the new Myer Store in Liverpool Street approximately 2 years ago. A retail store now occupies the building on a temporary lease arrangement.

2.1.5 Heritage

The site is not a heritage listed property or within a heritage precinct under the Tasmanian Heritage Register or the Scheme. An archaeologist has also found that this site has no archaeological potential related to its historic use (Praxis, 2015)

Historically, the site was part of the Government Gardens (1810s-1840s) until it was developed as the Hutchins School (1846 when it comprised the sporting fields and then memorial library (Praxis, 2015). The existing building was the Nettlefold Motors car show room, which operated from 1970 until 2007 when Motors moved to 195 Macquarie Street, Hobart.

2.2 Surrounding Area

The subject site is within Hobart's Central Business zone and surrounded by properties supporting a broad range of commercial uses such as offices, hotels, restaurants, shops, visitor accommodation, hospitals and places of worship.

The site is within easy walking distance to popular Hobart locations such as Battery Point and Sullivans Cove, making its position ideal for visitors to the city.

2.2.1 Adjacent Properties

The site is adjoined by:

- Historic former Hutchins school at 181-183 Macquarie Street to the south west.
- Australian Taxation Office building at 190-202 Collins Street to the north west.
- The recently constructed 296 room, 38 m tall Ibis Hotel at 173-177 Macquarie Street to the south east.

2.2.2 Locality

The locality, bound by Macquarie, Harrington, Collins and Barrack Streets, comprises a small number of large allotments of varying configurations with very substantial multi storey buildings built close to the street frontage. This includes:

- 15-16 storey Commonwealth office building to the north at 188 Collins Street.
- 11-12 storey Travelodge hotel (Macquarie Inn) on the corner of Macquarie and Harrington Streets (167-169 Macquarie Street).
- The recently built Ibis 11 storey hotel development at 177-173 Macquarie Street.
- 4-5 storey Commonwealth Tax offices at 190-202 Collins Street.

In contrast, the development pattern on the opposite side of Macquarie Street predominately comprises 2 storey heritage buildings on allotments which are regular in size and orientation. The former Hutchins building (CCMLAR) located on the corner of Macquarie and Barrack Streets (181-183 Macquarie Street) is also comprises of a 2 storey historic building, but it is setback from the street frontage.

Other substantial multistorey buildings in the vicinity includes the TGIO and the Lands Buildings located at 144 and 134 Macquarie Streets. The building scale to the west and opposite the site is lower, predominately comprising 2-3 storeys as it transitions to the residential areas of South and West Hobart. The CBD shopping core is located approximately 400 metres to the north of the subject site, and also includes multi storey buildings including the AMP building, Commonwealth Bank building, ANZ Bank building to name a few.



Figure 2-2 Locality plan

Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

2.2.3 The City

The site is located on the western edge of the Hobart CBD core area, which is dominated by offices, and administration buildings. The Hobart CBD itself is located between the Derwent River and the harbour to the south east, Queens Domain to the north and the residential areas and vegetated mountain backdrop to the west.

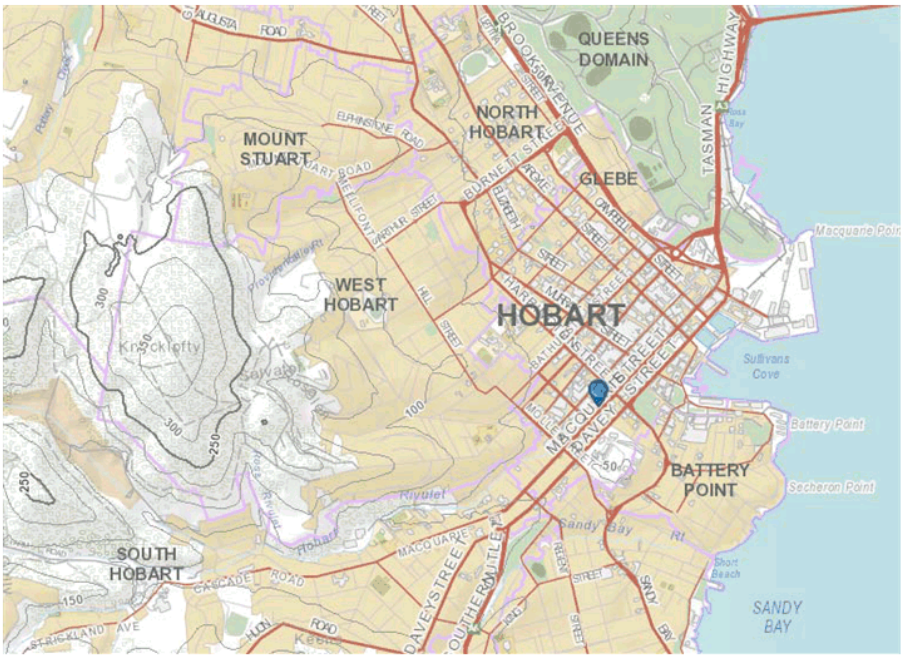


Figure 2-3 Hobart CBD

Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

2.3 Infrastructure Services

The site is ideally located in terms of the city road network and existing transport services. There are regular bus route stops along Macquarie Street, Davey Street and Collins Street and a Hobart "Airporter" shuttle stop 100 m from the site on Harrington Street.

Water, electricity, gas and telecommunications infrastructure is connected along the Macquarie Street frontage. There is stormwater and sewer infrastructure in a drainage easement, which runs along the rear of the existing building.

2.4 Natural Hazards

The site is not subject to any known natural hazards such as landslip, soil instability, soil erosion, flooding, bushfire hazard, environmental or safety hazards. Proximity to a former Nettlefolds car yard in Collins Street triggers an assessment against the Contaminated Land code due to possible hydrocarbons contamination from a petrol bowser used in conjunction with the car yard. Please see Section 4 of this report.

3. Proposed Development

3.1 Proposed Development

The application is for demolition and construction of a mixed-use complex comprising a basement car parking level, a ground floor café and function centre, and serviced apartments across eight levels. Specifically, the proposal includes:

- Demolition of the existing 1960s building.
- Construction of a new nine-storey plus basement level building with ground floor café / restaurant, a ground floor conference facility inclusive of four conference rooms with the ability to accommodate 30 to 35 people per room, and 202 above ground, one-bedroom serviced apartments. Specifically –
  - Basement level: 29 Class 2 car spaces, 1 Class 4 accessible car space, 8 motorcycle spaces and 14 bicycle spaces. The basement also includes space for screened bin storage, a stairwell and lift suite, and a services area. Vehicles will enter the basement from Macquarie Street and exit onto Barrack Street via an existing Right of Way.
  - Ground floor level: Open entrance plaza (370 m^2), public café (290 m^2), foyer and reception area and conference facility (860 m^2) to the rear.
  - 1st to 3rd floor levels: 30 serviced apartments per level, each including a bedroom area, lounge room with kitchenette and private WC.
  - 4th to 7th floor levels: 24 serviced apartments per level, each including a bedroom area, lounge room with kitchenette and private WC.
  - 8th floor level: 16 serviced apartments per level, each including a bedroom area, lounge room with kitchenette and private WC.
- The open outdoor plaza is proposed along the south west corner of the site with an approximate area of 507.6 m^2. This area will provide pedestrian access to the visitor accommodation and conference facility, indoor / outdoor dining and open space. It includes a water fountain, reflection pool, bench seating and landscaping adjacent to the heritage listed former Hutchins building. This area will be publically accessible.
- One new crossover and an extension of the existing crossover to Macquarie Street is proposed to IPWEA-LGAT standards at the developers cost.
- The building is setback from the rear boundary by 1.2 m following consultation with the adjacent (rear) property owner, and will also be set back from the north east boundary by approximately 1.5 m. There is a staggered setback to the side, south west boundary in respect of the adjacent heritage listed property and to allow for an open plaza area with maximum 12 m horizontal dimension.
- In terms of height, the building is broken into two sections comprising:
  - Low rise (4 storey) podium on the Macquarie Street frontage.
  - Mid rise (additional 5 storeys) sections setback 15 m from the frontage beyond the podium and 30 m from the frontage beyond the open plaza.

- The proposed building will include:
  - Sandstone cut tile cladding running from the 1st to the 4th floor.
  - Upper floors are painted concrete finish – a warm beige finish to the Macquarie Street half of the site so to appear lighter and darker grey tones at the rear.
  - Adjustable aluminium louvered balconies.
  - Timber cladding at the ground floor façade.

See accompanying Design Rationale for a full description of architectural treatment and materiality.

- Signage zones:
  - 1550 x 8300 internally illuminated wall sign zone at the south west elevation (see Drawing A10)
  - 1700 x 5100 internally illuminated wall sign zone at the south east elevation (see Drawing A11)
- Garbage and recycling will be screened and stored in the basement and managed privately using a low-rise garbage truck purchased specifically for the proposed uses.

The drawings which accompany the Development Application are attached.

4. Planning Assessment

This Section assesses the proposed use and development against the provisions of the Scheme.

4.1 Zoning

The subject site is within the Central Business zone of the Scheme, as identified in Figure 4-1.

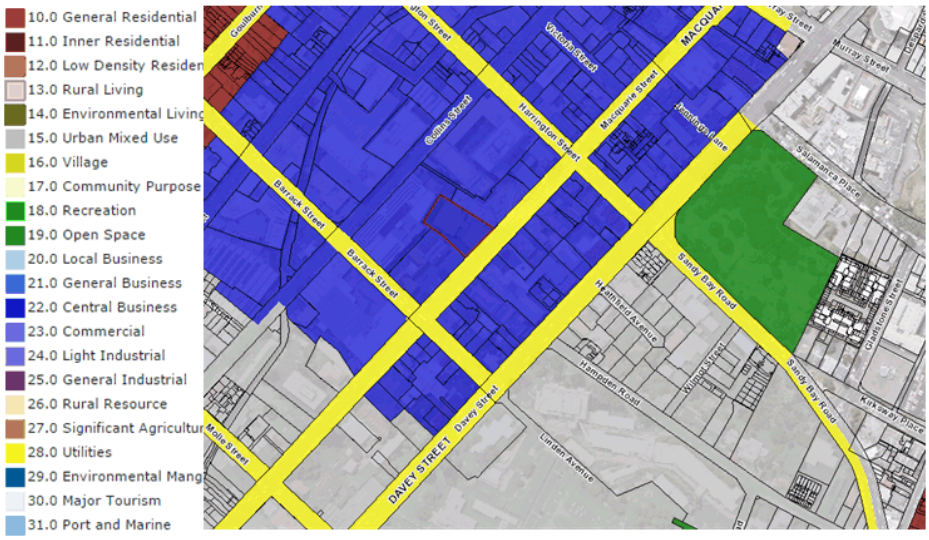


Figure 4-1 Zoning Map

Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

4.2 Use Categorisation

The proposed uses are categorised in accordance with Section 8.2 of the Scheme as 'community meeting and entertainment' (function centre), 'food services' (café or restaurant) and 'visitor accommodation' (serviced apartments).

The uses are defined at Table 8.2 of the Scheme as follows:

Community meeting and entertainment	*use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, **function centre**, library, museum, public art gallery, public hall and theatre.*
Food services	*use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a **cafe**, restaurant and take-away food premises.*
Visitor accommodation	*use of land for providing short or medium term accommodation for persons away from their normal place of residence. Examples include a backpacker's hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and **serviced apartment**.*

4.3 Central Business Zone

4.3.1 Zone Purpose

22.1.1 Zone Purpose Statements

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

Comment: The proposal includes a street level café, a total of 202 visitor accommodation units and a function centre likely to be used by local businesses, civic and community groups, and tourist groups alike. The proposal therefore directly accords with the zone purpose 22.1.1.

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

Comment: The development will contribute to the continued strengthening and activation of the Hobart CBD. Specifically the outdoor plaza and conference facilities that could accommodate cultural and community activities, and the serviced apartments and cafe support the administration function of the Zone, by providing places to stay for workers and tourists away from their usual place of residence.

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

Comment: The proposal has been carefully designed to provide high quality urban spaces, including the open plaza and café, for the use and enjoyment of guests, employees, and the public.

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

Comment: The proposal provides high quality, high density visitor accommodation above the street level and within the core commercial activity centre.

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

Comment: The development is ideally located in the centre of the city centre, accessible by walking, cycling and public transport. The proposal also includes 14 secure bicycle parking spaces for employees.

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

Comment: The proposal includes full glazing along the street level frontage as well as a café, open plaza and water feature to provide visual interest and invite pedestrians into the site. The 202 new serviced apartments at the site will also have a positive effect on the intensification of pedestrian activity in the wider area.

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

Comment: N/A.

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

Comment: The building form is transitional in that it provides for a four storey building form at the street frontage consistent with the adjacent development to the north and heritage properties located between the eastern side of Macquarie Street and the west side of Davey Street. The form then steps back 15 m before rising another five storeys while remaining approximately 8 m lower than the recently built Ibis hotel to the north.

The stepped frontage and open plaza to the south of the site has been designed to respect the adjacent heritage values so that the form lowers its scale in proximity to the heritage-listed properties adjacent and opposite to the site.

The open plaza area will also change in use from an open car park to an open public space with landscaping, water features and public bench seating to respect and enhance the character of the streetscape and adjacent heritage values.

The proposal will read as part of cityscape rather than an isolated building as illustrated in the attached render (Drawing A01).

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

Comment: As 22.1.1.3 above.

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

4.3.2 Use Table

The proposed 'community meeting and entertainment', 'food services' and 'visitor accommodation' use classes are all permitted in the zone.

4.3.3 Use Standards

22.3.1 Hours of Operation

Not applicable – the site is not within 50m of a residential zone.

22.3.2 Noise

Not applicable – the site is not adjacent or within close proximity to a residential zone.

22.3.3 External Lighting

Not applicable – the site is not within 50m of a residential zone.

22.3.4 Commercial Vehicle Movements

Not applicable – the site is not within 50m of a residential zone.

22.3.5 Adult Entertainment Venues

Not applicable – none proposed.

22.3.6 Take-away Food Premises

Not applicable – the café use is not defined as a take-away food premises, which means use of land to prepare and sell food and drink *primarily* for immediate consumption off the premises.

22.3.7 Hotel Industries

Not applicable – none proposed.

22.3.8 Manufacturing and Processing Uses

Not applicable – none proposed.

4.3.4 Development Standards for Buildings and Works

22.4.1 Building Height

Acceptable Solutions	Performance Criteria
A1 *Building height within the Central Business Core Area in Figure 22.2 must be no more than:* *(a) 15m if on, or within 15m of, a south-west or south-east facing frontage;* *(b) 20m if on, or within 15m of, a north-west or north-east facing frontage;* *(c) 30m if set back more than 15m from a frontage;* *unless an extension to an existing building that:* *(i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;* *(ii) is necessary to provide facilities required by other legislation or regulation.*	***P1*** *Development:* *(a) contained within the Amenity Building Envelope illustrated in Figure 22.3 must demonstrate through siting, bulk and design that it does not significantly adversely impact on the streetscape and townscape values of the surrounding area;* *(b) outside the Amenity Building Envelope illustrated in Figure 22.3 must only be approved if:* *(i) it provides significant benefits in terms of civic amenities such as public space, pedestrian links, public art or public toilets, unless an extension to an existing building that already exceeds the Amenity Building Envelope; and* *(ii) the siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area; and* *(iii) the design demonstrates that it will minimise unacceptable wind conditions in adjacent streets; and* *(iv) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.*

Complies with performance criterion

The building is within the Central Business Core Area in Figure 22.2 and maintains a south east facing frontage. The south west elevation of the building is within the Amenity Building Envelope and maintains a maximum height of approximately 30 m, instead of reaching the allowable 45 m to the rear of the site (see Appendix B drawing A10). However, as the land slopes down Macquarie Street to the north, the height exceeds the Amenity Building Envelope by approximately 0.6 m at the podium street frontage and 0.9 m at the mid-rise frontage, setback 15 m from the street.

The proposal is therefore almost wholly within the Amenity Building Envelope and also complies with P1 (b) as follows:

(i) The proposal provides an open plaza for public amenity including landscaping, a water fountain, reflection pool and bench seating. The proposed open plaza will enhance the characteristics of the site and streetscape, providing visual interest and relief, and has been

designed to complement the setback and heritage status of the adjoining lot. The proposed uses will also benefit the wider community, providing an indoor / outdoor dining area, high quality conference facilities and accommodation for visiting workers and tourists in Hobart. (ii) The building is carefully designed to achieve setbacks and staggered heights appropriate to the site and its setting. The building steps back from the street frontage in terms of height and provides a vertical void above the open plaza. The proposed siting and height is designed to increase the density of the site while minimising apparent bulk and providing a transitional form between the higher 38 m new Ibis hotel to the north east and the 2 to 3 storey heritage listed property to the south west. The building is also predominantly compliant with the Building Amenity Envelope and does not come close to the maximum allowable height of 45 m to the rear of the site. The transitional nature of the built form will read as part of the cityscape rather than as an isolated building. (iii) The building achieves a vertical stepping and height very close to that allowable under the acceptable solution and is almost completely within the Amenity Building Envelope. The stepped design of the building and its largely compliant heights at the street frontages will mitigate the risk of any unacceptable wind conditions in Macquarie Street. (iv) N/A – not within a solar penetration priority street.	
A2/P2 - Not applicable The site is not within 10 m of a residential zone.	
A3/P3 - Not applicable The site is not within the Central Business Fringe Area in Figure 22.2.	
A4/P4 - Not Applicable The site does not include a place listed in the Historic Heritage Code.	
A5 *Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:* *(a) not exceed 1 storey or 4m (whichever is the lesser) higher than the façade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and* *(b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);* *or* *(c) comply with the building height in Clauses 22.4.1 A1 and A2;* *Whichever is the lesser.*	***P5*** *Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:* *(a) not unreasonably dominate existing buildings of cultural heritage significance; and;* *(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;* *(c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.*

Complies with the performance criteria

The low-rise podium section of the building is within 15 m of the frontage and therefore must be assessed against this provision. The outline of the old Hutchins building is shown on the south west elevation on the attached plans. The façade building height of the Hutchins building (the turret) is RL 42.26. One storey of the proposed developed is 3.1 m. Subclause (b) is not applicable.

(a) RL 42.26 + 3.1 m = RL 45.36; versus

(c) Compliance with A1 above (15 m height limit or approximately RL 42.8).

The lesser therefore is approximately RL 42.8 and A5 (c) is applicable. As discussed above, the podium is compliant with the 15 m height limit at its south west elevation, but just over the 15 m height limit at the northern side of the Macquarie Street frontage and the proposal must therefore be assessed against the performance criteria as follows:

(a) The podium achieves a significant setback from the adjacent heritage listed building and is only marginally higher than that which would be allowable under the acceptable solution. The setback and minimised height of the podium seeks to respect the adjacent heritage values. No unreasonable domination of the heritage listed place as a result of the podium is therefore proposed. It is also noted that the proposed podium achieves a greater setback from the heritage listed property than the existing building.

(b) The proposal will incorporate sandstone coloured cladding in reference to the adjacent heritage building. The design also incorporates an open plaza to provide for a visual buffer to the adjacent building. This represents an increase to the current building separation provided. The area will also change from use as an open car park to an open space further respecting the character of that adjacent building as well as the streetscape.

(c) N/A

22.4.2 Setback

Acceptable Solutions	Performance Criteria
A1 *Building setback from frontage must be parallel to the frontage and must be no more than:* *0 m*	***P1*** *Building setback from frontage must satisfy all of the following:* *(a) be consistent with any Desired Future Character Statements provided for the area;* *(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;* *(c) enhance the characteristics of the site, adjoining lots and the streetscape;* *(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;* *(e) provide for large variations in building alignment only where appropriate to provide*

	for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.

Complies with the performance criteria

The building setback, including undercover guest drop-off area, is 0 m to the frontage, except for the open plaza adjacent to the heritage-listed property to the south. The proposed setbacks comply with the performance criteria as follows:

(a) N/A - there are no Desired Future Character Statements for the area.

(b) The setback generally maintains a continuous building line as continued from the adjacent properties. The setback of the guest drop-off area and building above is in line with the recent hotel development to the north. The open plaza area provides a greater setback on the southern end the frontage. The proposed setback is therefore representative of the prevailing setbacks and provides for a separation to the adjacent heritage building, which does not follow this pattern.

(c) The proposed open plaza will enhance the characteristics of the site and streetscape, providing visual interest and relief, and has specifically been designed to complement the setback and heritage status of the adjoining lot.

(d) No concealment or entrapment spaces are created within the design of the building.

(e) The design provides an open plaza for public use, including access to a public café and proposed landscaping. There are excellent opportunities for passive surveillance to and from the site.

22.4.3 Design

Acceptable Solutions	Performance Criteria
A1 *Building design must comply with all of the following:* *(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;* *(b) for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;* *(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;* *(d) screen mechanical plant and miscellaneous equipment such as heat*	***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*

pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; *(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;* *(f) not include security shutters over windows or doors with a frontage to a street or public place;*	*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;* *(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;* *(g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;* *(h) be consistent with any Desired Future Character Statements provided for the area.*
Complies with the acceptable solution (a) The main pedestrian accesses are clearly visible from the street and publicly accessible open plaza. (b) Clear glazing is proposed across the entire ground floor street frontage façade. The percentage of clear glazing is therefore greater than the required 40% of the surface area of the ground floor façade. (c) No single expanse of blank wall in the ground level front façades is proposed. (d) No mechanical plant and miscellaneous equipment will be visible from the street or other public space. (e) The roof plant is incorporated into and to the rear of the building as shown in Appendix B drawings A09 and A10. (f) No security shutters over windows or doors have been included within the design of the building.	
A2/P2 - Not applicable The site does not face a residential zone.	
A3 *The façade of buildings constructed within 15 m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:* *(a) include building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design*	***P3*** *The façade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:* *(a) be of a design sympathetic to the elevational treatment and materials of the existing heritage building; and*

elements, or the outward expression of floor levels; and *(b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.*	*(b) not unreasonably detract from the historic cultural heritage significance of the existing heritage place.*
Complies with the acceptable solution (a) The design of the building includes significant articulation both vertically and horizontally, particular where adjacent to the heritage listed property to the south west. The low-rise podium achieves a setback from the heritage listed property boundary of 12 m and the south eastern and south western walls of the café are further set in from the outer podium columns. The mid-rise portion of the building is set back 15 m from the frontage. The mid-rise portion of the building adjacent to the heritage listed property (beyond the plaza) achieves a 30 m setback from the street frontage and also achieves a setback approximately 10 m further from the street frontage than the adjacent portion of the heritage listed building. The materiality of the proposed building, including timber and glazing on the ground floor, sandstone cut tiling in the middle section and contrasting greys above, together with the varying fenestration treatments further articulate the building to avoid a flat façade treatment. (b) N/A - There are no proposed awnings over the Macquarie Street footpath.	
A4/P4 - Not Applicable The site is not within the Active Frontage Overlay in Figure 22.1.	
A5/P5 - Not Applicable The site is not within the Active Frontage Overlay in Figure 22.1.	

22.4.4 Passive Surveillance

Acceptable Solutions	Performance Criteria
***A1** Building design must comply with all of the following:* *(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;* *(b) for new 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;*	***P1** Building design must provide for passive surveillance of public spaces by satisfying all of the following:* *(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;*

(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.*	*(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 spaces.*
Complies with the acceptable solution (a) - (c) Complies with the acceptable solution as described at 22.4.3 (a) – (c) above. (d) No concealed alcoves or any other entrapment spaces have been created in the design of the building. (e) Existing external light poles (street lighting) will be retained and security lighting will be included as required. (f) No external car parking is proposed. Lighting will be provided in the basement car park and the guest drop-off area in the interest of safety and security.	

22.4.5 Landscaping

The Scheme states:

Landscaping is not regulated in this zone in this planning scheme. It is not considered necessary in the Hobart context.

However, landscaping within the open plaza is proposed to provide visual interest and civic amenity.

22.4.6 Outdoor Storage Areas

Acceptable Solutions	Performance Criteria
A1 *Outdoor storage areas for non-residential uses must comply with all of the following:* *(a) be located behind the building line;* *(b) all goods and materials stored must be screened from public view;* *(c) not encroach upon car parking areas, driveways or landscaped areas.*	***P1*** *Outdoor storage areas for non-residential uses must satisfy all of the following:* *(a) be located, treated or screened to avoid unreasonable adverse impact on the visual amenity of the locality;* *(b) not encroach upon car parking areas, driveways or landscaped areas.*
Not applicable No outdoor storage areas are proposed.	

22.4.7 Fencing

Not applicable – no new fencing proposed.

22.4.8 Pedestrian Links

Not applicable – the site does not include any existing pedestrian through links.

4.3.5 Development Standards for Subdivision

Not applicable.

4.4 Codes

4.4.1 E1 Bushfire-Prone Areas Code

Not applicable.

4.4.2 E2 Potentially Contaminated Land Code

The adjacent land described as 200 Collins Street on Council's GIS (aka 190-202 on the LIST), to the rear of the subject site, is mapped as potentially contaminated land on Council's internal mapping system. As such, the Code is triggered for any excavation works at 179 Macquarie Street.

However, a site history assessment has been undertaken and revealed an absence of contaminating activity on or in the immediate vicinity of the site and the proposal is exempt from the Potentially Contaminated Land Code in accordance with Clause E2.4.3.

See attached Potentially Contaminated Land assessment.

4.4.3 E3 Landslide Code

Not applicable.

4.4.4 E5 Road and Railway Assets Code

The Road and Railway Assets Code is applicable as the proposal includes changes to the existing access arrangement including a new crossovers and alterations to the existing crossover. The application is supported by a TIA. Please see accompanying TIA, which provides an assessment of the proposed use and development against the provisions of the Code.

4.4.5 E6 Parking and Access Code

The Code applies to all use and development. The application is supported by a TIA. Please see accompanying TIA, which provides an assessment of the proposed use and development against the provisions of the Code.

4.4.6 E7 Stormwater Management Code

E7.7.1 Stormwater drainage and disposal

Acceptable Solutions	Performance Criteria
A1 *Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.*	***P1*** *N/A*
Complies with the acceptable solution All stormwater will be disposed of by gravity to Council's stormwater infrastructure. There is existing stormwater infrastructure in a drainage easement, which runs along the rear of the existing building. The stormwater has been designed to ensure that it is capable of accommodating a 1 in 100 year flood event. This will require the augmentation of the existing stormwater infrastructure in the drainage easement within the site. The Infrastructure Report, including indicative longitudinal section, is attached. Note that the proposed development will not increase the area of the site covered by impervious surfaces given that the site is already fully developed with paving and a building.	

4.4.7 E8 Electricity Transmission Infrastructure Protection Code

Not applicable.

4.4.8 E9 Attenuation Code

Not applicable. None of the uses within the relevant attenuation distance are classified as "late night music venues" according to Council's internal mapping system. Nevertheless, noise has been considered in the design of the building and mitigation measures such as the use of double-glazing have been employed.

4.4.9 E13 Historic Heritage Code

The Code applies as the site is within an area of the city identified as a Place of Archaeological Potential. A Statement of Archaeological Potential & Archaeological Impact Assessment has been prepared by Praxis (March 2015, reviewed July 2017) and forms part of the application. The reports concludes that the proposed development will have no adverse impact upon remains of historical archaeological potential and that no further archaeological input is recommended on the subject site in the current or any future proposed development (see attached).

4.4.10 E17 Signs Code

Two wall sign zones are proposed as follows:

- 1550 x 8300 internally illuminated wall sign zone at the south west elevation (see Drawing A10)
- 1700 x 5100 internally illuminated wall sign zone at the south east elevation (see Drawing A11)

It is noted that given the project is still in its planning phase, the exact lettering and graphics of the signs are not yet known, but the applicant seeks approval for signage zones and types. In accordance with E17.4.3 of the Scheme, changes to the graphics of a legally existing sign, including text, graphic design and colour is exempt from requiring a planning permit. Therefore, the specific lettering of the signage can be included once these details are known without requiring an additional planning permit. It is recognised that should the proposed position, type or size of the signage change substantially in the future, or approval for additional signage be sought, this may require an amendment to any approved planning permit or an additional planning permit for signage.

The relevant signage standards are considered below.

E17.6.1 Use of Signs

Acceptable Solutions	Performance Criteria
A1 *A sign must be a permitted sign in Table E.17.3.*	***P1*** *A sign must be a discretionary sign in Table E.17.3.*
Complies with the acceptable solution In accordance with Table E17.3, wall signs are permitted within the Central Business zone.	
A2 *A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.*	***P2*** *No performance criteria.*
Complies with the acceptable solution	

The proposed signs are directly related to use of the building to which they are affixed.	
A3 *A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign.*	***P3*** *A sign contain flashing lights, moving parts or moving or changing messages or graphics must not have an unreasonable impact upon the residential amenity of a residential use caused by light shining into windows of habitable rooms, movement or visual intrusion or cause undue distraction to drivers of motor vehicles.*
Complies with the acceptable solution The proposed signs do not contain flashing lights, moving parts or changing messages or graphics.	
A4 *An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.*	***P4*** *An illuminated sign within 30 metres of a residential use must not have an unreasonable impact upon the residential amenity of that use caused by light shining into windows of habitable rooms.*
Complies with the acceptable solution The proposed signage is not within 30 m of a residential use.	

E17.7.1 Standards for Signs

Acceptable Solutions	Performance Criteria
A1 *A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.*	***P1*** *A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:* *(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;* *(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;* *(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;* *(d) not result in loss of amenity to neighbouring properties;* *(e) not involve the repetition of messages or information on the same street frontage;* *(f) not contribute to or exacerbate visual clutter;* *(g) not cause a safety hazard.*

Complies with the acceptable solution

Wall Signs are permitted within the Central Business zone in accordance with Table E17.3. The standards listed in Table E17.2 for a Wall Sign are as follows:

(a) Message on the front face only;

(b) Projection from the face of the wall or fence no more than 450mm;

(c) Does not extend laterally beyond the wall or above the top of the wall to which it is attached;

(d) Area of sign no more than 2m².

The wall signs comply with standards (a) to (c), but are greater than 2 m² in area. Assessment against the performance criteria is therefore required.

The proposed hotel signage is of a scale appropriate to the proposed building. The signage constitutes two wall signs, each on a different facade of the building, one facing south westwards down Macquarie Street and the other facing south eastwards across Macquarie Street. The south eastward facing sign is set back from the frontage and towards the top of the building, making the sign appear much smaller when viewed within the streetscape.

The signage with therefore not involve the repetition of messages on the same street frontage, nor exacerbate visual clutter. Easily maintainable materials will be chosen so that the appearance of the building and the streetscape will remain attractive. Internally illuminated signage is typical within the CBD, and the proposal will not cause loss of amenity to neighbouring properties, nor a safety hazard.

A2 *The number of signs per business per street frontage must comply with all of the following:* *(a) maximum of 1 of each sign type;* *(b) maximum of 1 window sign per window;* *(c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3;* *(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6.* *except for the following sign types, for which there is no limit;* *(i) Building Site,* *(ii) Name Plate,* *(iii) Newspaper Day Bill,* *(iv) Open/Closed,* *(v) Real Estate,* *(vi) Street Number,* *(vii) Temporary Sign.*	**P2** The number of signs per business per street frontage must: (a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; (b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs; (c) not involve the repetition of messages or information.

Complies with the performance criteria

The signage complies with all acceptable solutions excepting provision A2 (a). The two proposed wall signs are on separate facades and are a minimisation of the existing signage at the site. The south eastward facing sign is significantly set back from the frontage and towards the top of the building. It will therefore not form an obvious element of the Macquarie Street streetscape when viewed from pedestrian or vehicle level. The south westward facing sign is situated against the side façade and constitutes a singular hotel sign rather than multiple signs at the street frontage. It thus minimises visual clutter at the street level while sufficiently identifying the building and providing the necessary commercial exposure for the proposed serviced apartments.	
A3 *Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.*	***P3*** *No performance criteria.*
Complies with the acceptable solution The signs are parallel to the walls on which they are attached and will not obscure or obstruct existing speed limit, tourist information or road signs.	
A4 *Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.*	***P4*** *No performance criteria.*
Complies with the acceptable solution The proposed wall signs do not resemble Statutory Signs.	

5. Conclusion

The application for demolition of the existing building and construction of a café, function centre and serviced apartments at 179 Macquarie Street, Hobart has been assessed against all relevant provisions of the *Hobart Interim Planning Scheme 2015*. As demonstrated in this report, the proposal complies with all relevant provisions under the Scheme and approval is supported.

It is also noted that the proposed development increases the existing density of the site, providing services to visitors (serviced apartments), local businesses (conference facility) and the local community (café and open plaza), while still maintaining a height and scale that is appropriate to the Macquarie Street streetscape and the character of the Hobart CBD. The built form is almost completely within the building amenity envelope and maintains an overall height of approximately 30 m, where the envelope would have allowed a maximum height of 45 m. Additionally, the building has been sensitively designed to provide a complementary relationship between itself and the adjacent heritage listed property.

GHD

2 Salamanca Square
Hobart Tasmania 7000
T: (03) 6210 0600 F: (03) 6210 0601 E: hbamail@ghd.com

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Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	Ella Rushforth	A Brook		A Brownlie		31/08/2017

www.ghd.com



21 December 2017

Ben Ikin
City of Hobart
GPO Box 503
HOBART TAS 7001

Our ref: 3218414-72382
Your ref:

Dear Ben,

179 Macquarie St Revised Hotel Development
Application No. PLN-17-704

Dear Ben,

I refer to your RFI letter dated 14 November, 2017 and advise that the matters raised have been addressed in the following attachments (separately uploaded), including:

1. Heritage Impact Assessment and Heritage Management Strategy – Underground service upgrade Crowther's Lane, prepared by Praxis environment (HER Fi1 & HER Fi2);
2. Updated TIA in response to the matters raised in your letter (PA2.1). Specifically, the TIA has been updated to reflect the changes requested by Council, and these updates can be found as follows:

"Site plan showing the location of the proposed vehicular access including;"

Please refer to updated site plans provided in Figures A1-A3 in Appendix A of the TIA Rev 1.

"Dimensioned existing access widths and dimensioned proposed widening of access."

Please refer to updated site plans provided in Figures A1-A3 in Appendix A of the TIA Rev 1 Report. Also note Section 4.1.2 of the TIA Rev 1 Report.

"All public infrastructure affected, or within 2 m of proposed accesses (power poles, light poles, signs, car parking meters, retaining walls etc), clearly showing the dimensioned distance from the accesses."

Please refer to updated site plans provided in Figures A1-A3 in Appendix A of the TIA Rev 1 Report.

"Show any removal of onstreet metered car parking necessary for the TIA to consider the exit onto Macquarie Street safe from a vehicular sight distance point of view. Advice: The TIA is unclear as to what parking is required to be removed for the TIA to consider the access exit safe."

Please refer to updated site plans provided in Figures A1-A3 in Appendix A of the TIA Rev 1 Report. Also note Section 4.1.3 of the TIA Rev 1 Report.

"Show the layout for entry/exit lanes for the northern access onto Macquarie Street. Advice: It is unclear if/how line marking is proposed for this access."

The downstream crossover on Macquarie Street is for vehicular egress only. All entry to the hotel will be from the upstream crossover on Macquarie Street. The TIA Report has been updated to reflect this modification. See Section 4.1.4 of the TIA Rev 1 Report.

"Show pedestrian sight distances for the exit onto Macquarie Street with respect to the layout for entry/exit lanes and how these lanes may facilitate performance based approval of pedestrian sight distances. Please indicate what "slatted timber wall" transparency will be and the exact location of this wall, and how pedestrian sight distances will be affected by the building columns."

The modification to the downstream access on Macquarie Street (as stated above) removes additional conflict points between entering vehicles and pedestrians on the footpath. Pedestrian conflict could be managed with pedestrian warning signage as recommended by the TIA Report (Section 4.1.3), as well as the transparency of the timber slatted wall (Section 4.1.4). The design of this wall is recommended for a minimum transparency of 50%. The TIA Rev 1 Report also provides confirmation of recommended traffic management measures for the Barrack Street egress to manage any pedestrian conflicts at this point (Section 4.1.3).

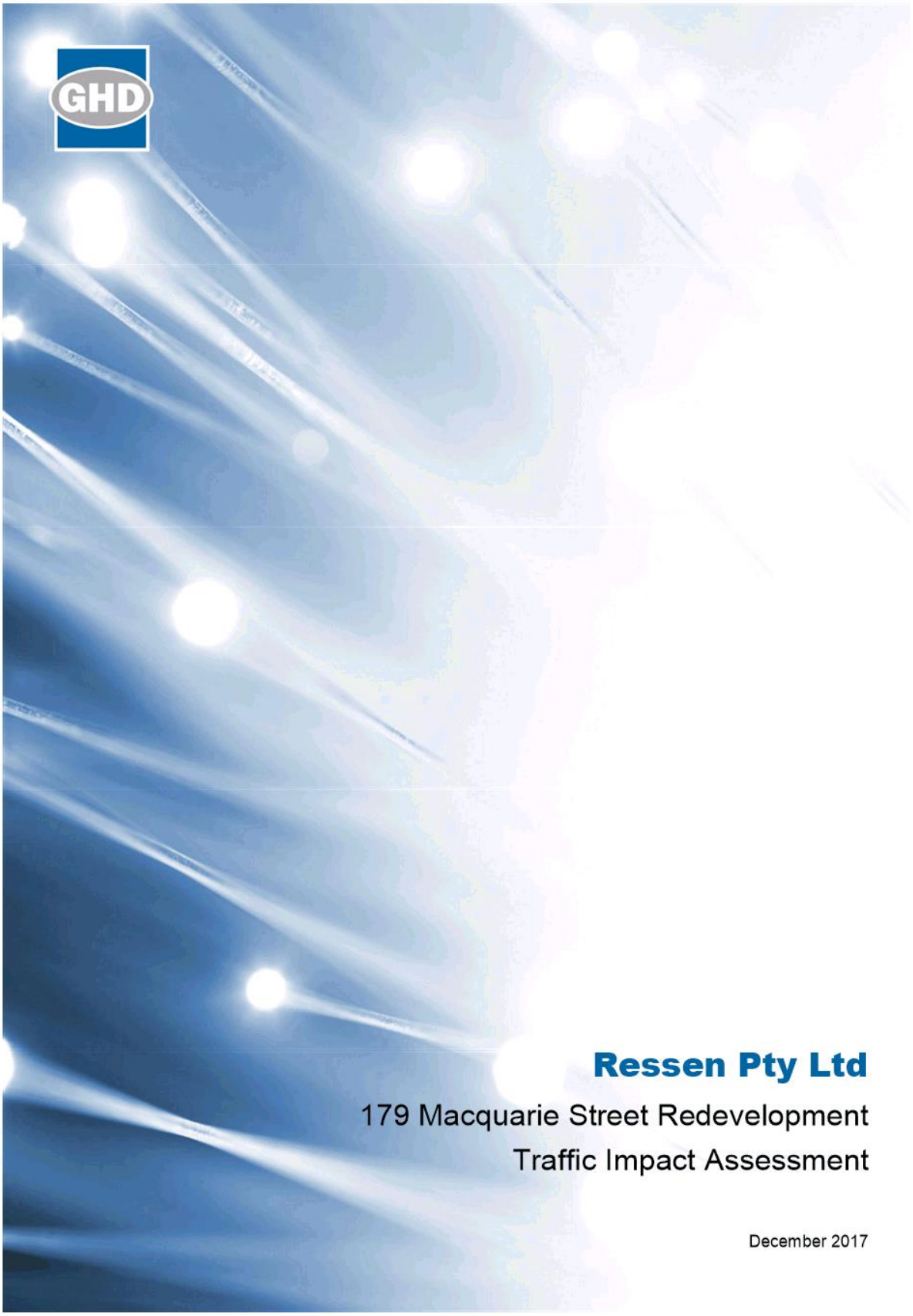
3. A revised Stormwater Plan following input provided by PDA Surveyors in relation to services in Crowthers Lane. The additional plan is to be read in conjunction with the Infrastructure Report originally submitted (Sw1, INFsw1).

I trust the information provided allows for processing of the DA to proceed. Should any of the above require further clarification I can be contacted on 62100701 or 0418133152.

Sincerely
GHD Pty Ltd



Alex Brownlie
Principal Planner
+61 3 6210 0701



Ressen Pty Ltd

179 Macquarie Street Redevelopment

Traffic Impact Assessment

December 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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1. Introduction

1.1 Background

GHD was engaged by Ressen Pty Ltd to prepare a Traffic Impact Assessment for the proposed function centre, café and serviced apartments at 179 Macquarie Street, Hobart, against the provisions of the Hobart Interim Planning Scheme 2015 ('the Scheme'). This Traffic Impact Assessment has been prepared to accompany a Development Application submitted to the City of Hobart.

1.2 Purpose of This Report

This report investigates the likely impact of the additional traffic generated by the proposed development on Macquarie Street, Hobart. In order to adequately investigate the traffic impacts of the proposal, the following scope of works was undertaken:

- Collection and review of available traffic data relevant to the traffic impact assessment sourced from City of Hobart and Department of State Growth
- Review previous planning assessments and findings for the site
- Undertake an assessment of the proposed development against the Scheme
- Preparation of a traffic impact assessment report (this report) providing information on:
  - Existing traffic conditions in the surrounding road network in the context of the adjacent land use and the proposal.
  - Estimation of traffic generation from the development and its distribution through the road network.
  - Qualitative assessment of the capacity of the roads to be used to access the site, and their adequacy to accommodate the predicted traffic generation in terms of road safety, amenity and efficiency.
  - Review the proposed car park layout for compliance with the Scheme and the relevant Australian Standards.
  - Provision of recommendations to address any identified issues.

1.3 Scope and Limitations

This report has been prepared by GHD for Ressen Pty Ltd and may only be used and relied on by Ressen Pty Ltd for the purpose agreed between GHD and the Ressen Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Ressen Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Ressen Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.4 Subject Site

The subject site is located at 179 Macquarie Street, Hobart, on the north-western side of Macquarie Street between Barrack Street and Harrington Street (Figure 1).

The site is a rectangular lot with a total area of 2,162 m2 and a 41 m road frontage to Macquarie Street. The site currently contains a retail store. Off-street car parking exists along the western boundary and to the rear of the building. There is vehicular access via Macquarie Street and a right of way through the rear of 190-202 Collins Street providing for egress only.

The site is located within Hobart's Central Business Zone and surrounded by properties supporting a broad range of commercial uses such as offices, hotels, restaurants, shops, visitor accommodation, hospitals and places of worship.



Figure 1 Aerial view of subject site

Base imagery obtained from TheLIST © State of Tasmania

1.5 Information and Data Sources

The following organisations were contacted during the preparation of this report:

- Department of State Growth (State Growth) - Crash data and traffic data;
- City of Hobart - Planning Scheme; and
- MC Architects - Design drawings and general project information.

The following documents and materials have been referred to in this report:

- Australian/New Zealand Standard AS/NZS 2890.1, *Parking Facilities - Part 1: Off-street car parking*, 2004
- Australian Standard AS2890.2, *Parking facilities - Part 2: Off-street commercial vehicle facilities*, 2002
- Australian/New Zealand Standard AS2890.6, *Parking facilities - Part 6: Off-street parking for people with disabilities*, 2009
- *Guide to Road Design - Part 4A: Unsignalised and Signalised Intersections*, Austroads 2017
- *Building Code of Australia, Volume 1*, 2016
- *179 Macquarie Street, Traffic Impact Assessment*, GHD, April 2015
- Resource Management and Planning Appeal Tribunal, Sunset Rock Investments Pty Ltd and JK Tasmania Hobart Pty Ltd v Hobart City Council and CNC Management Pty Ltd (Appeal number 77 & 78/15P), Planning Appeal Decision, 19 January 2016
- K Midson (Midson Traffic Pty Ltd), Statement of Evidence, RMPAT Appeal 77 & 78/15P, November 2015
- K Midson (Midson Traffic Pty Ltd), Response Statement of Evidence, RMPAT Appeal 77 & 78/15P, November 2015
- R Mannering (Pitt & Sherry), Statement of Evidence, RMPAT Appeal 77 & 78/15P, November 2015
- R Mannering (Pitt & Sherry), Response Statement of Evidence, RMPAT Appeal 77 & 78/15P, November 2015

2. Existing Conditions

2.1 Transport Network

The subject site is bounded by Macquarie Street, Davey Street, Barrack Street and Harrington Street. These streets are arranged in a one-way grid type network with Macquarie and Davey Streets forming a one-way pair and Barrack and Harrington Streets forming another one-way pair perpendicular.

Macquarie Street and Barrack Street will form the main focus of this assessment given they will provide vehicular access to and from the subject site.

2.1.1 Macquarie Street

Near the site, Macquarie Street has nominally 3 lanes of traffic travelling in the northbound direction. A clearway operating between 7:30-9 am is provided on the left side of the road (along the site frontage) which increases the number of lanes on Macquarie Street to 4 during the morning peak period. Note that the additional lane is blocked for short periods during the peak due to buses stopping on Macquarie Street. On-street parking is metered and restricted to 2 hours maximum (2P) on the northern side of the road between 9:00 am and 6:00 pm weekdays and on the southern side of the road the on-street parking is metered and generally restricted to 2 hours maximum (2P).

Traffic volumes along this section of Macquarie Street were estimated from a number of sources including turning movement surveys undertaken in June 2016 of the Macquarie Street and Harrington Street intersection as part of the development of the Hobart Urban Travel Demand Model for City of Hobart and State Growth, as well as SCATS data obtained from State Growth in February 2017.

The daily and hourly peak volumes from the two sources are summarised in Table 1.

Table 1 Macquarie Street Traffic Volumes

Source	Year	Traffic Volumes		
		Daily	AM Peak	PM Peak
TM Count June 2016	2016	n.a.	2,580	1,926
SCATS February 2017	2017	28,925	2,686	2,139

Based on the volumes in Table 1, Macquarie Street is estimated to carry up to 29,000 vehicles per day past the subject site with peak hour volumes in the order of 2,500 to 2,700 vehicles per hour in the morning and 1,900 to 2,200 vehicles per hour in the evening.

A review of historic traffic count data for Macquarie Street ranging from 2008 to 2017 indicates that peak hour traffic volumes have remained relatively consistent while daily traffic volumes are increasing. This suggests that the road is approaching capacity and traffic intensity during the peak is not increasing, rather the duration of the peak is expanding.

2.1.2 Barrack Street

Barrack Street travels in the eastbound direction, towards Macquarie Street and Davey Street. Near the subject site egress, approximately 50 m downstream of the intersection with Macquarie Street, Barrack Street has a moderate incline gradient with three continuous lanes,

increasing to four approach lanes at Macquarie Street. Along the eastern side of Barrack Street there is some 1P metered on-street parking available. Parking restrictions are in effect along the eastern side of Barrack Street from 8:00 am to 9:00 am and from 4:30 pm to 6:00 pm weekdays; and along the western side of the road at all times.

Traffic volumes on Barrack Street at the intersection with Macquarie Street are summarised in Table 2.

Table 2 Barrack Street Traffic Volumes

Source	Year	Traffic Volumes		
		Daily	AM Peak	PM Peak
TM Count June 2016	2016	n.a.	806	1,065
SCATS February 2017	2017	14,835	896	1,240

From Table 2, Barrack Street is estimated to carry up to 15,000 vehicles per day on approach to Macquarie Street, with peak traffic volumes ranging from 800 to 900 vehicles per hour in the morning and 1,050 to 1,250 vehicles per hour in the afternoon.

2.2 Pedestrians and Cyclists

Footpaths are provided on both sides of Macquarie Street, however, there is frequent interruption to the footpath by driveway crossovers. Indicative pedestrian counts along Macquarie Street have been obtained from Hobart Public Spaces and Public Life 2010 – PublicLife Data (Gehl Architects).

Approximately 3,200 pedestrians per day walked along Macquarie Street during a typical summer weekday with up to 500 pedestrians per hour in the morning and 450 in the evening, which suggests Macquarie Street is a major pedestrian commuter route to and from the City Centre.

Macquarie Street, along with Davey Street, is identified as part of the Hobart Principal Bicycle Network adopted by Council in 2008. Super Tuesday cyclist counts obtained from the Cycling South website for 2010 to 2014 indicate that around 80 to 100 cyclists currently use Macquarie Street during the morning peak period. No specific provision for cyclists is currently provided along Macquarie Street; instead cyclists are required to ride within traffic lane.

A pedestrian and cyclist survey undertaken by Ross Mannering for his Statement of Evidence in 2015 indicates that the Barrack Street northern footpath carries approximately 115 pedestrians and a very limited number of cyclists in the AM peak hour.

2.3 Road Safety Performance

Crash data was obtained from the Department of State Growth for the most recent 5 year time period (June 2012 to July 2017) for Macquarie Street, between Molle Street and Murray Street. The results are summarised in Table 3.

Table 3 Crash History (2012 – 2017)

Location	Number of Crashes		Dominant Crash Type(s)
	Total	Casualty	
Macquarie Street Mid-block			
Molle St – Barrack St	28	6	Rear end (11), Side swipe (5)
Barrack St – Harrington St	16	2	Rear end (5), Manoeuvring (5)
Harrington St – Murray St	38	7	Manoeuvring (18), Rear end (7)
Macquarie Street Intersections			
Molle Street	7	1	Cross traffic (3), Rear end (2)
Barrack Street	27	12	Cross traffic (17), Rear end (6)
Harrington Street	24	3	Side swipe (15), Cross traffic (2)
Murray Street	12	7	Rear end (5), Cross traffic (4)
Victoria Street	1	0	
Total	***153***	***38***	

The crash profile is typical of a multi-lane arterial street in a congested CBD environment, with a large proportion of rear end collisions and crashes involving lane changes. The number of manoeuvring type crashes is consistent with the on-street parking activity on both sides of Macquarie Street. The pedestrian crash rate is reflective of the high crossing volumes parallel to Macquarie Street and not necessarily any deficiency with regard to pedestrian infrastructure.

The total volume of crashes, whilst relatively high at around 44 crashes per km per year, is reflective of the very high traffic volumes travelling along Macquarie Street (around 29,000 vehicles per day). The proportion of crashes resulting in injury is relatively low, representing around 25% of all crashes.

Based on the above, no specific existing road safety deficiencies were identified that might be exacerbated by a minor increase in traffic along Macquarie Street due to the proposed development.

2.4 Public Transport and Taxis

This section of Macquarie Street is a major inbound bus corridor for the suburbs south and west of Hobart. There is an existing Metro bus stop located on Macquarie Street approximately 20 m upstream of the subject site within the left hand traffic lane which is heavily utilised by alighting passengers during the morning peak.

Taxi ranks are located on Collins Street and Liverpool Street, near the Elizabeth Street Mall, and on Castray Esplanade, which are all around 600 to 700 metres walking distance from the site. On Saturdays, a taxi zone operates along Davey Street, just downstream of the Salamanca Place junction, approximately 380 metres from the site.

3. Proposed Development

3.1 Overview

The application is for demolition works on the site and construction of a mixed-use complex comprising a basement car parking level, a ground floor café and function centre, and 202 serviced apartments across eight levels.

The proposal includes:

- Demolition of the existing 1960s building.
- Construction of a new nine-storey building with ground floor café and conference facility and 202 one-bedroom serviced apartments.
- Basement car park containing 29x Class 2 car spaces, 1x Class 4 accessible car space, 8x motorcycle spaces and 14x bicycle spaces. Vehicles will enter the basement from Macquarie Street and exit onto Barrack Street via the existing Right of Way.
- Ground floor open entrance plaza (370 m^2), public café (290 m^2), foyer and reception area and conference facility (860 m^2, 130 person capacity) to the rear.
- An open plaza is proposed along the southwest corner of the site with an approximate area of 507.6 m^2. This area will provide pedestrian access to the visitor accommodation and conference facilities, outdoor dining and open space. It includes a sculpture, water feature and reflection pool and landscaping adjacent to the heritage listed former Hutchins building. This will be publically accessible.
- One new crossover and an extension of the existing crossover to Macquarie Street are proposed.

3.1.1 Site Access and Car Parking

The proposed car park is accessed via a new entry ramp on Macquarie Street, and an exit onto the existing right-of-way which connects to Barrack Street. The car park has one-way circulation in the anti-clockwise direction. The car park includes provision of 8 motorcycle spaces and 14 bicycle spaces for employees.

A new, one-way drop-off lane is proposed alongside Macquarie Street at the building entrance providing both entry and exit onto Macquarie Street as well as entry to the proposed car park. The lane will have a capacity for 2 short-term parking spaces in a nose-to-tail arrangement.

Direct pedestrian access to the proposed building will be available from Macquarie Street.

3.2 Traffic Generation

The expected traffic generation of the proposed development has been separated into three components as outlined in the following sections.

3.2.1 Accommodation

The RMS publication, *Guide to Traffic Generating Developments* (2002), does not provide typical rates for traditional hotels citing a large variance and a lack of reliable survey data. Instead, it recommends that analysis of proposed hotel developments be based on surveys of similar existing hotels.

GHD undertook an all-day survey at the Hotel Grand Chancellor in Hobart (243 rooms) in August, 2012, between 7:45 am and 5:30 pm. A total of 254 movements were recorded across

the day. The peak activity of the drive-way occurred at around midday with a total of 47 vehicles per hour entering and exiting the site. Traffic activity was around 15 to 20 vehicles per hour during the morning commuter peak and around 20 to 35 vehicles per hour during the evening commuter peak.

The Australian Bureau of Statistics provides quarterly information on hotel occupancy rates for those licensed hotels with 15 or more rooms. For the third quarter of 2012, when the surveys were undertaken, the average room occupancy rate was around 50%. The typical peak occupancy rate during the seasonal peak is around 75%.

Therefore, the adopted seasonal peak traffic generation rates for the proposed hotel are as follows:

- Daily traffic generation 1.57 trips per room
- Peak hourly traffic generation (midday) 0.29 trips per room
- AM commuter peak traffic generation 0.12 trips per room
- PM commuter peak traffic generation 0.22 trips per room

Given a total of 202 rooms, the proposed accommodation is likely to generate up to 317 vehicle trips per day (two-way). Peak traffic activity is likely around 59 vehicle trips per hour (two-way) during the midday period with around 24 vehicle trips per hour and 44 vehicle trips per hour during the morning and evening commuter peak periods respectively.

3.2.2 Conference Facility

Survey-based traffic generation rates for conference centres were unavailable. Instead, the traffic generation of this component of the proposed development was estimated from first principles based on the following:

- Seating capacity within the four conference rooms of up to 130 guests.
- Mode shift of around 20% to taxis and cars (drop off) with the majority of guests being patrons of the hotel or walking from another location in the city.
- Average car occupancy of 1.5 people.

Based on the above, the conference facility might attract up to 35 vehicle trips (two-way) dropping guests off at the beginning of a conference and a similar level of traffic at the conclusion of the day.

3.2.3 Café

The café is considered ancillary and it will attract patrons of the hotel and conference facility that are already at the site or walking from another location in the city. Therefore, the only traffic likely to be generated from this use is deliveries. It is assumed this use may attract up to 6 vehicle trips (two way) per day.

3.2.4 Summary

A summary of the anticipated traffic generation of the proposed development by land use is presented in Table 4.

Table 4 Summary of Traffic Generation

Component	Units	Traffic Generation (two-way trips)			
		Daily	AM Peak	Midday	PM Peak
Hotel	202 room	317	24	59	44
Conference Facility	130 people	35	17		17
Café	290 m^2	6	4	2	
Total		***358***	***45***	***61***	***61***
Existing (retail)[1]	~1,200 m^2	333	34	34	34
Additional		***+25***	***+11***	***+27***	***+27***

Notes:

1. Refer April 2015 Traffic Impact Assessment (GHD, 2015)

Accounting for the existing use of the site (retail), the proposed development is likely to generate around an additional 25 vehicles per day (two-way) onto the surrounding road network. Peak hour traffic generation is likely around 11 additional vehicles per hour in the morning, 27 vehicles per hour at the midday peak and reaching up to 27 vehicles per hour in the evening.

4. Traffic Impacts

4.1 Access Impacts

The proposed development access arrangement has been assessed against the requirements of the Planning Scheme.

4.1.1 General Access Arrangement

Clause E5.6.2 A2 of the Planning Scheme states: *"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."*

The proposed development will provide 30 parking spaces in the basement level as well as a drop off lane in front of the Hotel entrance. General access to the drop off lane and the car park is separated into separate entry and exit as follows:

- Extension of an existing vehicular ramp on Macquarie Street allowing access to the drop off lane and through to the car park or egress back onto Macquarie Street.
- Entry via a new ramp on Macquarie Street with a width of 3.0 metres providing direct access to the car park;
- Exit from the car park via the existing right of way onto Barrack Street which has a width of 4.7 to 4.9 metres.

The proposed vehicular access arrangement does not comply with the Acceptable Solution A2, and will therefore be assessed against the Performance Criteria P2.

The development falls in the Central Business Zone, with Clause E6.7.1 A2 of the Planning Scheme stating: *"In the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed."*

Since the proposed development will provide a one new ramp on Macquarie Street the proposal relies on the performance criteria of Clause E6.7.1 P2. The performance criteria require that access points minimise loss of on-street car parking and do not compromise safety, amenity and streetscaping. Compliance with performance criteria of the Scheme is demonstrated in Sections 4.1.2 to 4.1.4.

4.1.2 Access Design

Clause E6.7.2 A1 of the Planning Scheme requires the access design to comply with Section 3 of AS2890.1 and AS2890.2 where commercial vehicles will access the site. The largest design vehicle requiring access to the site will be a small refuse truck similar in size to a Small Rigid Vehicle (SRV) as defined by AS2890.2. The refuse truck is a rear-loading, mobile garbage compactor that has been specifically designed to operate in areas with low clearance and tight access. The dimensions of this vehicle are:

- Length 6.4 m
- Width (mirrors out) 2.26 m
- Height 2.08 m (requires a clearance height of 2.1 m during operation)

Vehicle circulation within the site and the separation of entry and exit allows vehicles to both enter and leave the site in a forward direction.

The existing site accesses are classified as Category 2 accesses under AS2890.1, which specifies a separate entry and exit width of 3 metres. The access widths have been derived

based on the swept paths of the garbage compactor, With an entry width and exit width of approximately 6.5 meters each, the accesses comply with the requirements of AS2890.1.

The requirements for commercial vehicle access are addressed in Section 4.4.

4.1.3 Sight Distance Assessment

Clause E5.6.4 A1 of the Planning Scheme requires that sight distances at an access or junction for a 50 km/hr frontage road speed must comply with the Safe Intersection Sight Distance of 80 m. Vehicles will exit the site onto Macquarie Street at the drop-off lane and onto Barrack Street at the existing right of way.

Macquarie Street is straight and a clear sight distance is available to at least the Barrack Street Intersection, the minimum 80 metres required by the Planning Scheme. It is acknowledged, however, that large vehicles parked on-street adjacent to the drop-off lane may obstruct clear vision for exiting vehicles. On occasions when sight lines are blocked by larger parked vehicles, exiting vehicles can utilise the additional width available to edge clear of a parked vehicle and observe oncoming traffic prior to entering the closest traffic lane since the on-street parking in this location is situated within a traffic lane. This allows for around half a metre additional room between the parked vehicle and the adjacent traffic lane.

Figures A1 to A3 in Appendix A indicate that two metered parking spaces will need to be removed to allow for the additional downstream crossover.

Barrack Street has an uphill grade near the site exit and clear vision is available over the tops of parked cars for a distance of 80 metres as required by the Planning Scheme.

Observation Angle

The Austroads publication, *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections* (2017), specifies a general maximum observation angle of 120 degrees to oncoming traffic. That is, a vehicle leaving the proposed drop-off lane should approach Macquarie Street at an angle no more than around 35 degrees from perpendicular. This is illustrated in Figure 2.

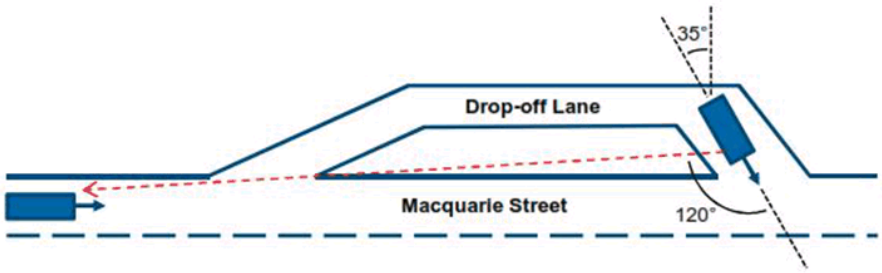


Figure 2 Observation Angle

The layout of the drop-off lane will allow for vehicles to sufficiently align themselves with Macquarie Street to maximise sight lines.

Pedestrian Sight Distance

AS2890.1 also requires that clear sight lines be provided to ensure adequate visibility between vehicles leaving the driveway and pedestrians on the footpath. These sight lines are generally provided by means of clear sight triangles measuring 2.0 metres wide and 2.5 metres deep at the exit.

These sight triangles are partially available at the Barrack Street right of way exit through a wire mesh fence on the eastern boundary and between columns of the adjacent building on the western boundary. The right of way has been used as a one-way exit facility for many years.

It is recommended that signage be placed within the driveway for exiting vehicles to warn drivers of the presence of pedestrians and the need to give way. Warning signage should also be provided on the footpath approaches to the crossover to warn pedestrians of exiting vehicles. Exiting vehicle speeds on the right of way could be managed using a speed hump, situated approximately 2 metres into the site boundary for the footpath.

At the drop-off lane on Macquarie Street pedestrian visibility is proposed to be maximised to the north from the driveway by the replacement of a solid wall on the property boundary with a slatted timber wall as shown in Figure 3. It is recommended that the design of the wall must allow for minimum 50% transparency.

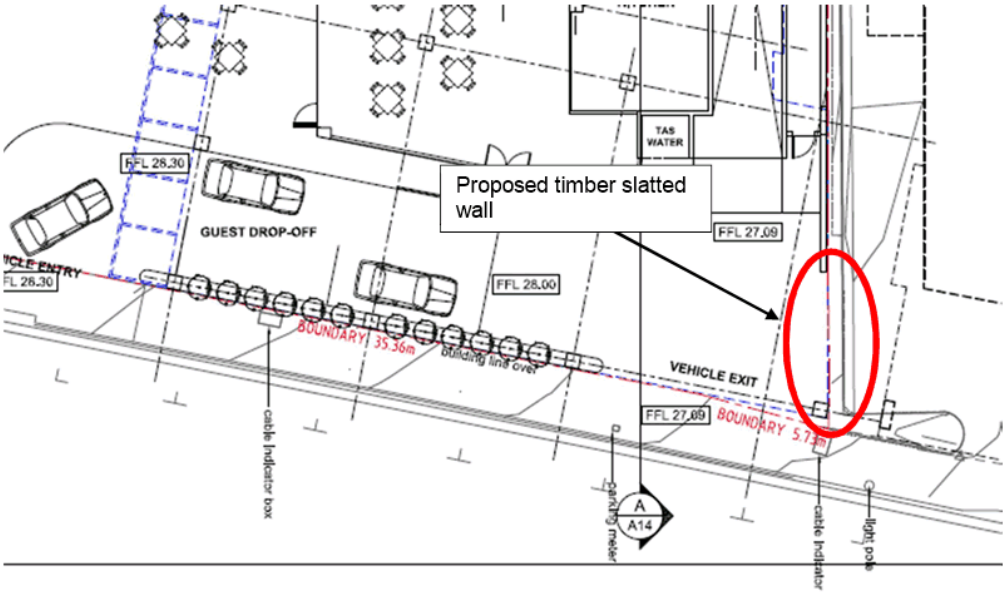


Figure 3 Proposed Timber Slatted Wall

4.1.4 Drop-off Lane Assessment

The proposed drop-off lane consists of a single lane with storage for up to 2 short-term parking spaces. From Section 3.2.1, the proposed development is likely to generate up to 59 vehicle movements per hour (two-way) which would include both drop-off lane activity and car park accessing movements. This equates to a peak of 30 individual vehicles per hour potentially using the drop-off lane.

In order to manage the laneway so that queuing does not extend into Macquarie Street, it is recommended that parking be used for very short-term drop-off or pick-up only (e.g. taxis). Guests driving their own vehicles should be directed to the underground car park in order to check-in. A concierge or similar may be required at the drop-off lane for this purpose.

To manage any conflicts between vehicles exiting from the drop-off lane and pedestrians walking in both directions on the footpath, it is recommended that signage be provided at the drop-off lane exit directing vehicles to give-way to pedestrians.

A swept path assessment of the proposed drop-off lane and car park entry has been undertaken and is provided in Figure A1 and Figure A2 of Appendix A. The lane is suitable for use by light vehicles and the smaller delivery and service vehicles requiring access to the hotel entry and carpark. Provision of sufficient space to cater for coach and minibus turning paths would result in significant detriment to the existing footpath such that pedestrian amenity would be impacted. Instead, alternative arrangements for bus drop-off should be investigated such as:

- Utilising the existing Metro bus stop located a small distance north of the subject site;
- Engaging in a 'shared coach parking' arrangement with the recently constructed hotel development adjacent to the subject site; or
- Providing a bus zone on Macquarie Street alongside the drop-off lane noting that this could only be used outside of the morning peak period due to the Macquarie Street clearway.

It is recommended that the longitudinal gradient of the proposed drop-off lane match the existing footpath, which is approximately 4%. The alternative would be to level off part of the drop-off lane and have a short, steeper section with a significantly higher grade. This is not desirable due to the following:

- Levelling the drop-off lane and maintaining the existing footpath grade would require a high kerb or retaining wall between the laneway and the footpath which can create a tripping hazard for pedestrians;
- Levelling part of the footpath to match an adjusted drop-off lane gradient would result in steep footpath grades which may exceed the maximum allowable for footpath ramps (1:14 or 7%).

4.1.5 Summary

Based on the discussions outlined above, and the recommendations contained within, the proposed access arrangements will not result in significant detrimental impacts to traffic efficiency or road safety in compliance with the relevant Performance Criteria of Clauses E5.6.2 and E6.7.1.

4.2 Surrounding Road Network Impacts

It is assumed for the purpose of this assessment that all of the additional traffic generated by the proposed development will at some point travel on Macquarie Street past the site. These vehicles will have a spread of destinations including:

- Short-term drop-off or pick-up at the site;
- Accessing the proposed car park;
- Off-street parking facilities in the nearby area (for example, Centrepoint Arcade off Harrington Street); and
- On-street parking on Macquarie Street or on nearby streets.

Most of this traffic will use the Macquarie Street / Barrack Street intersection and some would use the Macquarie Street / Harrington Street intersection.

4.2.1 Traffic Efficiency

Clause E5.5.1 A3 of the Planning Scheme states that: *"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."*

The estimated traffic generation of the development provided in Table 4 indicates that the increase in traffic is around 25 additional vehicles per day, an increase of around 7.5%. Therefore the Acceptable Solution A3 of E5.5.1 is met.

The proposal is expected to generate up to 25 additional vehicles movements per day onto the surrounding road network, with all of these at some point assumed to travel along Macquarie Street. Around half of these would be entering movements and half would be exiting movements. The anticipated change in traffic volume on Macquarie Street is shown in Table 5.

Since the anticipated traffic generation will increase the volume of traffic on Macquarie Street by less than 20%, it complies with the acceptable solution above.

Table 5 Change in Traffic Volume

Period	Existing	Additional	Proposed	Change
Daily	28,925	25	28,950	+0.1%
AM Peak	2,686	11	2,697	+0.4%
PM Peak	2,139	27	2,166	+1.2%

The Hobart CBD road network is complex and consists of a grid arrangement of two-phase, signalised intersections connected and controlled via SCATS. The SCATS system varies signal cycle times, phase times and offsets based on real-time traffic information gathered from sensors within the road pavement. As such, it is difficult to accurately model the immediate area without consideration of the wider network including platoon formation (upstream effects), lane blockage (downstream effects) and signal coordination.

The network cycle time varies throughout the day, reaching a maximum of 120 seconds for most of the morning and the evening peak periods. This means that there are around 30 cycles per hour during these times and the proposed development might generate 1 additional vehicle per cycle. Any additional vehicles would be added to the queue on Macquarie Street if generated during the red phase and are equivalent to 0 to 1 vehicle per lane, or if generated during the green wave would pass directly through the intersections with no significant detrimental impacts to traffic performance.

4.2.2 Road safety Impacts

No significant adverse road safety impacts are foreseen for the project. This is based on the following:

- The anticipated additional traffic generated by the proposal can be readily absorbed by the surrounding road network with no loss in traffic performance;
- There is sufficient sight distance at each of the access locations to comply with the requirements of the Australian Standards
- The site is located in a CBD environment with a relatively high level of on-street parking activity and a number of nearby land uses utilising drop-off and pick-up arrangements and as such, traffic movements at the site will not be seen as 'unusual' by other motorists;
- The crash history does not suggest that there are any specific road safety deficiencies that might be exacerbated by the additional traffic generated from the proposed development.

4.3 Parking Assessment

The Proposed development is in the Central Business Zone and therefore is subject to clauses E6.6.5 of the Planning Scheme. Clause E6.6.5-A1 of the Planning Scheme states: *"that either no on-site parking is provided; or on-site parking is provided at a maximum rate of 1 space per 200 m2 of gross floor area for commercial uses."*

The proposed development will have a gross floor area of 11,562 m^2 and therefore a maximum of 58 on-site parking spaces can be provided under the Planning Scheme. The proposal provides a total parking supply of 30 spaces which does not exceed the maximum parking allowance. The car-parking provision is considered to comply with the requirements of the Planning Scheme.

4.3.1 Car Park and Access Layout

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

The car park has been designed to the requirements of the Standard for User Class 2, which generally applies to long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, and airport visitors. The dimensional requirements for User Class 2 are as follows:

- 2.5 m width
- 5.4 m length
- 5.8 m aisle width

AS2890.1 requires a minimum headroom of 2.2 m, or 2.3 m if the carpark provides for people with disabilities. The proposed height clearance of the car park is 2.3 m.

The truck proposed to be used by the hotel for garbage collection is purposely built to collect refuse from underground carpark and narrow spaces. The height of the vehicle is 2.08 m and only requires a height clearance of 2.1 m for operation. The entry ramp into the carpark will have a clearance of around 7 m until the floor above commences. At this point, the height clearance is expected to be around 2.8 m.

Clause E6.7.4 A1 of the Planning Scheme states that: *"On-site turning must be provided to enable vehicles to exit a site in a forward direction".*

The proposed basement car park provides opportunities for on-site turning.

4.3.2 Accessible parking

Clause E.6.6.2 A1 of the Planning Scheme states that: *"Car parking spaces provided for people with a disability must:*

(a) satisfy the relevant provisions of the Building Code of Australia;

(b) be incorporated into the overall car park design;

(c) be located as close as practicable to the building entrance."

The proposed development includes the provision of one accessible parking space located in close proximity to the elevator.

The *Building Code of Australia* requires that the number of accessible car parking spaces required is calculated by multiplying the total number of car parking spaces by the percentage of accessible bedrooms to the total number of bedrooms. The client has advised there could be up to four (4) bedrooms available for people with accessibility requirements, therefore the number of accessible parking spaces required is one (1) space.

The *Building Code of Australia* also requires that accessible spaces comply with the requirements of Australian / New Zealand Standard AS/NZS2890.6, *"Parking Facilities - Off Street Parking for People with Disabilities"* (2009). The Standard requires minimum parking space dimensions of 2.4 x 5.4 metres with adjacent 'shared area'. The layout of the proposed accessible parking area complies with these requirements.

4.3.3 Bicycle Parking

Clause E.6.6.4 A1 of the Planning Scheme states that: *"The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2."* An extract from Table E6.2 of the Planning Scheme is provided in Table 6.

Table 6 Bicycle Parking Planning Scheme Requirements

Land Use	Bicycle Parking Requirement
Community meeting and entertainment (Function Centre, 860 m^2)	1 for each 500 m^2 of floor area for employees
Visitor Accommodation (202 Hotel rooms)	1 for each 40 accommodation rooms for employees

In the basement car park, a bike storage area with capacity for approximately 14 bikes will be accessible to staff. The bicycle provision is considered to comply with the requirements of the Planning Scheme.

4.3.4 Motorcycle Parking

Clause E6.6.3 A1 of the Planning Scheme states that: *"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."*

The proposed development provides 8 motorcycle spaces. The motorcycle parking is considered to comply with the requirements of the planning scheme.

4.4 Service Vehicles and Deliveries

Service vehicles will access the Hotel car park via the drop off lane on Macquarie Street and exit using the right of way through to Barrack Street.

Clause 6.7.2 A1 of the Planning Scheme states that *"(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."*

A swept path assessment of the proposed car park entry from Macquarie Street, and the egress onto Barrack Street is provided in Figures A1 to Figure A10 of Appendix A. The following vehicle types were tested:

- Van - B99 vehicle 5.2 metres

- Small Rigid Vehicle (SRV) 6.4 metres

Both the B99 vehicle and SRV are capable of entering and exiting the site, as well as turning within the site without impacting on parking.

Both ramps providing access in and from the car park consist of a maximum grade of 1:5 (20%) with transitions of 12.5% at both the top and bottom. The gradient of each ramp exceeds the maximum requirements of AS2890.2 for SRV, which are as follows:

- Ramp grade 1:6.5 (15.4%)
- Rate of change of grade 1:12 (8.3%) in 4.0 m of travel

AS2890.2 suggests that the grade line of the vehicle path may be checked against ground clearance templates for the relevant vehicle types. The vertical profile of the ramps were assessed and are provided in Appendix B. The assessment shows that a B99 and SRV are able to enter and leave the building without conflict.

The hotel will be used for laundry and refuse services, serviced by (light vans) B99 and a small garbage collection truck which is similar in size to a Small Rigid Vehicles (SRV), therefore the ramp grades are deemed acceptable for the design vehicle.

5. Conclusions

This traffic impact assessment has investigated the potential traffic impacts of a proposed development at 179 Macquarie Street, Hobart. The proposal includes 202 one-bedroom serviced apartments, conference facilities and café. Access to the proposed 30 space basement level car park is via a new ramp on Macquarie Street (entry) and the existing Right of Way on Barrack Street (exit).

The key findings of the report are as follows:

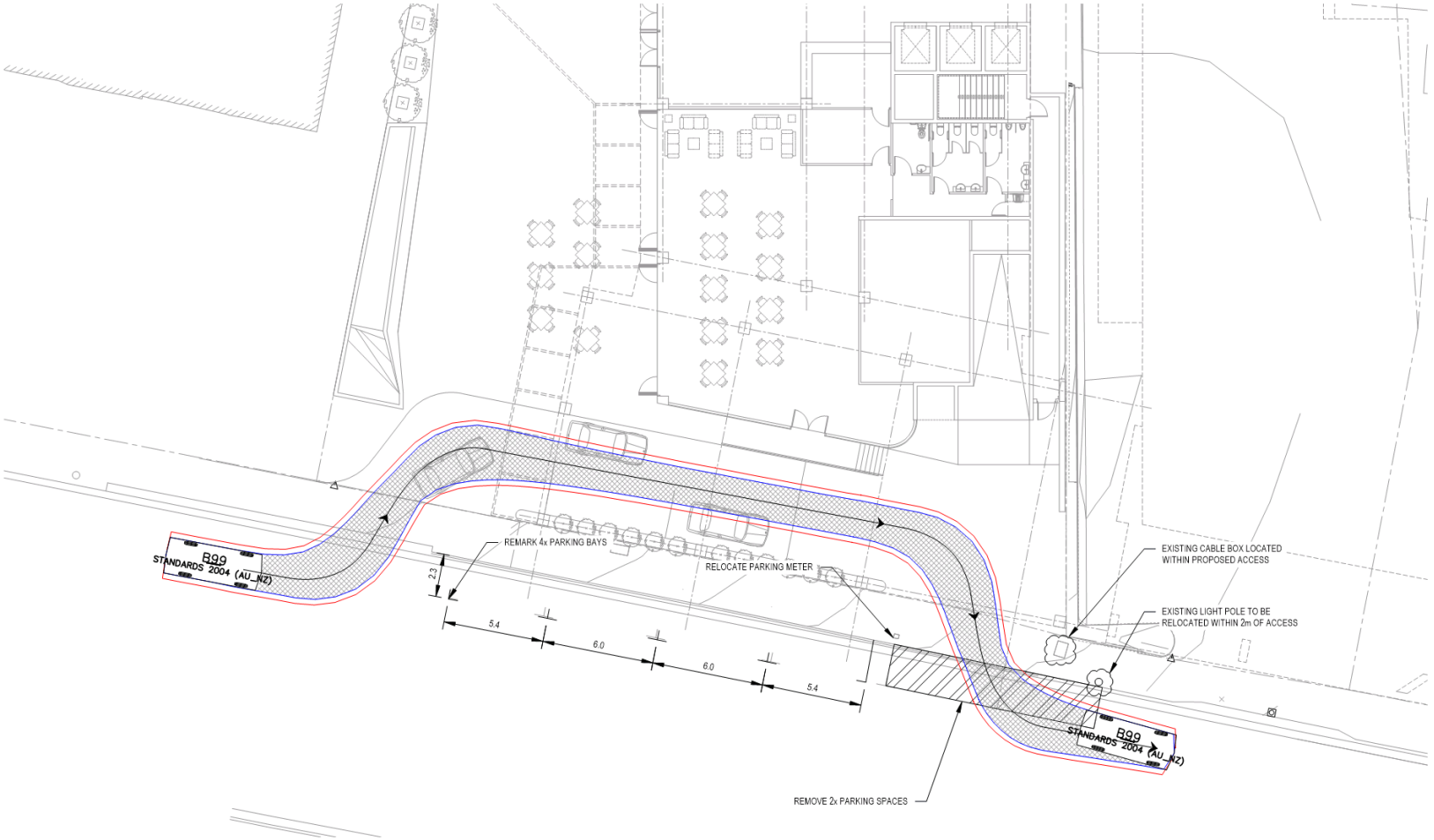
- The proposed development is likely to generate up to an additional 25 vehicle movements per day (two-way) compared to the existing use, with an additional 11 vehicles per hour in the morning peak, 27 vehicles per hour in the midday peak and 27 vehicles per hour in the afternoon peak;
- This additional traffic represents an increase by around 0.4% during the morning peak period and equates to an additional 1 vehicles travelling on Macquarie Street per signal network cycle;
- On this basis, the proposal is unlikely to cause significant detriment to the traffic performance of the road network;
- There is sufficient sight distance at the Right of Way on Barrack Street and at the drop-off lane exit at Macquarie Street in accordance with Australian Standards;
- In order to manage the drop-off lane so that queuing does not extend into Macquarie Street, it is recommended that parking be used for very short-term drop-off or pick-up only (e.g. taxis) and that guests driving their own vehicles be directed to the underground car park in order to check-in.
- It is recommended that signage be provided at the drop-off lane exit onto Macquarie Street directing vehicles to give-way to pedestrians;
- It is recommended that signage be provided at the Barrack Street egress warning exiting vehicles of pedestrians on the footpath, as well as signage on the footpath directing pedestrians to be cautious of exiting vehicles. A speed hump located within the right of way is also recommended to manage the speed of exiting vehicles.
- The drop-off lane is considered to be suitable for use by light vehicles only and the smaller delivery and service vehicles requiring access to the site. Alternative arrangements for bus drop-off should be investigated such as:
    - Utilising the existing Metro bus stop located a small distance north of the subject site;
    - Engaging in a ‘shared coach parking’ arrangement with the recently approved hotel development adjacent to the subject site; or
    - Providing a bus zone on Macquarie Street alongside the drop-off lane noting that this could only be used outside of the morning peak period due to the Macquarie Street clearway;
- It is recommended that the longitudinal gradient of the proposed drop-off lane match the existing footpath, which is approximately 4%;
- The proposed parking supply is 30 spaces and is considered appropriate for the uses. The Subject site is located in the Central Business Zone and is exempt from minimum parking requirements under the Planning Scheme. The proposed car-park complies with the maximum parking requirements under the Planning Scheme.

- The proposed basement car park complies with the minimum requirements of the Australian Standards;
- Service vehicle access are restricted to vans (B99 vehicle) and small rigid vehicles (SRV) which are capable of turning within the site and accessing the servicing area.
- Ground clearance templates have been used to determine that the largest design vehicle proposing to enter the site (refuse collection truck) can enter and exit without conflict.

Based on the findings of this report, and subject to the recommendations above, the proposed development is supported on traffic grounds.

Appendices

Appendix A – Turning Path Assessment



0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

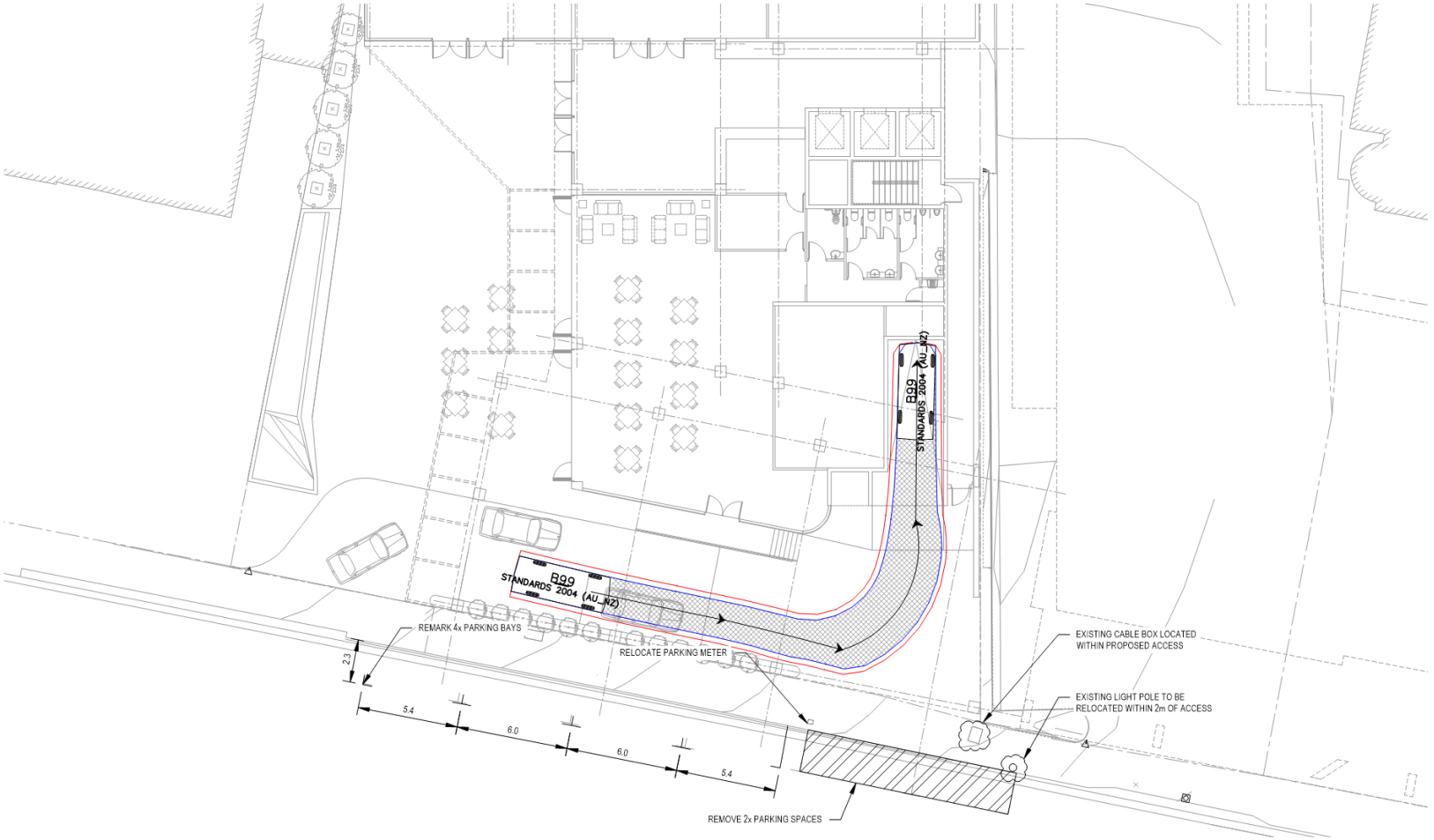
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Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Drop-off Lane Entry and Exit

Job Number 32-18414
Revision D
Date July 2017
Figure A1

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

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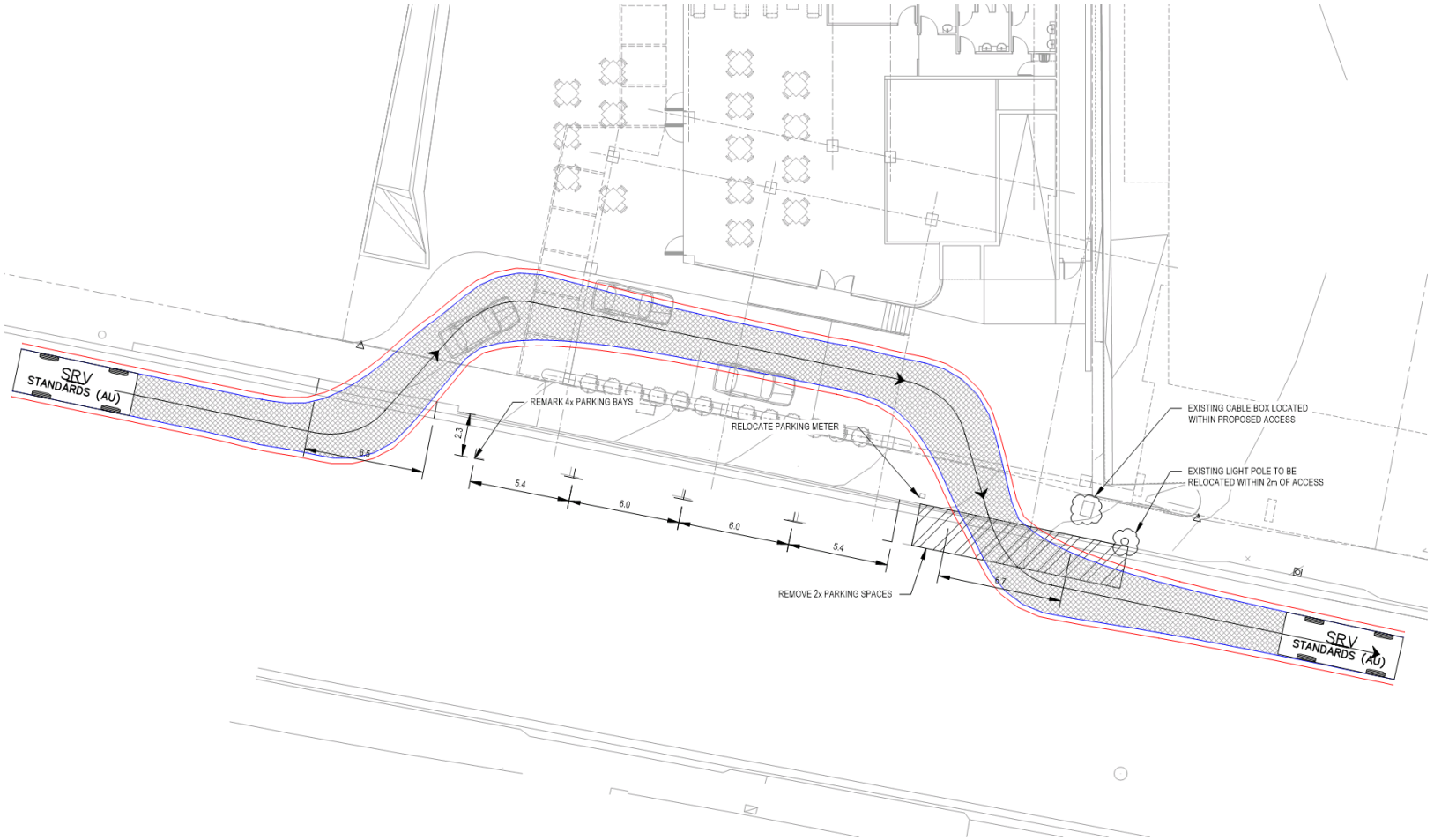
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Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Car Park Entry from Lane

Job Number 32-18414
Revision D
Date July 2017
Figure A2

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

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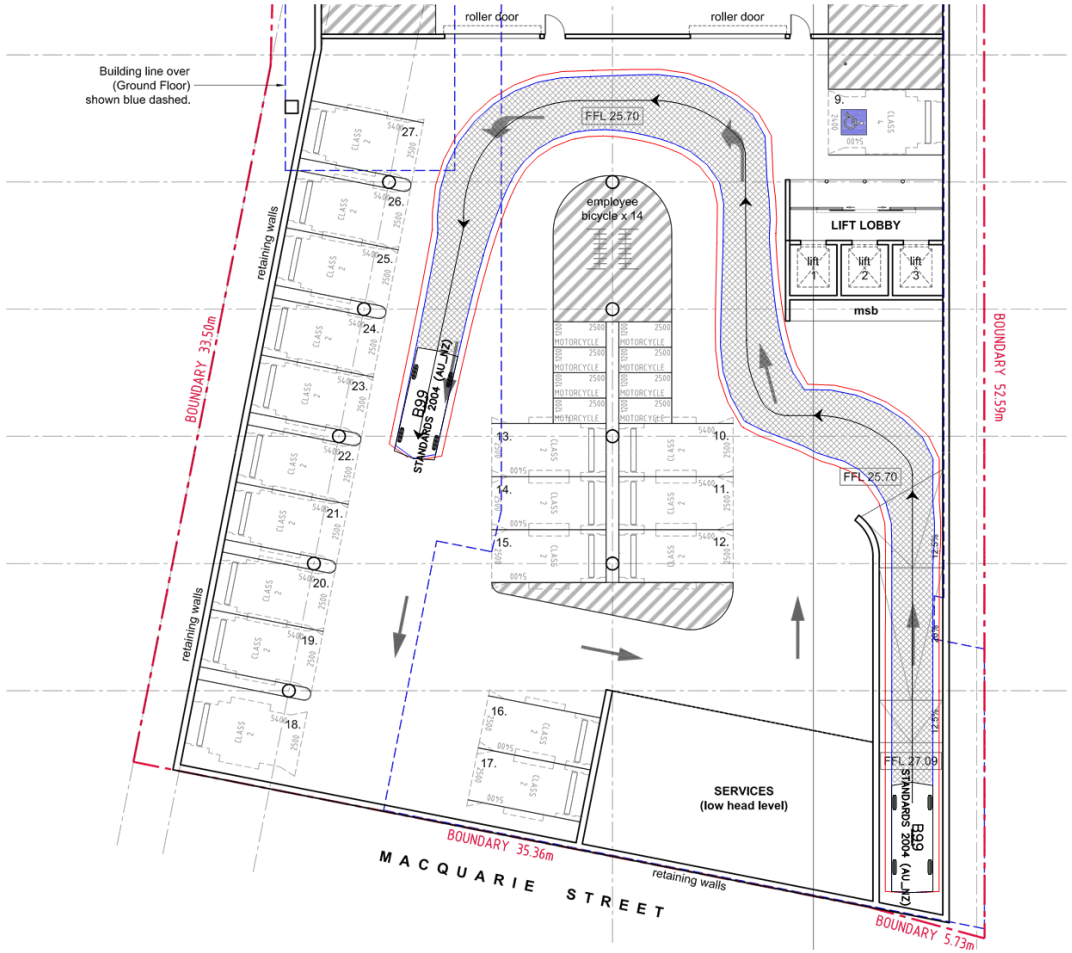
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Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Drop-off Lane Entry and Exit - 6.4m SRV

Job Number 32-18414
Revision A
Date DEC 2017

Figure A3

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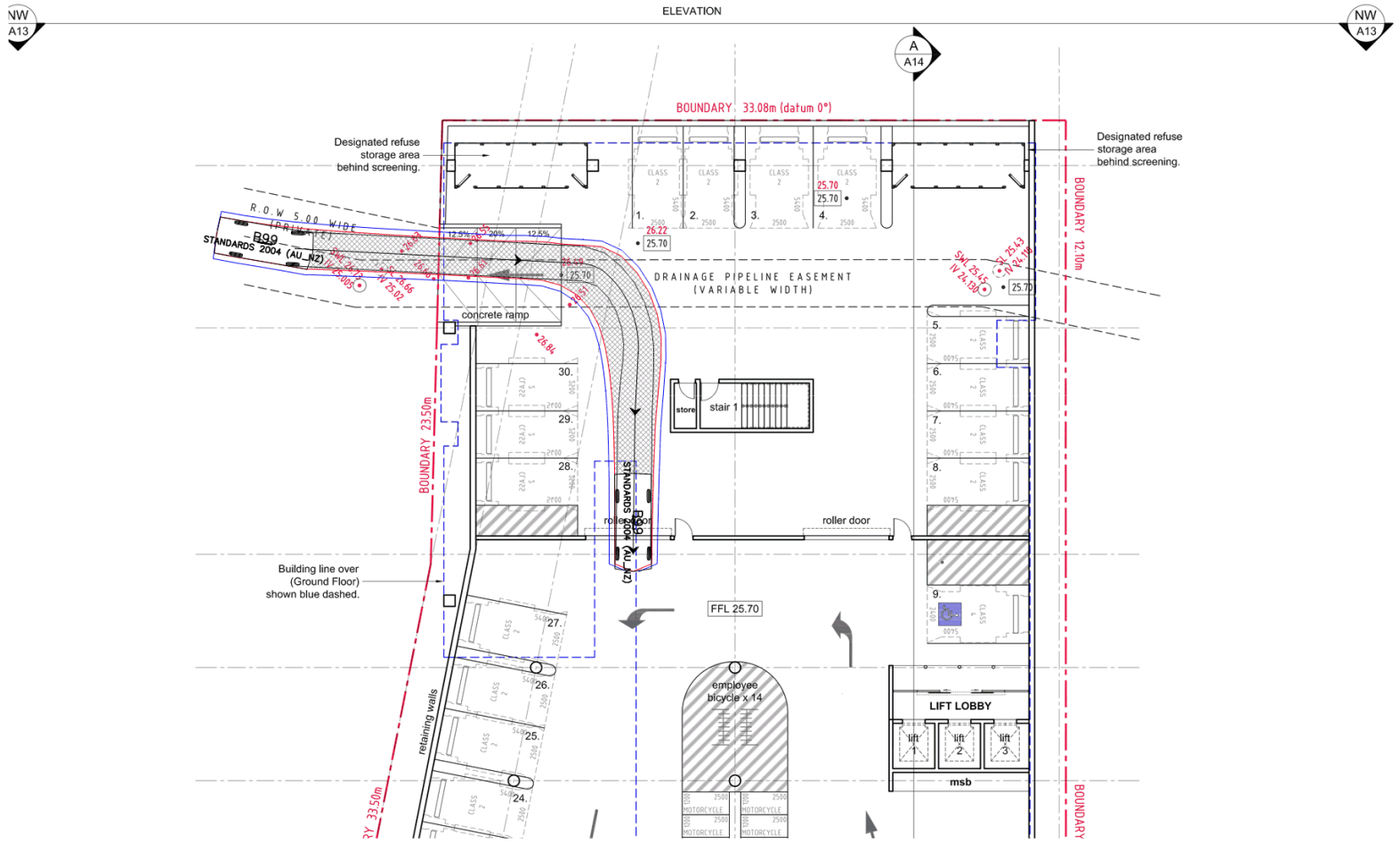
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Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Internal Car Par□Movement

Job Number 32-18414
Revision D
Date July 2017

Figure A4

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

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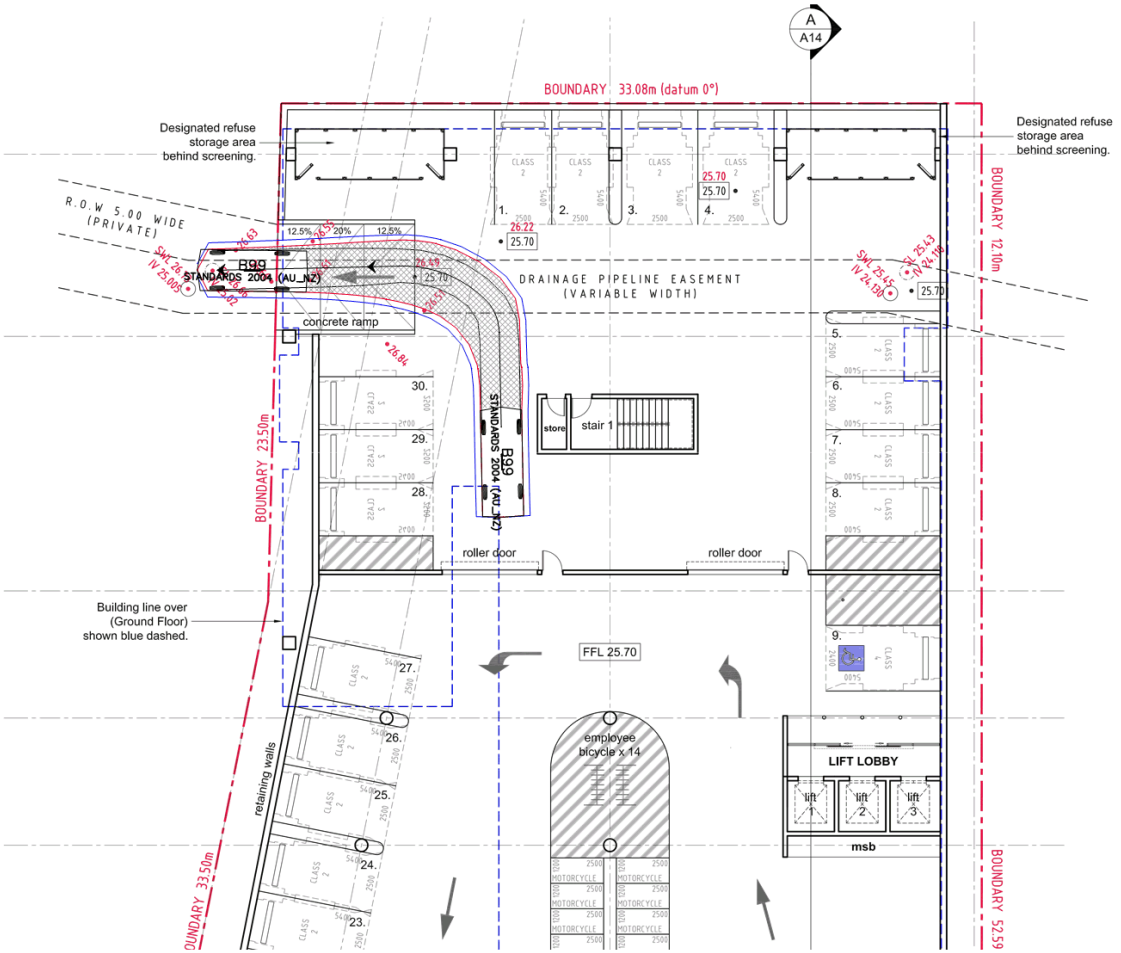
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Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Service □ehicle Entry

Job Number 32-18414
Revision D
Date July 2017
Figure A□

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

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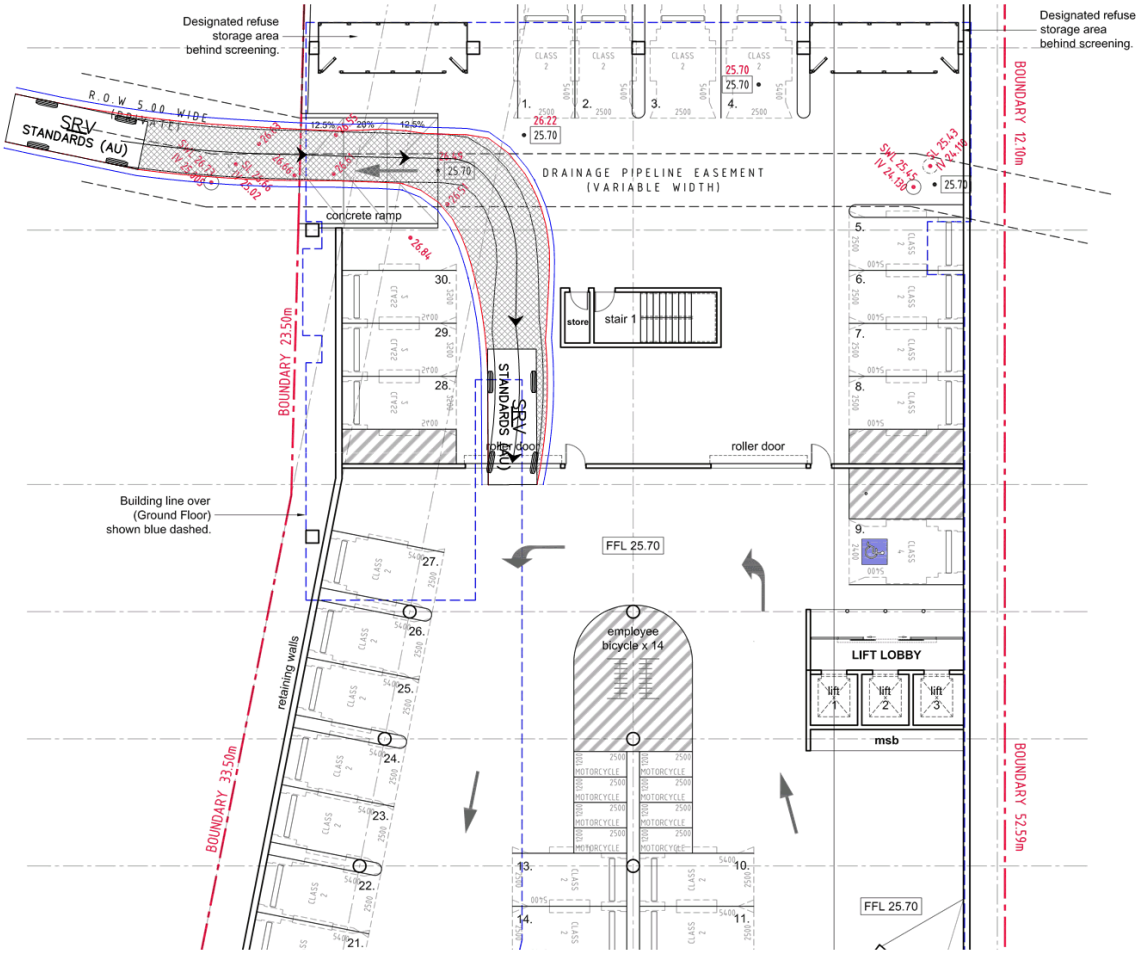
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Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Service □ehicle Entry

Job Number 32-18414
Revision D
Date July 2017
Figure A□

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Service □ehicle Entry 6.4m SR□

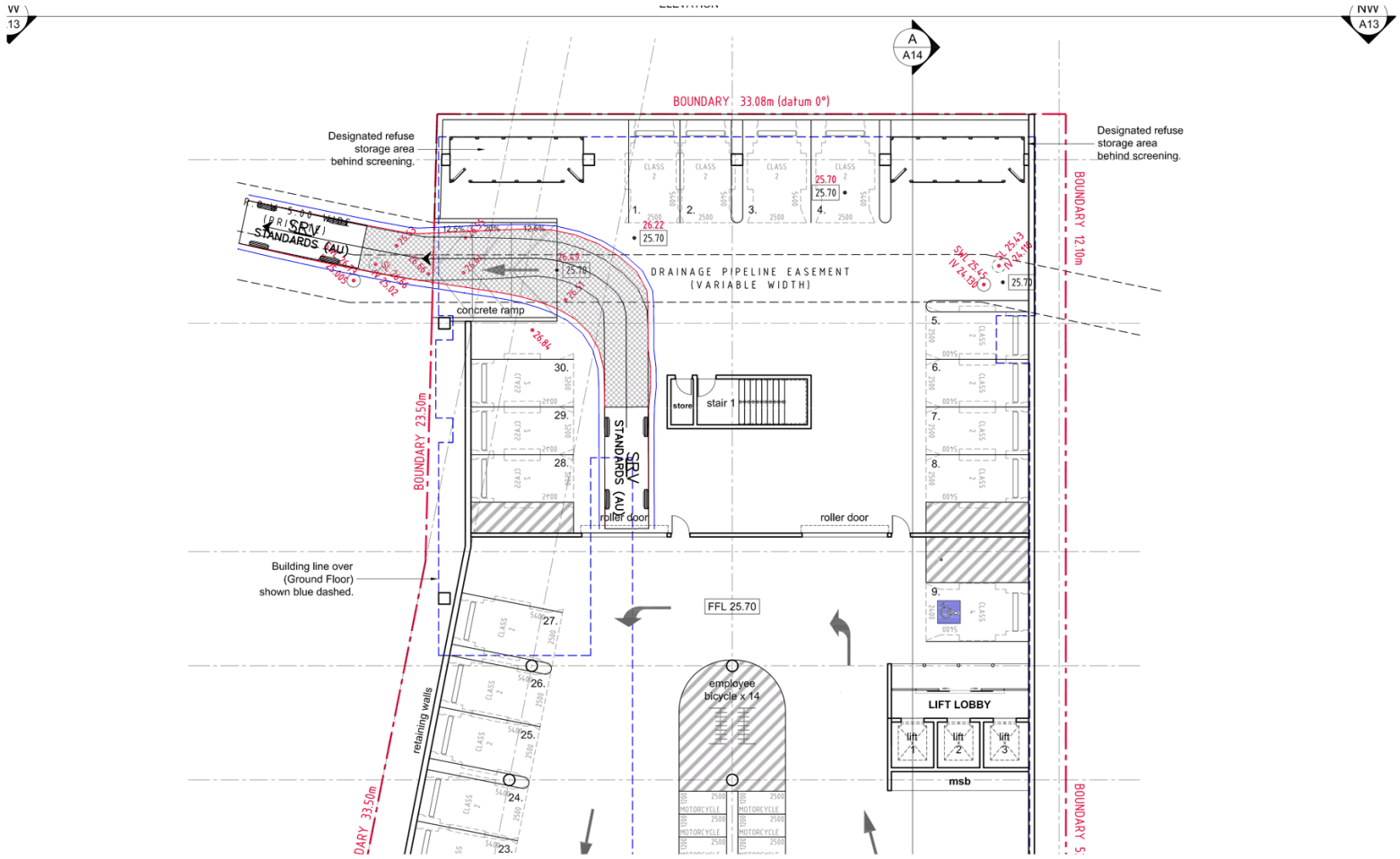
Job Number 32-18414
Revision D
Date July 2017

Figure A7

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Plot Date: 31 August 2017 - 10□9 AM Plotted by: Abbey Luttrell

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0 2 4 6m
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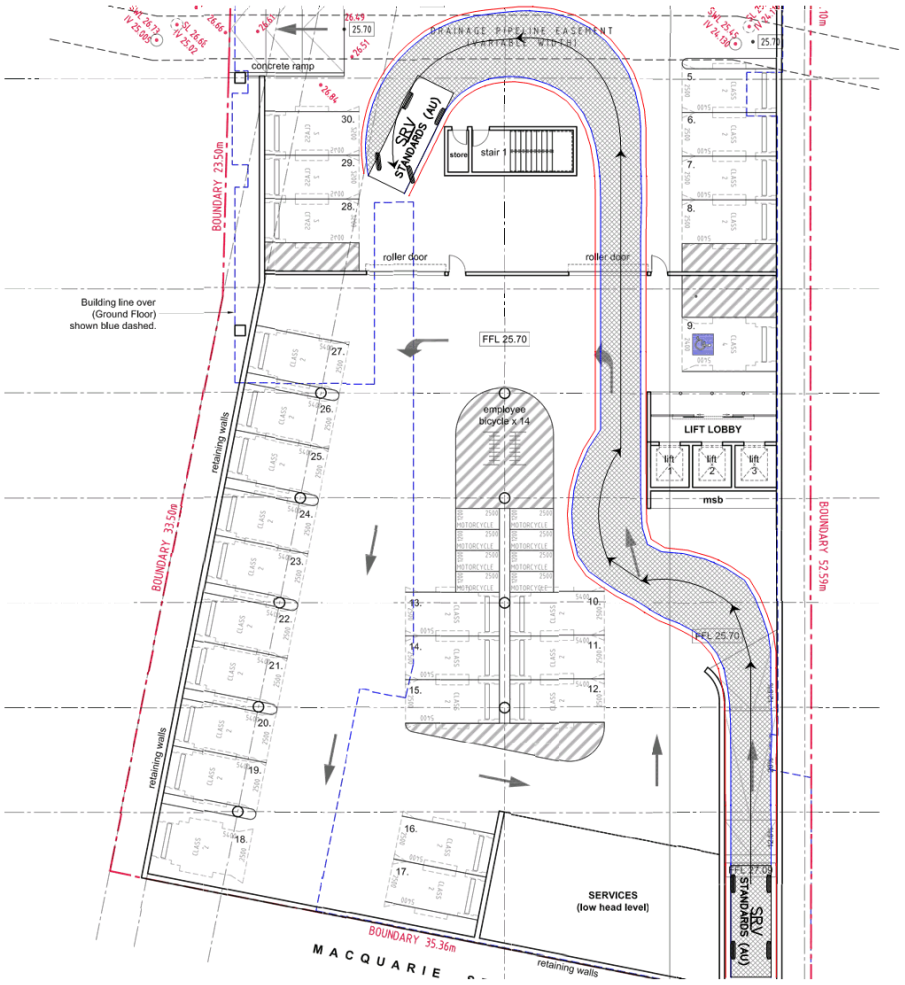
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GHD

Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Service □ehicle Exit 6.4m SR□

Job Number 32-18414
Revision D
Date July 2017
Figure A8

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



ELEVATION

0 2.5 5.0 7.5m
SCALE 1:250 AT ORIGINAL SIZE

Plot Date: 31 August 2017 - 10:23 AM Plotted by: Beam Wilson

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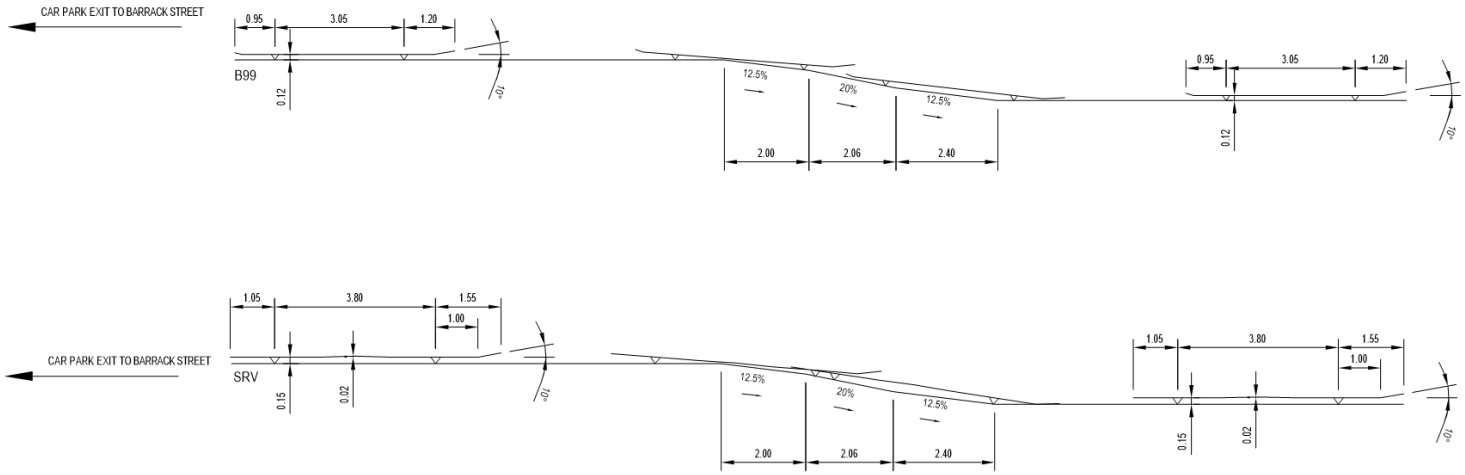
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Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Swept Path Assessment
Internal Car Park Movement 6.4m SRV Figure A10

Job Number 32-18414
Revision C
Date July 2017

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Appendix B – Ground Clearance Assessment



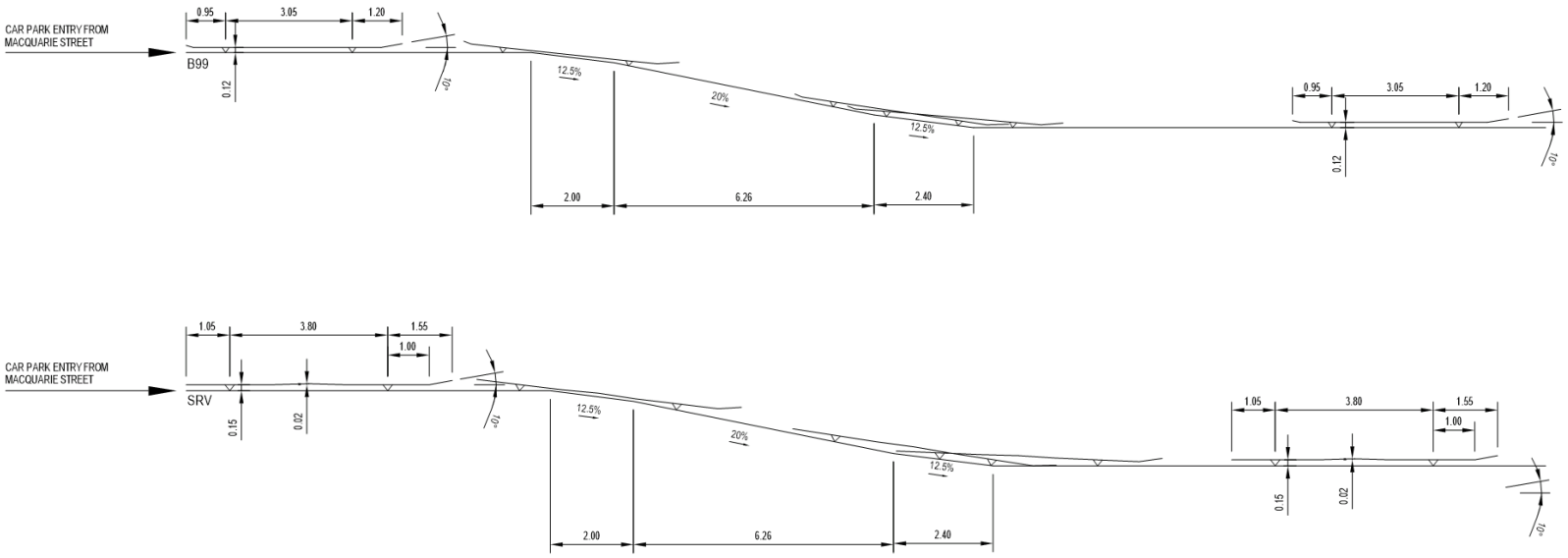
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SCALE 1:100 AT ORIGINAL SIZE

Plot Date: 31 August 2017 - 1:42 PM Plotted by: Abbey Luttrell Cad File No: G:\32\18414\CADD\Drawings\32-18414-GK031.dwg

Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Ground Clearance Diagram
Exit Ramp to Barrack Street

Job Number 32-18414
Revision A
Date AUG 2017
Figure 01

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



0 1 2 3m
SCALE 1:100 AT ORIGINAL SIZE

Plot Date: 31 August 2017 - 1:41 PM Plotted by: Abbey Luttrell Cad File No: G:\32\18414\CADD\Drawings\32-18414-GK031.dwg

Ressen Pty Ltd
179 Macquarie Street, Hobart
Traffic Impact Assessment
Ground Clearance Diagram
Enrty Ramp from Macquarie Street

Job Number 32-18414
Revision A
Date AUG 2017
Figure 02

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com

GHD

23 Paterson Street
T: 61 3 6332 5500 F: 61 3 6332 5555 E: lstmail@ghd.com

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Rev 1	E.Jackson	M.Petrusma		A.Brownlie		21/12/17

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12 January 2018

Cameron Sherriff
City of Hobart
GPO Box 503
Hobart TAS 7001

Our ref: 32/18414 22993
Your ref: App No. PLN-17-704

Dear Cameron

Re: 179 Macquarie Street & 200 Collins Street, Hobart

I refer to Council's RFI dated 2 January 2018 and to our meeting today with Michael Cooper, John Etherington and myself. The following is a response to the matters raised in the RFI and as discussed today.

Parking and Access

The following response is an addendum to the revised TIA issued 21 December 2017.

PA 2.1

- The wording in the TIA Rev 1 Conclusion is not consistent with the findings in Section 4.1.3 of the TIA Report. The accesses do not comply with the Acceptable Solutions for E6.7.2 and E5.6.4 and are therefore subject to the Performance Criteria. The TIA provides recommended mitigation measures to improve the safety performance of the accesses. Based on the discussion and the recommendations contained within the TIA Report, and incorporating the additional treatment suggested below, the proposed access arrangements will not result in significant detrimental impacts to traffic efficiency or road safety in compliance with the relevant Performance Criteria of Clauses E5.6.4, and E6.7.2.
- The layout of the drop-off lane will allow for vehicles to sufficiently align themselves with Macquarie Street to maximise sight lines to pedestrians, and the ample access width provides sufficient room between the vehicle and the building columns and observe pedestrians on the footpath. Figure 1 illustrates that sight line triangles (as required by AS2890.1) are available on the inside of the building columns, and that a SRV is able to manoeuvre within this reduced window. However, the location of these sight triangles are not a good indication of available sight distance due to the approach angle of a vehicle. The observation angles for a vehicle exiting the drop off lane is shown in Figure 2 and indicates that sight lines to the footpath are available across a wide area. To further improve safety at this location, linemarking or kerbing could be installed at the access to direct vehicles away from the building columns and ensure maximise sight lines are maximised to pedestrians by reducing the observation angle. Suggested improvements are included in the attached Figure 3.

GHD Pty Ltd ABN 39 008 488 373
23 Paterson Street Launceston TAS 7250 PO Box 1269 Launceston TAS 7250 Australia
T 61 3 6332 5500 **F** 61 3 6332 5555 **E** lstmail@ghd.com **W** www.ghd.com

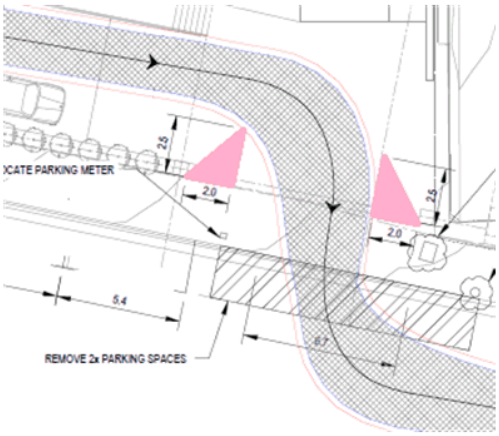


Figure 1 – Sight Distance Triangles - Downstream Macquarie Street Access

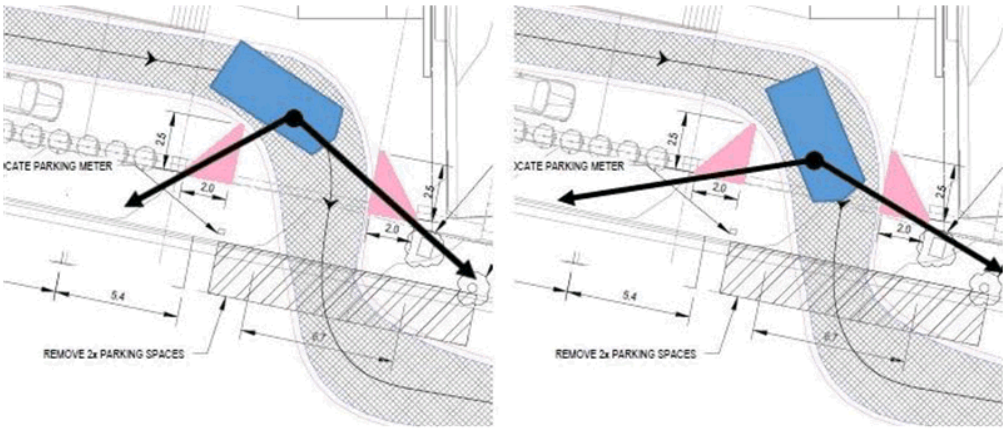


Figure 2 – Available Sight Distance to Pedestrians – Downstream Macquarie Street Access

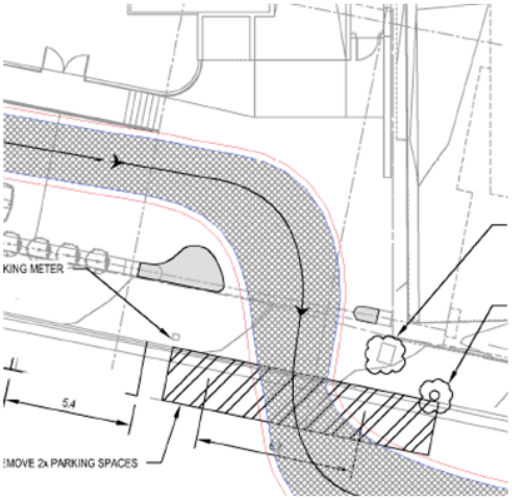


Figure 3 – Suggested Treatment at Downstream Access to Maximise Sight Distance to Pedestrians

Council Infrastructure – Stormwater

The attached additional plans are provided demonstrating the accessibility to Council's easement and infrastructure. As discussed there are no footings proposed in proximity to the easement at the ground level. While columns are shown on the conference or upper level in proximity to the easement below, transfer beams will be utilised at the lower level to span across the easement to the columns at the rear of the building. Where a wall transgresses over the easement/pipework e.g. at the property boundary, a bridging beam will be incorporated into the design to the satisfaction of Council's engineers.
Confirmation is also provided that there is a 3.2m clearance above the easement as shown on the plans provided today, with a 2.4m clearance at the exit ramp.

I trust the above information is sufficient to satisfy the RFI and the development application can now be publicly advertised.

Sincerely
GHD Pty Ltd

Alex Brownlie
Principal Planner
03 6210 0701

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Statement of Archaeological Potential & Archaeological Impact Assessment

Ressen Serviced Apartment Development

179 Macquarie Street

HOBART TASMANIA

Brad Williams

Historical Archaeologist & Heritage Consultant

For Ressen Pty. Ltd.

March 2015 (reviewed July 2017)

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This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management)
Historical Archaeologist, Heritage Consultant and Director of Praxis Environment.

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page.

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Executive summary

This report has been commissioned by Ressen Pty. Ltd. in order to accompany an application to the Hobart City Council for the redevelopment of 179 Macquarie Street, Hobart. The brief for this project was:

- To develop a **statement of archaeological potential** as the basis for archaeological planning.
- If archaeological potential is identified, to undertake an **archaeological impact assessment** for the proposed development as informed by the statement of archaeological potential.
- If necessary, refine the statement of potential and formulate **mitigation strategies** for any identified impact.

Consistent with the process advocated by the ICOMOS Australia *Burra Charter*, conservation planning process as accepted by the Australian heritage industry and the specific provisions of the various statutory heritage planning/permit authorities, this document has provided an overview history of the development of the subject site and the precinct in which it is situated and a context within which to understand its possible archaeological significance.

The site was formerly part of the Government Gardens from the 1810s to the 1840s, subsequently in 1846 it was developed as the Hutchins School in memory of Archdeacon Hutchins, the first Archdeacon of Tasmania. The school expanded through the latter half of the nineteenth century although the subject site was always part of the sporting fields adjacent to the school, containing only ephemeral buildings and minor infrastructure (e.g. sheds and a Fives' court). The school undertook a major expansion with the addition of the Christ College wing in 1913, and the subject site was developed as the memorial library in 1925. Although campuses were developed elsewhere during the 1940s and 1950s, the school remained at the site until 1965 when the main school buildings were sold to the Masonic Club and the remainder of the site (including the subject site) sold for private development. The current building was built as part of the Nettlefold Motors company around 1970, which has a semi-basement built over the site of the 1925 library and the earlier sporting structures.

This report has concluded that the subject site has no historical archaeological potential and that no historical archaeological input should be required in the currently proposed, or any future, development process.

1. Introduction

This report has been commissioned by Ressen Pty. Ltd. in order to accompany an application to the Hobart City Council for the redevelopment of 179 Macquarie Street, Hobart. The site currently comprises of a retail building, built c1970 as part of the Nettlefold Motors company, which is a two storey building with a semi-basement cut into the rear of the site. A laneway runs beside (west) and behind (north) of the building as well as narrow parking areas.

Figures 1.1-1.3 depict the area which is subject to the proposed works, which comprise the *subject site,* a portion of a 0.2162 hectare site comprising of Certificate of Title 41547/2, on the south-western fringe of the Hobart CBD.

Although the place is not listed on any statutory heritage register, it is included in Table E.13.4 (Places of Archaeological Potential), as defined by Figure E.13.4.1 of the Hobart Interim Planning Scheme 2015, therefore Clause E.13.10.1 of the scheme applies (see Section 2).

Accordingly, the brief for this project was:

- To develop a **statement of archaeological potential** as the basis for archaeological planning.
- To undertake an **archaeological impact assessment** for the proposed development as informed by the statement of archaeological potential.
- If necessary, refine the statement of potential and formulate **mitigation strategies** for any identified impact.
- To provide conservation policy to mitigate the impact of the proposed development upon *adjacent* heritage places and precinct, and to undertake a **heritage impact assessment** of the proposed development on those places.



Figure 1.1 - 2008 Aerial image of the area – the subject site depicted in red. GoogleEarth.



Figure 1.2 – Cadastral parcels comprising the subject site (depicted in red) and surrounds (www.thelist.tas.gov.au).

Whilst the place is not listed on the Tasmanian Heritage Register, the archaeological approach in this document has been developed with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*[1], and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[2] as a means of demonstrating a sound and best-practice approach.

The brief at the outset was that the site is to be substantially excavated for underground parking and that mitigation measures, if archaeological potential was identified, would be required in order to manage that impact.

[1] http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf
[2] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

2. Statutory heritage requirements

In relation to historical archaeology, the following statutory heritage responsibilities relevant to historical archaeology are to be met in any development of the subject site:

Hobart Interim Planning Scheme 2015

Place of Archaeological Potential

The subject site is included in Table E.13.4 (Places of Archaeological Potential), as defined by Figure E.13.4.1 of the scheme, therefore Clause E.13.10.1 of the scheme applies:

	Acceptable Solution	Performance Criteria
E.13.10.1 – Building and Works other than Demolition	*A1. Building and works do not involve excavation or ground disturbance.*	*P1. Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:* *a) the nature of the archaeological evidence, either known or predicted;* *b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;* *c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;* *d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;* *(a) measures proposed to preserve significant archaeological evidence 'in situ'.*

E.13.10.2 – Subdivision	*A1. Subdivision provides for building restriction envelopes on titles over land defined as the Place of Archaeological Potential in Table E13.4.*	*P1. Subdivision must not impact on archaeological resources at Places of Archaeological Potential through demonstrating either of the following:* *(a) that no archaeological evidence exists on the land;* *(b) that there is no significant impact upon archaeological potential.*

Tasmanian Heritage Register

The subject site is not listed on the Tasmanian Heritage Register, therefore is not subject to the provisions of the *Historic Cultural Heritage Act 1995.*

Other statutory heritage registers/lists

The subject site is not listed on any of the following statutory registers:

- The National Heritage List
- The Commonwealth Heritage List
- The World Heritage List

Nor is it included in any buffer zones arising from those lists. Therefore is not subject to the historic heritage (including archaeological) provisions of the respective Acts which enable statutory heritage input into development of places on those lists.

Aboriginal Relics Act 1975

An assessment of any possible Aboriginal heritage values is not part of the brief for this report; nonetheless the provisions of the *Aboriginal Relics Act 1975* are applicable to the place.

3. Archaeological methodology

3.1. General archaeological methodology

This statement of archaeological potential is derived from a process which identifies the potential of the site to yield archaeological remains, the significance of any remains, and their potential to yield meaningful information about the site, and which might contribute to relevant key archaeological and historical themes. The following briefly outlines the methodology followed:

Determining general archaeological potential: Through a desktop analysis of historical data and secondary sources, as well as non-invasive site observations, an understanding of the evolution of the site has been gained which has allowed an assessment of the archaeological potential (however significant) of any part of the site - resulting in substantiated predictions of the likelihood of finding *something* upon any particular part of the site.

This has been done by analysing primary source material, summarizing the developmental history of the site and developing a chronological narrative detailing an overview of the history of all known features to have ever existed on the site. Where possible, developmental overlays have been developed from historic maps, plans, photographs and other visual documentation. This overlay has been supported by other observations providing supplementary information, and also includes processes such as demolition and disturbance which may have removed or destroyed potential remains – and may have diminished the archaeological potential.

Assessing the significance and potential of any likely archaeological resources to yield meaningful information**:** Upon understanding the archaeological potential through desktop and site analysis, the next step was to understand its relationship to any aspect of the identified significance of the place – e.g. do the remains have the potential to demonstrate an aspect of the significance of the site or related key historic theme? The potential for any of the archaeological remains to demonstrate important aspects of the history of the site, whether in a state, regional or thematic context, is to be considered.

Understanding possible impact of development and formulation of management strategies: Based on any identified archaeological potential and significance of the site, consideration will be given as to whether the proposed development will impact upon any likely archaeological remains and if necessary broad management strategies will be proposed to manage any impact.

Table 1 (below) demonstrates the steps of this assessment:

Methodology for formulation of the statement of archaeological potential		
	If 'no'	If 'yes'
1. Archaeological potential. Are you likely to find something if you dig here? (i.e. a Statement of Archaeological Potential).	Further action may not be required, although a contingency plan may be required for unexpected finds.	The significance of the archaeological potential should be investigated.
2. Significance. Could anything you find here greatly contribute to our understanding of the site or related significant theme?	Further action may not be required.	The likely integrity of the archaeological remains should be investigated.
3. Integrity. Are any archaeological remains likely to be intact?	Further action may not be required, although a contingency plan is required for unexpected integrity.	The likelihood of significant archaeological remains is confirmed.
4. Impact Will proposed works impact upon the significant archaeological remains? i.e. an Archaeological Impact Assessment.	Further action may not be required, although a contingency plan may be required for unexpected impacts.	An Archaeological Method Statement will be required to detail how impact will be managed/mitigated.

3.2. Source material

For this initial assessment of archaeological potential, the depiction of the physical history of the site will be the main consideration – with other aspects of site history (i.e. social histories, economic history, associations *et. al.*) likely to be more useful in any post-investigation analysis of findings (i.e. artifact assessment), therefore beyond the scope of the current document. Similarly, the history of other townscape developments is beyond the scope of the current document however may be useful in further detailed analysis of future archaeological findings.

The following overview of the known physical development history of the site aims to aid in the prediction of the likely archaeological remains. This does not represent a comprehensive site history, and has been limited to a history of the physical development of the site as relevant to the archaeological resource. See Appendix A for detail on the historical research undertaken as part of this project, which may include details not relevant to archaeological potential, but which may be relevant to the later interpretation of the site and/or archaeological results.

Primary sources

Broadly, the primary sources consulted in the development of the statement of archaeological potential include:

- Lands Services Department (LSD) series (Tasmanian Archive and Heritage Office).
- Department of Primary Industry, Parks, Water and Environment (DPIPWE) aerial photo collection (Service Tasmania).
- DPIPWE – Land Data Branch, historic map collection (basement)
- DPIPWE – Land Data Branch, titles.
- Historic newspapers, via the National Library of Australia's *Newspapers Online* portal.

Secondary sources

A history of the Hutchins School was derived from *The Hutchins School, Macquarie Street Years, 1846-1965.* Geoffrey Stephens, 1979.

No previous conservation planning or historical works include the subject site specifically.

3.3. Historical development of the subject site

In order to gain an overview of what once existed on the site, as the basis for predicting archaeological remains, the following is a brief overview of the historical development of the site based on primary and secondary source documents (the subject site depicted in red). Note that this is a brief historical overview, concentrating solely on physical development, sufficient only for basic archaeological planning. As per above, further historical research would be required in order to refine a detailed archaeological research design, if it were found that the subject site had significant archaeological potential. Such detail is also required to supplement the interpretation of any archaeological findings – requiring an iterative process of the assessment of findings against further historical and comparative research from both primary and secondary sources.

Pre 1804

The land was the home of the Mouheneener people for tens of thousands of years, prior to displacement by European settlers in 1804.

1810s-20s – Settlement, street gridding, subdivision and the Government Gardens

Subsequent to the settlement of Sullivan's Cove in 1804, following the disbandment of the initial European settlement of Ridson Cove, the settlement of Hobart Town began to grow in a somewhat organic matter. Following Governor Macquarie's inspection of 1811, Surveyor James Meehan was engaged to rationalise the layout of the settlement and install a grid-pattern of streets, as seen on his 1811 survey plan (DPIPWE Hobart 131). At this time, Macquarie Street was formalised, however settlement was concentrated further eastward around the Sullivan's Cove area. In 1818, Thomas Birch lead the charge of development further up Macquarie Street with the construction of Macquarie House (151 Macquarie Street) and soonafter other substantial buildings began to appear further up Macquarie Street (e.g. Hanby Villa, 1819, 197 Macquarie Street).

An 1820s survey plan of Hobart (Figure 3.1) shows that the block bounded by Macquarie, Collins, Barrack and Harrington Streets had been divided into four lots, in quite a different manner to the subdivision on the opposite side of Macquarie Street, which had been subdivided into a large number of smaller lots more conducive to inner-city subdivision (see Figures 3.1-3.2). The large lots appear to be remnants of even larger lots having been

dissected by Collins Street, with a similar pattern of subdivision occurring on the opposite side of Collins Street, suggesting that these allotments were allocated prior to Meehan's 1811 survey.

Following the formalisation of the Hobart street grid, the subject site was part of the Government Paddock (also known as the Government Garden (see Figures 3.1-3.3). The first development in that block appears to be Judge Pedder's house at what is now 171 Macquarie Street, which was constructed prior to 1820 (see Figure 3.3).

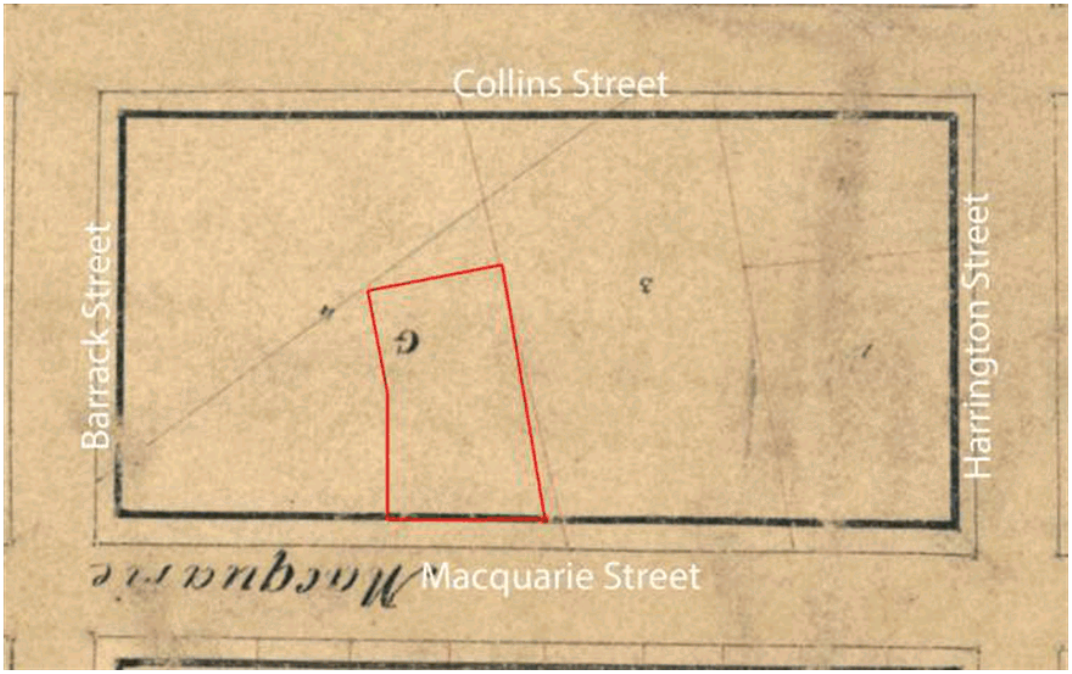


Figure 3.1 – A c1820s survey plan of Hobart Town, showing the allotments subdivided on Macquarie Street. Note that this survey plan only includes major public buildings, and does not necessarily mean that the vicinity had not been developed by that time. DPIPWE Hobart 12.

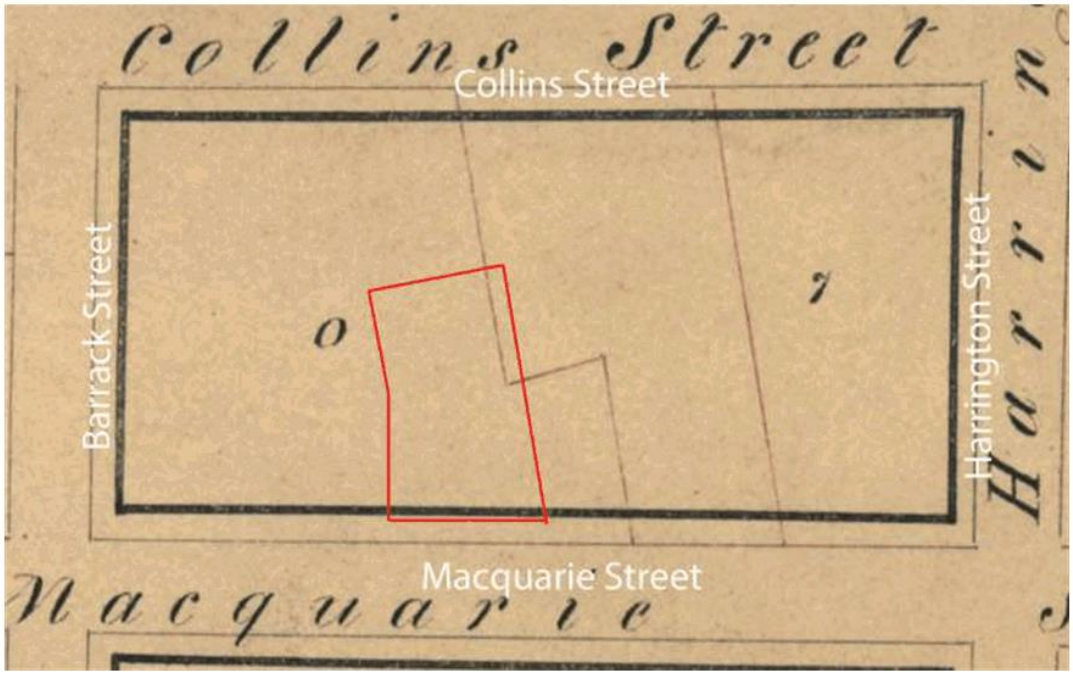


Figure 3.2 – A c1820s survey plan of Hobart Town, showing the allotments subdivided on Macquarie Street. Note that this survey plan only includes major public buildings, and does not necessarily mean that the vicinity had not been developed by that time. The key to this plan indicates that the allotment marked 'O' was the 'Government Paddock'. DPIPWE Hobart 13.

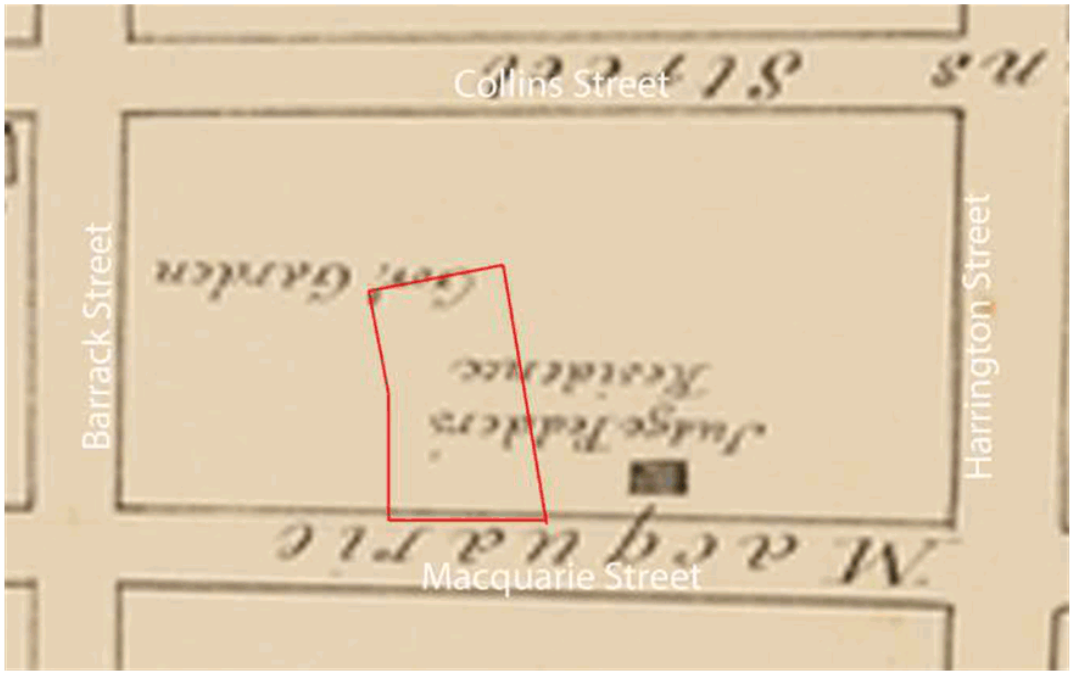


Figure 3.3 – From George Walker's survey plan of Hobart Town, showing the subject site (denoted by red) within the Government Gardens. State Library of New South Wales, 1829 CB82/1.

The 1830s

A survey plan of Hobart from C1830 shows the Government Gardens as being open space, with the exception of a timber building on the corner of Collins and Barrack Street (see Figure 3.4). No development is depicted within the subject site. Pedder's house adjacent is shown as well as development fronting Harrington Street. Frankland's 1839 survey plan of Hobart shows the subject site within the Government Gardens, the illustration of that area suggesting somewhat more rugged a landscape than the formal landscaping on Pedder's adjacent lot (see Figure 3.5). The same configuration as the c1830 survey plan is shown on the 1841 census map (Figure 3.6).

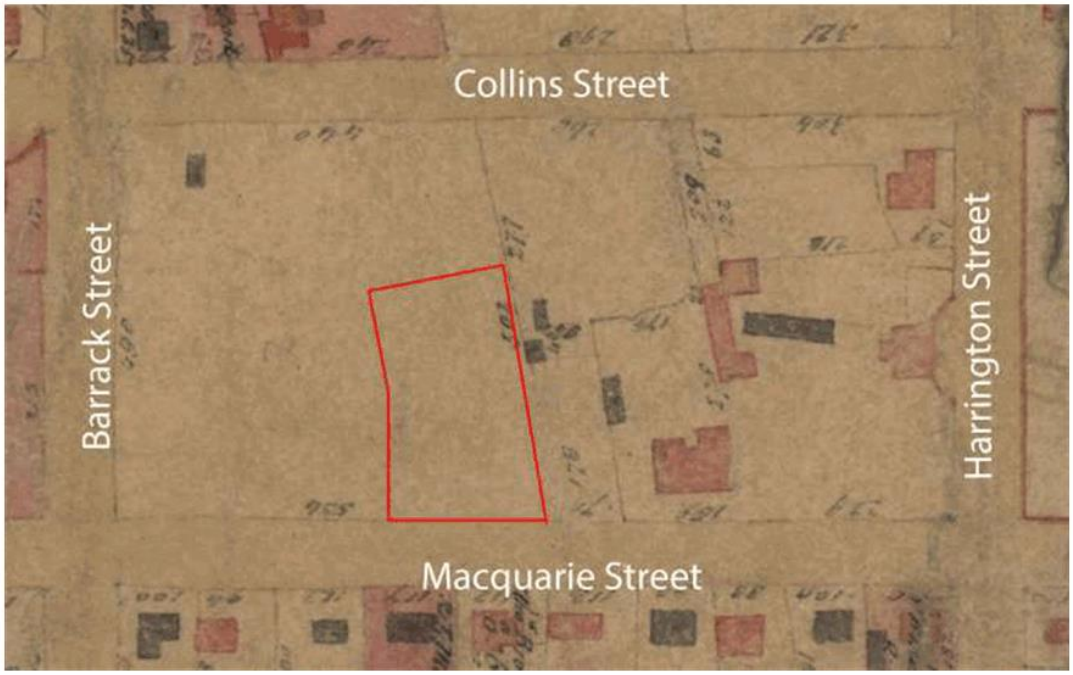


Figure 3.4 – Excerpt from a c1830s map of Hobart and surrounds, the subject site denoted in red. DPIPWE Map Hobart 5

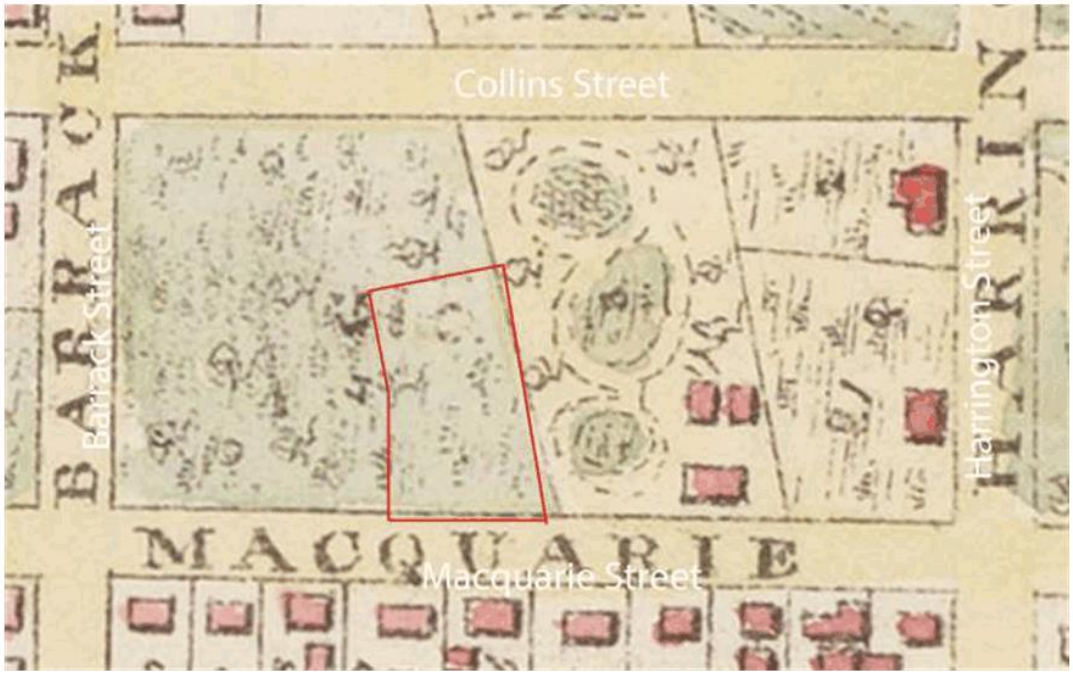


Figure 3.5 – Excerpt from Frankland's 1839 map of Hobart and surrounds. State Library of Tasmania, Allport Stack 912.94661MAP.



Figure 3.6 - Excerpt from the 1841 census map of Hobart and surrounds. Tasmanian Archive and Heritage Office, CSO8-17-578.

The 1840s – Establishment of the Hutchins School.

Sprent's 1841 survey of Hobart shows the subject site as part of the allotment which had been granted to the Trustees of the Christ College, as part of an area including almost half of the city block bounded by Collins, Barrack, Macquarie and Harrington Streets.

On the 3rd of August 1846, the Archdeacon Hutchins School was officially opened by the Reverend John Gell, in Ingle Hall, Macquarie Street, Hobart as a Anglican boys school. By the end of that year there were 22 boys enrolled. Ingle Hall was seen as a temporary home for the school, with a Building Committee eager to establish a permanent home for the school in perpetuating the memory of Archdeacon Hutchins. Land had been bought by the then Bishop on the corner of Collins Street, which was deemed too small, and alternative sites were

canvassed, amongst these was a parcel of land formerly being part of the Government Garden on the corner of Macquarie Street and Barrack Streets, which had been in 1839 granted to Gell for the establishment of a Queens College, but no development of that college had occurred. Application was made to Governor LaTrobe, who upon the advice of the Colonial Secretary, felt that the land was too valuable for a school and that the school would take more advantage over a larger site on the outskirts of the young city. Further lobbying by the building committee to the new Governor (Denison) and despite the advice to the contrary by Colonial Secretary Bicheno, the trustees of the Hutchins School were granted half of the former Government Garden, a frontage of 280 feet on Macquarie Street (from Barrack Street to Dr Crowther's) with the exception of the fountain on the corner of Barrack and Macquarie Streets (see Figure 3.7). Plans were promptly commenced by architect William Archer and within three months they were drawn. On the 28th August 1847, the Hobart Town Courier urged the residents of Hobart to attend the laying of the first stone for the Hutchins School, which was laid on the 31st of August that year. By May 1849 the school had an enrolment of 65 boys and by 1853 enrolment was over 100.

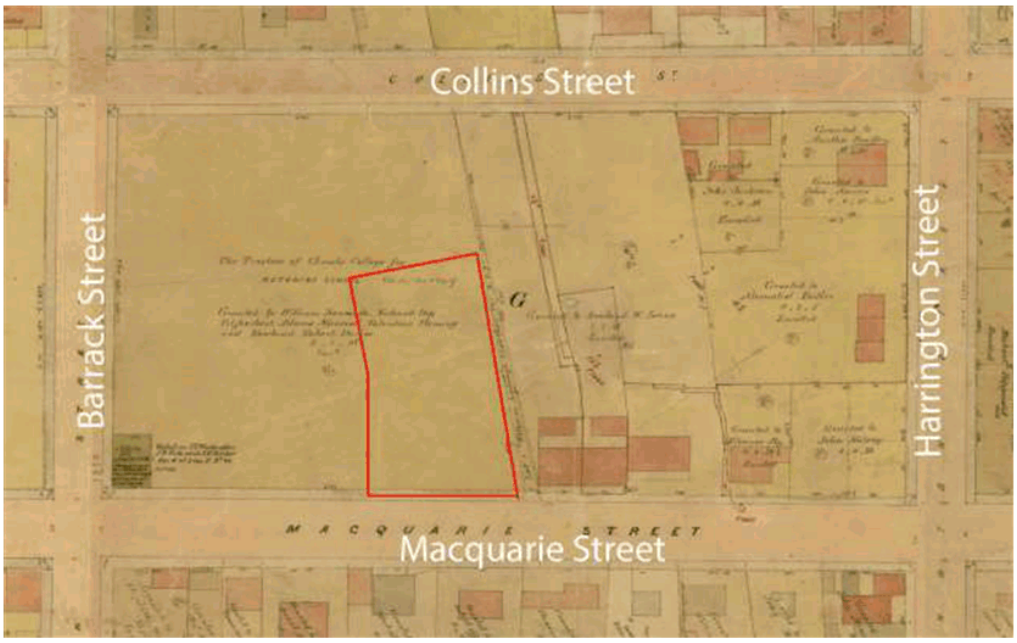


Figure 3.7 - Excerpt from Sprent's 1841 map of Hobart and surrounds, the subject site denoted in red. (www.thelist.tas.gov.au).

The latter half of the nineteenth century

Figure 3.8 is an excerpt from Hood's 1854 map of Hobart, which shows buildings within the subject site, however this plan is known to be inaccurate and cannot be relied upon for predicting archaeological potential. It does show a lack of development between the Hutchins School building and the eastern boundary which is the actual location of the subject site. Abbott's 1858 photograph of the Hutchins school suggests that the area to the east of the school was undeveloped (Figure 3.9).

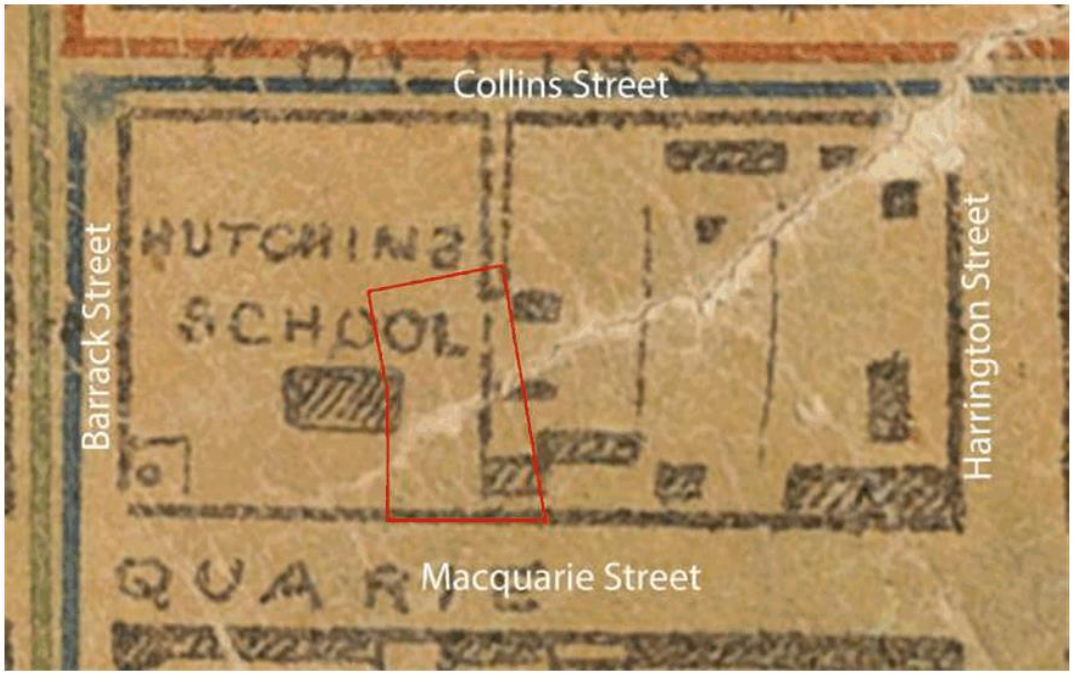


Figure 3.8 – Excerpt from Hood's 1854 map of Hobart.



Figure 3.9 - Charles Abbott photograph of the Hutchins School, 1858, the red arrow denoting part of the subject site. State Library of Tasmania AUTAS001136188919.

In 1882 with further enrolments, the school was extended, having formerly been using additional space in St John's Church opposite. A carpenters shop was erected, as was a playing shed. Athletic fields were established and a tennis court built by 1885. A further new classroom was built in 1887. The 1887 school prospectus also detailed boarding for 30 boys. By 1891 1409 pupils had passed through the college. In 1892, additions to the school since construction were listed as including:

- a brick laundry
- a Fives' court
- an asphalt lawn tennis court
- a carpenters shop and playing shed with an asphalt floor
- a gymnasium shed
- necessary brick outbuildings
- front gate and inner fence
- a brick schoolroom 40 feet by 20 feet

Figure 3.11 shows the rear area of the Hutchins School in 1878. The Macquarie Street frontage of the subject site appears to be gardens, and the rear is open playing fields. The central portion of the subject site clearly shows the Fives court and a long, narrow shed. Figure 3.12 from around 1890 also shows those features as well as additional outbuildings constructed after 1878 (outside the subject site).

The Concise Oxford Dictionary describes 'fives' as a ball game played with hands or bat in court with two, three or four walls. The name may be derived from the slang expression "a bunch of fives" (meaning a fist). The game has also been known as hand-tennis and historically was often played between the buttresses of church buildings in England. Although almost unknown today, Fives was played in schools and universities in Australia in the nineteenth century. A court was opened at The Hutchins School in Hobart in November 1877.[3] The court was described as "the only one, we believe, in the colony", and its dimensions as: "Length of floor, 21 ft.; height and width of court 14 ft. each. The court will be an open one, with a flagged floor, the walls will be built of brick, and cemented on the inside.[4]

[3] Hutchins' School Fives Court, The Mercury, 24 Nov. 1877, p.2.
[4] Laying the Foundation Stone, The Mercury, 24 Sep. 1877, p.2.



Figure 3.10 - Photograph of the Hutchins School, c1870, the red arrow denoting part of the subject site shown as gardens fronting Macquarie Street and a shed in the central portion of the site. Tasmanian Archive and Heritage Office PH1/1/14.

The twentieth century

Little further development appears to have occurred up until 1907, with the Metropolitan Drainage Board plan (Figure 3.14) of that year showing a similar configuration of buildings to the c1890 photograph. After a tumultuous couple of decades or fluctuating enrolments and financial strains, a new boarding house for 40 boys was built in 1913 on the Barrack Street side of the site. Known as the Christ College Wing, this was designed by architect Alexander North in a style reminiscent of the original building. By 1921, despite the intervening World War 1, enrolment at Hutchins School had reached 325. In 1925 a war memorial library was built which was within the subject site as depicted on Figure 3.12-3.14.

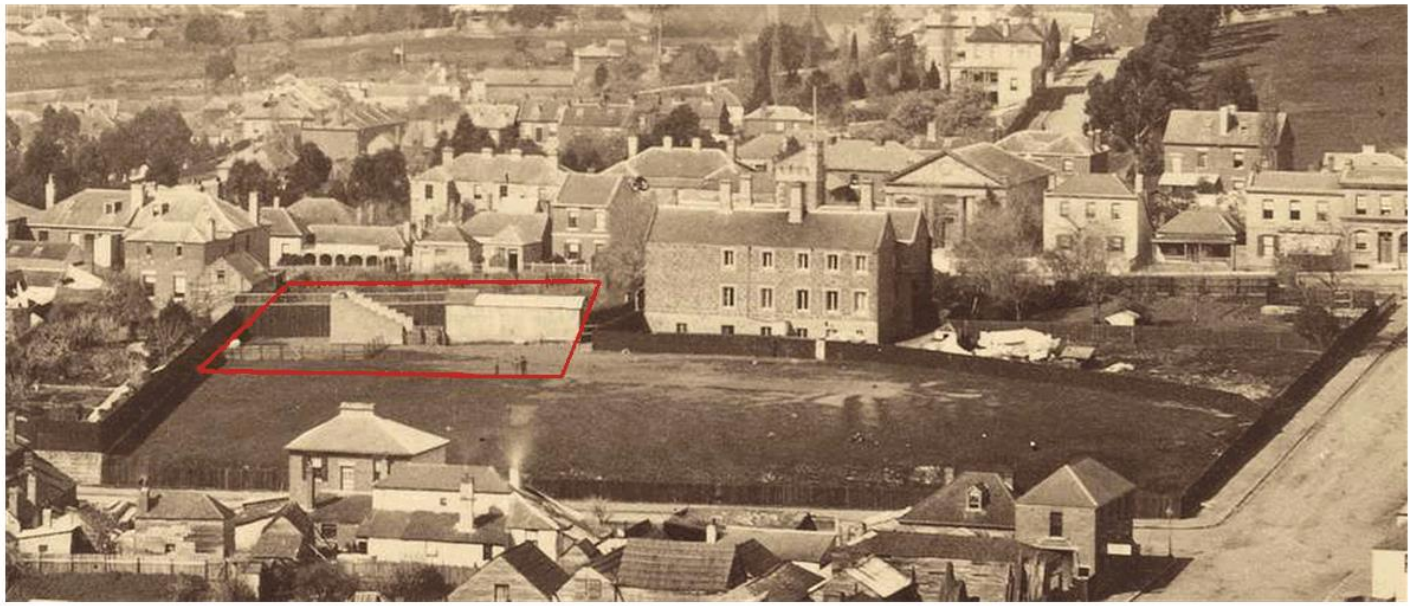


Figure 3.11 – Excerpt from Alfred Abbott's 1878 panorama of Hobart (facing south-east), the subject site approximately outlined in red (Collins Street in the foreground, Barrack Street on the right). Tasmanian Archive and Heritage Office AUTAS001136156486.



Figure 3.12 – Excerpt from a c1890 panorama of Hobart, showing the rear of the subject site (approximately outlined in red). Collins Street in the foreground, Barrack Street to the right. Tasmanian Archive and Heritage Office NS 1013-1-494.



Figure 3.13 - Photograph of the Hutchins School, c1890, the red arrow denoting part of the subject site shown as gardens fronting Macquarie Street and a shed in the central portion of the site. Tasmanian Archive and Heritage Office PH30/1/6052

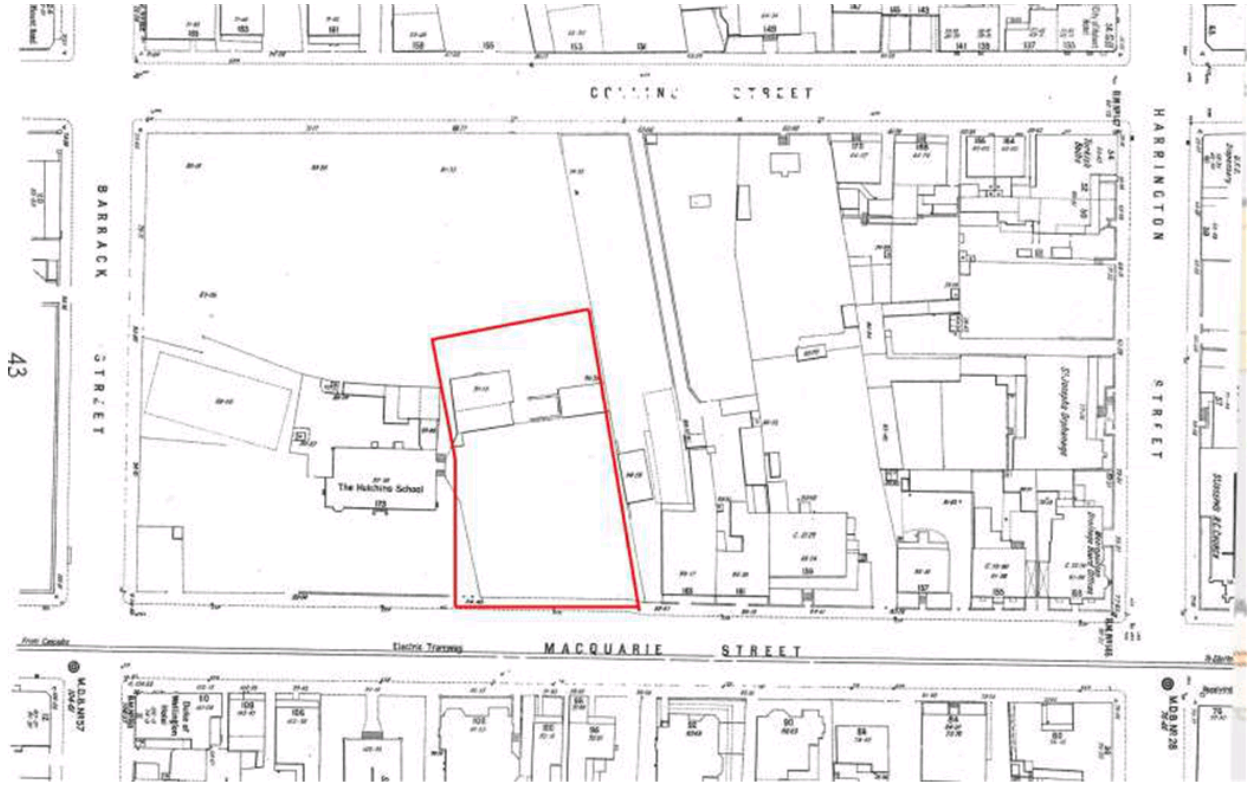


Figure 3.14 - Excerpt from a 1907 Metropolitan Drainage Board plan of the Hobart CBD, the subject site denoted by red lines. State Library of Tasmania TL.MAP 881.11 GBBD (Map Hobart 9).



Figure 3.14 – Excerpt from the 1946 aerial run of Hobart, the subject site denoted by red lines (Hobart 1946 Run 1, 10894).



Figure 3.15 – Excerpt from the 1958 aerial run of Hobart, the subject site denoted by red lines (Hobart 1958 Run 5, T332-12).



Figure 3.16 – Excerpt from the 1968 aerial run of Hobart (Run 6, 153).

In 1943, the Hutchins School acquired 6.5 acres in Sandy Bay, which was to eventually house the current school and the Board began giving consideration to relocating the school from Macquarie Street. Whilst initially intended to establish a junior school on that site, the unsuitability of the Macquarie Street site with growing numbers was apparent. In 1949, the Board purchased land between Berriedale and Claremont with the intention of establishing a senior school at that location. With the Macquarie Street building then over 100 years old, the Board was focused on developing the new sites.

Development continued during the 1950s as the school greatly expanded on the new sites although it was still business as usual in Macquarie Street, with renovations to those buildings occurring through that decade. By 1958 the school had almost 500 enrolments. In the early 1960s, the Board sought to acquire the old Queenborough Cemetery adjacent to the Sandy Bay Campus and the middle-school was expanded at that site. £2000 pounds were spent on renovations to the Macquarie Street buildings, amidst whispers of whether these could be sold. In August 1964, the Board considered the possibility of demolishing the old school to expedite sale of the land, however decided to canvas potential mainland buyers instead. The site was advertised for auction on 4th November 1964 with a reserve of £80,000. After public outcry, the auction was deferred until 1st December of that year, however an offer from the Masonic Club was accepted in mid-November for the school and dormitories (i.e. Christ College) for £40,000. The remainder of the property was auctioned shortly thereafter with a reserve of £37,500. The school's Macquarie Street site was vacated on the 24th August 1965.

Post-Hutchins School

The original Hutchins school building itself was utilised by the Masonic Club until 2002, when the site was sold to a private developer and it now is occupied by the Commission for the Conservation of Antarctic Marine Living Resources. The subject site was developed c1970 as the Nettlefolds motor showroom, following the demolition of the 1925 Hutchins library in the late 1960s. The building is currently a retail outlet.

The above historical summary shows that:

- The area was surveyed during (or prior to) the 1820s.
- The subject site was initially part of the Government Gardens.

- The wider site was granted with the intention of school purposes in c1839 and the Hutchins school was established in 1847.
- During the latter part of the nineteenth century, the subject site comprised of gardens to the Macquarie Street frontage, playing fields to the rear, and was the location of a Fives' court and shed in the central portion.
- The Hutchins memorial library was built on the subject site in 1925 which was demolished in the late 1960s.
- The subject site was sold into private hands in the latter half of the 1960s, with the Nettlefolds showroom built in c1970. Construction of that building would have required substantial earthworks for the semi-basement on the rear half of the building,

4. The likely significance, research potential and integrity of any archaeological remains

The Government Gardens

The early use of the subject site as the Government Gardens is likely to have only left very scant, if any archaeological traces. Whilst it may possible to extract archaeological data from such a site, for example palynological data which may identify plant species, this would need to be in the absence of substantial disturbance to be of any archaeological potential. Given the likely disturbance of the site (as detailed below) it is unlikely that any such data could be yielded from the subject site.

Nineteenth century Hutchins School

As detailed above, and as depicted in Figures 3.10 and 3.11, the only known features from the nineteenth century use of the site by the Hutchins School is a long shed and the Fives' court known to have been built prior to the 1880s. Whilst these may be of historical interest, they are not considered to be of archaeological significance. Even if these were of archaeological significance, the construction of the semi-basement of the current building is likely to have removed all traces of these structures (see Figure 4.1).

The Hutchins Memorial Library

The library building was constructed in 1925 and demolished in the late 1960s. Any remains of this building are not considered to be of archaeological significance. Even if these were of archaeological significance, the construction of the semi-basement of the current building is likely to have removed all traces of these structures (see Figure 4.1).



Figure 3.16 – Overlay of the semi-basement area of the current building (blue) in relation to the 1925 library building. Note also that Figures 3.10 and 3.11 depict the Fives' court and shed as also being in that location.

Given that the subject site appears to have only ever been the site of late nineteenth-century ancillary features associated with the Hutchins School, followed by the 1925 library building, any trace of which would have been substantially disturbed or destroyed by the c1970 construction of the current building (despite being of little or no archaeological significance in any case), **it is considered that the subject site has no archaeological potential.**

Accordingly, it is concluded that the proposed development (or any future development of the subject site) will have no adverse impact upon remains of historical archaeological potential. No further archaeological input is recommended on the subject site in the current or any future proposed development.

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Heritage Impact Assessment and Heritage Management Strategy

Underground service upgrade
Crowther's Lane
179 Macquarie Street
HOBART

Brad Williams

For Ressen Pty. Ltd.

December 2017

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This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management) Historical Archaeologist, Heritage Consultant and Director of Praxis Environment.

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page.

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1. The proposal, statutory heritage requirements and supporting documentation:

This document has been commissioned by Ressen Pty. Ltd. In fulfilment of part of a request for further information from Hobart City Council (as planning authority) associated with a development at 179 Macquarie Street, Hobart, which requires the proponent to demonstrate how impact upon the historic heritage values of Crowther's Lane (which is adjacent to the proposed development site) will be managed in the course of upgrading underground services in that lane consequent to that development. It is proposed that the existing 300mm stormwater line which runs down Crowther's Lane is to be replaced with a 450mm line in the same trench, which will involve re-excavating that line, possibly to a slightly deeper and wider depth than would have been excavated for the existing line, then backfilling and reinstating the paved surface. At the end of the works, the lane and walls are to appear no different to what the currently do as all proposed works relate to underground services.

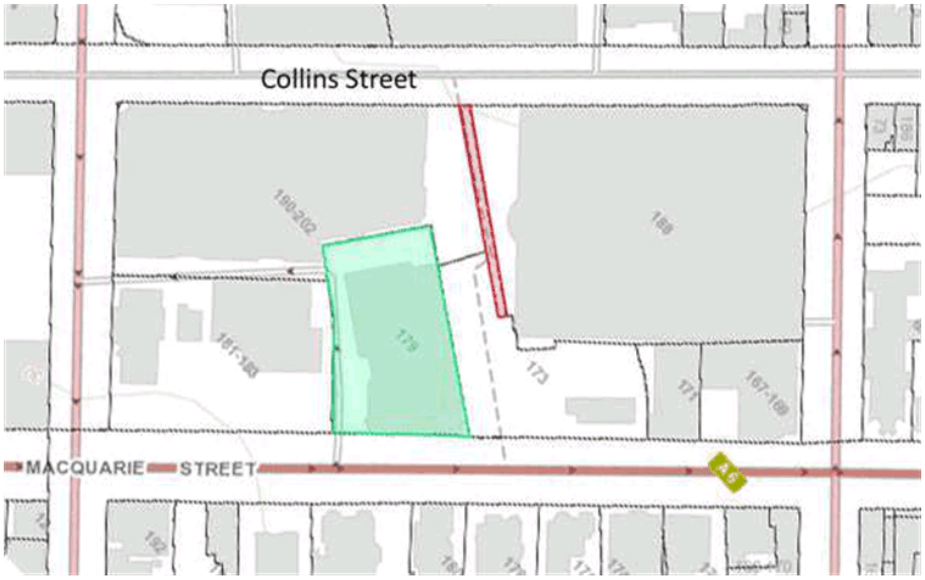


Figure 1.1 – Crowther's Lane (subject site – outlined in red) and the proposed development site (outlined in green). Adapted from www.thelist.tas.gov.au

The location of the proposed works are detailed on PDA Surveyors drawing V1030U-2C, annotated by GHD Pty. Ltd. And provided to Praxis Environment by Alex Brownlie of GHC on 14/12/17 (as partially reproduced here as Figure 1.2).

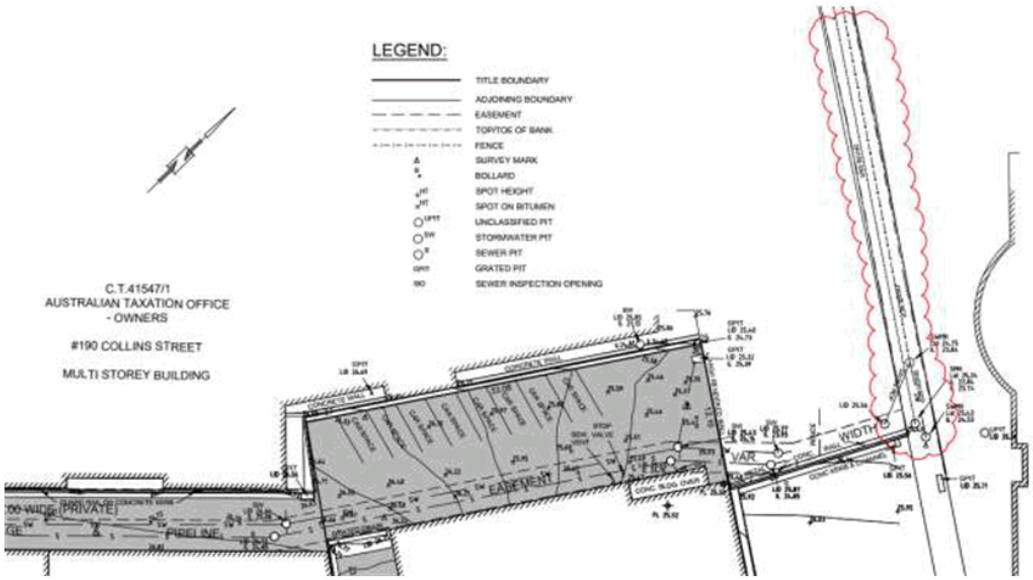


Figure 1.2 – Location and lines of proposed underground services upgrade, an annotated excerpt from PDA Surveyors drawing V1030U-2C (as cited above).

Crowther's Lane Stone Walls are listed on the Tasmanian Heritage Register (THR ID 2249) and are therefore subject to the provisions of the Historic Cultural Heritage Act 1995. Accordingly, consideration of the impact of the proposed works is required. As per above, the proposed works all to underground services, however the following possible heritage impacts are considered here:

- Archaeological impact.
- Possible impact upon the walls, either through:
    - Undermining or by other structural issue caused by opening a trench in close proximity to the walls.
    - By impact from machinery during works.

These will be discussed below with the conclusion and recommendations of this document aiming to provide a way-forward with the proposed works where heritage impact will be avoided and/or mitigated.

2. Crowther's Lane – Archaeological potential/impact

It is proposed that Crowther's Lane does not have any significant archaeological potential, based upon:

- The likelihood that the lane was never the site of any early development (apart from the walls themselves).
- That as a service lane, the entire stretch of the lane would have been previously disturbed.

2.1. Brief overview of historical sources

The following historical sources indicate that Crowther's Lane has never been the site of any substantial development from which historical archaeological potential may arise:

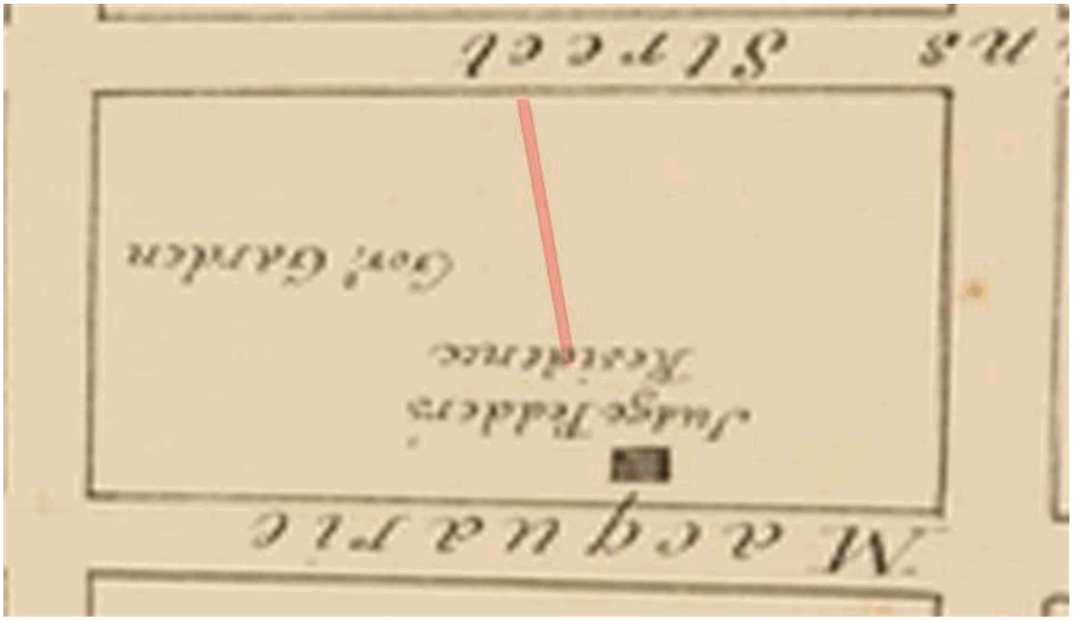


Figure 2.1 – A c1820s survey plan of Hobart Town, showing the 'Government Gardens' and Judge Pedder's residence in the block bounded by Macquarie, Collins, Harrington and Barrack Streets and no development in the subject site. DPIPWE Hobart 12.

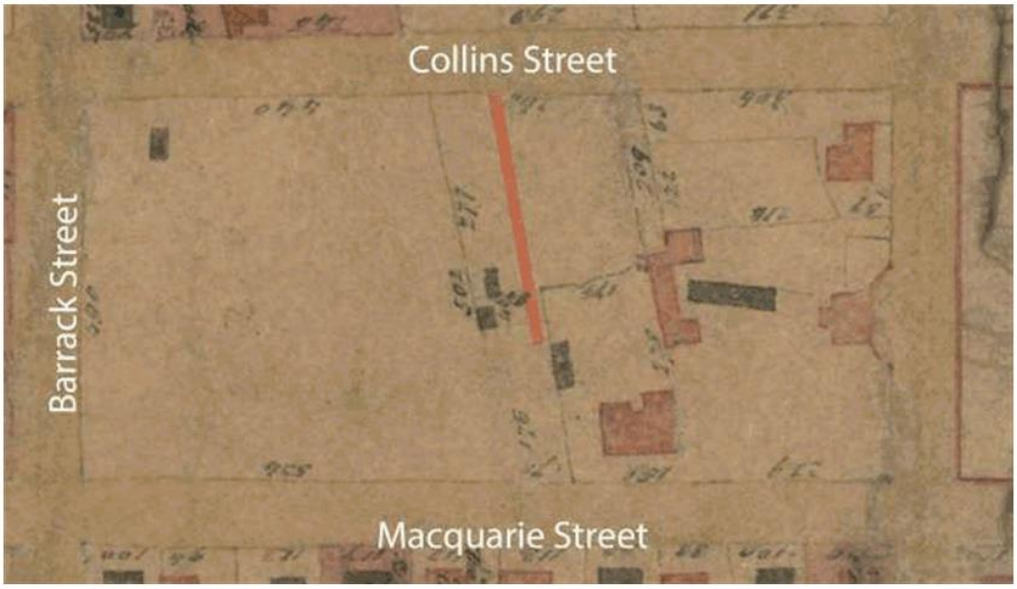


Figure 2.2 – Excerpt from a c1830s map of Hobart and surrounds, the subject site denoted in red. Note that Crowther's lane had not been formalized at that stage despite development nearby. DPIPWE Map Hobart 5

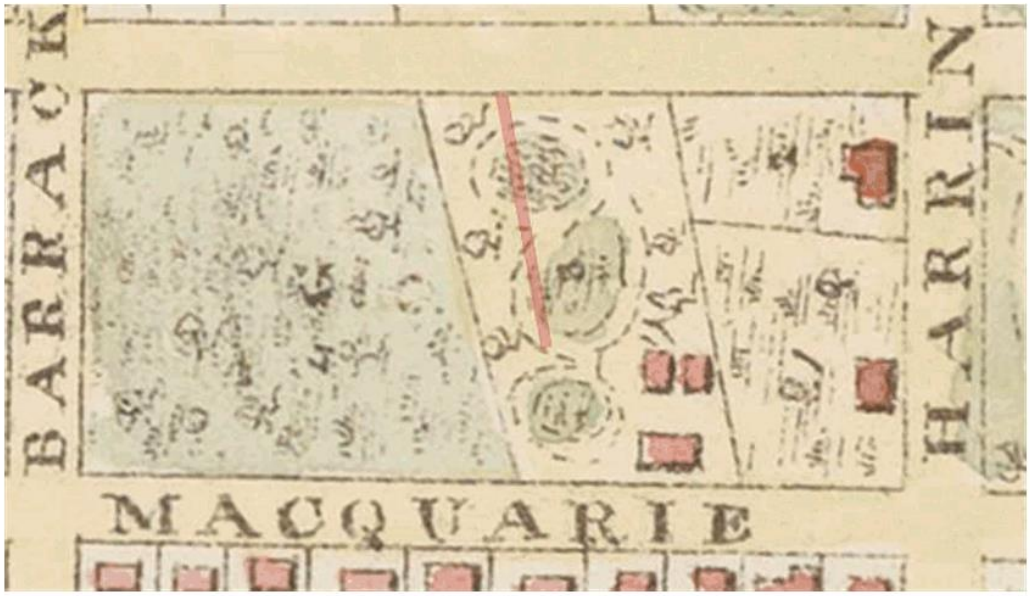


Figure 2.3 – Excerpt from Frankland's 1839 map of Hobart and surrounds which show the line of what would become Crowther's Lane funning through the rear gardens of Judge Pedder's house and no substantial development in that area (contrary to the earlier map?). State Library of Tasmania, Allport Stack 912.94661MAP.

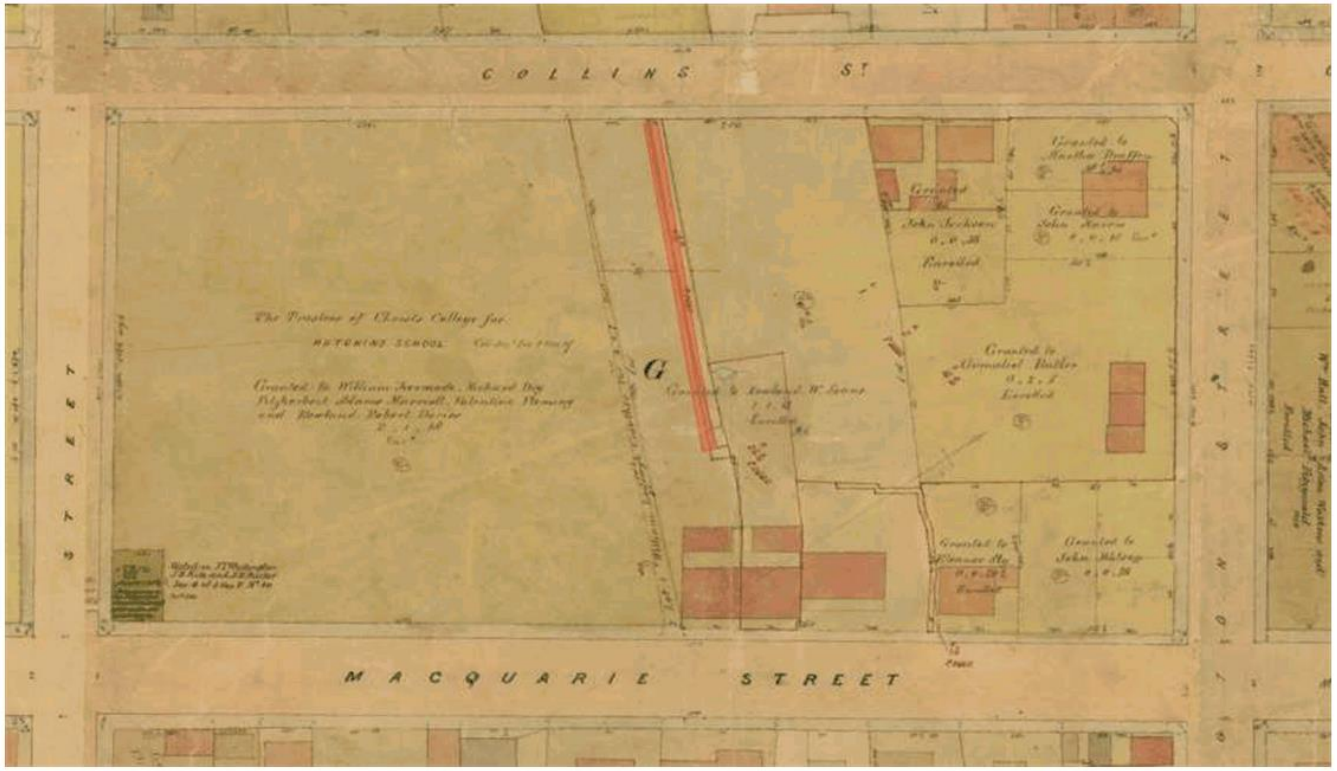


Figure 2.4 - Excerpt from Sprent's 1841 map of Hobart and surrounds. By that time, Dr. Crowther had constructed his surgery fronting Macquarie Street and 'Crowther's Lane' had been laid out (but unknown if it was necessarily constructed) from the rear of that building to Collins Street in much the same form as it remains today. (www.thelist.tas.gov.au).

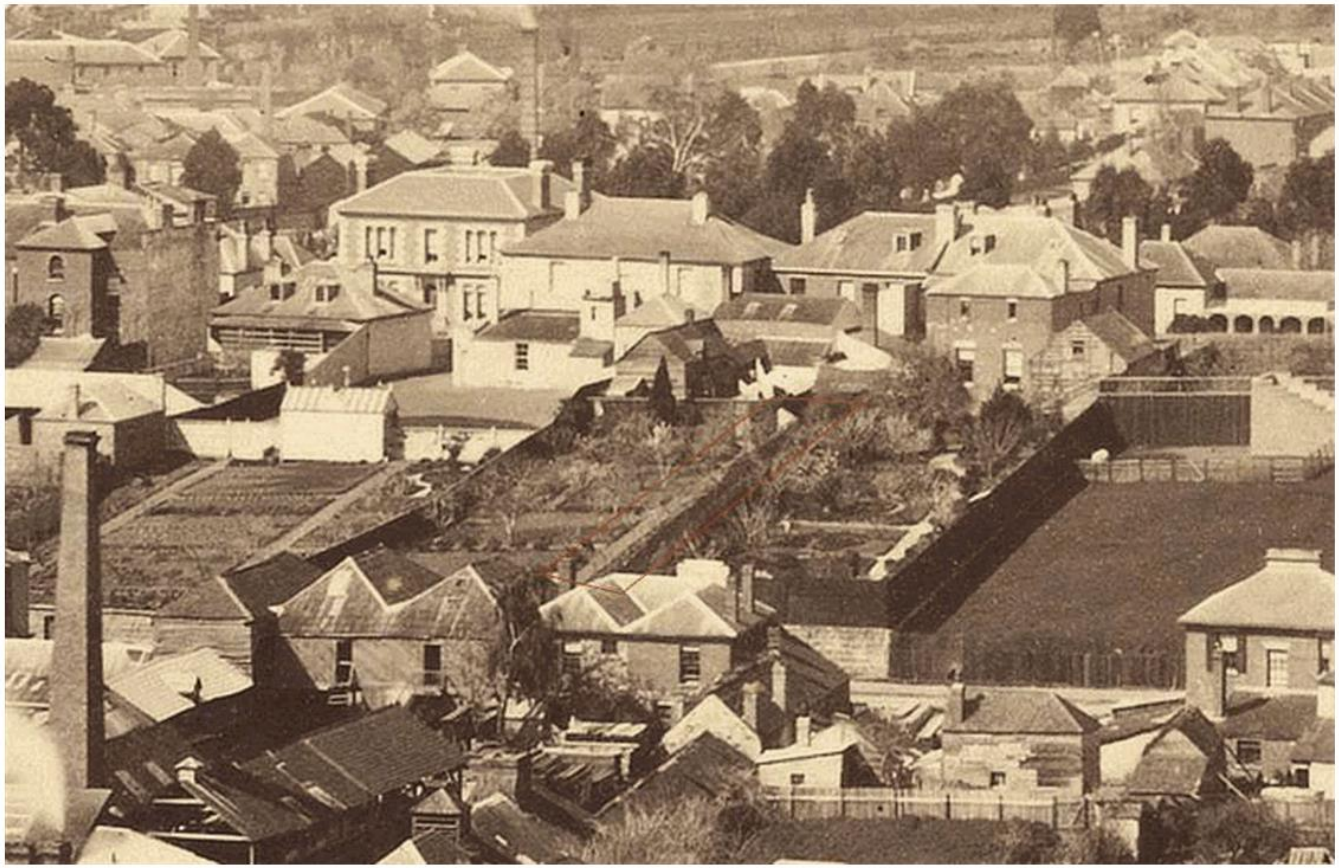


Figure 2.5 – Excerpt from a panorama of Hobart (1878), across the rear of Crowther's house that fronted Macquarie Street, showing the stone wall at rear. Note that it is unclear whether it is a single line of wall (i.e. that the laneway was not physically built despite being surveyed), or the two lines but obscured by the angle of the photo. See also Figure 2.6. Tasmanian Archive and Heritage Office AUTAS001136156486.



Figure 2.6 – Excerpt from a panorama of Hobart (c1890), across the rear of Crowther's house that fronted Macquarie Street, showing the stone wall at rear. No other stone wall can be seen running parallel although it is possible that it is obscured by vegetation. See also Figure 2.5. Tasmanian Archive and Heritage Office NS 1013-1-494.



Figure 2.7 - Excerpt from a 1907 Metropolitan Drainage Board plan of the Hobart CBD, the subject site denoted by red lines. Note that the subtle double lines along the edge of the laneway suggests that the walls had both been built by that time. State Library of Tasmania TL.MAP 881.11 GBBD (Map Hobart 9).

2.2. Conclusion on archaeological potential/impact upon Crowther's Lane

As per Section 2.1, Crowther's Lane has never been the site of any substantial historical development apart from the walls themselves and the possibility of minor landscape features (e.g. garden beds, paths etc.). Further, as per Figure 1.2, Crowther's Lane is the location of at least two major underground service lines (as a logical connection between Macquarie and Collins Streets. It is unknown whether these are the only lines to have ever traversed the lane – it is highly likely that there have been others and that the entire lane is highly disturbed.

Accordingly, it is concluded that Crowther's Lane has no significant historical archaeological potential, therefore the proposed works will have no archaeological impact and further archaeological input is unwarranted.

3. Possible impact upon the walls themselves from the proposed works

The walls of Crowther's Lane range in height from ground level to approximately 2400mm on the western side and from approximately 1800mm – 3000mm on the western side (which may be the older length of wall). The walls are constructed from roughly hewn sandstone with a lime-based mortar (with some cement repairs/repointing). The walls are approximately 500-600mm thick. The walls are generally approximately 2400mm apart.



Figure 3.1 – Crowther's Lane from Collins Street.



Figure 3.2 – Crowther's Lane from Collins Street.



Figure 3.3 – Crowther's Lane looking towards Collins Street.

The proposed trenching will involve the re-opening of a previously excavated trench along the central line of the laneway to a depth of approximately 1000mm (which is the required invert level of the proposed drains). It is likely that the excavation of this trench will not have any adverse impact upon the walls given that this will be the re-opening of a previously excavated trench – e.g. it is unlikely that any earthbreaking equipment will be required as the backfilling of that trench is likely to be easily removed. Nonetheless, the proponent gives the undertaking to obtain the advice of a structural engineer during the works process (which may be informed by some test-pitting adjacent to the wall to better define foundations) which will further ensure against impact arising from the opening of the central trench.

It is considered that the higher risk to the walls arises from the possibility of accidental strike by machinery during the works process, given the very tight nature of the site, within which it will be difficult to remove, stockpile and move spoil/fill. The space does not allow any machinery exclusion zone and hoardings/fencing would inhibit the already tight space to what may be a non-feasible area for the works to be undertaken.

Note, however, that this is an existing service line (the works merely proposing an upgrade to a slightly larger diameter), and such operations have been undertaken in the past without (apparent) damage to the walls. The methodology for the works will therefore need to be refined by the construction crew (most likely as a proposed methodology in the tender submission/RFQ response stage) and those undertakings be committed to in a construction management plan (or similar document) which details how such potential damage will be avoided. It is likely that such document will need to be reviewed and approved by permit authorities – most likely as a 'bring-back' condition of any approval. The proponent gives the undertaking that this is an acceptable course of action and will implement such in the planning process (subject to gaining relevant approvals/conditional approvals).

4. Recommendations

In order to ensure the protection of the heritage values of Crowther's Lane during the course of the proposed underground services upgrade, the following recommendations are made:

1. No further archaeological input is required.

2. The proponent of the development seeks engineering advice as to whether the walls can sustain the required depth of excavation and proximity of earthmoving equipment (which may be informed by some localised test-pitting adjacent to the walls). That advice is to be submitted (likely as a condition of any approval) to the satisfaction of the planning authority (or delegate) prior to the commencement of works.

3. That the need to implement all heritage protection measures (including the current document) be included in a *construction management plan* (or similar document) which is to be applied to the works process (and it will probably form a 'bring-back' condition of statutory approvals that this be provided to permit authorities or delegates prior to the commencement of works).

4. Tender documents and/or requests for quotations for contractors to undertake the proposed works must require prospective contractors to familiarise themselves with the heritage values of the walls, that they are a significant listed item and that the recommendations/protocols in this document and any consequent construction management plan must be adhered to. This must state that a failure to do so may constitute a breach of statutory permits and result in enforcement action.

5. Given the spatial constraints of the site, it is not considered feasible to establish any machinery exclusion zone or hoardings in proximity to the walls.

6. In any submissions in response to a tender/RFQ, contractors must provide a methodology as to how they will comply with all heritage requirements (including any engineering advice).

7. Upon the commencement of works, all project managers/workers are to briefed on the importance of the cultural heritage values of the walls as part of a site induction by a suitable qualified/experienced heritage practitioner.

20 July 2017

Ressen Pty Ltd

Our ref: 3218414-35859
Your ref:

Dear Sir/Madam

179 Macquarie Street Serviced Apartment Development - Contaminated Land Code Exemption

1 Introduction

Resen Pty Ltd (Ressen) engaged GHD Pty Ltd (GHD) to compile a brief site history to confirm that potentially contaminating activities did not impact the Site at 179 Macquarie Street, Hobart.

The land adjacent to the rear of the Site and over which the Site has a right of way, described as 200 Collins Street in Hobart City Council's (HCC) GIS database (190 - 202 on LISTmap), is mapped as potentially contaminated land. As such, Part E2 of the HCC Interim Planning Scheme (Potentially Contaminated Land Code) is triggered due to excavation works at 179 Macquarie Street. Council's environmental health officer has stated that Council records show that the adjacent site (i.e. 200 Collins Street) was used as a motorcar and fuel supplier (1948) and that there is potential hydrocarbon contamination.

2 Database searches

Information pertaining to the site was gathered from a variety of sources to ascertain whether potentially contaminating activities were conducted on or adjacent to the Site. This information is summarised in the following sections.

2.1 EPA Tasmania Property Information Request

A Property Information Request (PIR) request was made to EPA Tasmania in relation to potentially contaminating activity notified as occurring on or adjacent to the Site, which returned the following result:

> *A search of the relevant databases and records was undertaken and no records relating to contamination or potentially contaminating activity on the Site or adjacent properties were found.*

The complete EPA PIR response is included as Attachment A.

2.2 Dangerous goods records (WorkSafe Tasmania)

A request for dangerous goods records pertaining to the site was made to WorkSafe in order to ascertain the storage or use of potentially contaminating substances onsite. This included a search of WorkSafe's general records management system, dangerous goods database, the EPA's Environmentally Relevant

GHD Pty Ltd ABN 39 008 488 373
2 Salamanca Square Hobart TAS 7000 GPO Box 667 Hobart TAS 7001 Australia
T 61 3 6210 0600 **F** 61 3 6210 0601 **E** hbamail@ghd.com **W** www.ghd.com

Land Use Register (ERLUR) and Council database, which found no dangerous goods file for the Site, or for adjacent site 200 Collins Street.

The closest properties on Macquarie Street that contain dangerous goods files are the 199 Macquarie Street (old Forestry building) and 167 Macquarie Street (Travelodge). Dangerous goods records were also available for nearby 188 and 210A Collins Streets. The file for 188 Collins indicated underground storage tanks (USTs) were present. Both these properties are considered to be out of the area of influence for contaminating activities to impact the site (i.e. down slope and down hydraulic gradient of groundwater flow).

A recording showing details for these nearby sites is included as Attachment B.

3 Aerial photography

Three aerial photos of the site were obtained to assess land use on and surrounding the Site. The aerial photos, included as Attachment C and described in Table 1, show the Site as relatively unchanged since 1971, however development has occurred on the adjacent 200 Collins Street site.

Table 1 Aerial photo

Film - Neg	Date	Description of surrounding land use
0573 - 022	17 February 1971	To the west of the Site is a car yard. It is uncertain as to whether this is a sales yard, or parking. Two small buildings / structures are visible.
0801 - 051	26 October 1979	On the corner of Barrack and Collin St is a car sales yard. A more substantial sales building is visible. Cars are parked around the western and northern boundary of the Site.
1158 - 050	2 August 1990	The car sales yard is absent. Cars are parked on the majority of the adjacent site. The former sales building has been demolished, and two concrete coloured slabs are shown where the former building stood. The northern most of these slabs may be a UST, however there is no record of one existing.

4 Conclusions

In summary:

- There are no EPA records showing contaminating activities on or adjacent to the site;
- There are no dangerous goods records for the site, or adjacent site 200 Collins St; and
- Aerial photography suggests the potential for USTs to be present on the former car sales yard.

Based on the information available at the time of this assessment, there is considered to be negligible risk as a result of the proposed use and development due to the absence of contaminating activity on or in immediate vicinity of the site and the proposal is exempt from the Potentially Contaminated Land Code in accordance with Clause E2.4.3.

Sincerely
GHD Pty Ltd



James O'Regan
Environmental Scientist
+61 3 6210 0641

Attachment A: EPA Tasmania Property Information Request
Attachment B: WorkSafe Tasmania Dangerous Good Records (nearby sites)
Attachment C: Aerial Photography

Attachment C: Aerial Photography



Photo 1: **17 February 1971.**



Photo 2: **26 October 1979.**

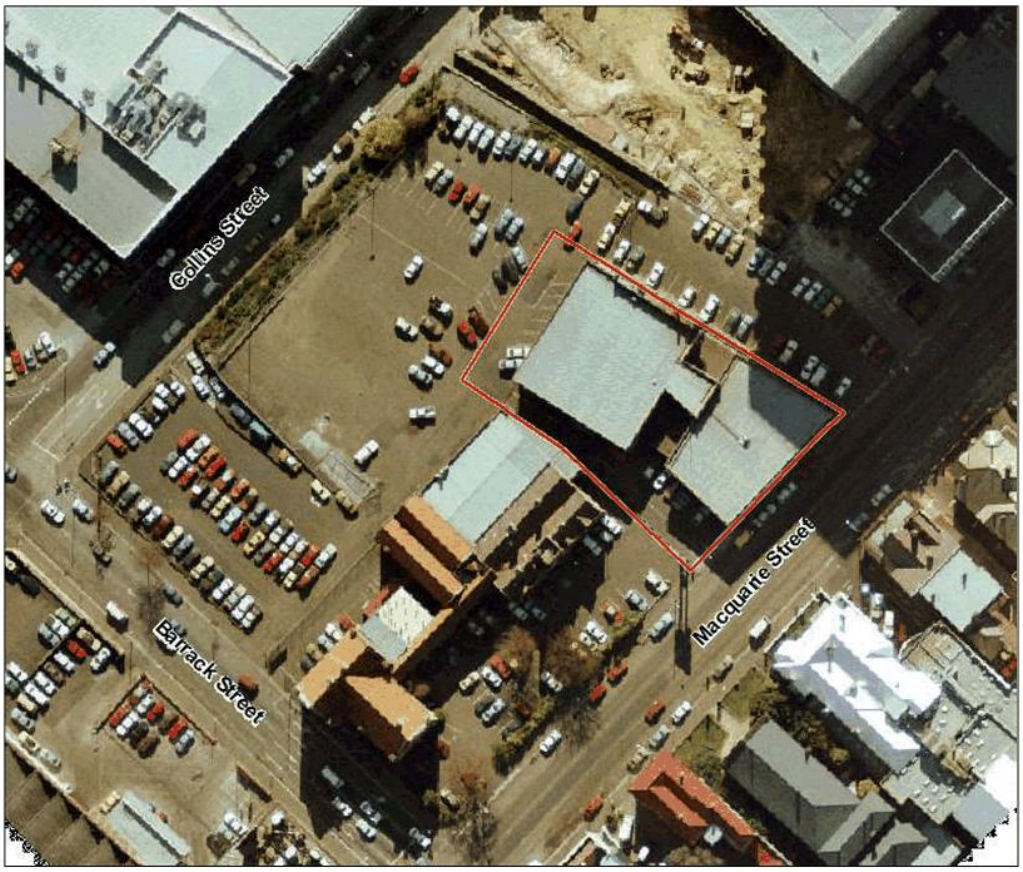
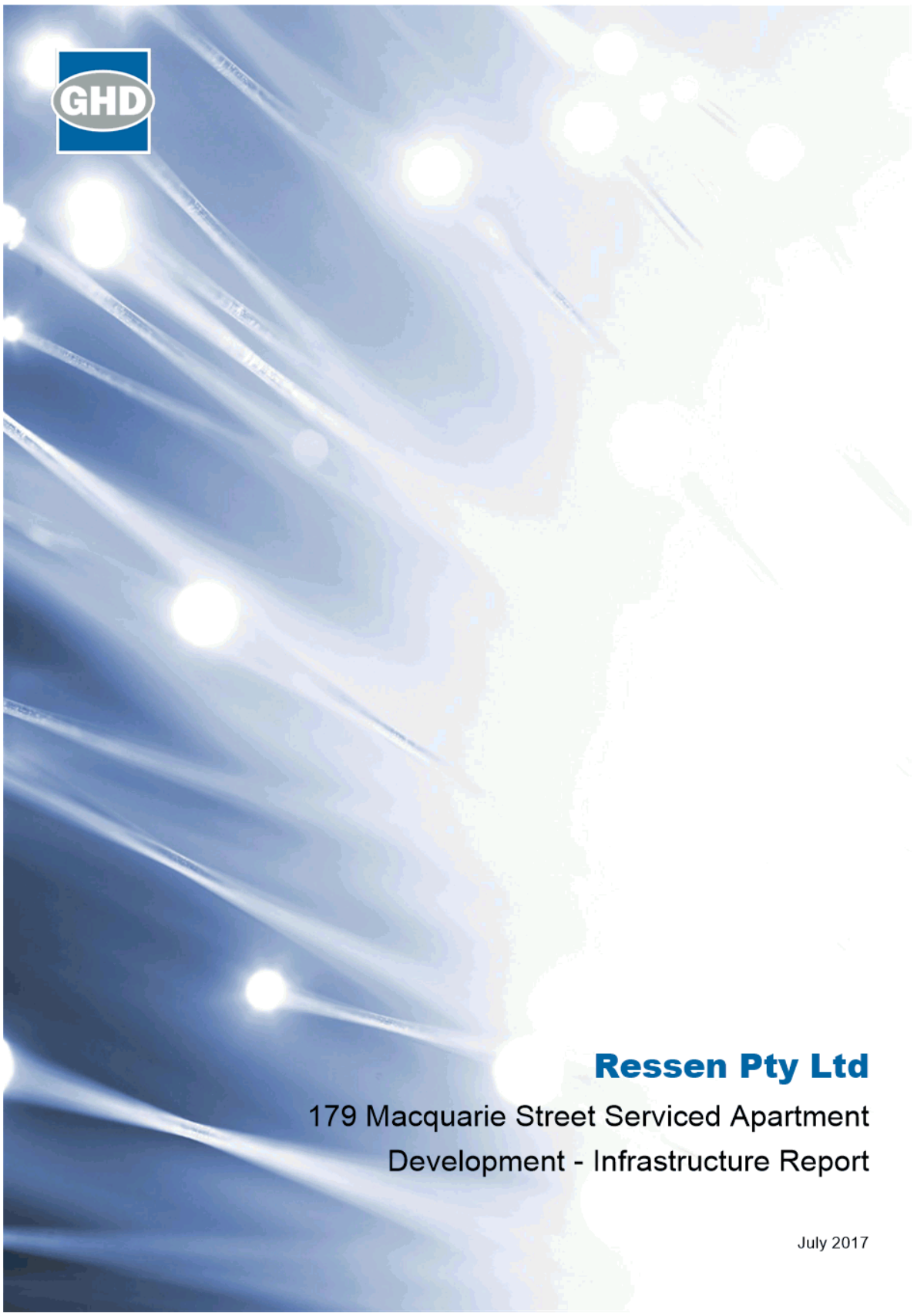


Photo 3: **2 August 1990.**



Ressen Pty Ltd

179 Macquarie Street Serviced Apartment Development - Infrastructure Report

July 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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Figure 1 Site Survey 3

Appendices

Appendix A – Easement Indicative Longitudinal Section

1. Introduction

1.1 Background

A multi-storey commercial development is proposed at 179 Macquarie St. The site is currently a retail store and will require alterations to the current servicing plan.

1.1.1 Basis of Report

This report is based on:

- Plans prepared by Boss Design and Michael R Cooper Architects
- Tenancies provided by Boss Design and Michael R Cooper Architects
- Discussions with TasWater (Phil Papps, Development Services)
- Discussions with Hobart City Council (Mao Hwa Cheng, Stormwater and Waterways Engineer)
- Water Services Association, Sewerage Code of Australia (WSA02), Melbourne Retail Water Agencies, Ed. 1.0, with TasWater Amendments
- Australian Rainfall & Runoff (1997)

1.2 Purpose of this report

This report is to provide a concept services plan to Ressen Pty Ltd for the purpose of obtaining submission of the Development Application for the proposed development.

1.3 Scope and limitations

This report: has been prepared by GHD for Ressen Pty Ltd and may only be used and relied on by Ressen Pty Ltd for the purpose agreed between GHD and the Ressen Pty Ltd as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Ressen Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

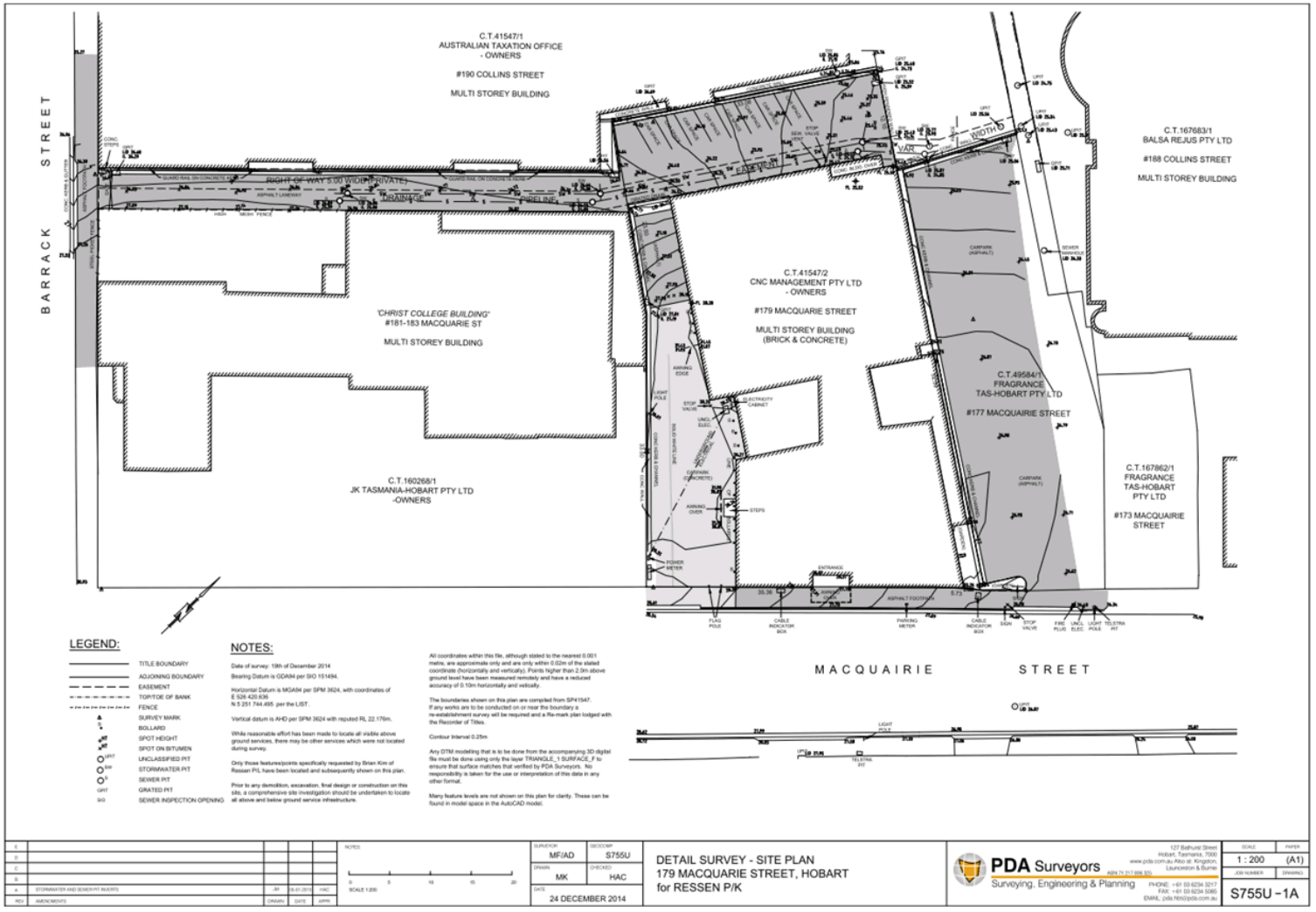
The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Ressen Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

2. Existing Conditions

The site comprises a rectangular shaped lot with a total site area of 2,162 m^2, with vehicular and pedestrian access from Macquarie Street. A private right of way to the car parking in the rear can also be accessed from Barrack St. The site comprises a retail store including off street car parking along the western boundary. There is a drainage easement containing both sewer and stormwater pipelines towards the rear of the property through the existing car parking area as shown on Figure 1.

Figure 1 Site Survey



The site generally falls to the north with the rear corner nearly 3 m below the level along the Macquarie St frontage. Water, electricity, and telecommunications infrastructure is connected along the Macquarie St frontage.

The existing stormwater pipeline services the existing site as well as portions of the former Christ College Building and the Australian Taxation Office (ATO) Building at 181-183 Macquarie St and 190 Collins St respectively.

The drainage easement contains the stormwater and sewer pipelines but is also to allow for overland flow in rare to extreme rainfall events. However, there is currently a rendered wall crossing the easement on the northern boundary with 190 Collins St which prevents overland flow along the easement as shown in Figure 1.

The Sewer main along the easement at the rear of the property is a DN150. It services the existing building on the site and is assumed to also service the Christ College Building.

There is a gas main in Macquarie St.

3. Proposed Conditions

It is proposed to construct a 9 storey building on the site containing serviced apartments, a café and a conference facility.

3.1 Sewer

3.1.1 Easement and Pipeline

It is proposed to retain the sewer main easement at the rear of the property and provide 24/7 access to the area to TasWater for maintenance activities. The pipeline will be retained at a similar level to existing. TasWater require a minimum 3.0 m above ground clearance over the pipeline through the easement. The floor and roof levels shall be adjusted to meet this requirement. The building will be constructed such that no structural loading is placed on the pipeline and minimum cover over the pipeline is achieved for vehicular traffic. TasWater require a minimum all around clearance of 1000 mm. If this clearance cannot be achieved, it can be relaxed to minimum 600 mm clearance with concrete encasement, subject to TasWater approval.

The existing pipeline through the property is a DN150 PVC and is understood to be in good condition, however, prior to building works commencing, TasWater will require a CCTV survey to verify its condition and integrity. Alternatively, the pipeline could be replaced as part of the works, provided that the sewerage system is kept in service continually through construction.

An indicative section along the easement is included in Appendix A.

3.1.2 Sizing

The proposed development will increase the sewer loading for the site significantly. An indicative breakdown of the uses and expected Equivalent Tenement (ET) and thus Equivalent Tenancies is included in Table 1. EP rates are taken from WSA02 MWRA 1.0 (TasWater amendment) noting that Table A1 from MRWA edition has been used to estimate ET rather than TasWater Table A1 due to better fitting the expected development.

Table 1 Occupancy

Type	Quantity	Unit	Rate	ET
Serviced Apartments	178	ea	0.5	89
Café	300	Floor Area (m²)	0.008	2.4
Conference Facility	1,100	Floor Area (m²)	0.014	15.4
Outdoor Plaza Area	507.6	Floor Area (m²)	0	0
Total Building				**107**

It is expected that the existing DN150 sewer main will be adequate at a minimum grade of 1.25%; however it may need to be upgraded to DN225 from the maintenance hole at the northern boundary and service connection location (MQZ1MH15137) to Collins St. MQZ1MH15209) depending on detailed design sewer loads and TasWater assessment.

3.2 Stormwater

3.2.1 Easement

The stormwater easement at the rear of the property is proposed to be retained. As the current stormwater easement is blocked for overland flow, it is proposed to allow for the 1 in 100 year Average Recurrence Interval (ARI) to be conveyed within the pipe. The easement contains an existing DN300 stormwater pipe. The proposed development shall provide:

- Vehicular access to the pipeline with 3 m clearance above the pipelines for the full width and length of the easement
- Capacity to convey the 1 in 100 year ARI + Climate change
- Pits and other inflow locations shall also have the capacity to allow the 1 in 100 year ARI + Climate Change flood to enter the system. No blocking factor is required

The stormwater main shall be independent of the building (i.e. the building needs to be constructed such that no structural load will be transferred onto the stormwater main). The intention is to allow Council to carry out any future pipe replacement work without causing any damage to the building structure.

A ramp is proposed to the existing right of way off Barrack St. It is proposed to construct this using a removable steel ramp such that the ramp may be removed by TasWater or Council personnel in order to gain appropriate clearance above the mains in the event of maintenance access being required.

An indicative section along the easement is included in Appendix A including indicative clearances based on the topographic survey and proposed design.

3.2.2 Capacity

The stormwater main likely collects stormwater from the Christ College Building (181-183 Macquarie St) and part of the ATO building (190 Collins). It has been conservatively assumed that the uphill half of the ATO roof drains to the stormwater pipeline as well as the entire 181-183 property, and the majority of the right of way.

Table 2 Roof Areas Contributing

Region	Area (m2)
ATO Roof (uphill half)	1,773
Access Right of Way	270
181-183 property	3,103
Proposed Site	2,162
Total	**7,308**

Assuming a 10 minute time of concentration, the peak flows in various probability storms are given below using the rational method for urban areas (Australian Rainfall & Runoff, 1997). No additional allowance has been made for the increased intensity of storms due to climate change; however this will require consideration in detailed design.

Table 3 Peak Flood Flow

Probability	Peak Flow (L/s)
1 in 5 year Average Recurrence Interval	98
1 in 10 year Average Recurrence Interval	119
1 in 20 year Average Recurrence Interval	147
1 in 100 year Average Recurrence Interval	223

The stormwater pipe is required to convey the 1 in 100 year Average Recurrence Interval event. The existing pipeline is a DN300. This may need to be upsized to a DN450 to Collins St.

3.3 Water

TasWater has advised that the water infrastructure in Macquarie St is adequate to provide anticipated pressure and flow for a multi storey development. No additional works are anticipated external to the site to meet the increased demand. Internal building hydraulic services will require consideration in detailed design in accordance with the relevant Australian Standards.

3.4 Electricity

It is proposed to service the proposed development from Macquarie St. An application has not been raised with the electricity supplier at this time; however no significant issues are anticipated in servicing this site.

3.5 Telecommunications

It is proposed to service the proposed development from Macquarie St. It is anticipated that a National Broadbank Network (NBN) connection can be provided to the site. An application has not been raised with the telecommunications supplier; however no significant issues are anticipated in servicing this site.

3.6 Gas

There is a gas main in the street adjacent 179 Macquarie St. Tas Gas is the retail gas supplier. It is anticipated that a gas connection could be provided without further off site infrastructure augmentation.

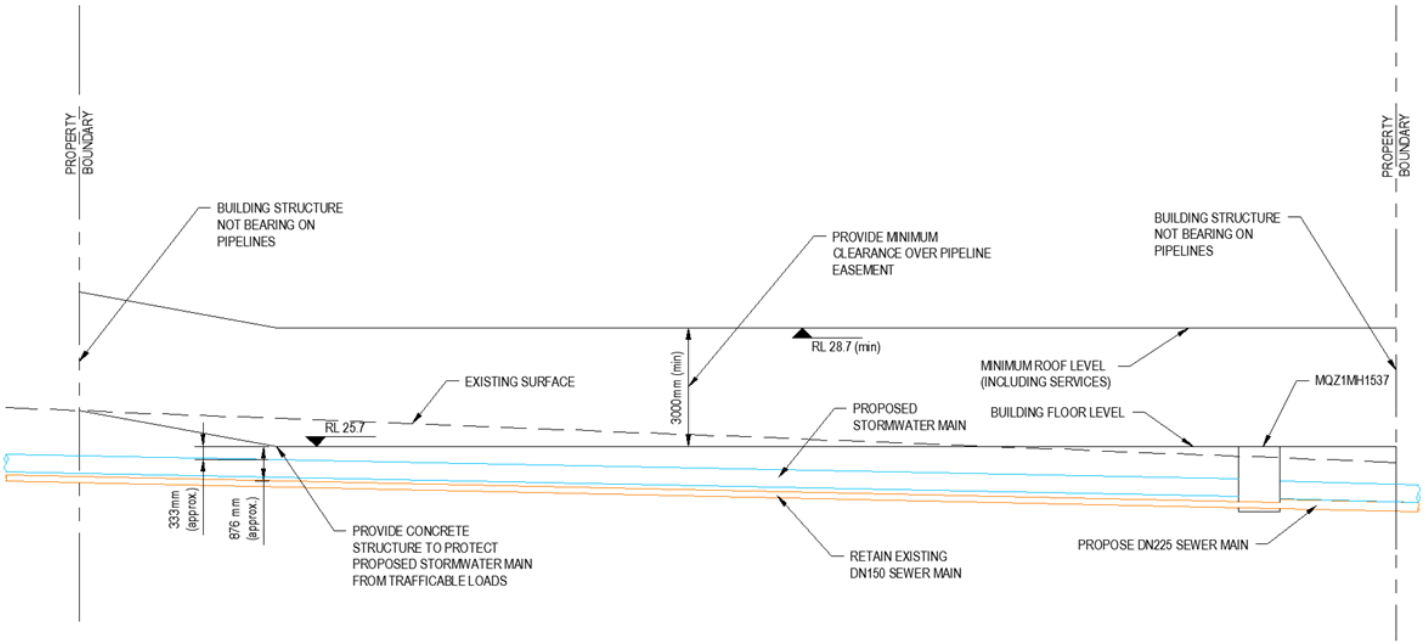
4. Recommendations & Conclusions

The proposed development can be adequately serviced in accordance with the above. Likely works required for servicing include:

- Building floor and roof soffit levels to provide 3.0 m clearance over the existing drainage easement
- Sewer and stormwater pipelines to be provided with minimum cover for vehicular loading of 600 mm to stormwater and 750 mm to sewer as per IPWEA Standard Drawings and WSA02 Standard Drawings respectively
- Unrestricted vehicular access to be provided at all times for TasWater and Hobart City Council to maintain their assets
- Possible augmentation of existing DN150 sewer main to DN225 sewer main through to Collins St Maintenance Hole
- Augmentation of existing DN300 stormwater main to DN450 through to Collins St
- Possible connection to Gas Network in Macquarie St.

Appendices

Appendix A – Easement Indicative Longitudinal Section


PROPERTY BOUNDARY
BUILDING STRUCTURE NOT BEARING ON PIPELINES
PROVIDE MINIMUM CLEARANCE OVER PIPELINE EASEMENT
BUILDING STRUCTURE NOT BEARING ON PIPELINES
PROPERTY BOUNDARY
RL 28.7 (min)
3000mm (min)
MINIMUM ROOF LEVEL (INCLUDING SERVICES)
EXISTING SURFACE
MQZ1MH1537
PROPOSED STORMWATER MAIN
BUILDING FLOOR LEVEL
RL 25.7
333mm (approx.)
876 mm (approx.)
PROVIDE CONCRETE STRUCTURE TO PROTECT PROPOSED STORMWATER MAIN FROM TRAFFICABLE LOADS
RETAIN EXISTING DN150 SEWER MAIN
PROPOSE DN225 SEWER MAIN

GHD

2 Salamanca Square
T: 61 3 6210 0600 F: 61 3 6210 0601 E: hbamail@ghd.com

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	F Haynes	Brad Davie	On file	Alex Brownlie		28.7.17

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09 October 2017

Ressen Pty Ltd

Our ref: 3218414-92625
Your ref:

Dear Sir/Madam

179 Macquarie Street Revised Hotel Development TasWater Requirements

Further to Hobart City Council's letter dated 28 September 2017, please find below the requested information for TasWater

1 Total Sewer Flows at Connection

The total sewer flow from the development is 107 ET as defined in the Infrastructure Report (GHD, July 2017). Based on Table 3.2.2 of the TasWater Supplement to MRWA edition of WSA02, this equates to an Average Dry Weather Flow (ADWF) of 107 x 200 kL/annum = 0.68 L/s.

The upstream property (181-183 Macquarie St.) has an area of approximately 3,080 m^2 with approximately 1,160 m^2 being buildings. The current use and sewer loading of the upstream site has been provided by TasWater as 15.4 ET.

Peak Wet Weather Flow (PWWF) has been calculated based on the above for the 179 Macquarie St development and the development combined with the upstream site as tabulated below.

Table 1 Peak Wet Weather Flow

Parameter	179 Macquarie St	179 & 181-183 Macquarie St
ET	107	122.4
ADWF	0.68 L/s	0.77 L/s
d	11.35	8.99
PWWF	7.7 L/s	7.7 L/s

It should be noted that in accordance with Appendix C of MRWA edition of WSA02, the peaking factor, d, is reduced with site area resulting in reduced peaking when compared with the Macquarie St site only. Based on this, the PWWF has been increased to that for the 179 Macquarie St site only.

2 Probable Simultaneous Water Demand

The Probable Simultaneous Water Demand has been calculated for 179 Macquarie St.

GHD Pty Ltd ABN 39 008 488 373
2 Salamanca Square Hobart TAS 7000 GPO Box 667 Hobart TAS 7001 Australia
T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com

Based on the TasWater Supplement to MRWA Edition WSA02, where the number of ETs in the serviced zone is <100. The Designer shall take into account probable simultaneous demand effects as described in AS/NZS3500.1.2:2003. As the number of ETs serviced by the development are greater than 100, Probable Simultaneous Water Demand has not been considered within this design.

However, Peak Hour Demand has been calculated in accordance with section 2.3.4 of the TasWater supplement. The Peak Hour Demand = 2.25 x (1.5 x (Average Day)) = 2.87 L/s

3 Fire Flow Rate

It is assumed a fire compartment floor area of between 500m^2 and 2,000m^2 situated on the 8th Floor (FFL 54.8 m) with the assumed water connection at around RL 28.0 m. A flow rate of 20 L/s on the 8th floor with a residual pressure of 200 kPa. As the building has an effective height > 25 m, a sprinkler system (additional 15 L/s) is proposed as well as an on-site water storage of at least 25 kL and associated pump system. The tank size will be confirmed based on available flows from the TasWater System.

4 DN150 Sewer Pipeline

Based on the capacity requirement outlined in section 1 above, and the existing DN150 longitudinal gradient of 1.25%, the existing DN150 has sufficient capacity to convey flows from the proposed site and upstream site in accordance with the MRWA edition of WSA02 allowing for PWWF with 30% air void. Therefore, we confirm that no upgrade of the existing DN150 is proposed.

Note that backing up of the system due to constraints in TasWater's Trunk Network in Collins Street has not been taken into account.

5 Water Service Connection

As above, the water service connection is proposed to be a DN100 located (as shown on the attached mark-up,) along Macquarie Street towards the southwest corner of the site.

6 Stormwater

The foundations of the building will not bear on the stormwater pipeline running under the basement level of the development.

There is a laneway to the rear of the development from Barrack Street. Council (and TasWater) will be provided with 24 hour access to the basement through this laneway to allow for any maintenance to the existing stormwater (& sewer) infrastructure.

We note there was a discrepancy on the drawings relating to the location of the stormwater and sewer pipelines. This has been marked up and is attached.

Hydrocarbon capture as well as gross pollutants and suspended solids have been considered in nominating a stormwater treatment device for all stormwater prior to leaving the site. A mark-up of the proposed infrastructure is attached.

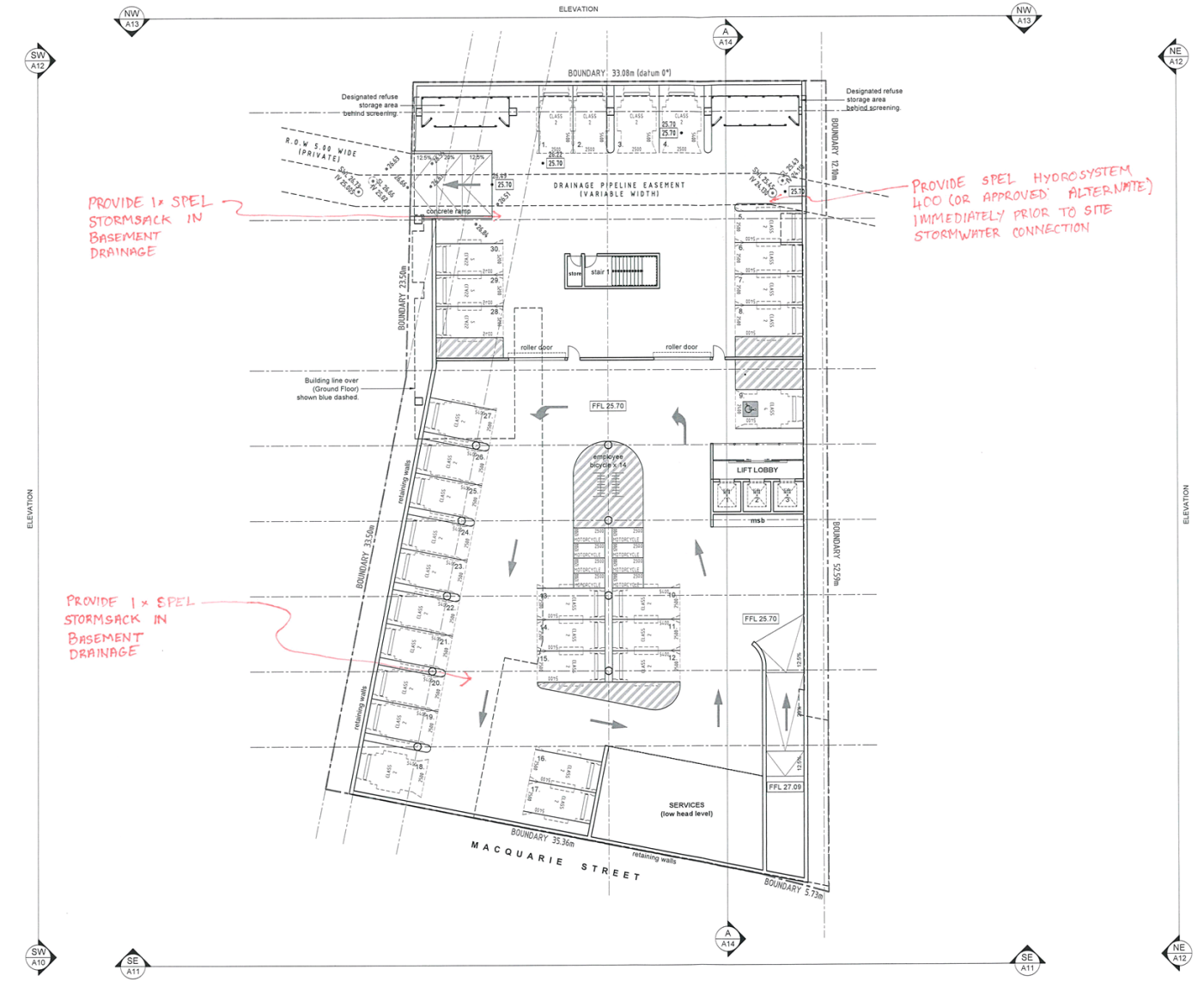
Sincerely
GHD Pty Ltd



Fiona Haynes
Civil Engineer
+61 3 6210 0619

Attachments:

1. A05 Markup – Basement Plan, Stormwater Quality;
2. A06 Markup – Water Concept Service and Ground Floor Plan;
3. A14 Markup – North East Elevation.



05. BASEMENT PLAN 1:200

REVISIONS

Rev	Description	By	Date

GENERAL NOTES

- CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS. ADVISE PROJECT MANAGER AND ARCHITECT OF DISCREPANCIES WHICH MAY OCCUR
- SCHEDULES DOCUMENTS MUST BE READ IN CONJUNCTION WITH ALL DRAWINGS AND THE CONTRACT SPECIFICATION TAKES PRECEDENCE OVER OTHER DOCUMENTS. ADVISE PROJECT MANAGER AND ARCHITECT OF DISCREPANCIES
- FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED DIMENSIONS
- ALL MATERIALS AND PRODUCTS SPECIFIED TO BE USED STRICTLY IN ACCORDANCE WITH MANUFACTURERS DIRECTIONS WITH RESPECT TO PROCEDURE COORDINATION OF WORKS AND ENVIRONMENTAL CONDITIONS
- ALL MATERIALS AND WORKMANSHIP TO BE FIRST GRADE AND IN ACCORDANCE WITH RELEVANT CURRENT AUSTRALIAN STANDARDS. THE BUILDING CODE OF AUSTRALIA AND THE REQUIREMENTS OF RELEVANT LOCAL GOVERNMENT AUTHORITIES
- ALL GLAZING TO COMPLY WITH AS 1288
- NO SMOKING ON SITE.
- NO DOGS ON SITE

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BOSS DESIGN PTY LTD
74/89 JONES STREET, ULTIMO, NSW.
PH. (02) 9281 2600 MOB. 0402 332 396
FAX (02) 9280 2700 info@bossdesign.com.au

MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 099231134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC982U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
FAX (03) 6224 1823 admin@mcaarchitects.com.au

PROJECT TITLE
PROPOSED DEVELOPMENT
at. 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

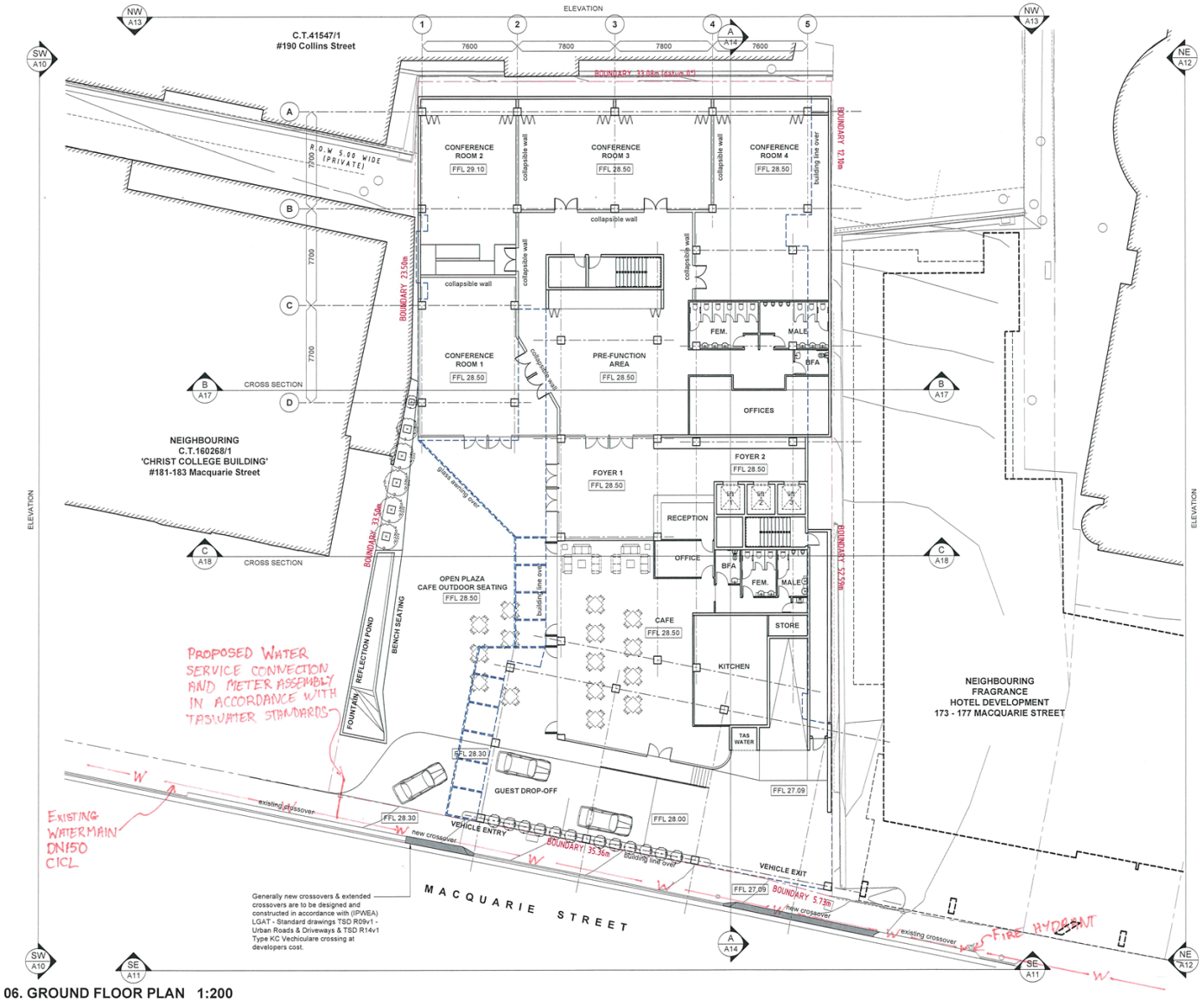
ISSUE
APPROVAL ISSUE

DRAWING TITLE
BASEMENT PLAN
STORMWATER QUALITY

Scale	Drawn	Checked	Approved	Date
1:200 @ A2	JJE			04.05.17

REVISION -
File -
PROJECT No 16083

A05



06. GROUND FLOOR PLAN 1:200

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- NO DOGS ON SITE

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Architecture + Interior Design + Project Management
BOSS DESIGN PTY LTD
7A/89 JONES STREET, ULTIMO, NSW.
PH. (02) 9281 2600 MOB. 0402 332 396
FAX (02) 9280 2700 info@bossdesign.com.au

MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 060201134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC982U VIC - 17933 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
PH. (03) 6224 1822 MOBILE 0418 124 355
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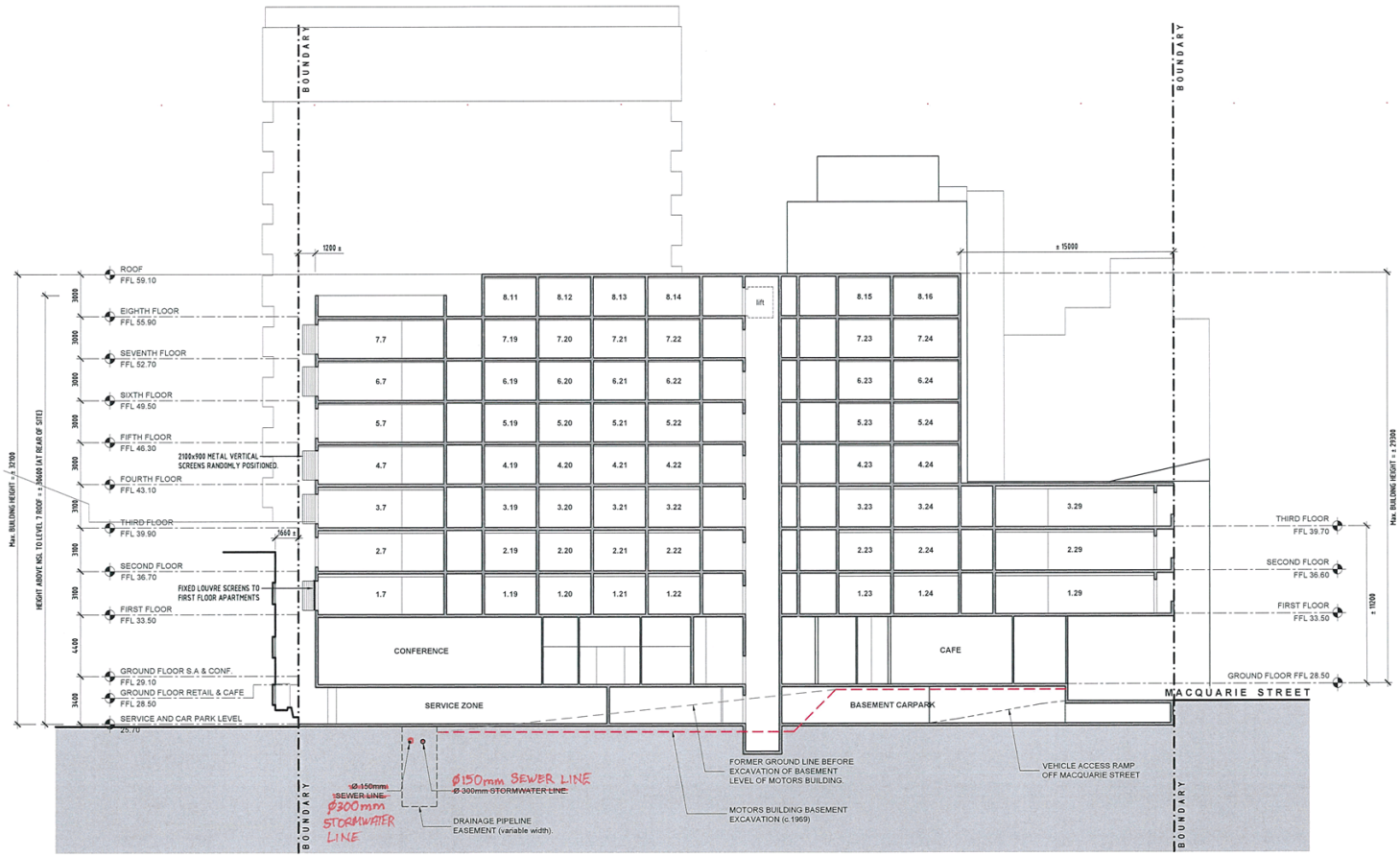
PROJECT TITLE
PROPOSED DEVELOPMENT
at. 179 MACQUARIE STREET, HOBART
for RESSEN PROPERTY GROUP

ISSUE
PRELIMINARY

DRAWING TITLE
WATER, CONCEPT SERVICE & GROUND FLOOR PLAN

Date	Drawn	Checked	Approved	Date
1:200 @ A2	JJE			14.07.17

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A06
PROJECT No. 16083



14. NORTH EAST ELEVATION 1:200

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BOSS DESIGN PTY LTD
74/89 JONES STREET, ULTIMO, NSW.
PH. (02) 9281 2600 MOB. 0402 332 396
FAX. (02) 9280 2700 info@bossdesign.com.au

MICHAEL R COOPER
& ASSOC. PTY LIMITED ACN 006231134
ARCHITECTS
CERTIFIED BUILDING PRACTITIONER - ARCHITECT
TAS - CC982J VIC - 17393 NSW - 9523
PO BOX 1 BATTERY POINT TASMANIA 7004
THE STUDIO 49A DAVEY STREET HOBART
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at. 179 MACQUARIE STREET, HOBART
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ISSUE
PRELIMINARY

DRAWING TITLE
NORTH EAST ELEVATION

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REVISION -
File -
PROJECT No 16083

A14

09 October 2017

Ressen Pty Ltd

Our ref: 3218414-92625
Your ref:

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GHD Pty Ltd ABN 39 008 488 373
2 Salamanca Square Hobart TAS 7000 GPO Box 667 Hobart TAS 7001 Australia
T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com

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Note that backing up of the system due to constraints in TasWater's Trunk Network in Collins Street has not been taken into account.

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6 Stormwater

The foundations of the building will not bear on the stormwater pipeline running under the basement level of the development.

There is a laneway to the rear of the development from Barrack Street. Council (and TasWater) will be provided with 24 hour access to the basement through this laneway to allow for any maintenance to the existing stormwater (& sewer) infrastructure.

We note there was a discrepancy on the drawings relating to the location of the stormwater and sewer pipelines. This has been marked up and is attached.

Hydrocarbon capture as well as gross pollutants and suspended solids have been considered in nominating a stormwater treatment device for all stormwater prior to leaving the site. A mark-up of the proposed infrastructure is attached.

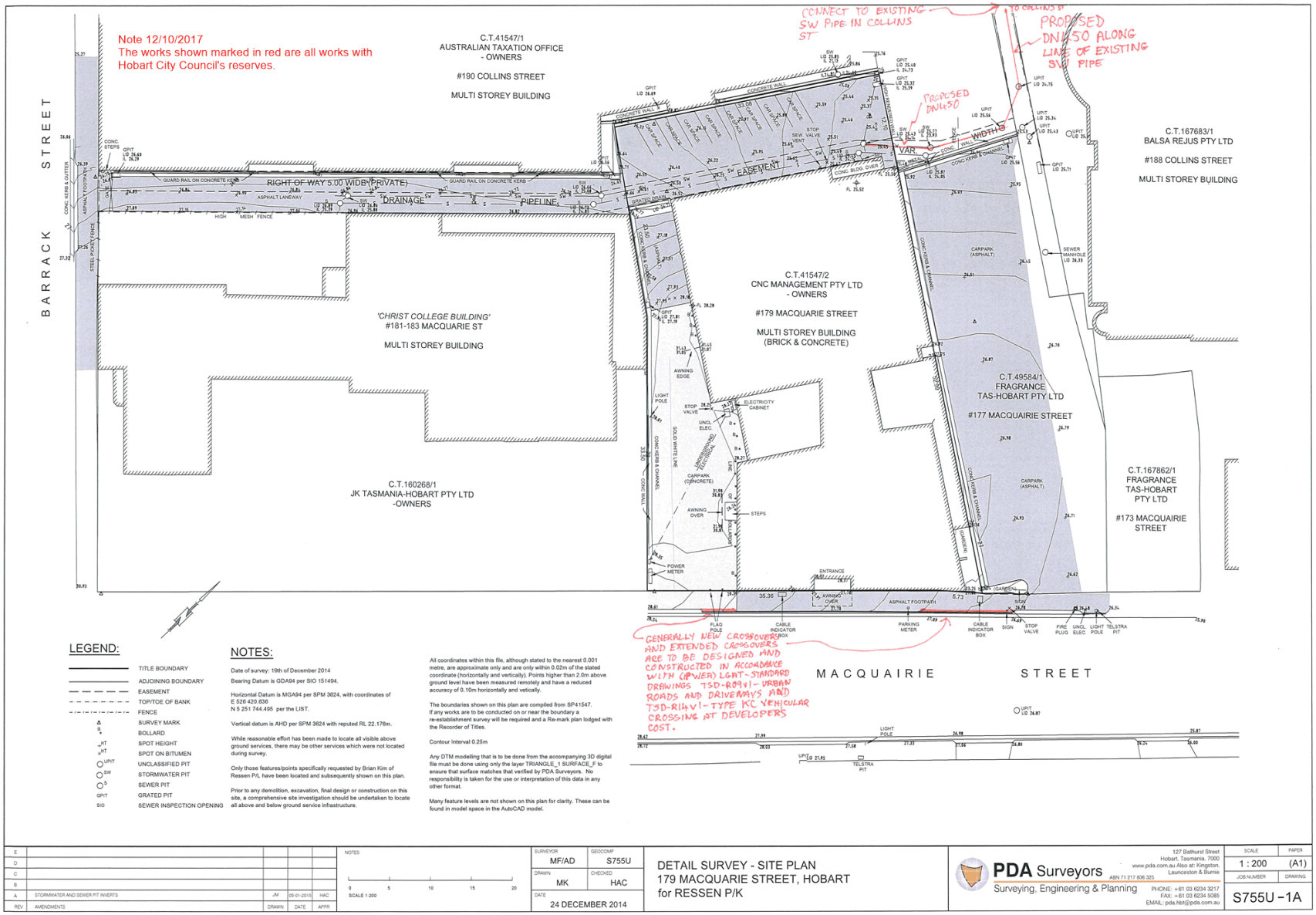
Sincerely
GHD Pty Ltd



Fiona Haynes
Civil Engineer
+61 3 6210 0619

Attachments:

1. A05 Markup – Basement Plan, Stormwater Quality;
2. A06 Markup – Water Concept Service and Ground Floor Plan;
3. A14 Markup – North East Elevation.



REV	AMENDMENTS	DRAWN	DATE	APPR
A	STORMWATER AND SEWER PIT INVERTS	JM	05-01-2015	HAC

NOTES

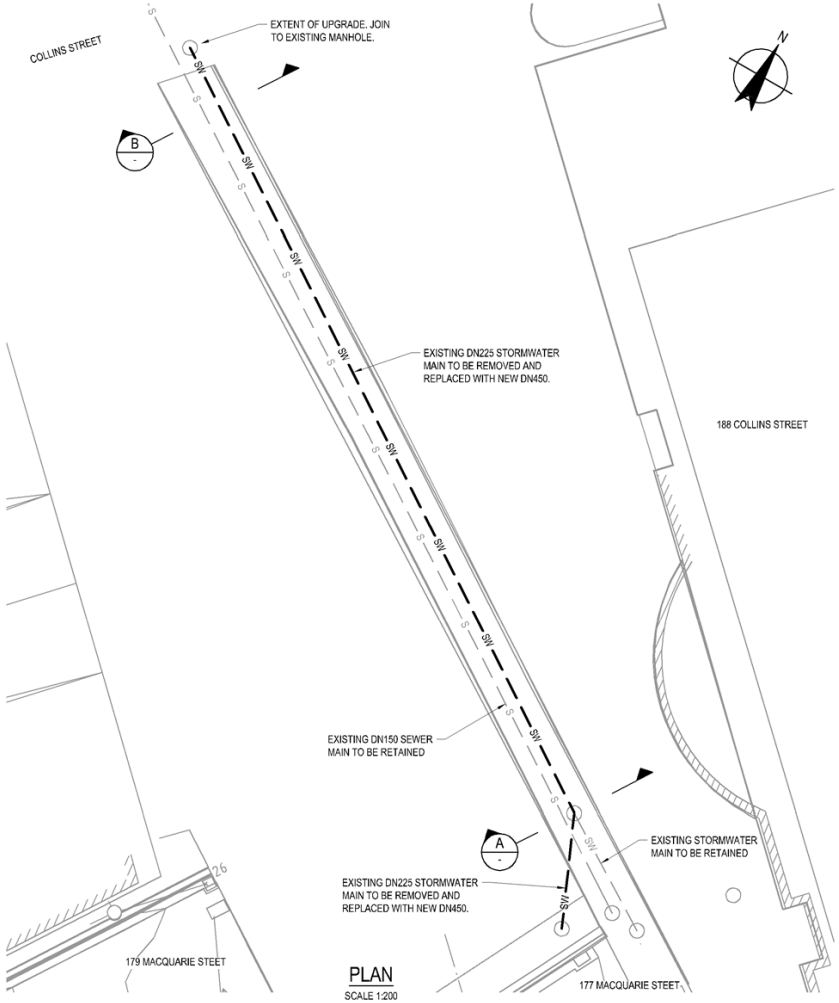
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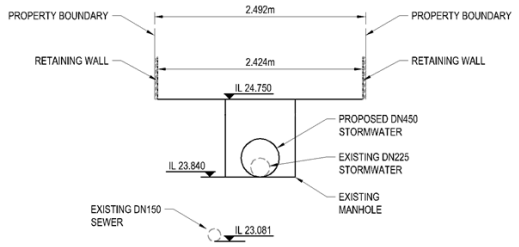
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DRAWN	CHECKED
MK	HAC
DATE	
24 DECEMBER 2014	

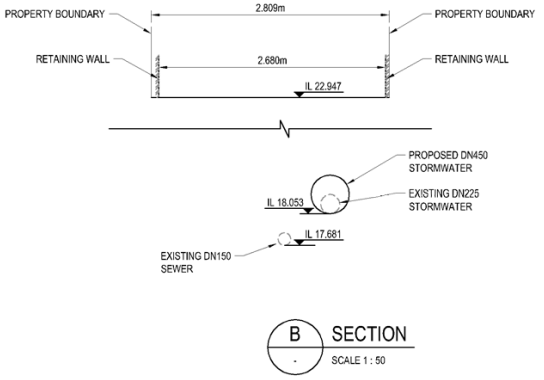
DETAIL SURVEY - SITE PLAN
179 MACQUARIE STREET, HOBART
for RESSEN P/K

PDA Surveyors
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
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JOB NUMBER	DRAWING
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RESSEN PTY LTD
179 MACQUARIE STREET, HOBART
REVISED HOTEL REDEVELOPMENT
STORMWATER PLAN AND CROSS SECTIONS

Job Number 32-18414
Revision A
Date DEC 2017
Figure 05

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com

Plot Date: 18 December 2017 - 11:25 AM Plotted by: Lino Tolaro Cad File No: G:\32\18414\CADD\Drawings\32-18414-FIG05.dwg

7.1.2 186 MELVILLE STREET, WEST HOBART - PARTIAL DEMOLITION, ALTERATIONS AND EXTENSION PLN-18-13 - FILE REF: F18/20327

Address:	186 Melville Street, West Hobart
Proposal:	Partial Demolition, Alterations and Extension
Expiry Date:	23 March 2018
Extension of Time:	Not applicable
Author:	Tristan Widdowson

RECOMMENDATION

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations and extension at 186 Melville Street, West 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-18-13 186 MELVILLE STREET WEST HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

The visitor accommodation use approved under PLN-14-00827-01 is for the existing building only and does not extend to the extension approved by this permit.

Advice: The use of the proposed completed building for visitor accommodation will require subsequent planning approval or its use to be compliant with the State Government's exemption for visitor accommodation in the Interim Planning Directive No. 2. More information on visitor accommodation can be found here.

Reason for condition

To clarify the scope of the permit.

PLN s4

The proposed extension must comply with the permitted building envelope as required under Part D 11.4.2 A3(a) and diagram 11.4.2B of the *Hobart Interim Planning Scheme 2015.*

Prior to the issue of any approval under the *Building Act 2016,* revised plans must be submitted and approved showing the proposed extension within the permitted building envelope in accordance with the above requirement.

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

Advice: The plans of the amended proposal submitted to the Council on 23/2/2018 showing the building contained with the permitted building envelope would be considered to satisfy this condition.

Reason for condition

In the interest of minimising the potential impact on amenity of the proposed additions on the adjoining property at 184 Melville Street.

ENG 4

The driveway, carparking and manoeuvring areas 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/new use.

Reason for condition

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

ENG 1

The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development or as otherwise determined by 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.

HER 17

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

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

Reason for condition

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

HER s4

The proposed pyramidal roof form of the rear extension must be amended to be a 20 degree pitched gable roof, and have an overall height reduction of one (1) metre.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing the amended roof pitch and form, and reduced height, in accordance with the above requirement.

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

Advice: The plans of the amended proposal submitted to the Council on 23/2/2018 showing the pitched gabled roof pitch and form and reduced height would be considered to satisfy this condition.

Reason for condition

In the interest of the heritage values of the place and precinct.

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.

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.

NOISE REGULATIONS

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

WASTE DISPOSAL

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

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

FEES AND CHARGES

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

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A:	PLN-18-13 - 186 MELVILLE STREET WEST HOBART TAS 7000 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-18-13 186 MELVILLE STREET WEST HOBART TAS 7000 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	19 March 2018
Expiry Date:	23 March 2018
Application No:	PLN-18-13
Address:	186 MELVILLE STREET , WEST HOBART
Applicant:	MATT WILLIAMS ARCHITECTS PO BOX 4643 BATHURST STREET
Proposal:	Partial Demolition, Alterations and Extension
Representations:	Five (5)
Performance criteria:	Inner Residential Zone Development Standards and Historic Heritage Code

1. Executive Summary

1.1 Planning approval is sought for Partial Demolition, Alterations and Extension.

1.2 The proposal is for the substantial demolition of an existing rear extension to the Victorian Georgian masonry cottage to facilitate a new rear extension. The extension will feature a lower level flat roof link section separating the bulk of the main pyramidal roof form component of the proposal from the cottage. The extension will contain bedrooms and living areas with an adjoining screened deck, the existing car parking space is to be enclosed underneath the extension. The design will feature a variety of cladding finishes reflecting the individual elements of the building.

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

1.3.1 Inner Residential Zone Development Standards - Setback and Building Envelope

1.3.2 Historic Heritage Code

1.4 Five (5) representations objecting to the proposal were received within the statutory advertising period between 2 February and the 19 February 2017.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 The approximately 598m2 site (CT.119318/1) is located within the residential area at the top of Melville Street, West Hobart and contains an existing Heritage Listed Victorian Georgian masonry cottage with a number of 20th century additions to the rear. The gently sloping site has vehicular access to the rear via right of way over 188-199 Melville Street.

2.2

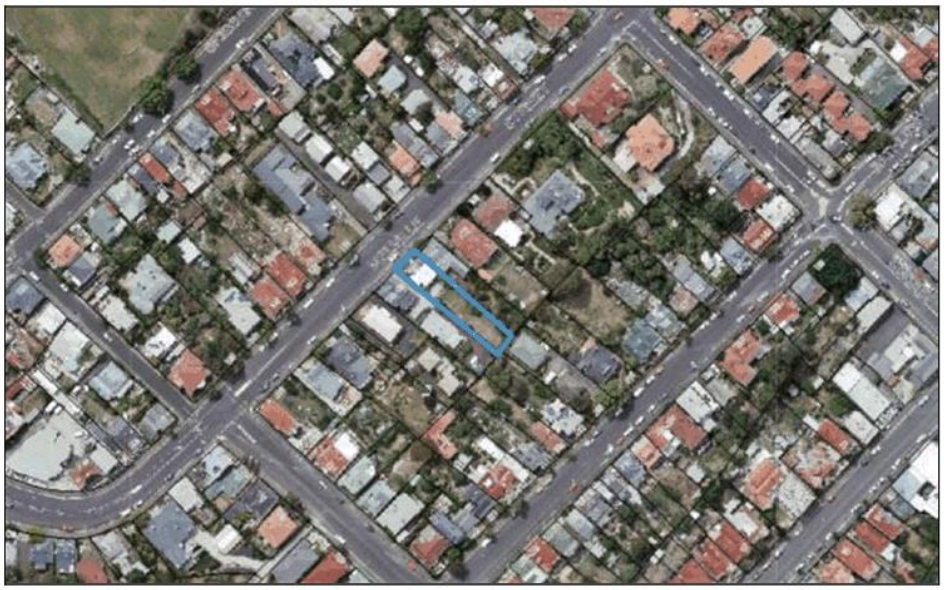


Figure 1: GIS Image 1:2000

2.3



Figure 2: GIS Image 1:1000



Figure 3: Frontage of subject site



Figure 4: Rear of subject site

3. Proposal

3.1 Planning approval is sought for Partial Demolition, Alterations and Extension.

3.2 The proposal includes the substantial demolition of an existing rear extension to the Victorian Georgian masonry cottage to facilitate a new rear extension. The extension will feature a lower level flat roof link section separating the bulk of the main pyramidal roof form component of the proposal from the cottage. The extension will contain bedrooms and living areas with an adjoining screened deck. The existing car parking space is to be enclosed underneath the extension. The design will feature a variety of cladding finishes reflecting the individual elements of the building.

3.3

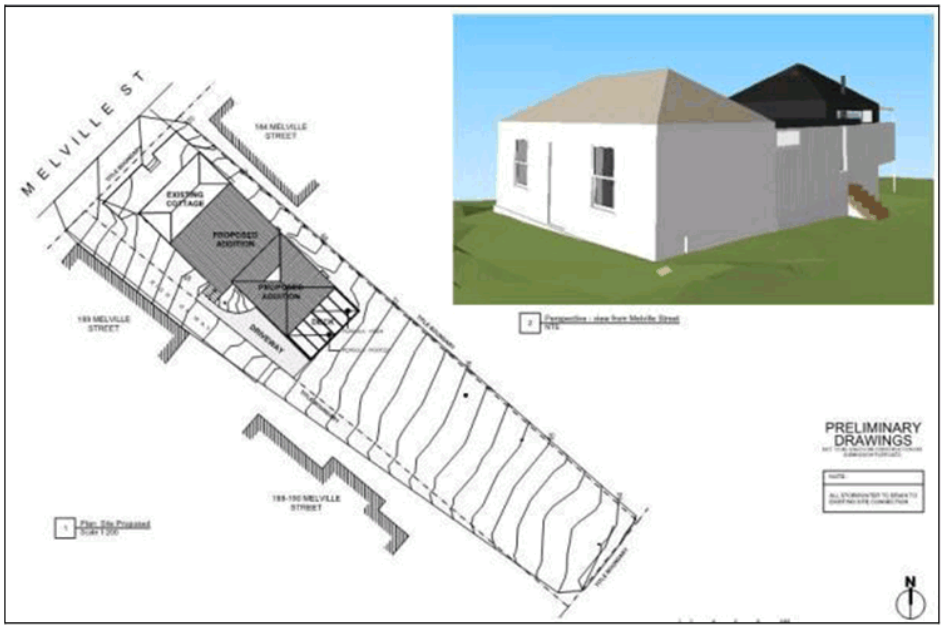


Figure 5: Proposed Site Plan/Perspective

3.4

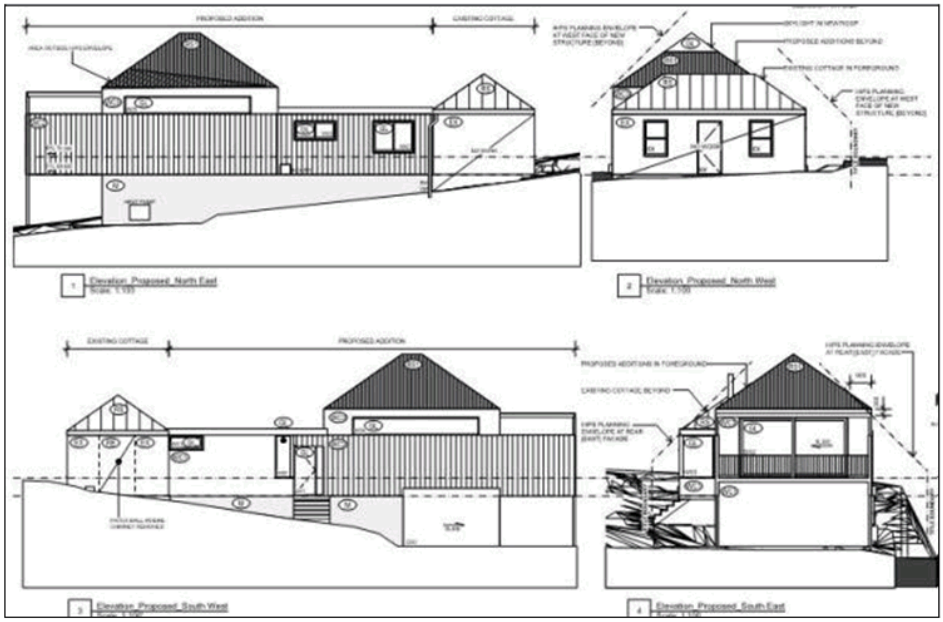


Figure 6: Proposed Elevations

4. Background

4.1 A meeting was held with the applicant to discuss the Council's Cultural Heritage Officer's concerns with the visibility and bulk of the proposed roof form of the rear section of the extension. The applicant was also informed of the representors' concerns. A revised roof form was proposed by the applicant architect that featured a lower pitch gable design and reduced the overall height by a metre. The reduced visibility and bulk of the revised roof form was considered acceptable by the Cultural Heritage Officer. In addition to this, it was also proposed that the building setback be amended to be compliant with the building envelope under Part D 11.4.2 A3. These two variations can be required by conditions on the planning permit.

The existing and the proposed roof form as well as the compliant setback are shown in the plans below.

4.2

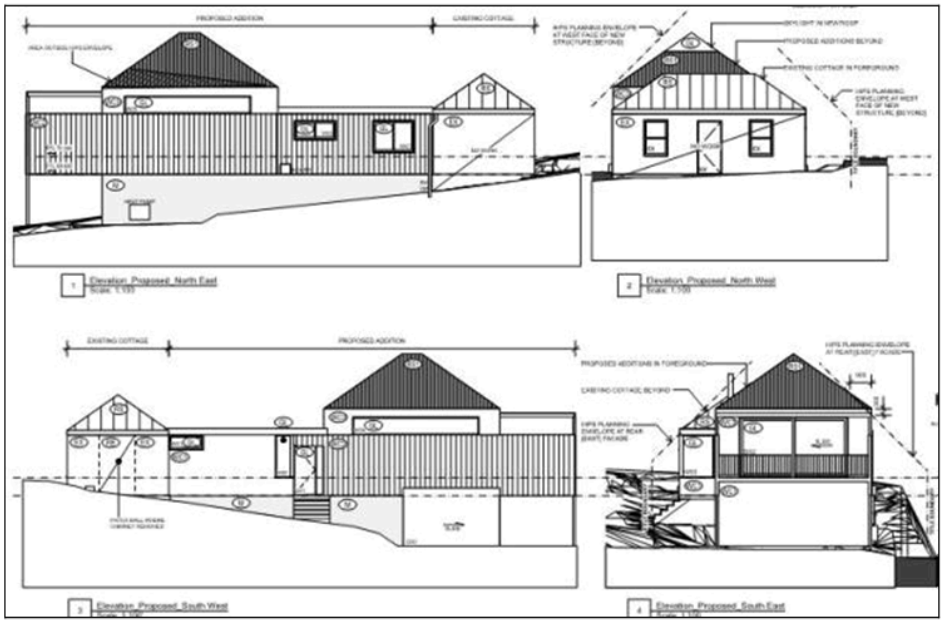


Figure 6: Current proposal

4.3

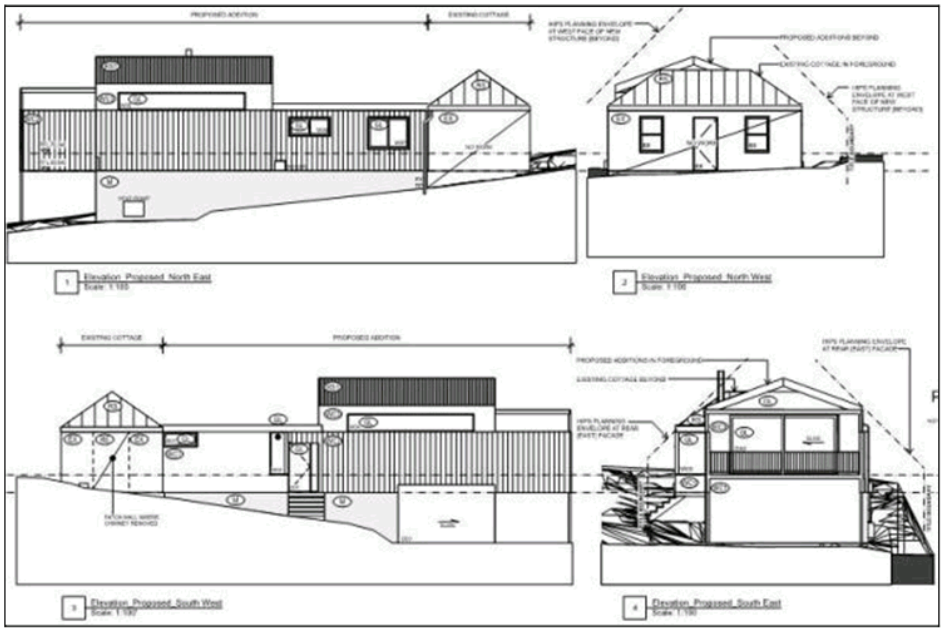


Figure 7: Amended proposal

4.4



Figure 8: Amended proposal perspective with ghost form of pyramid roof.

4.5 The building has an existing approval PLN-14-00827-01 for visitor accommodation. That approval allowed the owner to use the building part of the year as a dwelling and part of the year as visitor accommodation. The current application is for an extension to the existing dwelling, not for visitor accommodation. Therefore the use of the proposed completed building for visitor accommodation will require subsequent planning approval or its use to be compliant with the exemption for visitor accommodation. It is recommended that a condition clarifying the use of the extension in respect of visitor accommodation be included on the permit.

5. Concerns raised by representors

5.1 Five (5) representations objecting to the proposal were received within the statutory advertising period between 2 February and the 19 February 2017.

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 proposed development appears to go beyond the compliant building envelope.
• The trend of large extensions maximising the view and solar gain has long lasting impact on the neighbours and the amenity of the area.
• The increasing number of additions with tall rectangle extensions detract from a coherent representation of built heritage.
• Is the development of the property to maximise financial gain for renting the property for AirBnB.
• Pounding, jackhammering, drilling, stump grinding, rock splitting, all create vibrations which have impact on buildings.
• There is cut and fill described to lower the building however it appears to be minimal.
• The removal of the fireplace is an insight into the architectural heritage of the building and is worth keeping.

• What recommendations were made in meetings with the Council's Heritage Officer, the application implies the Council approve of the application.
• Air quality issues of fuel heaters, do HCC have a stance of on their use for new builds.
• It is an extension in a heritage area which dwarfs and overlooks neighbourhood properties.
• Impeding views.
• The current impacts on parking, privacy and amenity generated the AirBnB will be exacerbated by the proposal.
• Diminish the heritage streetscape in an area that is valued for its heritage properties.
• Two storey extension will compromise the privacy and amenity of neighbouring properties.
• The proposal should consider not having a garage so the extension can be single storey as there is sufficient space to provide parking on site.
• Visual impact and intrusiveness.
• Overshadowing of property.
• Overlooking of garden areas from the rear of the deck.

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 for a single dwelling is a permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11 Inner Residential Zone

6.4.2 E6.0 Parking and Access Code

6.4.3 E7.0 Stormwater Management Code

6.4.4 E13.0 Historic Heritage Code

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

6.5.1 Setbacks and Building Envelope - Part D 11.4.2 P3

6.5.2 Historic Heritage Code - Part E13.7.1 P1; E13.7.2 P1, P2, P3, P4; E13.8.1 P1; and E13.8.2 P1, P2 and P3

6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope Part D 11.4.2 P3

6.7.1 The acceptable solution at clause Part D 11.4.2 A3 requires buildings to be within a prescribed building envelope.

6.7.2 As shown on the proposed south east elevation, the proposal includes a narrow corner section of the extension outside the building envelope.

6.7.3 The proposal does not comply with the acceptable solution; therefore

assessment against the performance criterion is relied on. The performance criterion at clause Part D 11.4.2 P3 provides as follows:

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

P3
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 The proposed building encroachment is only a very narrow slice of the proposed roof and on the north eastern side of the extension:

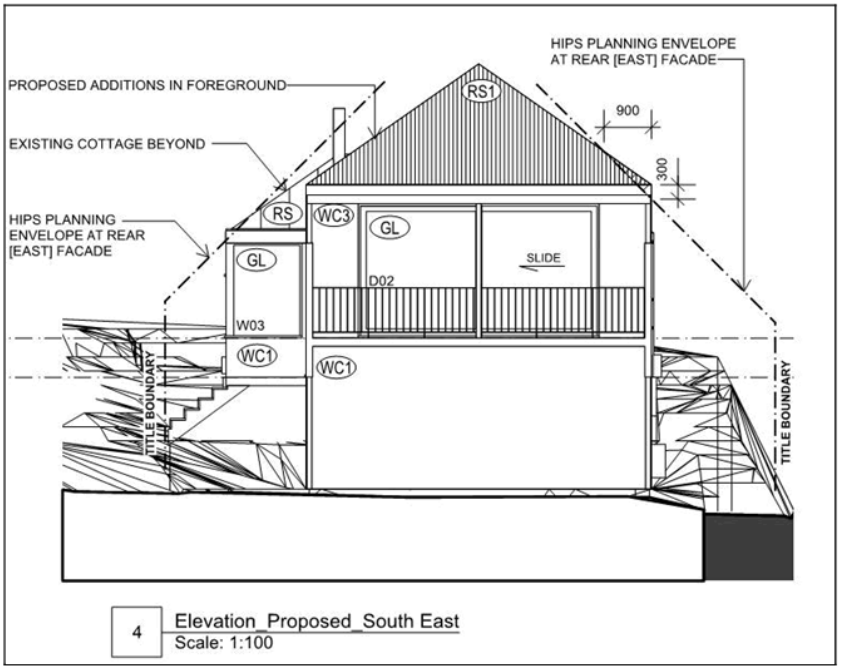


Figure 9: The proposed south east elevation showing the extent of

encroachment beyond the prescribed building envelope.

The proposed amended design seeks to vary the roof form and also increase setback from the boundary resulting in the proposed extension being within the building envelope:

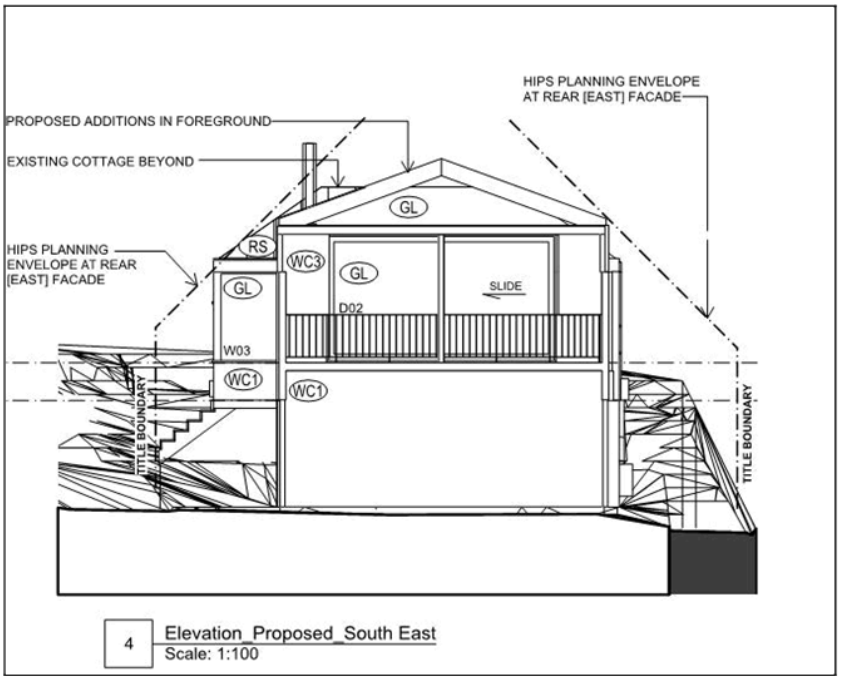


Figure 10: The proposed south east elevation of the amended design, showing the building contained with the prescribed building envelope.

Therefore a condition is recommended to be placed on the permit requiring compliance with the building envelope and consequently the proposal will meet the Acceptable Solution.

6.7.6 The proposal complies with the performance criterion.

6.8 Heritage Part E13.7.1 P1, E13.7.2 P1, P2, P3, P4, E13.8.1 P1, E13.8.2 P1, P2 and P3

6.8.1 The subject site is a heritage listed property and within a Heritage Precinct. There are no acceptable solutions for demolition, building and works to a heritage listed property and in a heritage precinct. Therefore assessment against the performance criteria is relied on. The performance criteria at clause Part E Heritage Place 13.7.1 P1 Demolition, and E13.7.2 Buildings and Works other than Demolition P1, P2, P3, P4; and for Heritage Precincts E13.8.1 P1 Demolition, and

E13.8.2 Buildings and Works other than Demolition P1, P2 and P3 provide as follows:

E13.7.1 - Listed Place Demolition

P1
Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

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

E13.7.2 - Listed Place Building or Works

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.

E13.8.1 - Heritage Precinct Demolition

P1
Demolition must not result in the loss of any of the following:

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

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

E13.8.2 - Heritage Precinct Building or Works

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

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

6.8.2 The Council's Senior Cultural Heritage Officer has provided the following assessment:

This site is heritage listed in table E13.1 of the Heritage Code and also located in Heritage Precinct West Hobart 5.

This precinct is significant for reasons including:

1. *The quality and quantity of Colonial and Victorian/Federation period housing stock represent the economic boom period of the early to late nineteenth/early twentieth centuries.*
2. *A large number of individual buildings are intact examples of early to late nineteenth/early twentieth century architecture of high quality, many with landmark qualities.*
3. *The section of continuous two and three-storey early to late Victorian facades constructed from a variety of materials and located along an eastern section of Bathurst Street create a distinctive visual impression and outstanding streetscape qualities.*
4. *The section of continuous single-storey Colonial/Victorian Georgian residences constructed from brick and sandstone and located along a western section of Bathurst Street, create a distinctive visual impression and strong streetscape.*
5. *The small number of intact nineteenth/early twentieth century industrial structures located along Harrington Street are physical and working reminders of early Hobart industry.*
6. *The social significance of sections of streetscape and individual items to the local and broader community.*

The house is a single storey Victorian Georgian masonry cottage with a hipped roof. It has a central door and two sash windows either side of the door. The door opens directly into a living room and there is a separate bedroom off to the side. To the rear and side are a number of additions which date to the mid to late 20th century and are not significant. The proposal is for the demolition of these structures and the demolition of the chimney on the side. The applicant has provided evidence in the form of approved plans that the original chimney was demolished in the 1960s as part of works to the rear and rebuilt in this current location. The chimney, although sympathetic in form is not of heritage significance.

The proposed rear addition is approximately 15 metres long and is made up of two parts a flat roof section behind the historic house that is approximately 6 metres by 7.5 metres and a rear pavilion with a pyramidal roof of 35 degrees and a rear deck.

Five (5) representations were received. The following comments were raised.

- Concerned about it in a heritage area.

- The height will impede our views.
- There is a longer lasting impact on neighbours and the visual amenity of the area.
- Increasing number of additions of "tall rectangular shapes is unsympathetic and detracts from what could be a coherent representation of our building heritage "
- The size, scale and boundary proximity is to the detriment of neighbours.
- It should be appraised not just on building compliance but "community compliance and acceptance."
- The removal of the fireplace, even though not an original design of the building, does provide an insight into the architectural heritage of the cottage, and worth keeping. It is a feature of the more recent, modern, history of the house.
- It is questionable that the colours and building materials/textures will reduce the visual bulk.

In response to these representations, discussions were held with the applicant and the rear pavilion was redesigned to have a gable roof with a pitch of 20 degrees and with glazed gables, projecting above the roof of the front heritage listed cottage by approximately 0.5 metre in contrast to the previous proposal which projected above the same roof by approximately 1.6 metres. The change in roof form and the addition of glazing has reduced the bulk of the extension which was highly visible over the front cottage and the similar cottage next door at 184 Melville Street.

The applicant has submitted an amended proposal and the following assessment is based on that revised proposal which must be assessed against E13.7.1, E13.7.2, E13.8.1 and E13.8.2.

The demolition of the chimney and rear and side structures are an acceptable outcome and consequently satisfy E13.7.1 and E13.8.1 as they are not of heritage value to the place or precinct.

The proposed rear extension in a modified form is considered acceptable and of an appropriate form, scale and bulk. The materials and fenestration pattern are clearly contemporary with the rear pavilion appearing as a separate, but linked structure with a 6 metre separation. In this respect the proposal satisfies E13.7.2 P1, P2, P3, P4 and E13.8.2 P1 and P3. The amended proposal is acceptable when assessed against the Historic Heritage Code of the planning scheme. Replacing the advertised proposal with the amended proposal can be achieved by a condition of the permit.

6.8.3 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Partial Demolition, Alterations and Extension.

7.2 The application was advertised and received five (5) objections. The objections raised concerns primarily relating to impacts on the heritage streetscape, existing heritage listed cottage and impact on the amenity of the adjoining properties through overshadowing, privacy and visual impact. There was also concern in respect of the impacts from intensification of the existing visitor accommodation use.

Although unlikely to satisfy all objectors' concerns in respect of the proposal, the amended design reduces the visual impact of the extension within the heritage streetscape. The amended design's compliance with the permitted building envelope also reduces the impact to what is considered to be an acceptable level by the planning scheme. In terms of privacy the extension proposes no new windows to habitable rooms on the side elevations with the potential to overlook the adjoining properties and there is also compliant screening proposed along the side elevations of the deck.

The building has an existing approval PLN-14-00827-01 for visitor accommodation. That approval allowed the owner to use the building part of the year as a dwelling and part of the year as visitor accommodation. The current application is for an extension to the existing dwelling, not for an extension to visitor accommodation. Therefore the use of the proposed completed building for visitor accommodation will require subsequent planning approval or its use to be compliant with the State Government's exemption for visitor accommodation in the Interim Planning Directive No. 2. It is recommended that a condition clarifying the use of the extension in respect of visitor accommodation be included on the permit.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to meet the relevant provisions of the Historic Heritage Code and Building Setback and Envelope standards subject to conditions.

The revised roof form is considered acceptable in respect of the streetscape and impact on the listed building by the Council's Cultural Heritage Officer in their assessment and it is therefore recommended that the proposed amended roof design be required by condition on the permit. The proposed alteration of the proposal to be compliant with the building envelope is also recommended to be required by condition on the permit.

7.4 The proposal has also been assessed by the Council's Development Engineer and the officer has raised no objection to the proposal, subject to conditions.

7.5 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Partial Demolition, Alterations and Extension at 186 Melville Street, West 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 Partial Demolition, Alterations and Extension at 186 Melville Street, West 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-18-13 186 MELVILLE STREET WEST HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

The visitor accommodation use approved under PLN-14-00827-01 is for the existing building only and does not extend to the extension approved by this permit.

Advice: The use of the proposed completed building for visitor accommodation will require subsequent planning approval or its use to be compliant with the State Government's exemption for visitor accommodation in the Interim Planning Directive No. 2. More information on visitor accommodation can be found here.

Reason for condition

To clarify the scope of the permit.

PLN s4

The proposed extension must comply with the permitted building envelope as required under Part D 11.4.2 A3(a) and diagram 11.4.2B of the *Hobart Interim Planning Scheme 2015.*

Prior to the issue of any approval under the *Building Act 2016,* revised plans must be submitted and approved showing the proposed extension within the permitted building envelope in accordance with the above requirement.

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

Advice: The plans of the amended proposal submitted to the Council on 23/2/2018 showing the building contained with the permitted building envelope would be considered to satisfy this condition.

Reason for condition

In the interest of minimising the potential impact on amenity of the proposed additions on the adjoining property at 184 Melville Street.

ENG 4

The driveway, carparking and manoeuvring areas 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/new use.

Reason for condition

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

ENG 1

The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development or as otherwise determined by 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.

HER 17

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

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

Reason for condition

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

HER s4

The proposed pyramidal roof form of the rear extension must be amended to be a 20 degree pitched gable roof, and have an overall height reduction of one

(1) metre.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing the amended roof pitch and form, and reduced height, in accordance with the above requirement.

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

Advice: The plans of the amended proposal submitted to the Council on 23/2/2018 showing the pitched gabled roof pitch and form and reduced height would be considered to satisfy this condition.

Reason for condition

In the the interest of the heritage values of the place and precinct.

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.

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.

NOISE REGULATIONS

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

WASTE DISPOSAL

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

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

FEES AND CHARGES

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

DIAL BEFORE YOU DIG

Click here for dial before you dig information.



(Tristan Widdowson)

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)
Acting 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: 2 March 2018

Attachment(s):

Attachment B - CPC Agenda Documents

matt williams architects

11 January 2018

Planning Department
Hobart City Council
16 Elizabeth Street
Hobart 7000

To whom it may concern,

Re: Proposed Alterations and Additions to the Residence at 186 Melville Street, West Hobart

PO BOX 4643 BATHURST ST
HOBART TAS 7000
MATTWILLIAMS.COM.AU
P [03]6234 3001

ABN 16 753 524807

Please find enclosed:

- A completed Development Application
- Planning Drawings DA_00 – DA_08
- Certificate of Title
- Land Survey Drawing No. 9928

The proposed works consist of:

- Demolition of existing extension
- Demolition of fireplace and chimney from front cottage
- New additions to rear of cottage
- Adjustments to the driveway
- New garage beneath additions

In summary, the design has responded to each of the standards of the Inner Residential Zone of the Hobart Interim Planning Scheme 2015:

12.0 Inner Residential Zone:

11.2 Use Table

Permitted Use – Residential

11.4.2 Setbacks and Building Envelope

A1. The proposed additions are behind the existing cottage and so comply with the Zone's frontage setback.

A2(a) The proposed garage is greater than 4m from the street frontage.

A3. The proposed additions, except for a small section of the northeast corner, are entirely contained within a building envelope described in Diagram 11.4.2B; and the section that sits outside the envelope is south of the adjacent neighbour, avoiding any overshadowing.

11.4.3 Site Coverage and Private Open Space

A1. The site coverage has been calculated at 23.8% - within the allowed 50%.

P2 The dwelling has Private Open Space that is capable of serving as an extension of the dwelling for outdoor relaxation, entertaining and children's play that is both conveniently located in relation to a living area and orientated to take advantage of sunlight.

Member Australian Institute of Architects

12.4.4 Sunlight and Overshadowing

P1 The dwelling has been sited and designed so as to allow sunlight to enter at least one habitable room [other than a bedroom].

12.4.5 Width of openings for garages and carports

A1. The garage door is located more than 12m from the frontage [and has been orientated so as to not face the primary frontage].

12.4.6 Privacy

A1. The proposed deck has permanently fixed screens to a height of at least 1.7m above the finished floor level, with a uniform transparency of no more than 25% along the sides facing a side boundary within 3m.

A2. All windows to habitable rooms with floor levels greater than 1m above natural ground and within 3m of a boundary have a minimum sill height of 1.7m.

A3. Not applicable

12.4.7 Frontage fences

A1. Not applicable – new front fencing is not proposed

12.4.8 Land Fill and Excavation

P1. The proposed cut and fill of the existing site will not detract from the visual amenity of the area as it allows the proposed residence to nestle into the hill side; with the majority of the proposed fill contained within a central courtyard. The courtyard created by the fill complies with the privacy clauses o the Scheme and so does not impact upon the privacy for adjoining properties. The vast majority of both the cut and fill [and all over 1m] is at least 3m from the nearest boundary and so does not affect the land stability on the lot or the adjoining land.

Heritage

The property is within Heritage Precinct WH5 in the Hobart Interim Planning Scheme 2015.

E13.8.1 Demolition

P1 It is proposed that the chimney and fireplace at the southwest end of the original cottage is demolished. It is asserted that this is not the original chimney nor the original location of the chimney – drawings for the 1960's extension suggest that the original chimney and fireplace was removed from the cottage as part of those works. The removal is proposed to improve the utility of the small original front room. This proposal has been discussed on site with HCC Heritage Officer Sarah Waight.

It is proposed that the roofing and guttering of the original cottage is removed and replaced.

It is proposed that the 1960's extension is removed back to the rear façade of the original cottage. The demolition is proposed to allow new works that meet current construction standards and thermal performance.

E13.8.2 Buildings and Works other than Demolition

P1. While it is very difficult for any additions to be subservient to such a tiny cottage, the design attempts to minimise the visual impact on the original cottage by:

- removing the current additions that clash with the original cottage's walls and roof; and locating all new works are behind the original cottage
- contracting the overall width of the current extension to match the cottage;
- creating a low form directly adjacent to the cottage [utilising a flat roof], so that the cottage's pitched roof may be read in isolation;
- then, at a distance, using a form that compliments the cottage – this form also allows us to create a generous volume internally while minimising the structure's external height and bulk
- utilising colour and changes in cladding material/texture to break-up the overall form, visually reducing it's overall bulk
- using materials that differ to that of the cottage, to ensure that the original extents of the cottage are clearly legible

P2. Not applicable

P3. See P1.

A4. Not applicable

A5. No significant vegetation is located within the area of landscaping between the original cottage and the street.

Stormwater

The stormwater from the existing cottage and proposed additions will be drained to the existing site connection that serves the current residence.

Driveway and Parking

The existing three-bedroom residence has a single parking space at the rear – we propose to continue the same ratio and circulation [parking in the same location] in the altered residence.

If you require any further Information or clarification, please contact the office on 6234 3001.

Yours Sincerely,



Matt Williams

DEVELOPMENT APPROVAL APPLICATION

PROPOSED ALTERATIONS & ADDITIONS

186 MELVILLE ST, WEST HOBART



DRAWING REGISTER

DA_01	COVER
DA_02	PLAN_SITE
DA_03	PLAN_EXISTING/DEMOLITION
DA_04	PLAN_PROPOSED LOWER
DA_05	PLAN_PROPOSED UPPER
DA_06	ELEVATIONS_EXISTING/DEMOLITION
DA_07	ELEVATIONS_PROPOSED

AREAS SCHEDULE

EXISTING RESIDENCE	82 m2
PROPOSED RESIDENCE	120 m2
plus deck	21 m2
LAND AREA	588 m2
SITE COVERAGE	23.8%

SITE INFORMATION

LAND TITLE REFERENCE	CT 169625/1
BUSHFIRE ATTACK LEVEL RATING	BAL-Low

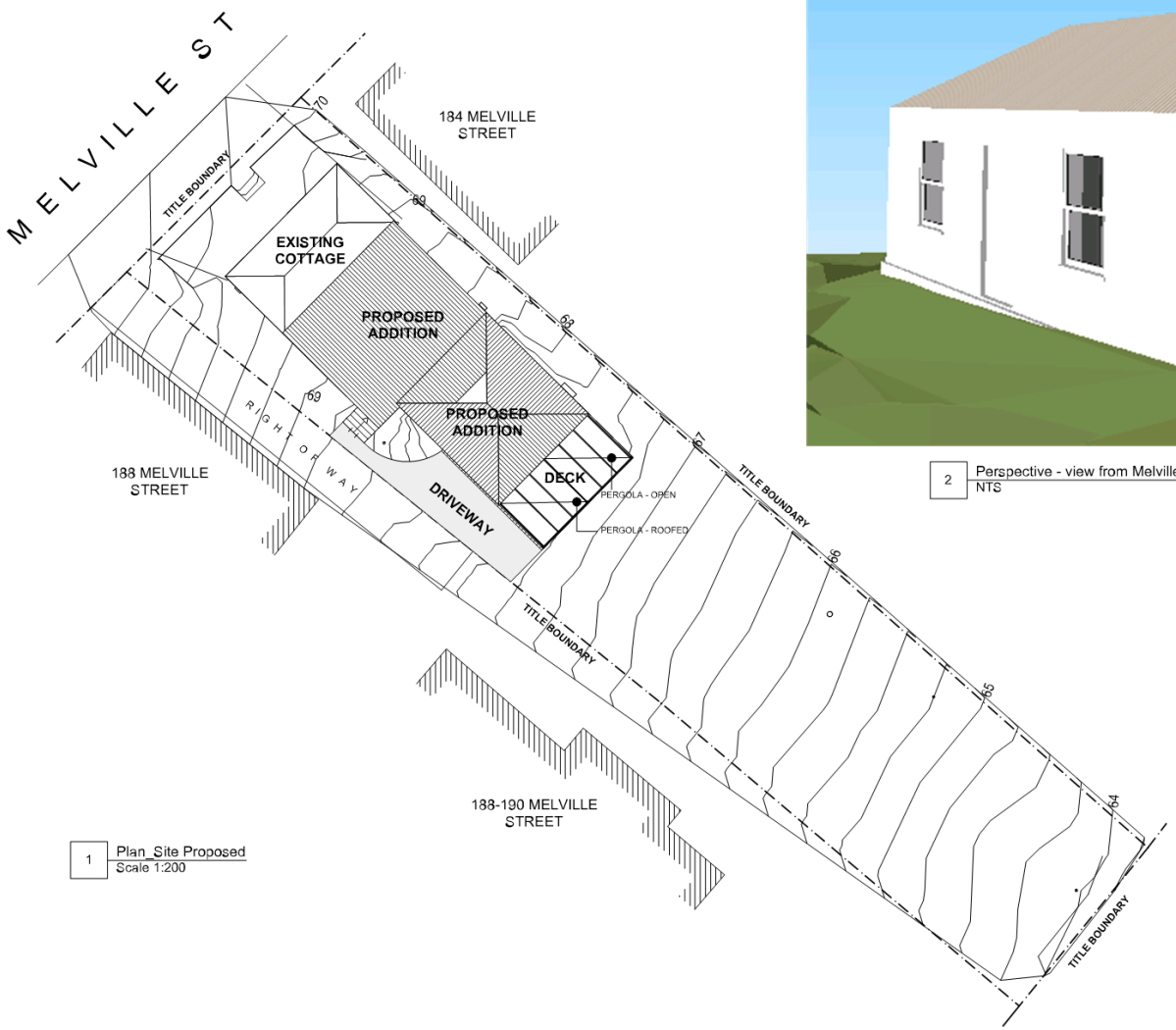
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matt williams architects
PO Box 4643 Bathurst St, Hobart, TAS 7000 (03) 6234 3001 office@mattwilliams.com.au
Accreditation: CC4534R ABN 16753524807

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DRAWN: SCALE: -
CHECK: JOB NO: 1709 DWG NO: DA_01 REV: -



1 Plan_Site Proposed
Scale 1:200



2 Perspective - view from Melville Street
NTS

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NOTE:
ALL STORMWATER TO DRAIN TO EXISTING SITE CONNECTION

N

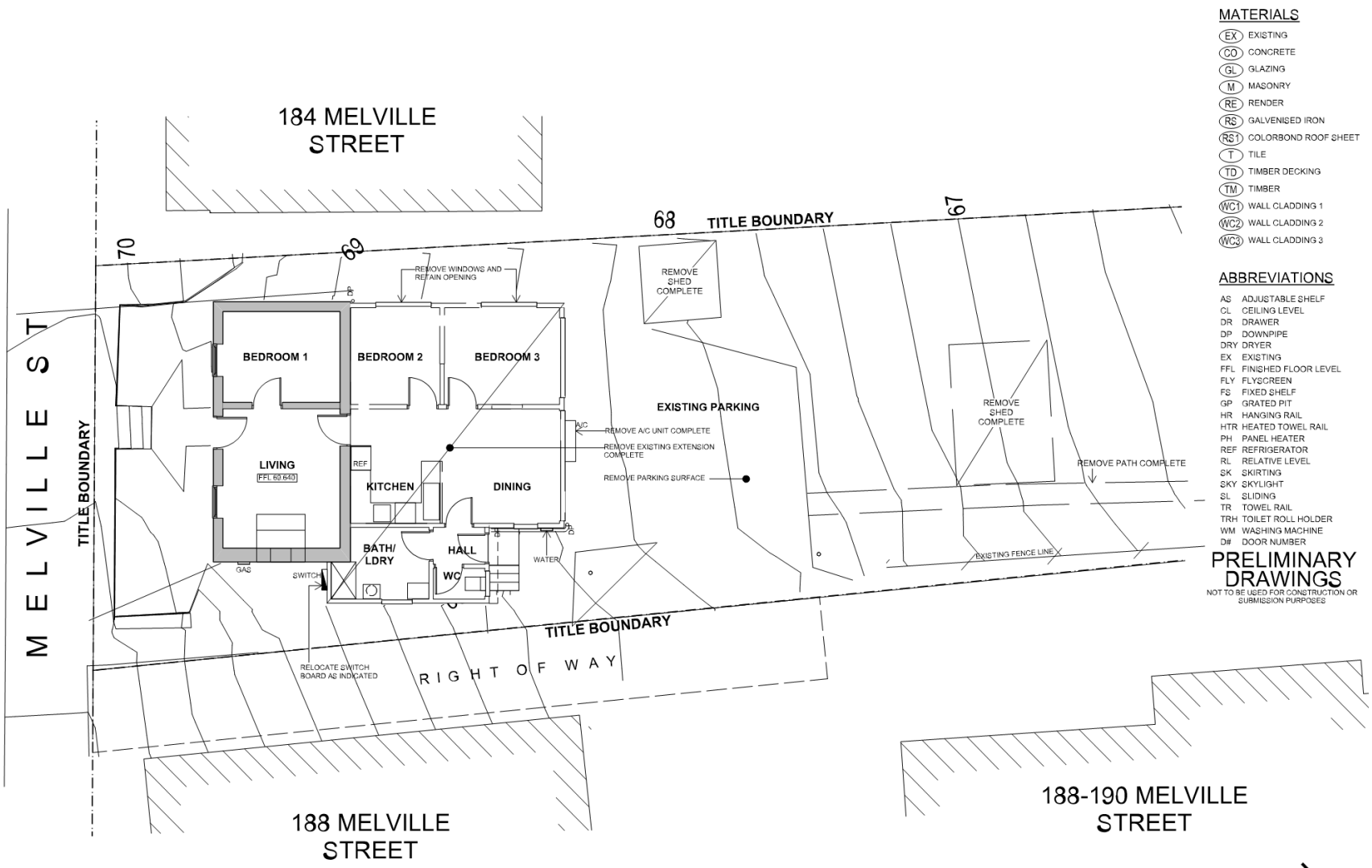
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ISSUED: 11-01-2018 PROJECT: TIERNEY BLUMBERG 186 MELVILLE ST WEST HOBART
DRAWN: DM MW
CHECK:
JOB NO: 1709
DRAWING: PLAN_SITE
SCALE: 1:200 @ A3
DWG NO: DA_02 REV: -



MATERIALS

- EX EXISTING
- CO CONCRETE
- GL GLAZING
- M MASONRY
- RE RENDER
- RS GALVENISED IRON
- RS1 COLORBOND ROOF SHEET
- T TILE
- TD TIMBER DECKING
- TM TIMBER
- WC1 WALL CLADDING 1
- WC2 WALL CLADDING 2
- WC3 WALL CLADDING 3

ABBREVIATIONS

AS ADJUSTABLE SHELF
CL CEILING LEVEL
DR DRAWER
DP DOWNPIPE
DRY DRYER
EX EXISTING
FFL FINISHED FLOOR LEVEL
FLY FLYSCREEN
FS FIXED SHELF
GP GRATED PIT
HR HANGING RAIL
HTR HEATED TOWEL RAIL
PH PANEL HEATER
REF REFRIGERATOR
RL RELATIVE LEVEL
SK SKIRTING
SKY SKYLIGHT
SL SLIDING
TR TOWEL RAIL
TRH TOILET ROLL HOLDER
WM WASHING MACHINE
D# DOOR NUMBER

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1 Plan_Existing/Demolition
Scale: 1:100

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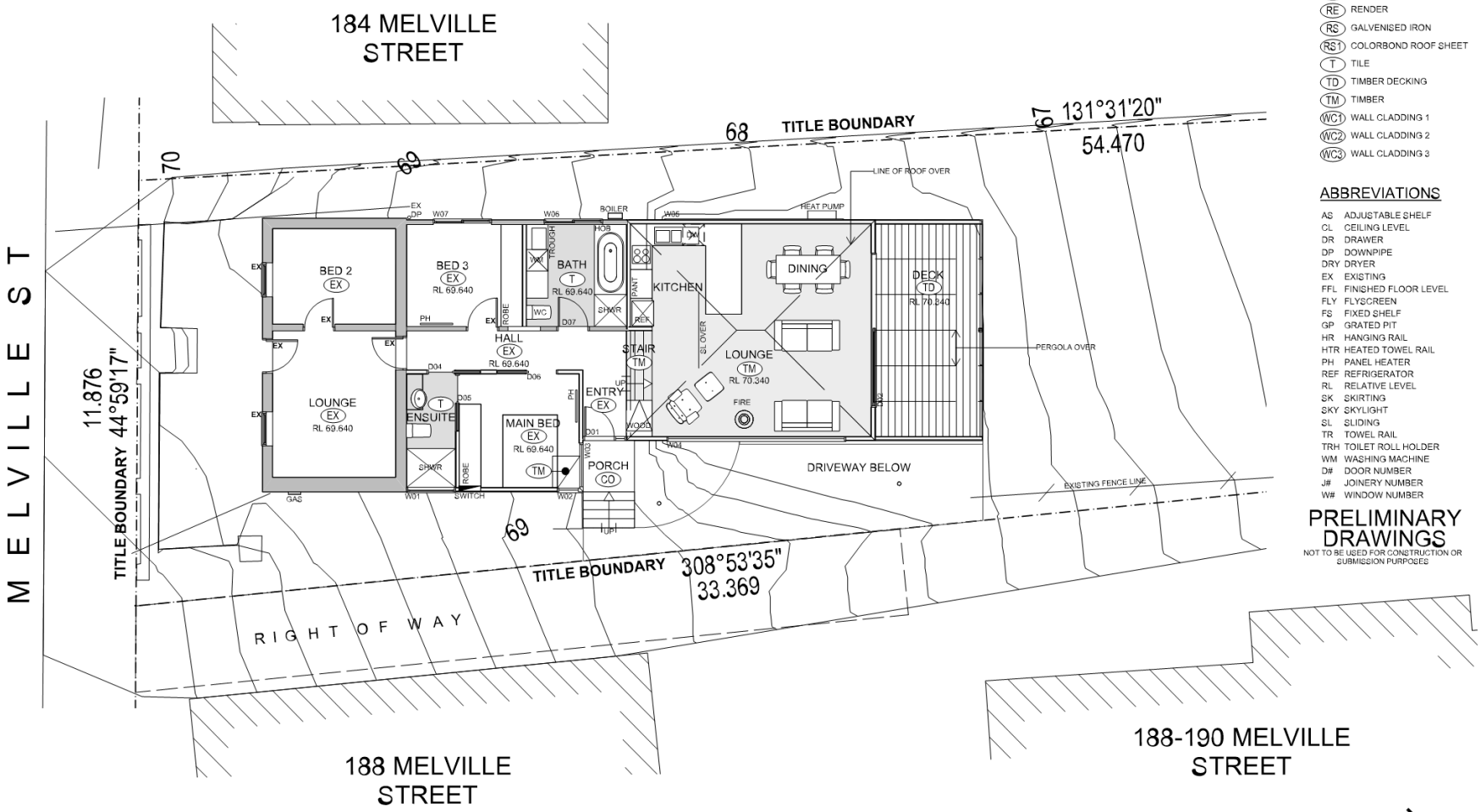
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PO Box 4643 Bathurst St, Hobart, TAS 7000 (03) 6234 3001 office@mattwilliams.com.au
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DRAWN: DM MW SCALE: 1:100 @ A3
CHECK: JOB NO: 1709 DWG NO: DA_03 REV: -



1 Plan_Proposed Upper
Scale: 1:100

MATERIALS

- EX EXISTING
- CO CONCRETE
- GL GLAZING
- M MASONRY
- RE RENDER
- RS GALVENISED IRON
- RS1 COLORBOND ROOF SHEET
- T TILE
- TD TIMBER DECKING
- TM TIMBER
- WC1 WALL CLADDING 1
- WC2 WALL CLADDING 2
- WC3 WALL CLADDING 3

ABBREVIATIONS

AS	ADJUSTABLE SHELF
CL	CEILING LEVEL
DR	DRAWER
DP	DOWNPIPE
DRY	DRYER
EX	EXISTING
FFL	FINISHED FLOOR LEVEL
FLY	FLYSCREEN
FS	FIXED SHELF
GP	GRATED PIT
HR	HANGING RAIL
HTR	HEATED TOWEL RAIL
PH	PANEL HEATER
REF	REFRIGERATOR
RL	RELATIVE LEVEL
SK	SKIRTING
SKY	SKYLIGHT
SL	SLIDING
TR	TOWEL RAIL
TRH	TOILET ROLL HOLDER
WM	WASHING MACHINE
D#	DOOR NUMBER
J#	JOINERY NUMBER
W#	WINDOW NUMBER

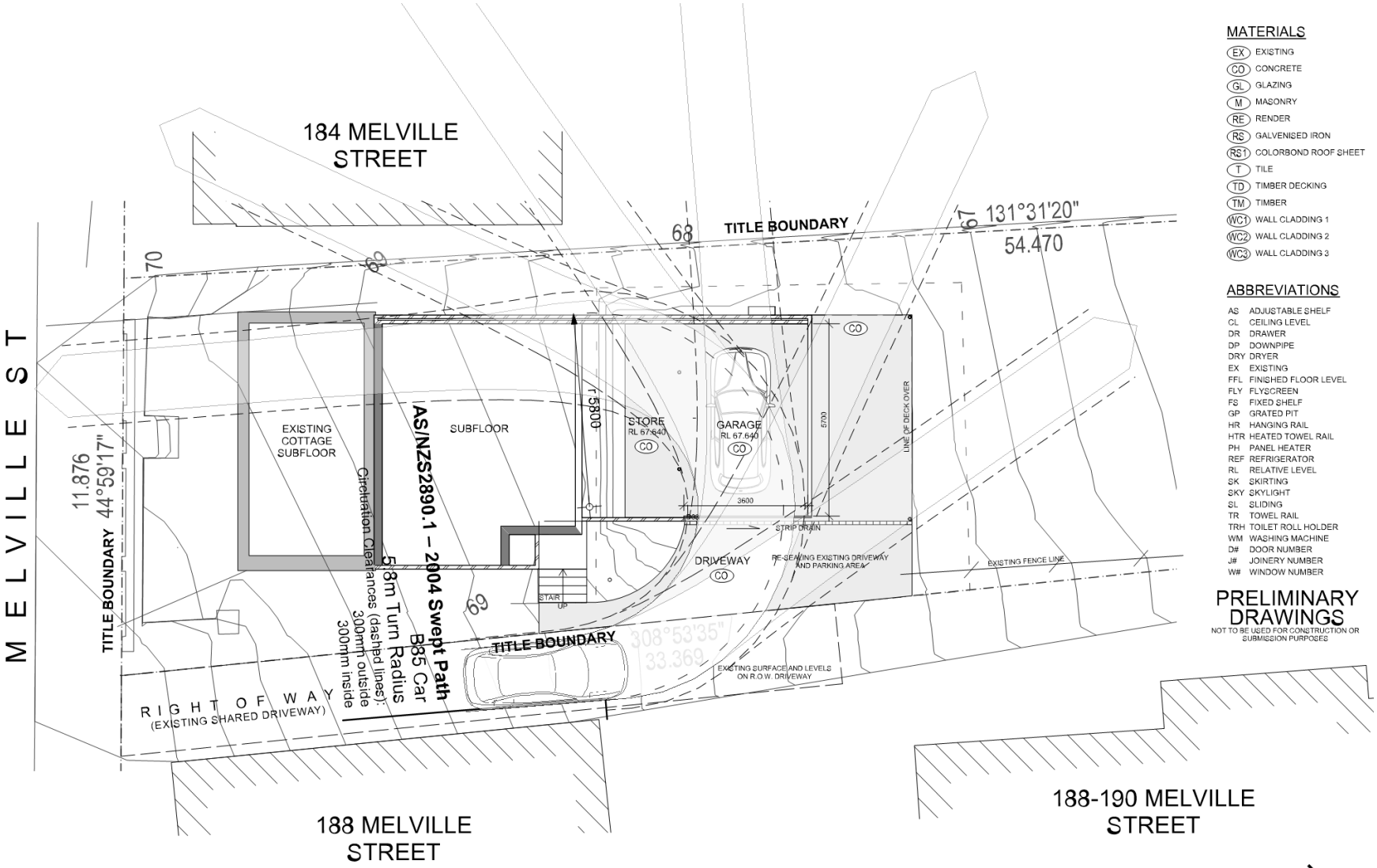
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ISSUED: 11-01-2018 PROJECT: TIERNEY BLUMBERG 186 MELVILLE ST WEST HOBART DRAWING: PLAN_PROPOSED UPPER
DRAWN: DM MW SCALE: 1:100 @ A3
CHECK: JOB NO: 1709 DWG NO: DA_04 REV: -



MATERIALS

- EX EXISTING
- CO CONCRETE
- GL GLAZING
- M MASONRY
- RE RENDER
- RS GALVENISED IRON
- RS1 COLORBOND ROOF SHEET
- T TILE
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- WC1 WALL CLADDING 1
- WC2 WALL CLADDING 2
- WC3 WALL CLADDING 3

ABBREVIATIONS

AS	ADJUSTABLE SHELF
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DRY	DRYER
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HTR	HEATED TOWEL RAIL
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J#	JOINERY NUMBER
W#	WINDOW NUMBER

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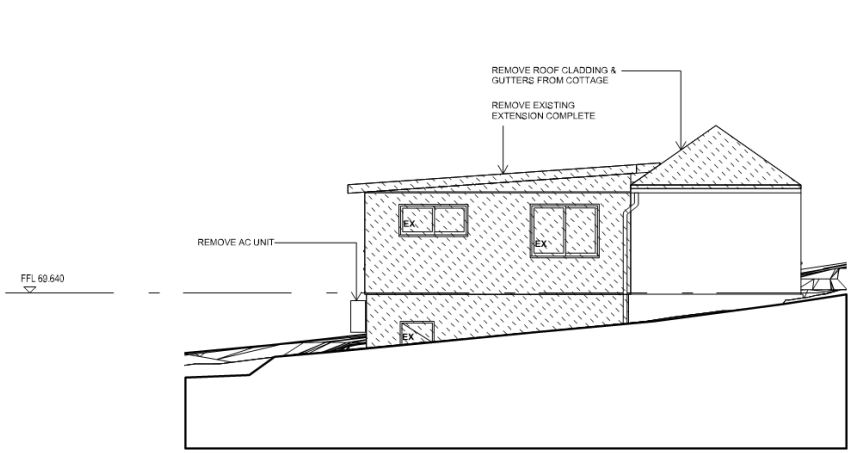
1 Plan_Proposed Lower
Scale: 1:100

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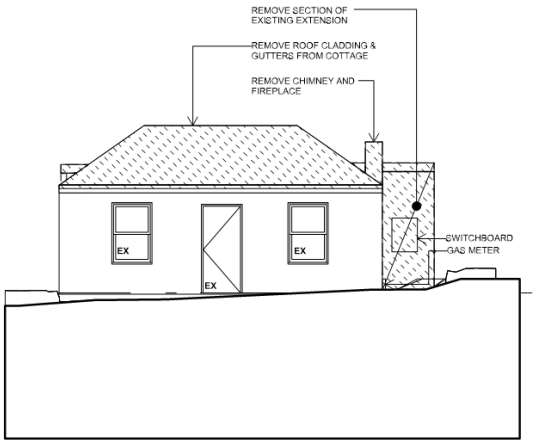
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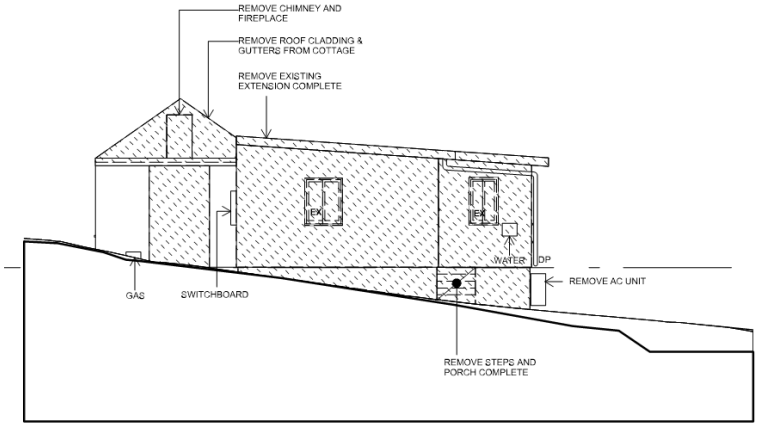
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DRAWN: DM MW
CHECK:
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DWG NO: DA_05 REV: -



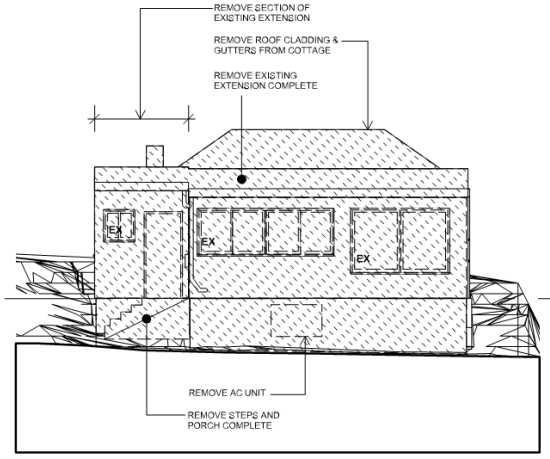
1 Elevation_Existing_North East
Scale: 1:100



2 Elevation_Existing_North West
Scale: 1:100



3 Elevation_Existing_South West
Scale: 1:100'



4 Elevation_Existing_South East
Scale: 1:100

MATERIALS

- EX EXISTING
- CO CONCRETE
- GL GLAZING
- M MASONRY
- RE RENDER
- RS GALVENISED IRON
- RS1 COLORBOND ROOF SHEET
- T TILE
- TD TIMBER DECKING
- TM TIMBER
- WC1 WALL CLADDING 1
- WC2 WALL CLADDING 2
- WC3 WALL CLADDING 3

ABBREVIATIONS

AS	ADJUSTABLE SHELF
CL	CEILING LEVEL
DR	DRAWER
DP	DOWNPIPE
DRY	DRYER
EX	EXISTING
FFL	FINISHED FLOOR LEVEL
FLY	FLYSCREEN
FS	FIXED SHELF
GP	GRATED PIT
HR	HANGING RAIL
HTR	HEATED TOWEL RAIL
PH	PANEL HEATER
REF	REFRIGERATOR
RL	RELATIVE LEVEL
SK	SKIRTING
SKY	SKYLIGHT
SL	SLIDING
TR	TOWEL RAIL
TRH	TOILET ROLL HOLDER
WM	WASHING MACHINE
D#	DOOR NUMBER
J#	JOINERY NUMBER
W#	WINDOW NUMBER

PRELIMINARY DRAWINGS
NOT TO BE USED FOR CONSTRUCTION OR SUBMISSION PURPOSES

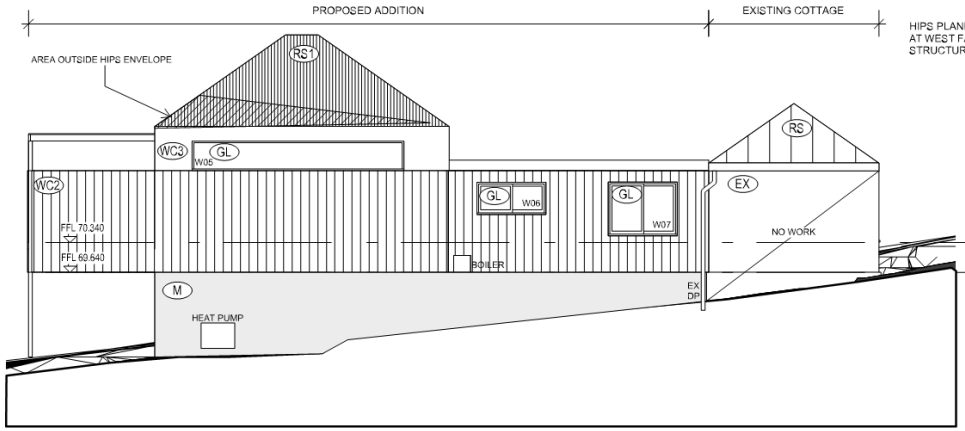
matt williams architects
PO Box 4643 Bathurst St, Hobart, TAS 7000 (03) 6234 3001 office@mattwilliams.com.au
Accreditation: CC4534R ABN 16753524807

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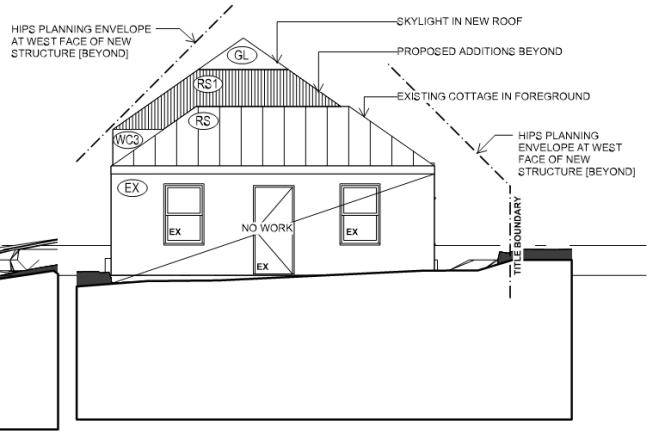
REV:	DATE:	DESCRIPTION:	REV:	DATE:	DESCRIPTION:

ISSUED: 11-01-2018 PROJECT: TIERNEY BLUMBERG 186 MELVILLE ST WEST HOBART
DRAWN: DM MW
CHECK:
JOB NO: 1709
DRAWING: ELEVATIONS_EXISTING
SCALE: 1:100 @ A3
DWG NO: DA_06 REV: -

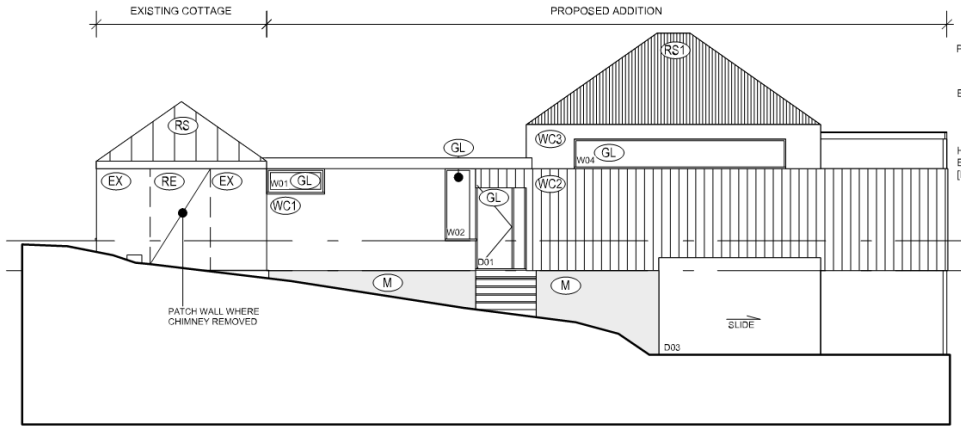
PRELIMINARY DRAWINGS
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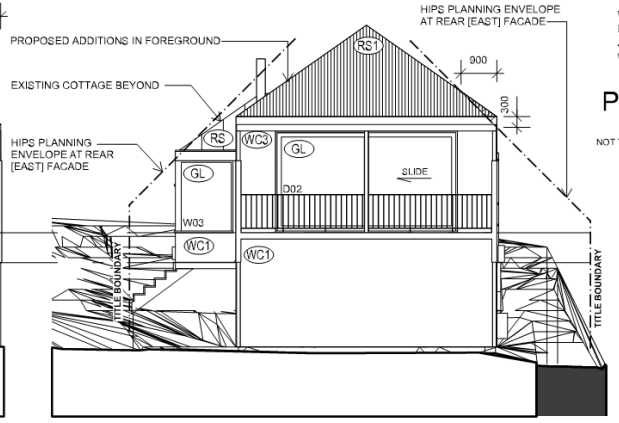
1 Elevation_Proposed_North East
Scale: 1:100



2 Elevation_Proposed_North West
Scale: 1:100



3 Elevation_Proposed_South West
Scale: 1:100'



4 Elevation_Proposed_South East
Scale: 1:100

MATERIALS

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M	MASONRY
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RS	GALVENISED IRON
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PRELIMINARY DRAWINGS
NOT TO BE USED FOR CONSTRUCTION OR SUBMISSION PURPOSES

FFL 70.340
FFL 69.640

matt williams architects
PO Box 4643 Bathurst St, Hobart, TAS 7000 (03) 6234 3001 office@mattwilliams.com.au
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REV:	DATE:	DESCRIPTION:	REV:	DATE:	DESCRIPTION:

ISSUED: 11-01-2018 PROJECT: TIERNEY BLUMBERG 186 MELVILLE ST WEST HOBART
DRAWN: DM MW
CHECK:
JOB NO: 1709
DRAWING: ELEVATIONS_PROPOSED
SCALE: 1:100 @ A3
DWG NO: DA_07 REV: -

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
119318	1
EDITION	DATE OF ISSUE
5	24-Nov-2010

SEARCH DATE : 11-Jan-2018
SEARCH TIME : 03.09 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 119318
Being the land described in Indenture of Conveyance 69/3100
Derivation : Part of 0 acres 1 rood 13 perches granted to Henry Speak
Derived from Y17232

SCHEDULE 1

M309401 TRANSFER to OLIVER MAURICE BLUMBERG of ninety-nine undivided 1/100 shares and JANE ELIZABETH TIERNEY of one undivided 1/100 share as tenants in common Registered 24-Nov-2010 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
8/7374 CONVEYANCE: Benefiting Easement: Right to pass and repass over the Right of Way 2.41 Wide shown on Plan No.119318
C990787 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 24-Nov-2010 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

FILE NUMBER Y.17232 GRANTEE PART OF 0-1-13 GTD TO HENRY SPEAK	CONVERSION PLAN LOCATION CITY OF HOBART (SEC. Hh) CONVERTED FROM 69/3100 NOT TO SCALE LENGTHS IN METRES	Registered Number P.119318 APPROVED 31 AUG 1995 Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114	LAST UPI No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN / DRAWN J.G.

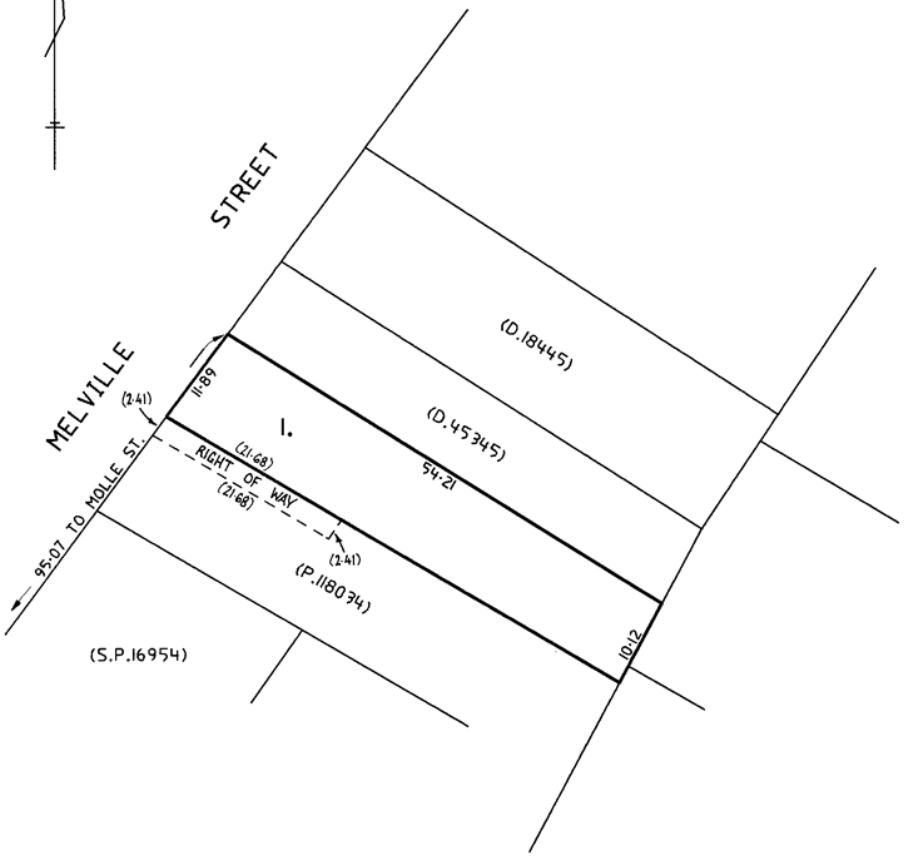
SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"

RIGHT OF WAY ADDED TO PLAN PURSUANT TO SECTION 32(2)(c) LAND TITLES ACT 1980

Alice Kara 20 OCT 2010

RECORDER OF TITLES DATE



7.1.3 29 BROWNE STREET, WEST HOBART - PARTIAL DEMOLITION, ALTERATIONS AND EXTENSION PLN-17-1052 - FILE REF: F18/20112

Address:	29 Browne Street, West Hobart
Proposal:	Partial Demolition, Alterations and Extension
Expiry Date:	20 March 2018
Extension of Time:	Not applicable
Author:	Tristan Widdowson

RECOMMENDATION

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for partial demolition, alterations and extension at 29 Browne Street, West Hobart for the following reasons:

1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1/P1 of the *Hobart Interim Planning Scheme 2015* because the proposed demolition of the traditional rear roof form would lead to an unacceptable loss of heritage cultural values of the site without demonstrating that there are greater values to the community than the historic cultural heritage values of the Listed Place or that there are no feasible and prudent alternatives.

2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1/P1 of the *Hobart Interim Planning Scheme 2015* because the proposed development by reason of its form, scale, bulk and materials would result in a loss of historic cultural significance of this heritage Listed Place.

3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A2/P2 of the *Hobart Interim Planning Scheme 2015* because the proposed roof addition, by reason of its form, scale, bulk and materials would fail to be suitably subservient and complementary to the original house and would have a detrimental impact upon the historic cultural significance of this heritage Listed Place.

4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A3/P3 of the *Hobart Interim Planning Scheme 2015* because the proposed roof addition fails to respond to the dominant heritage characteristics of this heritage Listed Place.

5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A4/P4 of the *Hobart Interim Planning Scheme 2015* because the proposed roof addition will detract from the historic cultural significance of this heritage Listed Place

Attachment A: PLN-17-1052 - 29 BROWNE STREET WEST HOBART TAS 7000 - Planning Committee or Delegated Report ⇩

Attachment B: PLN-17-1052 - 29 BROWNE STREET WEST HOBART TAS 7000 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	19 March 2018
Expiry Date:	20 March 2018
Application No:	PLN-17-1052
Address:	29 BROWNE STREET , WEST HOBART
Applicant:	KATE LOWTHER 29 BROWNE STREET
Proposal:	Partial Demolition, Alterations and Extension
Representations:	None
Performance criteria:	Inner Residential Zone Development Standards and Historic Heritage Code

1. Executive Summary

1.1 Planning approval is sought for Partial Demolition, Alterations and Extension.

1.2 The proposal is for internal alterations and an upper level extension to facilitate two bedrooms, ensuite and wardrobe. The new bedroom area is to be partially contained within the existing roof space with approximately 43m2 of new roof area proposed. The new structure will extend from the existing roof gables and be clad in grey cement sheet.

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

1.3.1 Inner Residential Zone Development Standards - Setback and Building Envelope

1.3.2 Historic Heritage Code

1.4 No representations were received during the statutory advertising period between 4 January 2018 to January 2018.

1.5 The proposal is recommended for refusal.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 The subject site is 570m2 lot (CT229625/1), and is centrally located within Browne Street, West Hobart. It contains a Heritage Listed single dwelling with a contemporary rear extension that was completed around 2003.

2.2



Figure 1: GIS Image 1:4000

2.3



Figure 2: GIS Image 1:1000

2.4



Figure 3: Proposed location of extension (Image provided by applicant)

2.5



Figure 4: Existing rear extension(Image provided by applicant)

2.5



Figure 5: Front elevation (Image provided by applicant)

3. Proposal

3.1 Planning approval is sought for Partial Demolition, Alterations and Extension.

3.2 The proposal is for internal alterations and an upper level extension to facilitate two bedrooms, ensuite and wardrobe. The new bedroom area is to be partially contained within the existing roof space with approximately 43m2 of new roof area proposed. The new structure will extend from the existing roof gables and be clad in grey cement sheet.

3.3

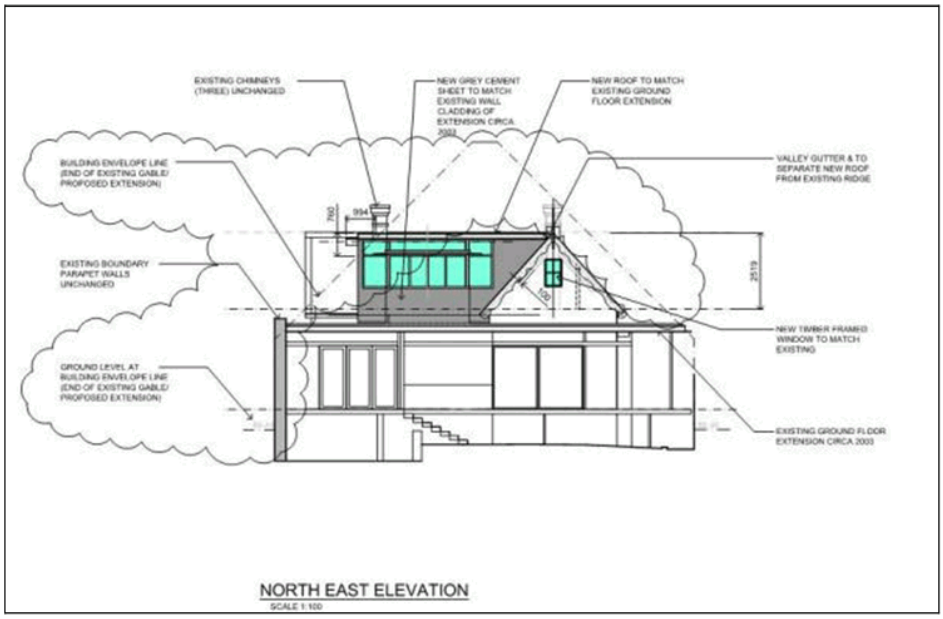


Figure 6: North East Elevation

3.4

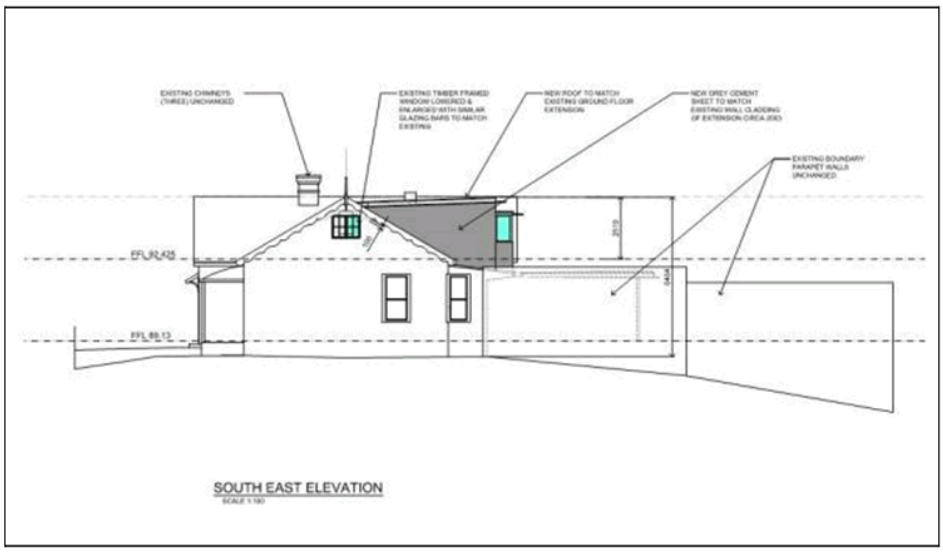


Figure 7: South East Elevation

4. Background

4.1 The applicant and Council's Cultural Heritage Officer met to discuss the heritage concerns relating to the proposal as well as to consider ground floor options after being informed of the proposed recommendation of refusal of the application on heritage grounds. The applicant decided to proceed with the current proposal.

5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between 4 January 2018 to January 2018.

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 for a single dwelling is a permitted use in the zone and is not proposed to change.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11 Inner Residential Zone

6.4.2 E7.0 Stormwater Management Code

6.4.3 E13.0 Historic Heritage Code

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

6.5.1 Setbacks and Building Envelope - Part D 11.4.2 P3

6.5.2 Historic Heritage Code - Listed Place and Precinct Part E13.7.1 P1, E13.7.2 P1, P2, P3, P4, E13.8.1 P1, E13.8.2 P1, P2 and P3

6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope Part D 11.4.2 P3

6.7.1 The acceptable solution at clause Part D 11.4.2 A3 requires buildings to be within building envelope as described in 11.4.2 A3(a).

6.7.2 The proposal includes a corner section of the proposed extension outside the building envelope.

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

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

P3
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 The proposed building encroachment is very minor and only relates to a small corner section of the extension. Refer image below.

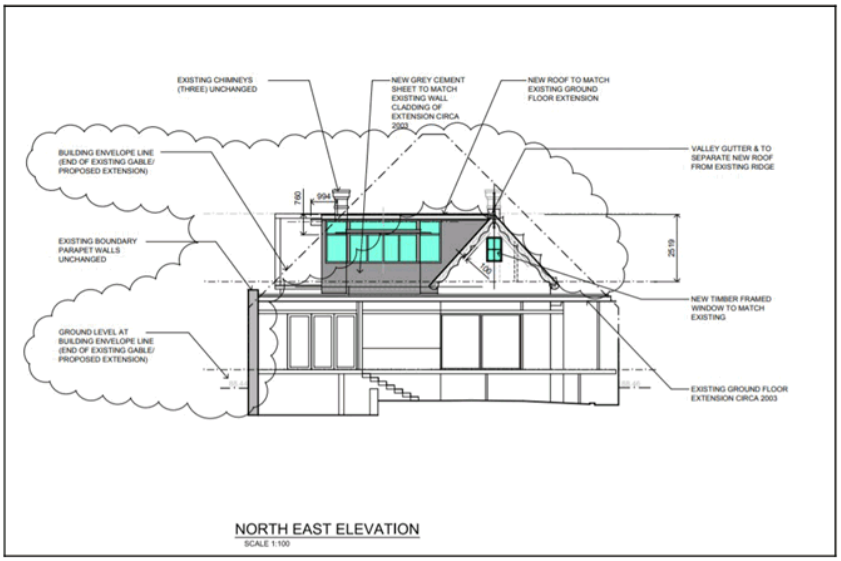


Figure 8: Showing the extent of the proposal outside the permitted building envelope.

The location of the protrusion beyond the permitted building envelope is located adjacent to the extensive roofed area of 27 Browne Street which can be seen in the image below. Therefore the protrusion beyond the envelope will not result in any unreasonable impact on the neighbour's amenity in respect of the matters identified in the performance criteria.



Figure 9: Location of proposed extension shown by the red dot. 27 Browne Street is below. The image shows that the location of the extension would be proximate to the neighbour's extensive roofed area.

6.7.6 The proposal complies with the performance criterion.

6.8 Historic Heritage Code - Listed and Precinct Part E13.7.1 P1, E13.7.2 P1, P2, P3, P4, E13.8.1 P1, E13.8.2 P1, P2 and P3

6.8.1 The subject site is a Heritage Listed property and within a Heritage Precinct. There are no acceptable solutions for demolition, building and works to a Heritage Listed property and a property in a Heritage Precinct. Therefore assessment against the performance criteria is relied on. The performance criteria at clause Part E Heritage Place 13.7.1 P1 Demolition, E13.7.2 Buildings and Works other than Demolition P1, P2, P3, P4 and E13.8.1 P1 Demolition, E13.8.2 Buildings and Works other than Demolition P1, P2 and P3 provide as follows:

E13.7.1 - Listed Place Demolition

P1
Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are

satisfied;

(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(b) there are no prudent and feasible alternatives;

(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;

(d) significant fabric is documented before demolition.

E13.7.2 - Listed Place Building or Works

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.

E13.8.1 - Heritage Precinct Demolition

P1
Demolition must not result in the loss of any of the following:

(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;

(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;

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

E13.8.2 - Heritage Precinct Building or Works

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

P2

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

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

6.8.2 The Council's Cultural Heritage Officer has provided the following assessment:

This application relates to a mid to late 19th Century Victorian Cottage constructed in weatherboard and designed with an asymmetrical frontage containing front gable with decorative bargeboards and veranda.

Standing within its own plot with a good sized rear garden given its inner city location, the property was extended to the rear in 2003 in the form of a large, glazed pavilion. The site is individually Heritage Listed and also forms part of the Inner West Hobart Heritage Precinct (WH2) as defined within the *Hobart Interim Planning Scheme 2015*.

The proposal seeks permission for the demolition of a large section of the rear facing roof planes, the existing internal stairs, small section of internal bedroom wall, original rear door and fanlight and return gable window to facilitate the erection of a large skillion roof addition, conversion of a ground floor bedroom to walk in wardrobe and en suite and provision of new staircase designed to meet current building standards.

The application has been submitted with supporting documentation produced by heritage consultant, Paul Davies. This report notes and responds to comments made accordingly.

Heritage Place

E.13.7.2 states that the objective is to ensure that 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.*

The various Performance Criteria clearly state that development must not result in loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes; and that development must be designed to be subservient, complementary and respond to the dominant heritage characteristics of the place.

Demolition

E13.7.1 deals with demolition both in part and as a whole. It states that 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 considerations are satisfied including the following;

(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;

With regard to the proposed internal alterations, it is noted that the degree of demolition is relatively minor. Although it would appear that the primary elements shown for demolition would represent original fabric, the most prominent of which being the internal stairs, it is considered that the elements in question represent items that could be considered as 'supporting' the cultural significance of the place rather than those which 'contribute' or which could be considered as 'significant'.

Turning to the much greater degree of demolition to the roof form, the building in question represents a good example of the more modest mid-sized mid to late Victorian Cottage. Although extended to the rear and subject to a very small and highly unfortunate rear flat roofed dormer, the core elements of the building remain highly intact and largely unaltered. Its character is largely derived from its simplicity and easily recognisable residential form, a fundamental component of which is considered to be its original roof, both in its clear unadorned roof planes and its shape of two gabled roof forms meeting at right angles to each other. Whilst it is accepted that the roofing material and limited loss of roof struts would not represent significant loss of fabric, the proposed demolition of such a large section of the roof plane with the intention of its replacement with a wholly new roof form is considered to have a significant impact upon the form of the site which plays a significant role in contributing to the historic cultural heritage significance of the place.

When then examining the stated provisions required by E13.7.1, all of which must be satisfied, it is acknowledged that the individual circumstances of the applicant may feature heavily in the arguments to allow such demolition and extension. However, it is noted that the pertinent tests of the provision is that the loss of identified heritage significance must be outweighed by the needs of the community. To a degree, it could be argued that the position of the community has already been expressed by virtue of the heritage listing of the place through the adoption of the planning scheme as a statutory document. Notwithstanding the above, even if it is considered that the needs of the community are indeed better reflected in the demolition of the roof form, there is still the need to satisfy the requirement that there are no 'prudent' and 'feasible' alternatives.

From visiting the site and examining the property from within the rear garden, it is noted that the existing rear extension contains a long area of decking extending out into a section of relatively level garden. As the remaining internal works are considered to be generally in accordance with the cultural significance of the place, it is therefore considered that it is solely the provision of the fifth bedroom within the significantly altered roof form that would require the proposed demolition, and that the alternative provision of one additional bedroom beyond the existing modern addition could be comfortably accommodated without any significant loss of residential amenity or prohibitive construction issues.

It is noted that an existing bedroom would be lost under the current proposal in order to provide the master bedroom with a walk in wardrobe and en suite, a design choice which would therefore require the provision of an additional bedroom elsewhere. No design statement has been provided setting out what other alternative development was considered, discounted and the reasons for doing so, and Mr. Davies' supporting document does not comment upon the degree of demolition or the provisions of the planning scheme in relation to demolition.

As such, it is considered that the proposed demolition would lead to a substantial loss of the roof form of the building from which its character is largely derived. The simplistic traditional roof planes and intersecting gables acts as a fundamental component of this residential building and the proposed demolition would result in the loss of significant form that contributes to the historic cultural heritage significance of the place. It is therefore considered that the proposal would fail to comply with the provisions of the Scheme relating to the demolition of Heritage Places.

Proposed Extension

Issue of Visibility –

Turning to the proposed new roof extension, it is noted that in regard to the general design approach formulated by the architect, Mr. Davies in his statement of support states that the proposed roof addition has been so designed and located so as to be largely hidden from general view, and thus ‘discrete’. It should be noted that in considering proposals relating to Heritage Places, the planning scheme makes no reference to the acceptability of proposed alterations based on visibility. This point has been addressed by the Resources Management and Planning Appeal Tribunal on several occasions, most recently in the determination relating to the refusal of an extension to 53 Runnymede Street, Battery Point. The

decision noted:

> "It misconceives the Scheme requirement for an assessment of this issue. The Scheme does not require an assessment of the matter based on views, visibility or viewpoints. Rather it requires a comparison of built forms, as the Tribunal noted in *Healey* the purpose of this provision is to prevent development which is not subservient and complementary; not one which is intended to prevent only those built forms which can be seen, but to otherwise allow a development to escape assessment against this criterion. That would defeat its purpose and the objective of this part." (Paragraph 38)
>
> "Therefore, the proposition that "it is not incompatible if it is not seen" must be rejected if the objectives articulated within the Scheme and at the heart of the Heritage Code are to be maintained." (Paragraph 39)
>
> *S Solvyns v Hobart City Council & Ors [2017] TASRMPAT 8 – 119/16P*

Given the above, it is therefore considered that notwithstanding the further consideration of the proposal in relation to the wider Heritage Precinct, the degree of visibility of the proposed alterations in relation to the roof of this Heritage Place are not relevant in this instance.

Heritage Place Provisions of the Planning Scheme –

With regard to provisions of the planning scheme, E13.7.2 'Buildings and Works other than Demolition' to Heritage Places requires that development be 'sympathetic' and 'responsive' to the historic cultural heritage of the place. It has been established that this approach usually indicates that a modern addition to a heritage place should seek to be in accordance and agreement with the characteristics of the original building, whilst also being clearly modern. It is considered that the intention is to ensure that new work avoids the use of pastiche where possible so a clear understanding of new and old can be clearly read, whilst also ensuring that new works draw upon, reinterpret and spring from the historical architecture so as to avoid arbitrary design that fails to be sympathetic to the cultural heritage of the place. To be subservient, it must also play a secondary role, maintaining the prominence of the original. When making assessment in such instances, it should be noted that the planning scheme does not contain any acceptable solutions and as such

the stated performance criteria must be satisfied.

P1 stipulates that development must not result in the loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes.

With regard to the above, this requires a comparison of the existing and proposed roof forms.

The original roof form takes a wholly traditional approach of two steep angled gabled roofs set at and interlinking at right angles to each other. The degree and consistency of angle to the roof planes creates a unified and traditional form that is fundamental to the core geometric shape and expression of the building. In comparison, the proposed roof addition would adopt a rising skillion roof form that would extend significantly beyond the original rear building line, dropping below the original eaves level and intersecting with the rear gable. Effectively infilling the rear and return roof planes of both gable elements, it would fundamentally alter the original form of the property.

Reflecting on the interpretation of E13.7.2 as above, it is clear that the proposed extension would reflect a modern approach in its architectural form and expression and would clearly be read as such. It would also clearly read as a roof form and as such could be argued to be a modern interpretation of the original roof. However, it is considered that the proposal would fail to be subservient, in that rather than playing a secondary supporting role, it would almost entirely obscure the original rear roof planes and fundamentally alter its form, scale and bulk. It would extend beyond the original roof planes and eaves, cutting through as opposed to being supported by the original roof form and would introduce a new angle of upward roof slope entirely at odds with the form of the original building. When coupled with the proposed extensive use of glazing, it is considered that the proposed design would be discordant with and thus incompatible in terms of design, scale, form, bulk and materials with the original house.

P2 stipulates that development must be designed to be subservient and complementary to the place in part through characteristics including scale and bulk, materials, built form and fenestration.

With regard to the above, it is considered that as above, given the bulk, scale and form of the proposed addition, the proposal would obscure and

fundamentally alter the simplistic traditional roof form of the building and thus could not be described as playing a subservient role or one considered to be complementary, in that it could not be described as creating a 'complete' roof form that is somehow lacking to the existing building.

P3 stipulates that 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.

With regard to the above, it is considered that the word 'respond', that is, to answer or give a reply to, would suggest that the proposal should provide a modern reflection of the dominant heritage characteristics but to do so using fabric that is clearly modern in appearance. It is considered that whilst the choice of modern materials may be viewed as acceptable, the proposed form, by utilising an upward skillion roof form, takes an entirely contrary position to the traditional roof form and as such cannot be viewed as a 'response'.

P4 stipulates that extensions to existing buildings must not detract from the historic cultural heritage significance of the place.

With regard to the above, as set out above, it is considered that the proposal, by virtue of the degree of demolition; the degree to which the original roof form would be obscured and altered; the scale and bulk of the proposal, which would extend beyond the roof planes and eaves to the existing rear addition, and the design of the proposal which would utilise a style and roof form entirely at odds with that of the original would, given the perceived importance and contribution made by the original roof form, detract from the historic cultural heritage significance of the place.

P5 and P6, which relate to changes to boundary treatment and landscaping features are not relevant.

Heritage Precinct

The site forms part of the Inner West Hobart Heritage Precinct (WH2). This precinct is significant for reasons including:

1. *The fine quality and quantity of Victorian/Federation and Inter-War period houses exemplify the economic boom of the early and late nineteenth and early twentieth centuries.*
2. *A large number of intact individual early and late nineteenth*

century houses of high quality architectural design, many of which possess land mark qualities.

3. *The number of significant groups of late Victorian, Federation and Inter-War houses previously identified as heritage items.*
4. *The sections of continuous one-storey painted weatherboard and brick late Victorian/Federation facades and the general uniformity of scale create a distinctive visual impression and dramatic streetscape qualities.*
5. *The front and rear gardens are highly significant aesthetic features, as they reinforce its residential character.*

As set out above, it is acknowledged that the proposed roof addition has been set back from the return gable and would not rise above the main ridge height. As such, it is accepted that whilst not entirely, the proposed extension would be largely hidden from the public realm. It is therefore considered that given the above, it would be difficult to argue that the proposal would result in the detriment to the wider character of the Heritage Precinct in this instance.

Response to Submission of Supporting Statement

In his submission, Mr Davies outlines how the design choices have been made in part to limit the visual impact of the proposal from the public realm. This is addressed above, but whilst this is accepted, it is not considered relevant when dealing with the provisions of the planning scheme in relation to Heritage Places.

Mr Davies also makes the argument that the addition has adopted the style and design language of the later Pavilion extension which has been built to the rear of the site. He goes on to suggest that the design language of the extension, given its success, should be used as the determining language of any additional extension above that of the original house. The proposed extension, by adopting a similar style therefore provides a continuity in the design approach.

With regard to the above, whilst the merits of the rear addition are accepted, it is considered that the rear addition works well with the older parts of the building by virtue of taking a contrary but subservient position to the earlier built form. Importantly, whilst it stands as distinctly modern, it physically sets itself apart from the original house, minimising its physical intervention and joining to the original rear of the house at a point below the eaves line. The two elements of the house sit separate from each other, clearly identifiable from each other but each acting as part of a

complementary whole.

Whilst the existing extension successfully fulfills its role, the historic cultural heritage significance of the site clearly relates to the original house and the language of the existing extension should not be used as the predominant design language for alterations above that of the cultural significance of the place. Unlike the subservient approach of the existing extension, the proposed roof addition would envelope and obscure the original roof form, straying above and beyond the original roof plane and sitting uncomfortably onto the form of the original house. Rather than drawing upon and re-interpreting the architectural form of the original cottage, it takes an entirely contrary approach to the point of being incompatible in terms of design, scale, bulk, form and materials.

Conclusion

It is considered that the proposal would lead to the substantial loss of the roof form of the building from which its character is largely derived without satisfying the need to show greater value to the community or the lack of a feasible and prudent alternative. It is further considered that the proposal is for the erection of an extension of incompatible scale, form, bulk and materials to the detriment of the historic cultural heritage significance of this place. As such it is therefore considered that the proposal does not comply with the requirements of the *Hobart Interim Planning Scheme 2015* and should therefore be refused.

6.3 The proposal does not comply with the performance criteria.

7. Discussion

7.1 Planning approval is sought for Partial Demolition, Alterations and Extension.

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 meet the performance criteria in respect of its minor encroachment outside the building envelope.

The Cultural Heritage Officer's assessment however concludes that the demolition of a substantial portion of the rear roof section of the original house would result in the loss of a significant form of the heritage Listed Place, and that the proposed roof addition through its form, bulk, scale and materials would have a detrimental impact on those features which contribute to the historic cultural heritage of the Listed Place.

7.4 The proposal has also been assessed by the Council's Development Engineer and the officer has raised no objection to the proposal.

7.5 The proposal is recommended for refusal.

8. Conclusion

8.1 The proposed Partial Demolition, Alterations and Extension at 29 Browne Street, West Hobart 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 Partial Demolition, Alterations and Extension at 29 Browne Street, West Hobart for the following reasons:

1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1/P1 of the *Hobart Interim Planning Scheme 2015* because the proposed demolition of the traditional rear roof form would lead to an unacceptable loss of heritage cultural values of the site without demonstrating that there are greater values to the community than the historic cultural heritage values of the Listed Place or that there are no feasible and prudent alternatives.

2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1/P1 of the *Hobart Interim Planning Scheme 2015* because the proposed development by reason of its form, scale, bulk and materials would result in a loss of historic cultural significance of this heritage Listed Place.

3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A2/P2 of the *Hobart Interim Planning Scheme 2015* because the proposed roof addition, by reason of its form, scale, bulk and materials would fail to be suitably subservient and complementary to the original house and would have a detrimental impact upon the historic cultural significance of this heritage Listed Place.

4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A3/P3 of the *Hobart Interim Planning Scheme 2015* because the proposed roof addition fails to respond to the dominant heritage characteristics of this heritage Listed Place.

5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A4/P4 of the *Hobart Interim Planning Scheme 2015* because the proposed roof addition will detract from the historic cultural significance of this heritage Listed Place.



(Tristan Widdowson)

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: 1 March 2018

Attachment(s):

Attachment B - CPC Agenda Documents

PAUL DAVIES PTY LTD
ARCHITECTS
HERITAGE CONSULTANTS

18th December 2017

The General Manager
Hobart City Council
Town Hall, Macquarie Sreet
GPO Box 503
HOBART TAS 7001

Dear Sir,

RE 29 BROWNE ST NORTH HOBART – DEVELOPMENT APPLICATION

I write to provide heritage input and support for the accompanying application. The background to this letter arises from a request from the owners to assist them by reviewing their proposal and giving design and heritage advice on an application they had previously discussed with Council.

I have provided advice, reviewed the proposal, given design and heritage advice and the current application arises from that process.

The owners wish to add rooms within the roof and to the rear of the roof. There is potential to do this without adversely affecting the heritage values of the house.

Previously the house was extended at ground level to a design prepared by Leigh Woolley, architect. The addition is pavilion like and typical of Woolley's work with light steel framing, extensive framed glazing and simple planar forms. The addition is well-resolved and is a comfortable fit with the earlier house.

The design approach of the current proposal is to take a similar design approach to the Woolley addition and create similarly simple, planar, rectilinear and well-proportioned additions to the rear roof planes. This will sit above, but set back from, the earlier addition and will have a similar language and form.

To assist with the design a detailed survey was prepared to establish actual heights and potential to add to the building. This confirmed that it was possible to achieve head-height within the existing roof structure.

The design parameters were:

1. to locate any addition behind and separate from the main ridge lines of the building
2. to set a roof addition in from the side wall of the house so that the main side gable form (as seen obliquely from the street) reads as a gable without interruption from new work
3. contain the whole of any new roof below the ridge height of the building
4. step away from the rear gable form to allow it to be seen as gable form
5. redesign windows within the gable ends to more traditional forms and shapes that are consistent with the heritage character of those elements
6. use design devices such as a rear bay window to reflect the existing additions and to break scale on the rear elevation

180 Darling Street Balmain NSW 2041 PO Box 296 Balmain NSW 2041 T + 61 2 9818 5941 F + 61 2 98185982
E pdavies@heritage-architects.com.au ABN 65 074 633 015 Nominated Architect Paul Davies Reg No. 6653

7 use materials found in the existing ground floor addition for continuity and simplicity

8 Ensure that the new work is subservient within the streetscape in particular to the existing building form.

The proposed design satisfies these parameters and provides for a rear first floor addition without having impact on the streetscape or the main roof form of the house as seen from the street.

The proposal does, obviously, affect the rear roof planes but this is discrete. The upper level already has a raised rear roof section to accommodate an attic room area. This sits comfortably and the new design is intended to fit as readily into the context.

The place is a heritage item in the interim scheme and consequently the provisions of the scheme apply. The following considers the relevant scheme provisions:

E13.7.2 Buildings and Works other than Demolition

To ensure that development at a heritage place is:

1 undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance ; and

2 designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.

The project has been carefully re-considered to achieve these two objectives. While the language of the Scheme can be discussed in detail to ascertain its meaning the thrust of the intent is to provide for new works, including additions, that are in harmony with the building, do not overwhelm the place, are designed sensitively and fit with the character. Fitting with character is complex as it does not mean emulate the character, in fact, modern design is encouraged, consequently it is the outcome of sensitive design.

The proposal adds to the roof and makes a change to the rear roof within the two rear roof planes. There is already an addition in this location, more modest, but comfortable sitting correctly in the rear roof form.

The proposal locates the new roof addition separate from the ridge lines, below the height of the ridge, set in from the side gable form and separated from the rear gable form. It also adopts the design language of the Woolley addition to the house. It could be argued that Woolley, a significant local architect, has determined the form of the building in terms of additions and that to work within that framework further adds to the retention of significance and continuity of form and detail.

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;

Response: As noted above the design has been developed to be compatible. It is compatible with the existing additions and respects the form of the main hosue.

(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.

Response: This does not apply as the streetscape form, detail and presence are unaltered.

180 Darling Street Balmain NSW 2041 PO Box 296 Balmain NSW 2041 T + 61 2 9818 5941 F + 61 2 98185982
E pdavies @ heritage-architects.com.au ABN 65 074 633 015 Nominated Architect Paul Davies Reg No. 6653

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;

Response:

(b) setback from frontage;

Response: The addition is set behind the main roof line.

(c) siting with respect to buildings, structures and listed elements;

Response: The addition is located within the existing building footprint and is setback from key roof elements to allow the main roof to be read as the main roof with an addition.

(d) using less dominant materials and colours.

Response: The proposal adopts the materials of the current addition that are subtle, appropriate and low-key.

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.

Response: The revised approach is to match the existing additions which provides continuity of design approach and juxtaposes one new built form and detail with the heritage elements of the building.

P4

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

Response: This is a difficult 'catch-all' expression. The significance of the house, which is a fine but typical residential building that is seen throughout the local area (more correctly part of a precinct than a heritage item in terms of threshold), is principally its value to the streetscape, the precinct and the sense of place that Browne Street has. The street provides a high level of visual continuity and quality of place and, correctly, additions are largely to the rear of properties with no or little visibility to the street.

The house does not have specific or important individual characteristics that may be seen, for example, in a major early Georgian house where there are inherent cultural values in the form and detail of the place that surpass the contribution to setting.

Adding to the rear, as has already been done, does not detract from the core heritage values of the place and does not distort or confuse an understanding of heritage value.

I would conclude that the proposal does not detract from the historic cultural heritage significance of the place, even though it makes a change to the rear roof structure.

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 relevant

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.

Not relevant

180 Darling Street Balmain NSW 2041 PO Box 296 Balmain NSW 2041 T + 61 2 9818 5941 F + 61 2 98185982
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The Planning Controls are performance based and this proposal has been designed with the intent of providing a performance based outcome to minimise impacts on streetscape and the building itself.

Please do not hesitate to contact our office should you have any questions or wish to discuss the project further. We look forward to your response.

Yours Sincerely,



Paul Davies
B Arch M B Env Bldg Cons AIA
Chartered Architect

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E pdavies @ heritage-architects.com.au ABN 65 074 633 015 Nominated Architect Paul Davies Reg No. 6653

e a d e s i g n

29 BROWNE STREET
HOUSE ALTERATION

WIND CLASSIFICATION: - N3
TITLE REFERENCE: -
SOIL CLASSIFICATION: - M
CLIMATE ZONE: - 7

DRAWING LIST

A01	SAFETY NOTES
A02	NOTE SHEET
A03	SITE PLAN
A04	GROUND FLOOR PLAN
A05	UPPER FLOOR PLAN
A06	ROOF PLAN
A07	SOUTH EAST ELEVATION
A08	NORTH EAST ELEVATION
A09	STAIR SECTION

g r e g o r y e a d e b u i l d i n g d e s i g n

26 browne street, west hobart 7000
mobile: 0427 871723
email: geade@bigpond.net.au
accreditation: CC1133F
ABN number: 11959657057
client: k & s lowther

1.1 WORKING AT HEIGHTS
DURING CONSTUCTION
WHERVER POSSIBLE, COMPONENTS FOR THIS BUILDING SHOULD BE PREFABRICATED OFF SITE OR AT GROUND LEVEL TO MINIMISE THE RISK OF WORKERS FALLING MORE THAN TWO METRES. cONSTRUCTION OF THIS BUILDING WILL REQUIRE WORK AT HEIGHTS WHERE FALL IN EXCESS OF TWO METRES IS POSSIBLE AND INJURY IS LIKELY FROM SUCH A FALL. tHE BUILDER SHOULD PROVIDE A SUITABLE BARRIER (handrail/ balustrading/ harness/ saftey ropes) WHEREVER A PERSON IS REQUIRED TO WORK IN A SITUATION WHERE FALLING MORE THAN TWO METRES IS A POSSIBILITY.

DURING OPERATION OF MAINTENANCE
CLEANING AND MAINTENANCE OF WINDOWS, WALLS ROOFS OR OTHER COMPONENTSWILL REQUIRE PERSONS TO B SITUATED WHERE A FALL FROM A HEIGHT IN EXCESS OF TWO METRES IS POSSIBLE. WHERE THIS TYPE OF ACTIVITY IS REQUIRED, SCAFFOLDING, LADDRES, TRESTLES SHOULD BE USED IN ACCORDANCE WITH THE RELEVANT CODES OF PRACTICE, REGULATIONS OR LEGISLATION.
CLANING WINDOWS, MAINTENANCE, ROOF ACCESS OR OTHER COMPONENTS OF THE BUILDING WILL REQUIRE PERSONS TO BE SITUATED WHERE A FALL FROM A HEIGHT IN EXCESS OF TWO METRES IS POSSIBLE. WHERE THIS TYPE OF ACTIVITY IS REQUIRED, FALL BARRIERS OF PERSONEL PROTECTIVE EQUIPMENT SHOULD BE USED IN ACCORDANCE WITH THE RELEVANT CODES OF PRACTICE, REGULATIONS OR LEGISLATION.

1.2 SLIPPERY OF UNEVEN SURFACES
FLOOR FINISHES
IF FINISHES HAVE BEEN SPECIFIED BY THE DESIGNER, THESE HAVE BEEN SELECTED TO MINIMISE THE RISK OF FLOORS AND PAVED AREAS BECOMING SLIPPERY WHEN WET OR WHEN WALKED ON. ANY CHANGES TO THE SPECIFIED FINISH SHOULD BE MADE IN CONSULTATION WITH THE DESIGNER OR, IF THIS IS NOT PRACTICAL, SURFACES SHOULD HAVE AN EQUIVALENT OR BETTER SLIP RESISTANCE.
IF THE DESIGNER HAS NOT BEEN INVOLVED IN THE SELECTION OF AURFACE FINISHES, THE OWNER IS RESPONSIBLE FOR THE SELECTION OF THE SURFACE FINISHES IN THE PEDESTRIAN TRAFFICABLE AREAS OF THE BUILDING. SURFACES SHOULD BE SELECTED IN ACCORDANCE WITH A.S. HB 197:1999 & A.S./ NZS 4586:2004
STEPS AND UNEVEN SURFACES
DUE TO THE DESIGNREQUIREMENTS FOR THE BUILDING, STEPS AND RAMPS ARE INCLUDED IN THE BUILDING THAT MAY BE A HAZARD TO WORKERS CARRYING OBJUECTS OR OTHERWISE OCCUPIED. STEPS SHOULD BE BE CLEARLY MARKED WITH BOTH VISUAL AND TACTILE WARNINGS DURING CONSTRUCTION, MAINTENANCE, DEMOLITION & AT ALL TIMES WHEN THE BUILDING OPERATES AS A WORKPLACE OR DWELLING.
BUILDING OWNERS AND OCCUPIERS SHOULD MONITOR THE PEDESTRIAN ACCESS WAYS AND IN PARTICULAR, ACCESS TO AREAS WHERE MAINTENANCE IS ROUTINELY CARRIED OUT, TO ENSURE THAT SURFACES HAVE NOT BEEN MOVED OR CRACKED SUCH THAT THEY BECOME UNEVEN AND PRESENT A TRIP HAZARD.. SPILLS , LOOSE MATERIAL AND ANY OTHER MATTER THAT MAY CAUSE A SLIP OR TRIP SHOULD BE CLEANED OR REMOVED FROM ACCESS WAYS.
MATERIALS FOR CONSTRUCTION OR MAINTENANCE SHOULD BE STORED IN DESIGNATED AREAS AWAY FROM ACCESS WAYS AND WORK AREAS.

2.1 LOOSE MATERIALS
CONSTRUCTION, MAINTENACE OR DEMOLITION WORK ON OR AROUND THE BUILDING IS LIKELY TO INVOLVE PERSONS WORKING ABOVE GROUND LEVEL OR ABOVE FLOOR LEVELS. WHERE THIS OCCURS, ONE OF THE FOLLWING MEASURES SHOULD BE TAKEN TO AVOID OBJECTS FALLING, FROM THE AREA WHERE WORK IS BEING CARRIED OUT, ONTO PERSONS BELOW.
- PREVENT OR RESTRICT ACCESS TO AREAS BELOW WHERE THE WORK IS BEING CARRIED OUT.
- PROVIDE TOE BOARDS TO SCAFFOLDING AND WORK PLATFORMS
- PROVIDE A PROTECTIVE STRUCTURE BELOW THE WORK AREA
- ENSURE THAT ALL PERSONS BELOW THE WORK AREA HAVE PERSONAL PROTECTIVE EQUIPMENT

2.2 BUILDING COMPONENTS
DURING CONSTRUCTION, RENOVATION OR DEMOLITION OF THE BUILDING, PARTS OF THE STRUCTURE INCLUDING FABRICATED STEELWORK, HEAVY PANELS AND OTHER COMPONENTS WILL REMAIN STANDING PRIOR TO OR AFTER SUPPORTING PARTS ARE IN PLACE. CONTRACTORS SHOULD ENSURE THAT TEMPORARY BRACING OR OTHER REQUIRED SUPPORT IS IN PLACE AT ALL TIMES WHEN COLLAPSE, WHICH MAY CAUSE INJURY, IS A POSSIBILITY.
MECHANICAL LIFTING OF MATERIALS AND COMPONENTS DURING CONSTRUCTION, MAINTENANCE OR DEMOLITION, PRESENTS A RISK OF FALLING OBJECTS. CONTRACTORS SHOULD ENSURE THAT APPROPRIATE LIFTING DEVICES ARE USED, THAT LOADS ARE PROPERLY SECURED, AND THAT ACCESS TO AREAS BELOW THE LOAD IS PREVENTED OR RESTRICTED

3.0 TRAFFIC MANAGEMENT
PARKING VEHICLES OR LOADING AND UNLOADING OF VEHICLES ON THE ROADWAYS MAY CAUSE A TRAFFIC HAZARD. DURING CONSTRUCTION, MAINTENACE OR DEMOLITION, DESIGNATED PARKING FOR WORKERS AND LOADING AREAS SHOULD BE PROVIDED. TRAINED TRAFFIC MANAGEMENT PERSONNEL SHOULD BE RESPONSIBLE FOR SUPERVISION OF THESE AREAS AND ACTIVITIES.
CONSTRUCTION OF THE BUILDING MAY REQUIRE LOADING AND UNLOADING OF MATERIALS ON THE ROADWAY. DELIVERIES SHOULD BE WELL PLANNED TO AVOID CONGESTION OF THE LOADING AREAS AND TRAINED TRAFFIC MANAGEMENT PERSONNEL SHOULD BE USED TO SUPERVISE LOADING AND UNLOADING.

4.0 SERVICES
RUPTURE OF SERVICES DURING EXCAVATION FOR OTHER ACTIVITY CREATES A VARIETY OF RISKS, INCLUDING THE RELEASE OF HAZARDOUS MATERIAL. EXISTING SERVICES MAY BE LOCATED ON OR AROUND THE BUILDING SITE. THE EXACT LOCATION AND EXTENT OF THE SERVICES MAY VARY FROM THAT INDICATED. SERVICES SHOULD BE LOCATED USING AN APPPRIATE SERVICE (eg DIAL BEFORE YOU DIG)
APPROPRIATE EXCAVATION PRACTICE SHOULD BE USED AND, WHERE NECESSARY, SPECIALIST CONTRACTORS SHOULD BE ENGAGED.
UNDERGROUND POWER LINES MAY BE LOCATED IN OR AROUND THE SITE. ALL UNDERGROUND POWER LINES MUST BE DISCONNECTED OR ACCURATELY LOCATED AND ADEQUATE WARNING SIGNS USED PRIOR TO ANY CONSTRUCTION, MAINTENANCE OR DEMOLITION WORK COMMENCING.
OVERHEAD POWER LINES MAY BE LOCATED ON OR NEAR THE SITE. THESE POSE A RISK OF ELECTROCUTION IF STRUCK OR APPROACHED BY LIFTING DEVICES OR OTHER PLANT AND PERSONS WORKING ABOVE GROUND LEVEL. WHERE THERE IS A DANGER OF THIS OCCURRING, POWER LINES SHOULD BE, WHERE PRACTICAL, DISCONNECTED OR RELOCATED. WHERE THIS IS NOT PRACTICAL, ADEQUATE WARNING IN THE FORM OF A BRIGHT COLOURED TAPE OR SIGNAGE SHOULD BE USED, OR A PROTECTIVE BARRIER PROVIDED.

COMPONENTS WITHIN THIS DESIGN WITH A MASS IN EXCESS OF 25kg SHOULD BE LIFTEDBY TWO OR MORE WORKERSOR BY A MECHANICAL LIFTING DEVICE. WHERE THIS IS NOT PRACTICAL, SUPPLIERS OR FABRICATORS SHOULD BE REQUIRED TO LIMIT THE COMPONENT MASS.
CONSTRUCTION, MAINTENANCE AND DEMOLITION OF THE BUILDING WILL REQUIRE THE USE OF PORTABLE TOOLS AND EQUIPMENT. THESE SHOULD BE FULLY MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND NOT USED WHERE FAULTY.

6.0 HAZARDOUS SUBSTANCES

6.1 ASBESTOS
FOR ALTERATIONS TO OR DEMOLITION OF A BUILDING CONSTRUCTED PRIOR TO 1990, IF THE BUILDING WAS CONSTRUCTED TO:
1990 - IT MAY CONTAIN ASBESTOS
1986 - IT IS LIKELY TO CONTAIN ASBESTOS
EITHER IN CLADDING MATERIAL OR IN FIRE-RETARDANT MATERIAL. IN ALLCASES, THE BUILDER SHOULD CHECK AND, IF NECESSARY, TAKE APPROPRIATE ACTION BEFORE DEMOLISHING, CUTTING, SANDING, DRILLING OR OTHER DISTURBANCE OF THE EXISTING STRUCTURE.

6.2 POWDERED MATERIAL
MANY MATERIALS USED IN CONSTRUCTION OF THIS BUILDING CAN CAUSE HARM IF INHALED IN POWDERED FORM. PERSONS WORKING ON OR IN THE BUILDING DURING CONSTRUCTION, OPERATIONAL MAINTENANCE OR DEMOLITION SHOULD ENSURE GOOD VENTILATION AND WEAR PERSONAL PROTECTIVE EQUIPMENT, INCLUDING PROTECTION AGAINST INHALATION WHILE USING MATERIAL OR WHEN SANDING, DRILLING, CUTTING OR OTHERWISE DISTURBING OR CREATING MATERIAL.

6.3 TREATED TIMBER
THE DESIGN OF THE BUILDING MAY INCLUDE PROVISION FOR TREATED TIMBER WITHIN THE STRUCTURE. DUST OR FUMES FROM THIS MATERIAL CAN BE HARMFUL. PERSONS WORKING ON OR IN THE BUILDING DURING CONSTRUCTION, OPERATIONAL, MAINTENANCE OR DEMOLITION SHOULD ENSURE GOOD VENTILATION AND WEAR PERSONAL PROTECTIVE EQUIPMENT INCLUDING PROTECTION AGAINST INHALATION OF HARMFUL MATERIAL WHEN SANDING , DRILLING, CUTTING OR USING TREATED TIMBER IN ANY WAY THAT MAY CAUSE HARMFUL MATERIAL TO BE RELEASED. DO NOT BURN TREATED TIMBER.

6.4 VOLATILE ORGANIC COMPOUNDS
MANY TYPES OF GLUES, SOLVENTS, SPRAY PACKS, PAINTS, VARNISHES, CLEANING MATERIALS AND DISINFECTANTS HAVE DANGEROUS EMISSIONS. AREAS WHERE THESE ARE USED SHOULD BE KEPT WELL VENTILATED WHILE THE MATERIAL IS BEING USED AND FOR A PERIOD AFTER INSTALLATION. PERSONAL PROTECTIVE EQUIPMENT MAY ALSO BE REQUIRED. THE MANUFACTURERS' RECOMMENDATIONS FOR USE MUST BE CAREFULLY CONSIDERED AT ALL TIMES.

6.5 SYNTHETIC MINERAL FIBRE
GLASS FIBRE, ROCK WOOL, CERAMIC AND OTHER MATERIAL USED FOR THERMAL OR ACOUSTIC INSULATION MAY CONTAIN SYNTHETIC MINERAL FIBRE. THESE MAY BE HARMFUL IF INHALED, OR IF IT COMES INTO CONTACT WITH THE SKIN, EYES OR OTHER SENSITIVE PARTS OF THE BODY. PERSONAL PROTECTIVE EQUIPMENT, INCLUDING PROTECTION AGAINST INHALATION OF HARMFUL MATERIAL, SHOULD BE USED WHEN INSTALLING, REMOVING OR WORKING NEAR BULK MATERIAL.

6.6 TIMBER FLOORS
THE BUILDING MAY CONTAIN TIMBER FLOORS THAT HAVE AN APPLIED FINISH. AREAS WHERE FINISHES ARE APPLIED SHOULD BE KEPT WELL VENTILATED DURING SANDING AND APPLICATION, AND FOR A PERIOD AFTER INSTALLATION. PERSONAL PROTECTIVE EQUIPMENT MAY ALSO BE REQUIRED. THE MANUFACTURER'S RECOMMENDATIONS FOR USE MUST BE CAREFULLY CONSIDERED AT ALL TIMES.

7.1 EXCAVATION
CONSTRUCTION OF THE BUILDING AND SOME MAINTENANCE ON THE BUILDING MAY REQUIRE EXCAVATION AND INSTALLATION OF ITEMS WITHIN THE EXCAVATION. WHERE PRACTICAL, INSTALLATION SHOULD BE CARRIED OUT USING METHODS THAT DO NOT REQUIRE WORKERS TO ENTER THE EXCAVATION. WHERE THIS IS NOT PRACTICAL, ADEQUATE SUPPORT FOR THE EXCAVATED AREA SHOULD BE PROVIDED TO PREVENT COLLAPSE. WARNING SIGNS AND BARRIERS TO PREVENT ACCIDENTAL OR UNAUTHORISED ACCESS TO ALL EXCAVATIONS SHOULD BE PROVIDED.

7.2 ENCLOSED SPACES
FOR BUILDINGS WITH ENCLOSED OR SMALL SPACES WHERE MAINTENANCE OR OTHER ACCESS MAY BE REQUIRED:
ENCLOSED OR SMALL SPACES WITHIN THE BUILDING MAY PRESENT A RSK TO PERSONS ENTERING THE CONSTRUCTION WHERE WORKERS ARE REQUIRED TO ENTER SUCH SPACES AIR TESTING AND PPE SHOULD BE PROVIDED.
SCHEDULED ACCESS FOR SMALL PERIODS AND MONITORED II SMALL SPACES SHOULD BE UNDERTAKEN

8.0 CONFINED SPACES

PUBLIC ACCES TO CONSTRUCTION AND DEMOLITION SITES AND TO AREAS UNDER MAINTENANCE CAUSES RISK TO WORKERS AND THE PUBLIC. WARNING SIGNS AND SECURE BARRIERS TO UNAUTHORISED ACCESS SHOULD BE PROVIDED WHERE ELECTRICAL INSTALLATIONS, EXCAVATIONS, PLANT O LOOSE MATERIALS ARE PRESENT, THEY SHOULD BE SECURED WHEN NOT FULLY SUPERVISED.

9.0 OPERATIONAL USE OF BUILDING

RESIDENTIAL BUILDINGS
THE BUILDING HAS BEEN DESIGNATED AS A RESIDENTIAL BUILDING. IF THE BUILDING, ATA LATER DATE, IS USED OR INTENDED FOR USE AS A WORKPLACE, THE PROVISIONS OF THE WORK HEALTH AND SAFETY ACT 2011 OR SUBSEQUENT REPLACEMENT LEGISLATION SHOULD BE APPLIED TO THE NEV USE.

10 OTHER HIGH RISKS

ALL ELECTRICAL WORK SHOULD BE CARRIED OUT IN ACCORDANCE WITH CODE OF PRACTICE: MANAGING ELECTRICAL RISKS AT THE WORKPLACE - AS/NZS 3012 AND AL LICENSING REQUIREMENTS
ALL WORK USING PLANT SHOULD BE CARRIED OUT IN ACCORDANCE WITH CODE OF PRACTICE: MANAGING RISKS OF PLANT IN THE WORKPLACE.
ALL WORK SHOULD BE CARRIED OUT IN ACCORDANCE WITH CODE OF PRACTICE: MANAGING NOISE AND PREVENTING HEARING LOSS AT WORK.
DUE TO TO THE HISTORY OF SERIOUS INCIDENTS, IT IS RECOMMENDED THAT PARTICULAR CARE BE EXERCISED WHE UNDERTAKING WORK INVOLVING STEEL CONSTRUCTION AND CONCRETE PLACEMENT. ALL THE ABOVE APPLIES.

designer : gregory eade
client: k & s lowther
land title ref no:
climate zone: 7
humidity zone: 3
corrosion environ: not closer than 1km to coast .

e a d e s i g n
gregory eade building design
26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
e: geade@bigpond.net.au

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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
SAFETY NOTES

Number
2017 - LOWTHER-A01

NOTES

1. ALL WORK TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND THE LOCAL COUNCIL REGULATIONS.
2. MATERIALS AND WORKMANSHIP SHALL COMPLY WITH THE RELEVANT S.A.A. CODES AND STANDARDS
3. ALL TIMBER TO BE NEW AND FREE FROM DEFECTS. ALL FRAMING SHALL COMPLY WITH A.S. 1684. TIMBER TO BE GRADE F17 AND NEW STUD WALLS TO BE 90 x 45 F17 @ 450 CRS. UNLESS NOTED OTHERWISE.
4. PLASTERBOARD TO BE 10mm TO INTERNAL WALLS AND 13mm TO CEILINGS. WATER RESISTANT PLASTERBOARD TO ALL WET AREAS.
5. BUILDING TO COMPLY TO BCA ENERGY EFFICIENCIES PART 3.12. EXTERNAL DOORS & WINDOWS TO HAVE SUITABLE SEALS TO COMPLY WITH BCA PART 3.12.3.3 TO MAKE BUILDING AIRPIGHT.
   EXTERNAL DOORS TO HAVE RAVEN SEALS OR SIMILAR APPROVED:
   RP20 TOP & SIDES
   RP3 BOTTOM
   RP2A SLIDING DOORS
6. PROVIDE IMPERVIOUS WALLS AND FLOOR FINISHES TO ALL WET AREAS. SUBSTRATES, FINISHES, SPLASHBACKS & SEALING TO COMPLY WITH A.S. 3740 - 2010 & TO BCA PART 3.8.1 & TABLE 3.8.1.1. AROUND AND UNDER SHOWERS & OTHER WET AREAS.
   SPLASHBACKS 200 MIN. ABOVE BASINS/ SINK.
   ENCLOSED SHOWER WITHOUT HOB TO BE WATERPROOFED OVER THE ENTIRE ENCLOSED SHOWER AREA INCLUDING WATERSTOP. WATERPROOF TO NOT LESS THAN 150mm ABOVE THE SHOWER FLOOR SUBSTRATE WITH THE REMAINDER BEING WATER RESISTANT TO A HEIGHT OF 1800mm ABOVE FINISHED FLOOR LEVEL.
   JOISTS TO BE 250 MAX CRS. SUBSTRATE TO BE 18mm CEMENT SHEET. ALL JOINTS SEALED. WATERPROOFING TO BE SIKA OR APPROVED EQUIVALENT.
   ALL CORNERS - INTERNAL, EXTERNAL, HORIZONTAL - TO BE WATERPROOFED 40mm WIDE TO 1800MM ABOVE FLOOR LEVEL
7. STRUCTURAL DESIGN
   ALL ENGINEERING DESIGN INCLUDING HOLD DOWN DETAILS, BRACING, LINTELS & FRAMING BY JOHNSTONE, McGEE & GANDY.
8. SMOKE DETECTORS / ALARM ARE TO BE INSTALLED IN ACCORDANCE WITH BCA PART 3.7.2. SMOKE DETECTORS MUST BE INTER-CONNECTED TO MAINS POWER AND INSTALLED IN CEILINGS IN LOCATIONS SHOWN THUS ON PLANS. WIRED IN SMOKE ◔ DETECTORS/ ALARMS TO COMPLY WITH A.S. 3786.
9. GLAZING TO COMPLY WITH AS. 12.88 - 2006 & A.S. 2047 & TO BCA PART 3.12.1. & TO BE DOUBLE GLAZED
10. INSULATION TO BE TO BCA PART 3.12.1
    ROOF -R5.1 (METECNOSPAN 100 internally lined with 16mm battens and 10mm plasterboard)
    EXTERNAL WALLS -R3.5 (R3.0 PINKBATT with PROCTOR building sheet/ 80 thick)
    INTERNAL WALLS between wet areas and adjacent rooms (BATHROOM/ / ENSUITE/ W.C.) TO HAVE R 2.0 BATTS IN STUD WALLS.
11. ALL STAIRS TO HAVE NON-SLIP NOSING TO COMPLY WITH B.C.A. PART 3.9.1 - 2015. HANDRAIL 900 ABOVE NOSING - MIN 30 DIA AND 50 CLEAR OF SIDE WALL.
12. DRAINAGE / PLUMBING
    INSTALL ALL PLUMBING TO TASMANIA PLUMBING REGULATIONS A.S.3500 AND TO LOCAL COUNCIL APPROVAL.
    INSTALL TEMPERING VALVE(S) FOR 50 DIA MAX. TEMPERATURE TO HOT WATER BASINS & SHOWERS.
13. NO CEILING PENETRATIONS FOR LIGHTING. ALL LIGHTING TO BE SURFACE MOUNTED. ALL EXHAUST FANS TO RUN TO OUTSIDE AND TO BE FITTED WITH SELF CLOSING DAMPER, FILTER OR THE LIKE TO A.S. PART 3.12.3.4

LOT AREA	569 m^2
EXISTING HOUSE (unchanged)	179 m^2
PLOT RATIO	31.5%

FINISHES SCHEDULE

ROOF SHEETING & FLASHINGS:

ROOF SHEETING
METECNOSPAN 100 with colorbond ROOF SHEETING OVER SURFMIST

WALL CLADDING:
GREY CEMENT SHEET TO MATCH EXISTING EXTENSION CIRCA 2003

WINDOW FRAMES:
ALL WINDOWS TO BE TIMBER FRAMED TO MATCH EXISTING WINDOWS CIRCA 2003

FLOORING:

TOILET/ BATHROOM/ ENSUITE:	TILES OVER 12mm CEMENT SHEET OVER WATERPROOFING MEMBRANE OVER TIMBER FLOOR or NEW CONCRETE
BEDROOMS :	CARPET over TIMBER FLOOR.

DOWNPIPES
PVC 100 DIA. - PAINTED TO MATCH WALL COLOUR

PLASTERBOARD FINISH:
ALL WINDOWS TO BE FLUSH MOUNTED. NO ARCHITRAVES. SHADOWLINE FINISH TO WALL JOINS WITH CEILING AND FLOOR. NO CORNICES , 100 SKIRTING BOARDS FLUSH WITH SHADOWLINE OVER. PAINTED DULUX WHISPER WHITE U.N.O.

SCHEDULE

◔	SMOKE DETECTOR HARD WIRED
dw	DISHWASHER
st	STOVE
s	SINK
b	BASIN
sh	SHOWER
tr	TROUGH
wm	WASHING MACHINE
dp	DOWNPIPE
FFL	FINISHED FLOOR LEVEL
RL	REDUCED LEVEL

U.N.O. UNLESS NOTED OTHERWISE

designer :	gregory eade
client:	k & s lowther
land title ref no:	
climate zone:	7
humidity zone:	3
corrosion environ:	not closer than 1km to coast .

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gregory eade building design
26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
e: geade@bigpond.net.au

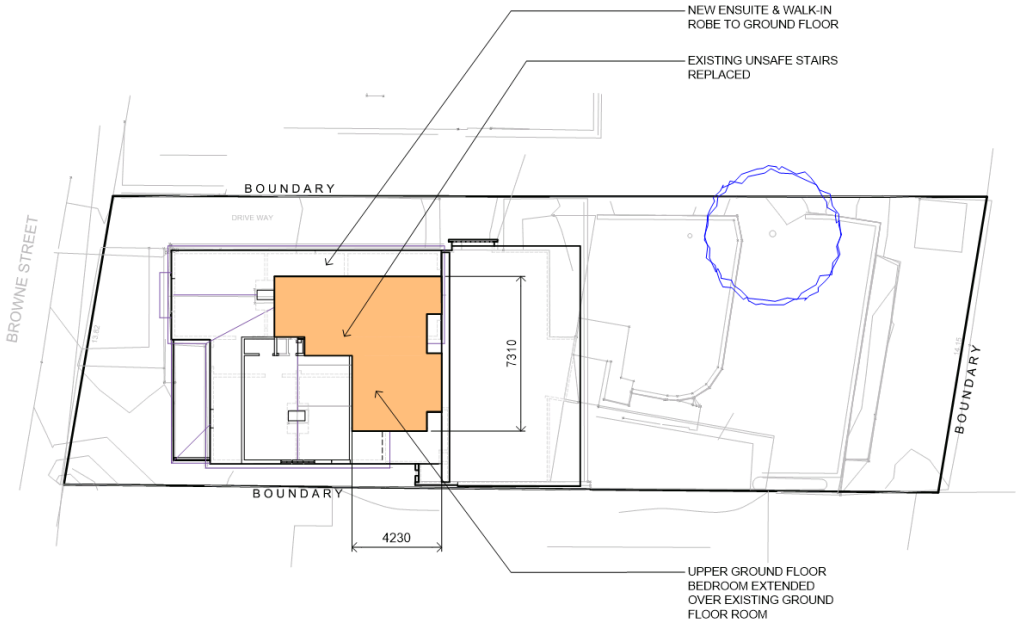
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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
NOTE SHEET

Number
2017 - LOWTHER-A02



SITE PLAN
SCALE 1:200



designer :	gregory eade
client:	k & s lowther
land title ref no:	
climate zone:	7
humidity zone:	3
corrosion environ:	not closer than 1km to coast .

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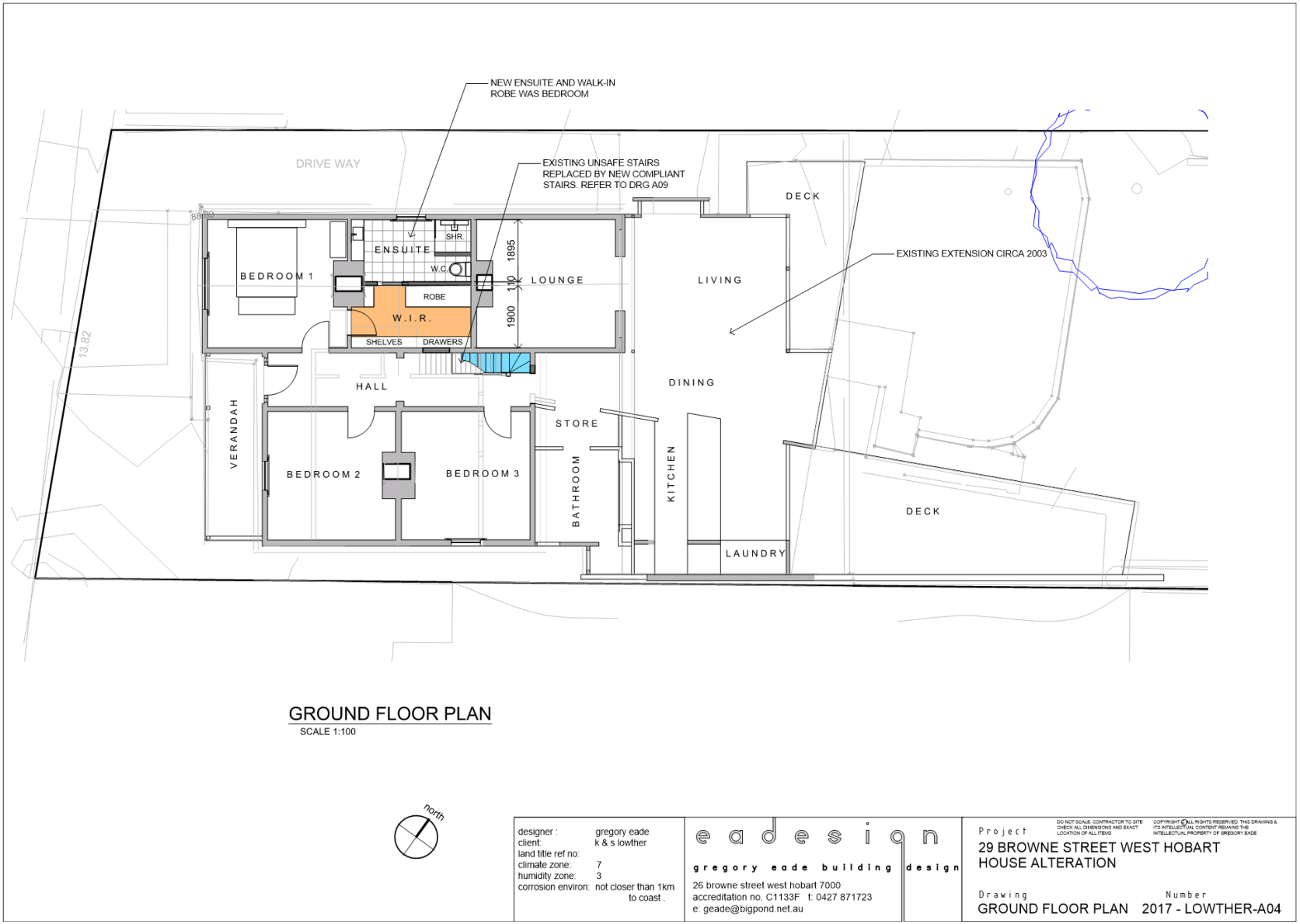
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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
SITE PLAN

Number
2017 - LOWTHER-A03



GROUND FLOOR PLAN
SCALE 1:100

designer :	gregory eade
client:	k & s lowther
land title ref no:	
climate zone:	7
humidity zone:	3
corrosion environ:	not closer than 1km to coast .

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26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
e: geade@bigpond.net.au

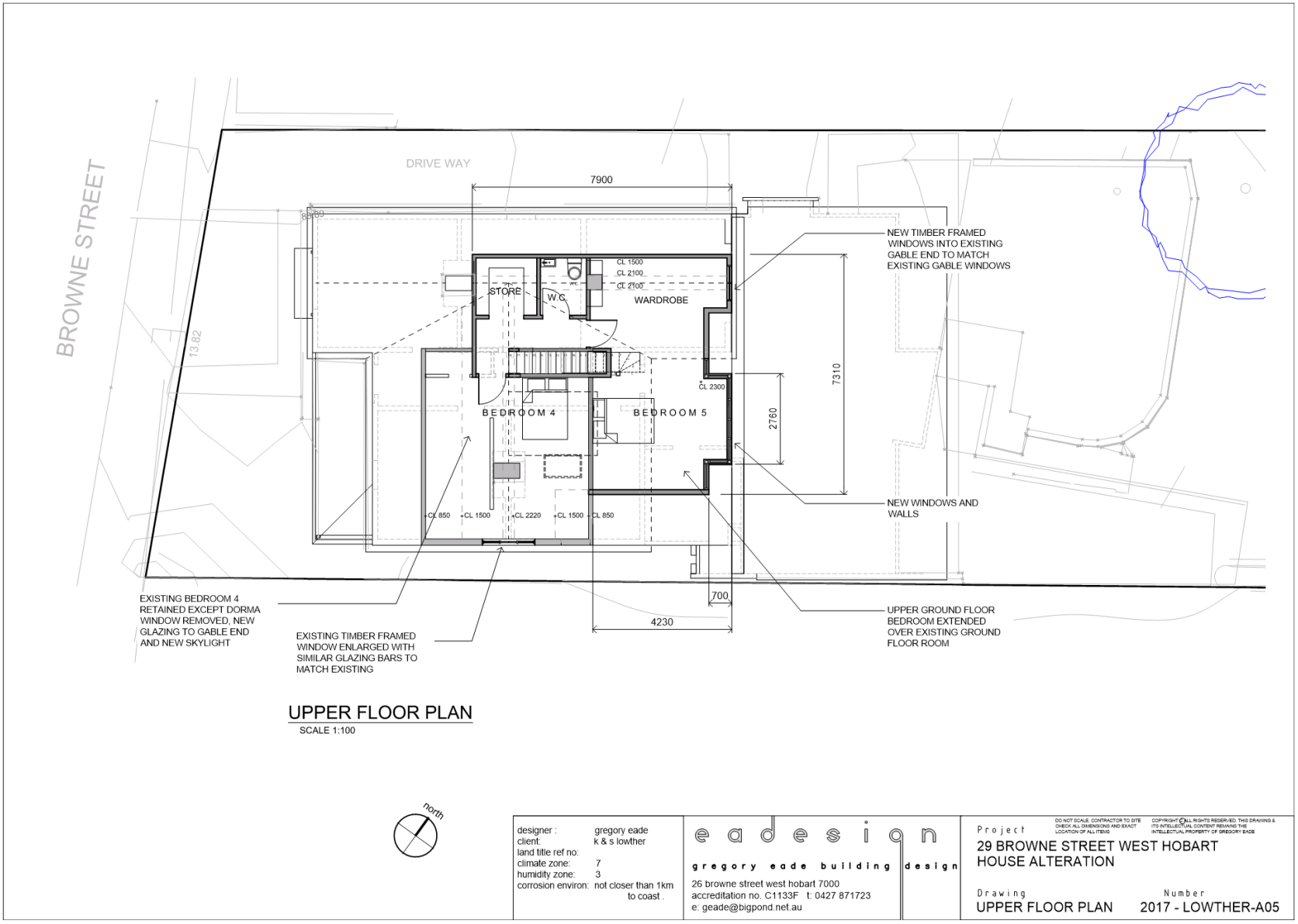
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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
GROUND FLOOR PLAN

Number
2017 - LOWTHER-A04



UPPER FLOOR PLAN

SCALE 1:100

north

designer : gregory eade
client: k & s lowther
land title ref no:
climate zone: 7
humidity zone: 3
corrosion environ: not closer than 1km to coast .

e a d e s i g n
gregory eade building design
26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
e: geade@bigpond.net.au

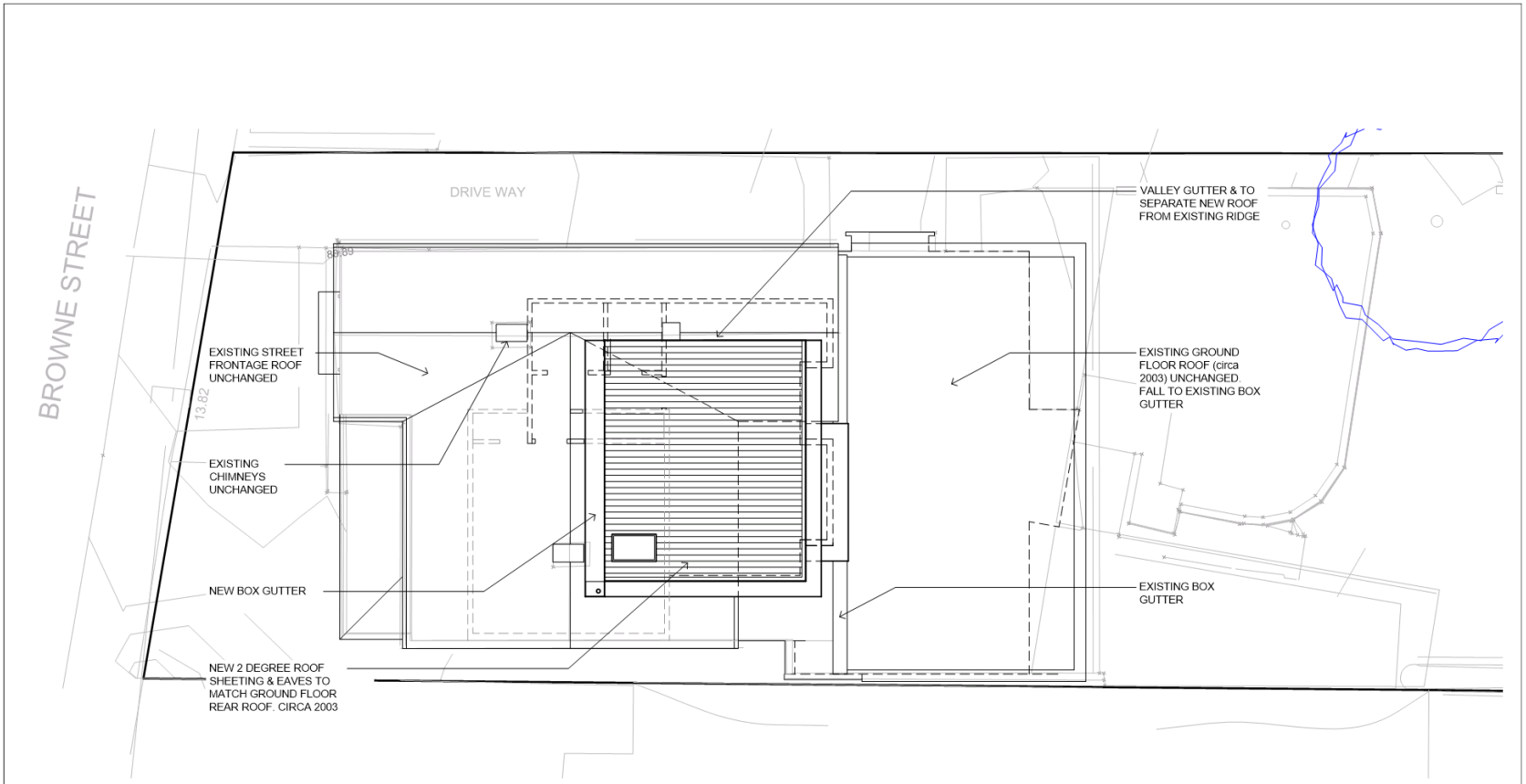
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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
UPPER FLOOR PLAN

Number
2017 - LOWTHER-A05



ROOF PLAN
SCALE 1:100

north

designer : gregory eade
client: k & s lowther
land title ref no:
climate zone: 7
humidity zone: 3
corrosion environ: not closer than 1km to coast .

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26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
e: geade@bigpond.net.au

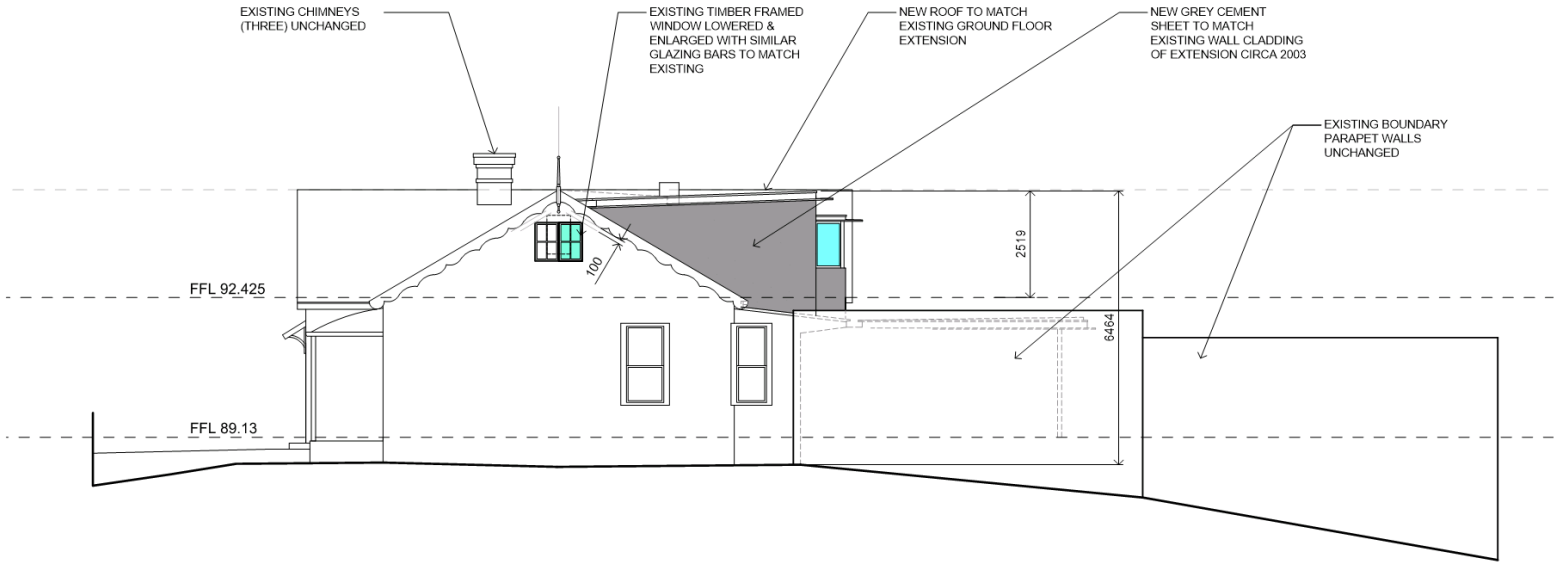
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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
ROOF PLAN

Number
2017 - LOWTHER-A06



SOUTH EAST ELEVATION
SCALE 1:100

designer :	gregory eade
client:	k & s lowther
land title ref no:	
climate zone:	7
humidity zone:	3
corrosion environ:	not closer than 1km to coast .

e a d e s i g n
gregory eade building design
26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
e: geade@bigpond.net.au

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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
SOUTH EAST ELEVATION

Number
2017 - LOWTHER-A07



NORTH EAST ELEVATION
SCALE 1:100

designer :	gregory eade
client:	k & s lowther
land title ref no:	
climate zone:	7
humidity zone:	3
corrosion environ:	not closer than 1km to coast .

e a d e s i g n
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26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
e: geade@bigpond.net.au

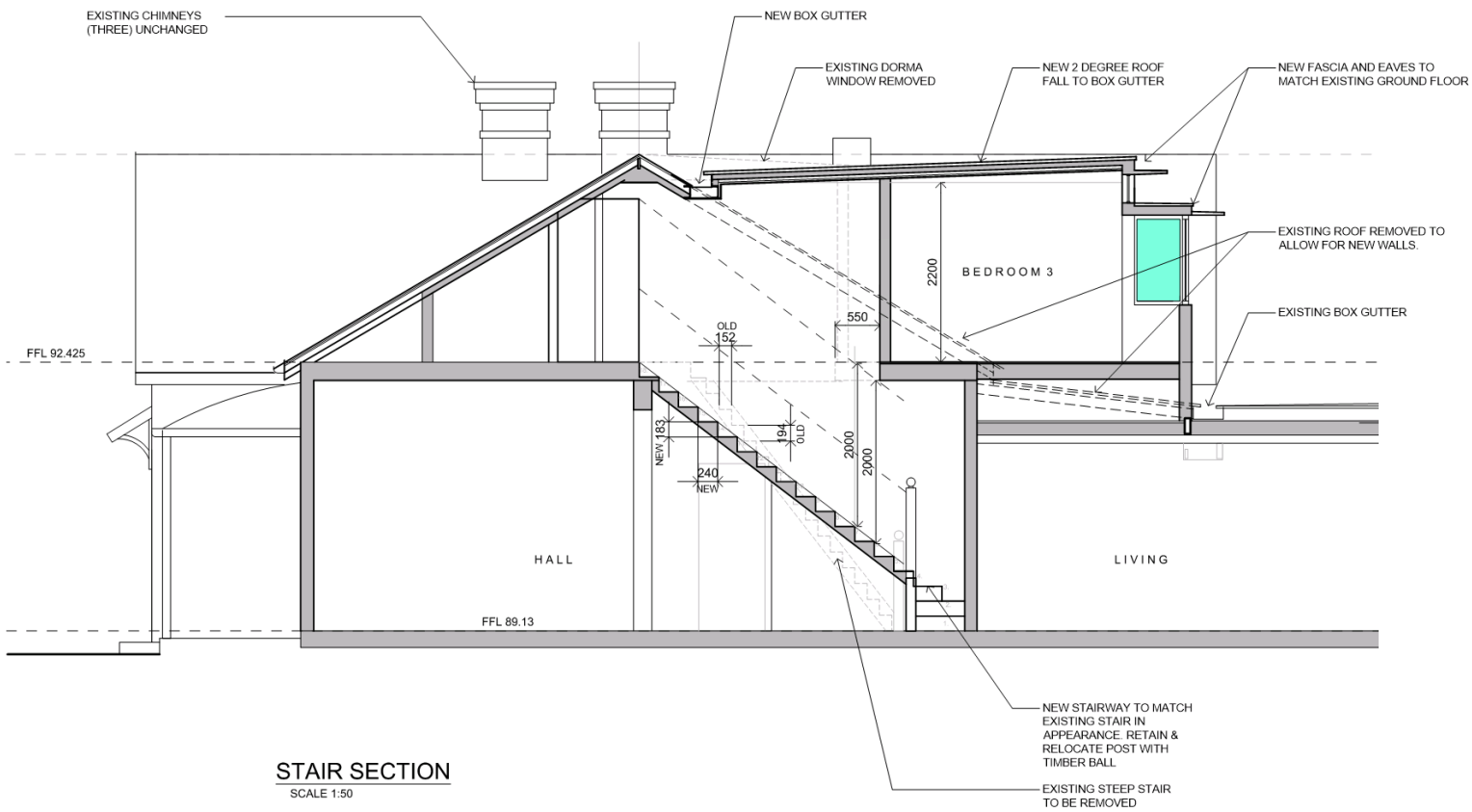
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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
NORTH EAST ELEVATION

Number
2017 - LOWTHER-A08



STAIR SECTION

SCALE 1:50

designer :	gregory eade
client:	k & s lowther
land title ref no:	
climate zone:	7
humidity zone:	3
corrosion environ:	not closer than 1km to coast .

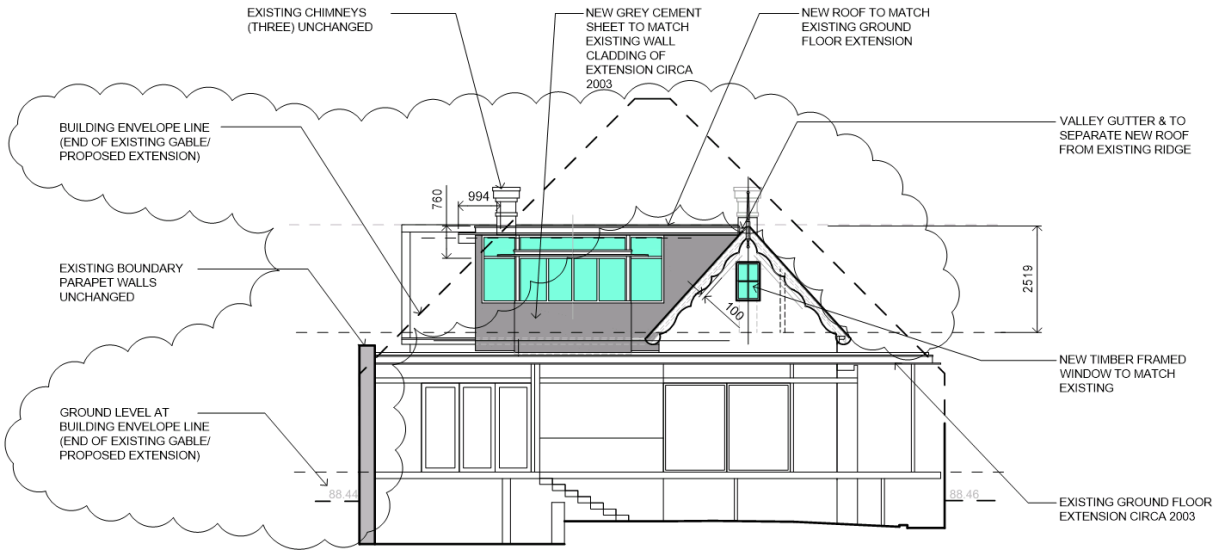
e a d e s i g n
gregory eade building design
26 browne street west hobart 7000
accreditation no. C1133F t: 0427 871723
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Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
STAIR SECTION

Number
2017 - LOWTHER-A09



NORTH EAST ELEVATION
SCALE 1:100

REV A 29.12.2017 BUILDING ENVELOPE ADDED

designer :	gregory eade
client:	k & s lowther
land title ref no:	
climate zone:	7
humidity zone:	3
corrosion environ:	not closer than 1km to coast .

e a d e s i g n
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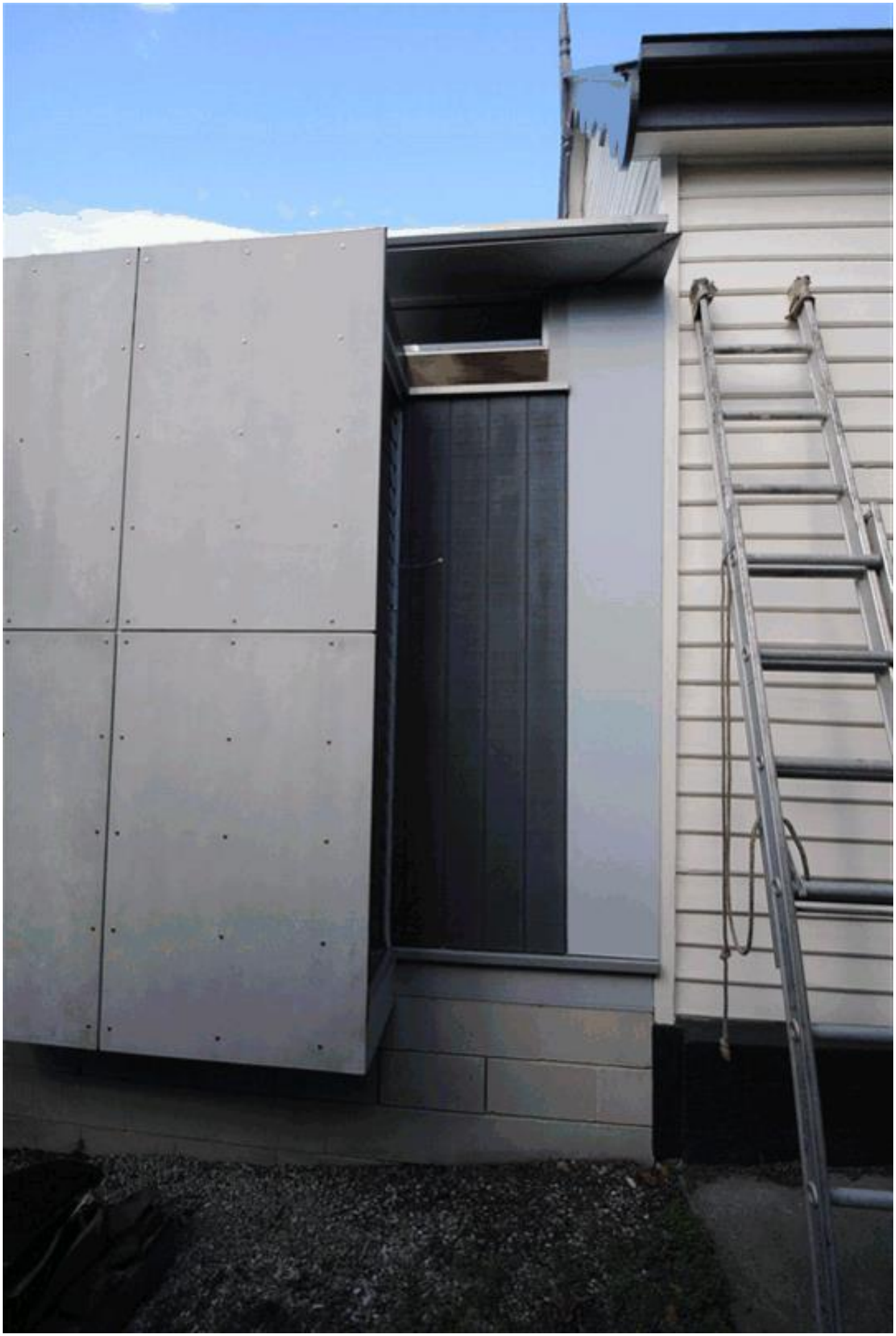
Project
29 BROWNE STREET WEST HOBART
HOUSE ALTERATION

Drawing
NORTH EAST ELEVATION

Number
2017 - LOWTHER-A08













18-Dec-2017 Page No. 1

Samuel Lowther, 29 Browne Street, West Hobart

Packet Details

Packet Number: CL450723
Client: Samuel Lowther, 29 Browne Street, West Hobart
Date Dispatched: 19-Sep-2014

Item Details

Type	Description	Plan	Lot	Edition
CT	Created during Registration	229625	1	4

PLEASE CHECK THE PACKET CONTAINS ALL THE ABOVE MENTIONED ITEMS.
If you have any queries relating to the contents of this packet please contact the Land Titles Office Immediately (email: titles.enquiries@dpipwe.tas.gov.au).

the LIST

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
229625	1
EDITION	DATE OF ISSUE
4	19-Sep-2014

SEARCH DATE : 18-Dec-2017
SEARCH TIME : 10.59 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 229625
Derivation : Part of Lot 24 Sec O 2 Gtd to R J Lucas
Prior CT 3203/11

SCHEDULE 1

M246372 TRANSFER to SAMUEL JAMES LOWTHER Registered 15-Sep-2009 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Department of Primary Industries, Parks, Water and Environment www.thelist.tas.gov.au

the List

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER

FOLIO REFERENCE CT: 3203/11

GRANTEE
PART OF LOT 24 (0A-0R-39·4/10P)
GTD. TO RICHARD JAMES LUCAS.

PLAN OF TITLE

LOCATION CITY OF HOBART (SEC.02)

FIRST SURVEY PLAN No. P71 LO

COMPILED BY LTO

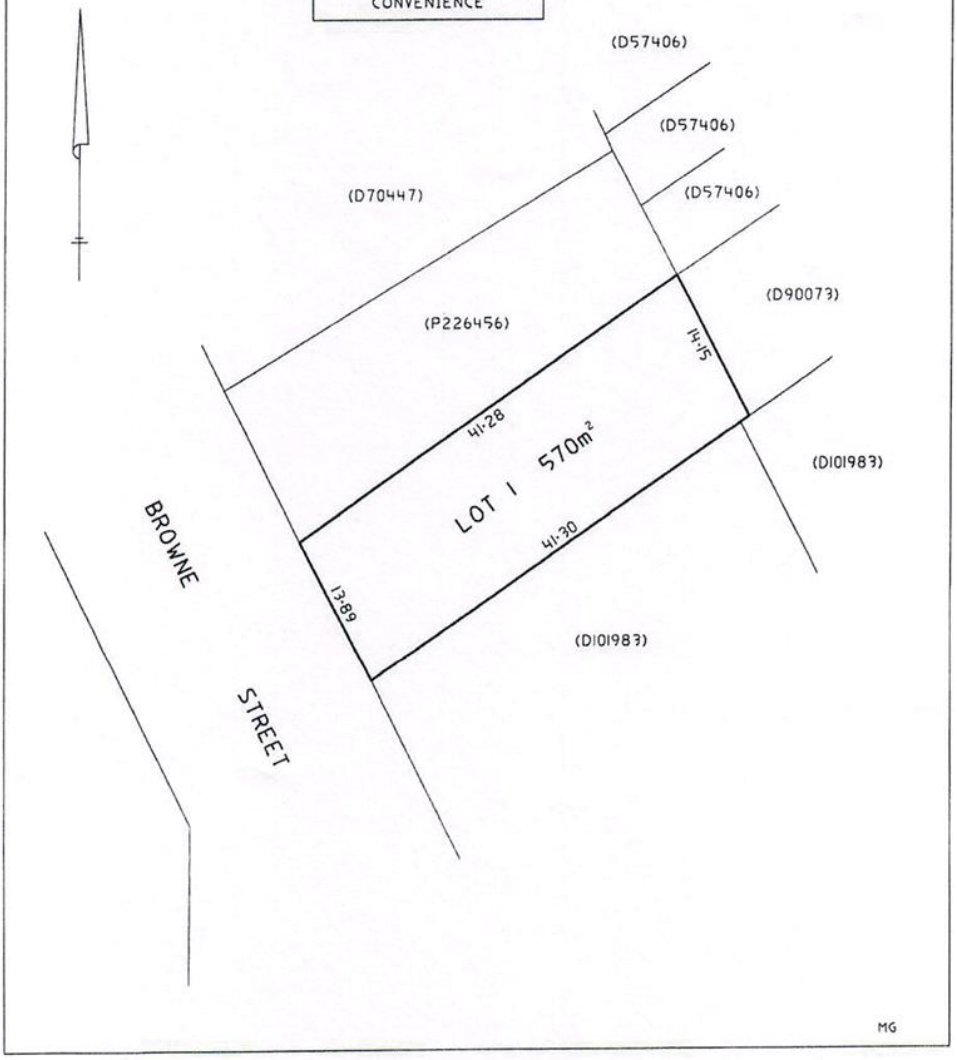
SCALE 1: 300 LENGTHS IN METRES

Registered Number
P.229625

APPROVED 20 OCT 2017
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 114 (5225)	LAST UPI No	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

NEW PLAN
REDRAWN FOR OFFICE CONVENIENCE



7.1.4 5 ST GEORGES TERRACE, BATTERY POINT - PARTIAL DEMOLITION, ALTERATIONS, EXTENSION AND FENCING PLN-17-1068 - FILE REF: F18/21597

Address:	5 St Georges Terrace, Battery Point
Proposal:	Partial Demolition, Alterations, Extension and Fencing
Expiry Date:	20 March 2018
Extension of Time:	Not applicable
Author:	Tristan Widdowson

RECOMMENDATION

That: Pursuant to section 39(10) of the *Historic Cultural Heritage Act 1995* the Hobart City Council must refuse the application for partial demolition, alterations, extension and fencing at 5 St Georges Terrace Battery Point, because pursuant to section 39(6)(c) of that Act the Tasmanian Heritage Council has given notice (THC Application 5507, dated 21 February 2018) that the discretionary permit must be refused. The Tasmanian Heritage Council refused the application for the following reason:

1. The development proposal is considered to be incompatible with the place's historic cultural heritage significance due to the extent of the proposed demolition work and the unsympathetic bulk, scale and form of the proposed additions.

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for partial demolition, alterations, extension and fencing at 5 St Georges Terrace Battery Point for partial demolition, alterations, extension and fencing for the following reasons:

1. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.7.1 Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed demolition would result in the loss of significant fabric and forms from the early 1880s that contribute to the historic cultural heritage significance of the place.

2. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.7.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed incompatible design, including height, scale, bulk, form and fenestration patterns, will result in the loss of historic cultural heritage significance of the place.

3. The proposal does not meet the acceptable solution A2 or the performance criterion P2 with respect to clause E13.7.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed rear extension is not subservient and complementary to the place because of its scale and bulk, built form and fenestration patterns.

4. The proposal does not meet the acceptable solution A4 or the performance criterion P4 with respect to clause E13.7.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed rear extension is not sympathetic to the main house and detracts from the historic cultural heritage significance of the place.

5. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.8.1 Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed demolition would result in the loss of early 1880s buildings and works that contribute to the historic cultural heritage significance of the Battery Point Heritage Precinct.

6. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.8.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the design and siting of the proposed buildings and works is unsympathetic and would result in detriment to the historic cultural heritage significance of the Battery Point 1 Heritage Precinct.

7. The proposal does not meet the acceptable solution A3 or the performance criterion P3 with respect to clause E13.8.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed extension is unsympathetic and would detract from the historic cultural heritage significance of the Battery Point Heritage Precinct.

8. The proposal does not meet the acceptable solution A3 or the performance criterion P3 with respect to clause E13.8.4 Buildings and Works in Heritage Precinct BP1 of the *Hobart Interim Planning Scheme 2015* because the height of the proposed development would detract from the pattern of development that is characteristic of the cultural heritage significance of the Battery Point 1 Heritage Precinct in the vicinity of the site.

Attachment A:	PLN-17-1068 - 5 ST GEORGES TERRACE BATTERY POINT TAS 7004 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-17-1068 5 ST GEORGES TERRACE BATTERY POINT TAS 7004 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	19 March 2018
Expiry Date:	20 March 2018
Application No:	PLN-17-1068
Address:	5 ST GEORGES TERRACE , BATTERY POINT
Applicant:	Peter Odononghue 5 St Georges Terrace
Proposal:	Partial Demolition, Alterations, Extension and Fencing
Representations:	Nine (9)
Performance criteria:	Historic Heritage Code

1. Executive Summary

1.1 Planning approval is sought for Partial Demolition, Alterations, Extension and Fencing.

1.2 The proposal is for demolition and alterations to the rear of the existing heritage listed property at 5 St Georges Terrace Battery Point to facilitate a new rear extension and internal remodelling.

The demolition includes the removal of the majority of the rear additions to the cottage with the retention of part of the existing dormer and gabled roof section on the western side of the dwelling. The extension will include a sitting room, bathroom, living and dining area on the ground floor with the master bedroom incorporated into the gabled roof form on the upper level. The proposal includes a raised patio area to the rear of the extension as well as alterations to the front garden area, entrance and reinstatement of the existing front fence. The design of the extension features extensive glazing and mixture of cladding materials.

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

1.3.1 Historic Heritage Code - Heritage Listed, Heritage Precinct and Battery Point.

1.4 Nine (9) representations supporting the proposal were received within the statutory advertising period between 18 January and 2 February 2018.

1.5 The proposal has been refused by the Tasmanian Heritage Council and as such must be refused by the Hobart City Council. The proposal is also recommended for refusal on heritage grounds by Hobart City Council officers.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 The subject 531m2 lot (CT.11046/1) is sited within St Georges Terrace in the Battery Point Heritage Precinct and contains a late 19th Century heritage listed cottage.

2.2



Figure 1: GIS Image 1:2000

2.3



Figure 2: GIS Image 1:500

2.4



Figure 3: Frontage of property

2.5



Figure 4: Rear of property

3. Proposal

3.1 Planning approval is sought for Partial Demolition, Alterations, Extension and Fencing.

3.2 The proposal is for demolition and alterations to the rear of the existing heritage listed property at 5 St Georges Terrace Battery Point to facilitate a new rear extension and internal remodelling.

The demolition includes the removal of the majority of the rear additions to the cottage with the retention of part of the existing dormer and gabled roof section on the western side of the dwelling. The extension will include a sitting room, bathroom, living and dining area on the ground floor with the master bedroom incorporated into the gabled roof form on the upper level. The proposal includes a raised patio area to the rear of the extension as well as alterations to the front garden area, entrance and reinstatement of the existing front fence. The design of the extension features extensive glazing and mixture of cladding materials.

3.3

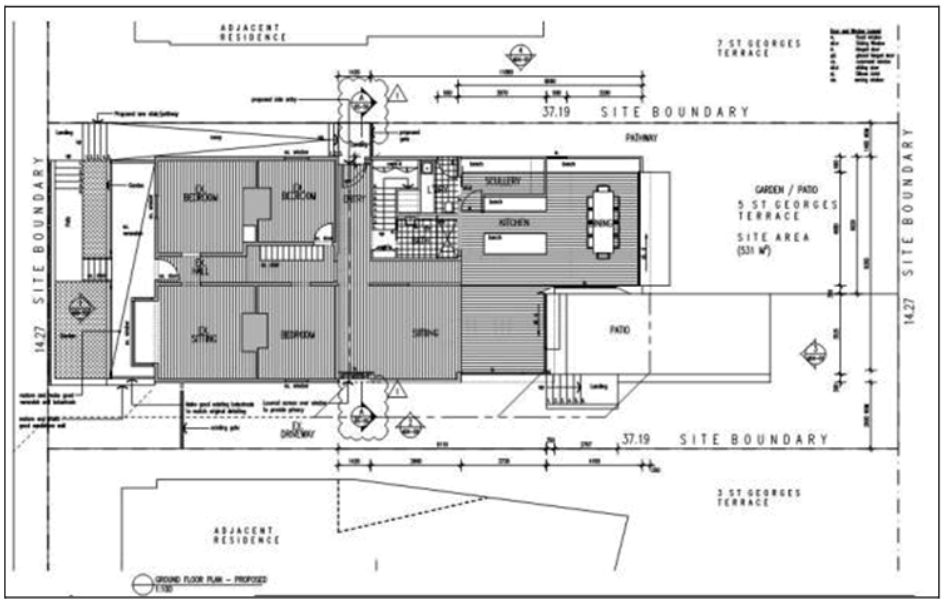


Figure 5: Ground floor plan

3.4

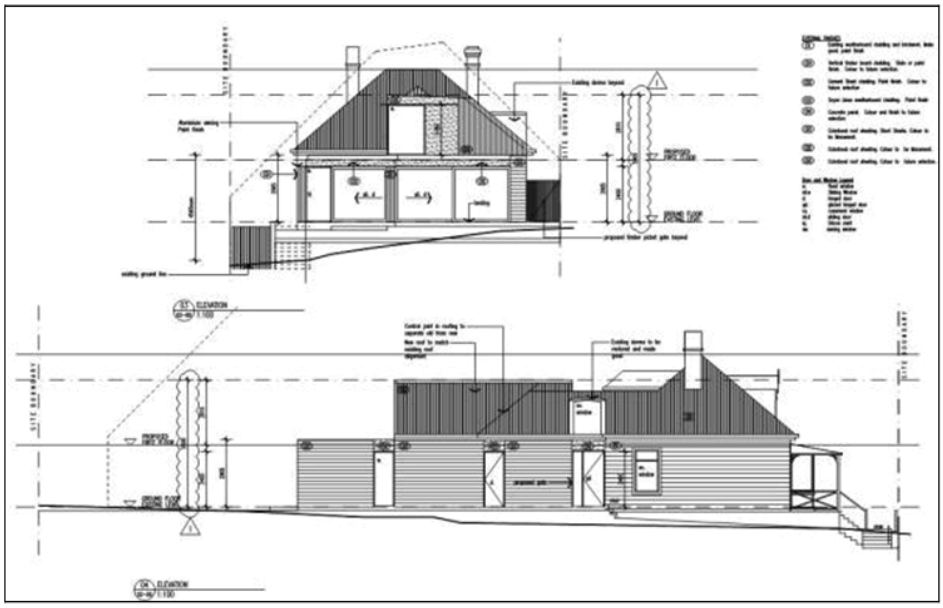


Figure 6: Rear and western elevations

3.5

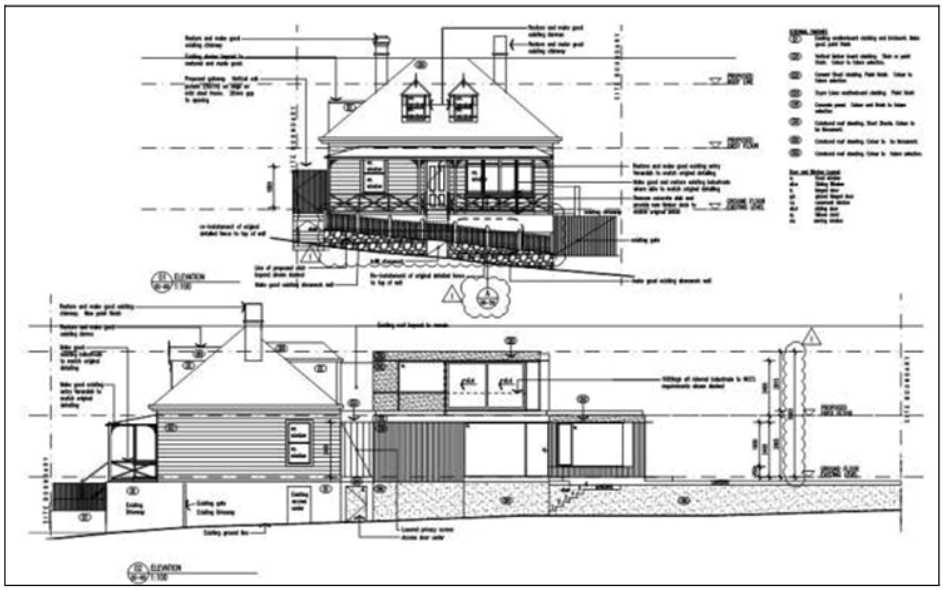


Figure 7: Front and eastern elevations

4. Background

4.1 A previous proposal was submitted for the site under PLN-17-304 but was withdrawn by the applicant for further consideration of a number of matters relating to the proposal. There have been previous discussions between the applicant, architect, Council's Cultural Heritage Officer and the Tasmanian Heritage Council in respect of the design.

4.2 Refer to the Council's Cultural Heritage Officer's assessment for additional background under paragraph 6.8.

5. Concerns raised by representors

5.1 Nine (9) representations objecting to the proposal were received within the statutory advertising period between 18 January and 2 February 2018.

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.

• It is a group of striking single storey, pitched roof Victorian terraces.
• The proposal has only addressed heritage concerns in a very minor way.
• It "has greater glazing, box appearance on the south eastern side than in the original proposed development."
• Involves the demolition of various outbuildings.
• There is "an amenity of shared garden space" that is "a unique and beautiful aesthetic".
• The two storey building, "built in the middle of this communally viewed space, will despoil the current aesthetic and amenity".

• The shape of the roofs is hipped and the “collective of these roofs gives and overall amenity of continuity''.
• The shape of 3 St Georges Terrace is an exception but this is one storey.
• The proposed extension “will overly dominate this beautiful and unique garden area”.
• It will “permanently damage an area of beauty and enjoyment which is enjoyed by many of us residents”.
• The elevated extension where the ground slopes significantly downhill away from the site resulting in an overly large two storey extension.
• Not in keeping with the Burra Charter.
• The “roofscape will be significantly affected and cause detriment to the houses in the block”.
• It has an impact on the streetscape from Cromwell Street and St Georges Terrace.
• It is not sympathetic to the character of the heritage precinct and is obtrusive.
• The rectangular nature of the first floor extension “conflicts with the heritage concept of roof lines in Battery Point in general and this block in particular”.

• "Second storey additions must be critically analysed to gauge the effect on streetscape".
• There is only one two storey addition in this block.
• While the pitch of the north west roof has been modified to follow the pitch of the roof of the original cottage, the north east and south east elevations are "box-shaped with no empathy to existing roofscapes or heritage values".
• The cladding in cement sheet adds to the non-heritage nature of the box and the cladding should reflect the ground floor walling.
• The addition is incongruous.
• The development is massive and will dominate this residential block. The ground floor will be elevated.
• The "predominance of floor to ceiling glazing on the eastern and northern walls result in a highly intrusive building. There is no attempt to screen or minimise the impact" of this glazing. It is unprecedented in the surrounding neighbourhood and incongruous with nearby buildings.
• Why are there "floor to ceiling sliding doors on the second storey that open onto a roof. Is it the intention of the owner to convert this to a balcony at a later date?"
• "Its height and predominance of glazing result in a highly intrusive building… previous extensions in surrounding properties have shown restraint" and "not built to excessive heights."

• We disagree with the heritage report and the statement that the "rear proposal has been articulated to be recessive and minimise its visual presence. The proposal is subsequently subservient to the main structure and consequently there is no adverse impact on the heritage values of the place and the precinct."
• It remains an obtrusive two storey box-like structure while other nearby extensions are unobtrusive and single storey.
• The rooflines in the block are largely intact, a characteristic shared by Arthur Circus, the heritage character of which should be maintained.
• The proposal is unsympathetic to the character of the Battery Point Precinct, eroding the character and heritage values of the wider area.
• The proposal will tower over the neighbourhood where other renovations in the area have been achieved without creating properties that dominate the landscape.
• There is the capacity to achieve the same floor space and amenity by considering excavation.
• "It will dominate the block and destroy the 'cottage' feel of the neighbourhood".
• There are a significant number of heritage listed places in this block.
• The proposed extension, which would be far more appropriate on a late 20th century property, would be at odds with the Victorian architecture of the surrounding area.

• There has been very little change from the first proposal, particularly the south-east elevation.
• There is no “Design Rationale”.
• The natural high elevation of the site means the ground floor is higher than surrounding.
• The “massive and unprecedented height of the proposal".
• The row of six “almost identical yet subtly different individual cottages are unique and likely the only consistent and well preserved suite of ... timber cottage design. They are all in various states of repair but remain unaffected by the presence of any second storey extension visible at the rear … that would break that historic visual chain of heritage hip-roofed dwellings equally spaced … the proposed development sits in the very middle of this unique row.”
• It does not reflect the “heritage roof forms” and heritage “roofscape”, a “rhythm so desirable in row housing”.
• The Heritage Impact Statement makes conclusions that are inconsistent with the importance of the heritage values of the place and precinct that are acknowledged to be so important to be retained.
• This proposal is now 600mm closer to south east boundary in the “same size and non-vernacular: "box-like” form … and it will become even more visually dominant” in the streetscape, in the entire block, and neighbourhood.

• No colours are specified “but I doubt they will assist in diminishing the impact of the development on the heritage values of the building attached to it or the streetscape”.
• It cannot be described as “low height, discreet and unobtrusive”.
• “It does not belong in a heritage zone where significant concessions … are expected … given the close proximity where second level glimpses are tolerated through the existing dormers and infrastructure or skylights but not expansive floor to ceiling glazed areas.”
• The upper level will cause light pollution to the neighbours.
• Impact on privacy from potential overlooking from the proposed development particularly due to the extensive glazing.
• Overlooking of several properties from the proposed deck.
• “The development will adversely affect the residential amenity of neighbouring properties.
• “This development is a massive double storey building that will dominate the residential block bounded by St Georges Terrace, Colville Street, Cromwell Street and Napoleon Street. It will overlook most of the rear gardens in this block, not just houses of adjacent properties. These gardens have till now been relatively private and offered resident’s considerable amenity.”
• “The development makes no attempt to protect the private open space or preserve the amenity of neighbouring properties.”

• Concern with the sliding doors from the master bedroom could be used to access a future deck.
• "There has been no consultation with neighbours as asserted by the applicant. Only a flyer distributed to neighbourhood letterboxes at or about the same time as the development application was submitted."
• The plans on the back of the flyer were hard to read.
• "The flyer also contains an assertion that the applicant believed that prior to submitting the initial development application he had consulted with those who he believed would be impacted by the proposal I was not consulted in respect of that first proposal nor the current application despite being significantly impacted by both.."
• "There is capacity for the same floor space and amenity to be achieved by the applicant if he were to consider excavation and creation of a lower profile renovation."
• "To grant the development application in its current form would create an unacceptable precedent for development of unsightly extensively glazed two storey additions…"
• Very little variation from the previous proposal.

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 for a single dwelling is a permitted use in the zone and is not proposed to change.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11 Inner Residential Zone

6.4.2 E7.0 Stormwater Management Code

6.4.3 E13.0 Historic Heritage Code

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

6.5.1 Historic Heritage Code - Listed: Part E13.7.1 P1; E13.7.2 P1, P2, P3, P4; Precinct: Part E13.8.1 P1; E13.8.2 P1, P2 and P3; and Battery Point: Part E13.8.4 P3.

6.6 Each performance criterion is assessed below.

6.8 Historic Heritage Code - Listed: Part E13.7.1 P1; E13.7.2 P1, P2, P3, P4; Precinct: Part E13.8.1 P1; E13.8.2 P1, P2 and P3; and Battery Point: Part E13.8.4 P3.

6.8.1 The subject site is a heritage listed property and within the Battery Point BP1 Heritage Precinct. Assessment against the following performance criteria is relied on. For a listed place E13.7.1 P1, and E13.7.2 P1, P2, P3 and P4. For a heritage precinct E13.8.1 P1, and E13.8.2 P1, P2 and P3. For the Battery Point Heritage Precinct BP1 E13.8.4 P3.

E13.7.1 - Listed Place Demolition

P1
Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

(a) there are, environmental, social, economic or safety reasons of

greater value to the community than the historic cultural heritage values of the place;
(b) there are no prudent and feasible alternatives;

(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;

(d) significant fabric is documented before demolition.

E13.7.2 - Listed Place Building or Works

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.

E13.8.1 - Heritage Precinct Demolition

P1

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

(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;

(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;

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

E13.8.2 - Heritage Precinct Building or Works

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

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

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

E13.8.4 Buildings and Works in Heritage Precinct BP1

P3
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.

6.8.2 The Council's Cultural Heritage Officer has provided the following assessment:

This place is heritage listed in Table E13.1 of the Historic Heritage Code and also located within the Battery Point Heritage Precinct BP1.

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 following provisions of the planning scheme apply:

E13.7.1 - Demolition - Heritage places
E13.7.2 - Building and works other than demolitions - heritage places
E13.8.1 - Demolition - Heritage precints
E13.8.2 - Building and works other than demolitions - heritage precincts
E13.8.4 - Building and works in Heritage Precinct BP1

This is the second proposal for a rear extension. By way of background, in March 2016 meetings were held to explore two possible options for a rear extension. The first proposal tabled, Option 1, pared the house back to a footprint of four rooms and two attic spaces with the demolition of the two rear wings. Option 2 retained the shell of the two rear wings. It was conveyed to the applicant that Option 2 would be closer in satisfying the provisions of the Historic Heritage Code of the planning scheme, but would require further assessment. An application (PLN-17-304) was submitted to the Council for assessment - a further development of Option 1. During advertising, eleven (11) representations were received with the proposal recommended for refusal because it did not satisfy the provisions of the Historic Heritage Code of the planning scheme. In the end, the proposal was withdrawn by the applicant on 18 May 2017. Further discussions were held with the owners and architects. In

June 2017 the applicants were provided with written advice by Council officers that the demolition of the rear extensions and a reduction of the house to a four room cottage did not reflect the heritage significance of the house and its evolution having been built in 1881 and added to in 1883/4. The Council's research showed that the two rear wings were constructed within a very short period of time after the construction of the original house. Advice was given that any design should respect the contribution of all aspects of cultural significance especially the early periods and that paring the house back to its original form was not appropriate in this case. Advice was also given, that some minor demolition of fabric to the rear of the building could occur and that it would be recommended that a systematic analysis of the component parts of each room be undertaken, with an example provided. No further discussions were held following this advice. The current proposal was submitted prior to Christmas 2017, a further iteration of Option 1.



Image H1: The subject property from St Georges Terrace



Image H2: The subject property from St Georges Terrace

The current proposal is for the demolition of two rear wings, an enclosed verandah, shed and minor structures. One of the rear wings includes a set of stairs made from either Huon, King Billy or Celery top pine leading to what was servants quarters and is an attic space within the roof of the rear wing. The other rear wing is now fully enclosed by a hallway and bathroom to the rear and has external cladding on the inside. These two wings are early and were built in 1883/84. Externally there is very little evidence to show this is an addition as it appears a seemless extension on the exterior. An inspection of the roof space shows the original (ie 1881) roof timbers.



Image H3: The rear if the subject property with the 1883/4 wing to the left and similar aged wing with attic window to the right.

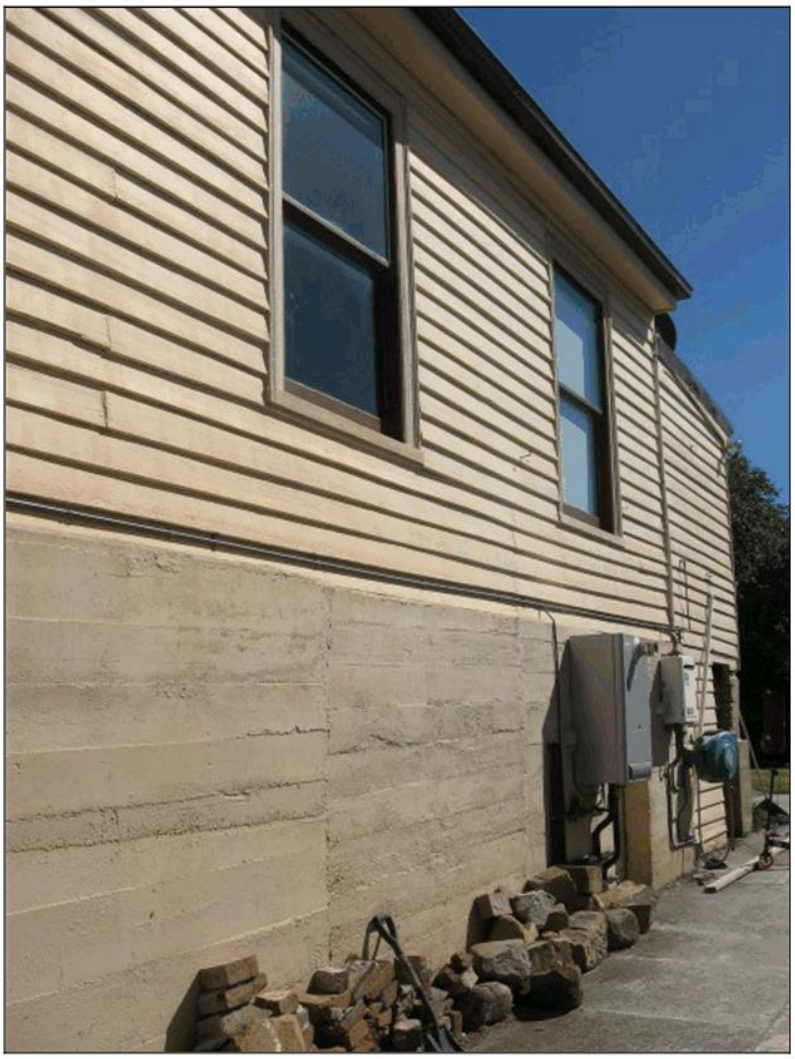


Image H4: The skillion to the right and the wall section to the right and sash window are proposed for demolition.



Image H5: Portion of 1883/4 wing with sash window to be demolished.



Image H6: Stairs c.1883/4 proposed to be demolished.

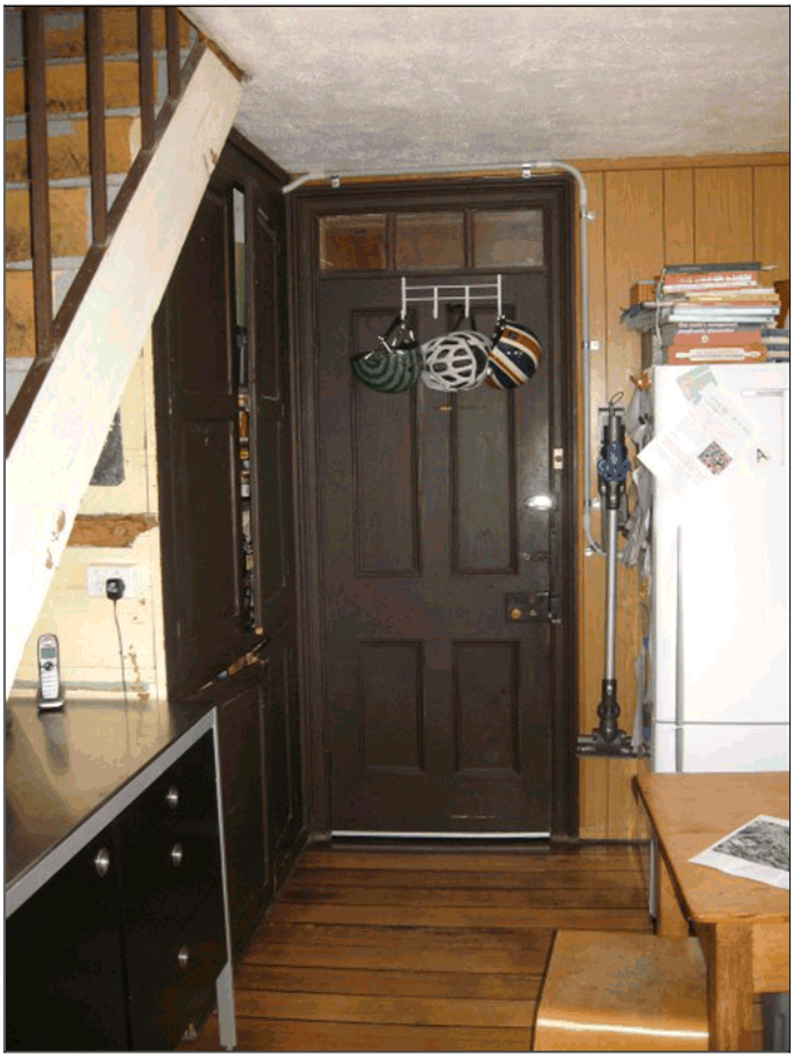


Image H7: Rear four panel door with highlight window, flooring and staircase to the left, all proposed to be demolished.

The proposed demolition will reduce the house to a four bedroom house with central hallway and stairs leading up to two attic rooms. While this was the original floorplan of the house, with the same configuration that can be seen in neighbouring properties, this property differs in that additions were made very soon after its original construction. The rear wings are 134 years old and demonstrate the early modification of the house done in a style that is harmonious and in conformity with additions of this period. The fabric of these two wings are in sound condition and although in need of some maintenance is not deteriorated to the point where it cannot be salvaged, repaired and restored.

Nine (9) representation were received during the advertising period.

A range of heritage issues were raised. they are summarised as follows.

- The proposal only addresses heritage concerns in a minor way.
- The 2 storey building, “built in the middle of this communally viewed space, will despoil the current aesthetic and amenity”.
- The proposed extension “will overly dominate this beautiful and unique garden area”. The elevated extension where the ground slopes significantly downhill away from the site resulting in an overly large two storey extension.
- It is not sympathetic to the character of the precinct and is obtrusive.
- The rectangular nature of the first floor extension “conflicts with the heritage concept of roof lines in Battery Point in general and this block in particular".
- The addition is incongruous.
- The “predominance of floor to ceiling glazing on the eastern and northern walls result in a highly intrusive building. There is no attempt to screen or minimise the impact” of this glazing. It is unprecedented in the surrounding neighbourhood and incongruous with nearby buildings.
- The Heritage Impact Statement makes conclusions that are inconsistent with the importance of the heritage values of the place and precinct that are acknowledged to be so important to be retained.
- We disagree with the Heritage Impact Statement: "that the rear proposal has been articulated to be recessive and minimise its visual presence. The proposal is subsequently subservient to the main structure and consequently there is no adverse impact on the heritage values of the place and the precinct."
- It remains an obtrusive two storey box-like structure while other nearby extensions are unobtrusive and single storey.
- It will dominate the block and destroy the 'cottage' feel of the neighbourhood.
- There is no “Design Rationale”.
- The row of six “almost identical yet subtly different individual cottages are a unique and likely the only consistent and well preserved suite of ... timber cottage design. They are all in various states of repair but remain unaffected by the presence of any second storey extension visible at the rear … that would break that historic visual chain of heritage hip-roofed dwellings equally spaced … the proposed development sits in the very middle of this unique row.”
- It cannot be described as “low height, discreet and unobtrusive”.
- “It does not belong in a heritage zone where significant design

concessions … are expected."

The demolition objective of heritage places E13.7.1 is:

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.

The performance criteria states:

E13.7.1 P1
Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;
(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(b) there are no prudent and feasible alternatives;
(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;
(d) significant fabric is documented before demolition.

In this instance, these wings contain early fabric, including an early staircase made from Tasmanian timbers that represent the early evolution and modification of the house and are just as significant as the original part of the house. In fact many parts of the house proposed to be demolished are in original condition as built in 1883/84. The application does not demonstrate that there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place or that there are no prudent or feasible alternatives. The retention of these two wings could be achieved and incorporated into a revised design. In this respect, the proposal fails to satisfy E13.7.1 P1.

The objective of buildings and works other than demolition for heritage places E13.7.2 is:

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.

Clause E13.7.2 P1 states:

Development must not result in any of the following:
(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;
(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

In this instance, the extension is to the rear and at ground level is 13 metres long and 9.9 metres wide including a 3.5 metre wide patio that extends past the rear of the building. The upper level extension is 7.5 metres long and 5.5 metres wide including the stairs, part of which is within the existing roof line. The upper level of the south east elevation will present as a square 'box-like' addition clad in painted cement sheet with sliding doors. The glazing on the upper level is large with floor to ceiling expanses of glass with one 1.5 x 2.0 metre window on the north east elevation and a 3.2 x 2.0 metre sliding doors to the bedroom and a 2.0 x 1.2 metres window to the bathroom. At ground level, the addition has floor to ceiling glazing in the sitting room and cladding in vertical timber board. Another large window approximately 1.8 metres by 2.5 metres is on the same elevation and part of the dining room. The north east elevation continues the square 'box-like' form around with a pitched roof section that reflects the pitch of the hipped roof to the front. Thus, when the proposal is viewed from the north west elevation, the roof presents as a 'continuation' of the rear wing on this side.

The height and 'box-like' form of the proposal and pitched roof when combined with the large expanses of glass results in a design that is neither one thing or the other resulting in it being a proposal that is not compatible or sympathetic to the significance of the place. In this respect it is considered it does not satisfy E13.7.2 P1.

Clause E13.7.2 P2 states:

Development must be designed to be subservient and complementary to the place through characteristics including:
(a) scale and bulk, materials, built form and fenestration;
(b) setback from frontage;
(c) siting with respect to buildings, structures and listed elements;
(d) using less dominant materials and colours.

Similarly, the proposal is not subservient by virtue of a desire to maintain a consistent ground floor level through the dwelling resulting in a large extension when viewed from surrounding properties, exacerbated by the sideways falling ground level, the form of the proposal and the large expanses of glazing. The connection between the 'old' house and the 'new' extension is not an ideal heritage outcome due to the degree of demolition. In this respect, the proposal does not satisfy E13.7.2 P2.

Clause E13.7.2 P4 states:

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

As stated above the connection between the heritage building and the proposed extension, when combined with the loss of significant heritage fabric results in an extension that detracts from and is at odds with the more traditional forms of houses with single and often traditional forms of extensions. The proposal does not satisfy E13.7.2 P4.

The proposed front fence and gate is at odds with the historical form of a centrally positioned front gate and steps aligned directly in front of the front entrance. While there is clear photographic evidence that this was the case, such that the replication of it would have been an ideal outcome, the applicant has indicated that compliant tread to riser dimensions cannot be achieved. This is not disputed, but with some minor modifications to the front verandah, it is possible that compliant dimensions could be achieved. Irrespective of this, the proposed front fence is compatible with photographic evidence and is sympathetic in form, scale and materials. It is recommended that should the proposal be approved, that a condition of permit be imposed requiring the reuse of as much of the sandstone steps and fabric as possible, even retaining the steps that show some wear from foot traffic reflecting the patina of age that this building has.

The objective of E13.8 Demolition in a heritage precinct is:

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.

As already stated above, the rear wings proposed for demolition make a valuable contribution to the place through their age and design and the fact that they are part of the whole building, not an incongrous or unsympathetic addition that should be removed. There are prudent and feasible alternatives such as retaining the two rear wings and more of the fabric and form of these extensions than what is proposed to be retained. In addition, no environmental, social, economic or safety reasons of greater value to the community than the heritage value of the place have been put forward and as outlined above, it is not considered that the replacement building is more complementary to the heritage values of the precinct than the existing rear wings that are proposed to be demolished. The proposal does not satisfy E13.8.1 P1.

E13.8.2 P1 and P3 state:

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

and

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

When the demolition of the rear wings is considered in conjunction with the proposed development, the proposed design will result in detriment and detract from the significance of the precinct of houses of architectural merit and significant external details and materials. The proposal does not satisfy E13.8.2 P1 and P3.

The majority of clauses of E13.8.4 are considered to be satisfied with the

exception E13.8.4 P3 which 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.

In this instance, there is one nearby high rear addition, namely 7 St Georges Terrace which is a single storey traditional and early extension with a gable roof and a double hung window to an attic space in the elevation facing 5 St Georges Terrace. All remaining rear additions in this row of Victorian Georgian houses are single storey that allow the main house to remain dominant and open. While the proposed rear extension is only marginally visible within the streetscape the demolition of the significant fabric in the form of the two rear wings when combined with a rear extension with the proposed form, height and fenestration pattern will diminish, depreciate and detract from the factors that contribute to the historic significance of the place.

In conclusion the proposal does not satisfy the following provisions of the Historic Heritage Code of the planning scheme. E13.7.1 P1, E13.7.2 P1, P2, P4, E13.8.1 P1, E13.8.2 P1, P3 and E13.8.4 P3.

The eight (8) reasons for refusal are outlined below:

1. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.7.1 Demolition of the planning scheme because the proposed demolition would result in the loss of significant fabric and forms from the early 1880s that contribute to the historic cultural heritage significance of the place listed in Table E13.1.
2. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.7.2 Buildings and Works other than Demolition of the planning scheme because the proposed incompatible design, including height, scale, bulk, form and fenestration patterns, will result in the loss of historic cultural heritage significance of the place.
3. The proposal does not meet the acceptable solution A2 or the performance criterion P2 with respect to clause E13.7.2 Buildings and Works other than Demolition of the planning scheme because the proposed rear extension is not subservient and complementary to the place because of its scale and bulk, built form and fenestration patterns.
4. The proposal does not meet the acceptable solution A4 or the

performance criterion P4 with respect to clause E13.7.2 Buildings and Works other than Demolition of the planning scheme because the proposed rear extension is not sympathetic to the main house and detracts from the historic cultural heritage significance of the place.

5. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.8.1 Demolition of the planning scheme because the proposed demolition would result in the loss of early 1880s buildings and works that contribute to the historic cultural heritage significance of the Battery Point 1 Heritage Precinct.
6. The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.8.2 Buildings and Works other than Demolition of the planning scheme because the design and sitting of the proposed buildings and works is unsympathetic and would result in detriment to the historic cultural heritage significance of the Battery Point 1 Heritage Precinct.
7. The proposal does not meet the acceptable solution A3 or the performance criterion P3 with respect to clause E13.8.2 Buildings and Works other than Demolition of the planning scheme because the proposed extension is unsympathetic and would detract from the historic cultural heritage significance of the Battery Point 1 Heritage Precinct.
8. The proposal does not meet the acceptable solution A3 or the performance criterion P3 with respect to clause E13.8.4 Buildings and Works in Heritage Precinct BP1 of the planning scheme because the height of the proposed development would detract from the pattern of development that is characteristic of the cultural heritage significance of the Battery Point 1 Heritage Precinct in the vicinity of the site.

In summary the proposal is recommended for refusal.

6.3 The proposal does not comply with the performance criteria.

7. Discussion

7.1 Planning approval is sought for Partial Demolition, Alterations, Extension and Fencing

7.2 The application was advertised and received Nine (9) objections. The objections raised concerns that can largely be summarised as the extension being obtrusive and out of character due to its two storey nature, overlooking of rear yards and being unsympathetic with the heritage values of the place and precinct.

7.3 The application has been assessed against the relevant provisions of the planning scheme and is considered to meet the relevant Development Standards of the Inner Residential Zone. The Council's Cultural Heritage Officer's assessment of the application concluded that it should be refused. The officer's concerns relate to the loss of significant heritage fabric through the demolition of the two rear wings that were additions made soon after the completion of the original cottage. The loss of the significant fabric and forms is considered to have a detrimental impact on the place and precinct. Also that proposed extension through its scale and bulk is not sympathetic to the historic cultural heritage significance of the place and precinct.

7.4 The Tasmanian Heritage Council have also refused the application on the basis that the "...proposal is considered to be incompatible with the place's historic cultural heritage significance due to the extent of the proposed demolition work and the unsympathetic bulk, scale and form of the proposed additions." As a consequence of the Tasmanian Heritage Council refusing the application, the Hobart City Council must also refuse the application.

7.5 The application has also been assessed by the Council's Development Engineer and the officer has raised no objection to the proposal, subject to conditions.

7.6 The application must be refused.

8. Conclusion

8.1 The proposed Partial Demolition, Alterations, Extension and Fencing at 5 St Georges Terrace, Battery Point 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 section 39(10) of the *Historic Cultural Heritage Act 1995* the Hobart City Council must refuse the application for Partial Demolition, Alterations, Extension and Fencing at 5 St Georges Terrace Battery Point, because pursuant to section 39(6)(c) of that Act the Tasmanian Heritage Council has given notice (THC Application 5507, dated 21 February 2018) that the discretionary permit must be refused. The Tasmanian Heritage Council refused the application for the following reason:

1 The development proposal is considered to be incompatible with the place's historic cultural heritage significance due to the extent of the proposed demolition work and the unsympathetic bulk, scale and form of the proposed additions.

Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for Partial Demolition, Alterations, Extension and Fencing at 5 St Georges Terrace Battery Point for Partial Demolition, Alterations, Extension and Fencing for the following reasons:

1 The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.7.1 Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed demolition would result in the loss of significant fabric and forms from the early 1880s that contribute to the historic cultural heritage significance of the place.

2 The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.7.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed incompatible design, including height, scale, bulk, form and fenestration patterns, will result in the loss of historic cultural heritage significance of the place.

3 The proposal does not meet the acceptable solution A2 or the performance criterion P2 with respect to clause E13.7.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed rear extension is not subservient and complementary to the place because of its scale and bulk, built form and fenestration patterns.

4 The proposal does not meet the acceptable solution A4 or the performance criterion P4 with respect to clause E13.7.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed rear extension is not sympathetic to the main house and detracts from the historic cultural heritage significance of the place.

5 The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.8.1 Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed demolition would result in the loss of early 1880s buildings and works that contribute to the historic cultural heritage significance of the Battery Point 1 Heritage Precinct.

6 The proposal does not meet the acceptable solution A1 or the performance criterion P1 with respect to clause E13.8.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the design and siting of the proposed buildings and works is unsympathetic and would result in detriment to the historic cultural heritage significance of the Battery Point 1 Heritage Precinct.

7 The proposal does not meet the acceptable solution A3 or the performance criterion P3 with respect to clause E13.8.2 Buildings and Works other than Demolition of the *Hobart Interim Planning Scheme 2015* because the proposed extension is unsympathetic and would detract from the historic cultural heritage significance of the Battery Point 1 Heritage Precinct.

8 The proposal does not meet the acceptable solution A3 or the performance criterion P3 with respect to clause E13.8.4 Buildings and Works in Heritage Precinct BP1 of the *Hobart Interim Planning Scheme 2015* because the height of the proposed development would detract from the pattern of development that is characteristic of the cultural heritage significance of the Battery Point 1 Heritage Precinct in the vicinity of the site.



(Tristan Widdowson)

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.



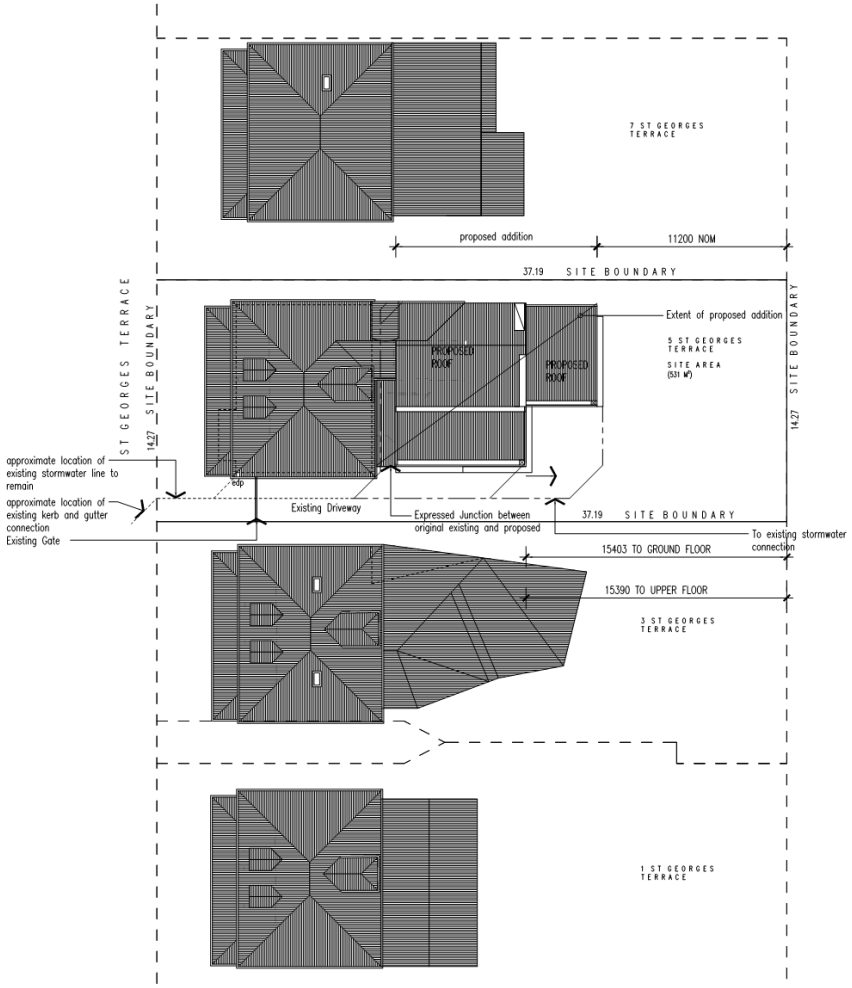
(Ben Ikin)
Acting Manager Development Appraisal

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

Date of Report: 7 March 2018

Attachment(s):

Attachment B - CPC Agenda Documents



SITE PLAN
1:250

DRAWING SCHEDULE - ARCHITECTURAL

DRAWING NO.	DRAWING	REVISION
A00-01	Site Plan – Proposed	I
A00-02	Area Diagrams – Ground Floor	I
A00-03	Area Diagrams – Upper Floor	I
A01-50	Demolition Plan – Ground floor	I
A01-51	Demolition Plan – Upper Floor	I
A01-52	Demolition Plan – Roof	I
A02-50	Ground Floor Plan – Proposed	I
A02-51	Upper Floor Plan – Proposed	I
A02-52	Roof Plan – Proposed	I
A04-50	Elevations	I
A04-51	Elevations	I
A04-52	Elevations – Existing	A
A04-53	Elevations – Existing	A
A05-50	Section	A
A06-50	Detail	A

DESIGN DETAILS	
LOCATION	5 ST GEORGES TERRACE, BATTERY POINT, 7004
TITLE REFERENCE	
CERTIFICATE FOLIO	1
VOLUME	111046
BUILDING CLASS	1A
ENVIRONMENTAL DETAILS	
CLIMATE ZONE	7
BAL RATING	NA
ALPINE AREA	NA
CORROSION ENVIRONMENT	NA
OTHER HAZARDS	NA
WIND CLASSIFICATION	TBC
SITE AREA	531 m²

EXISTING GROUND FLOOR (M2)	BUILT AREA	136
	VERANDAHS/ COVERED WALKWAYS	26
	SHED	17
	TOTAL	**179**
EXISTING UPPER FLOOR (M2)	BUILT AREA	50
	TOTAL (M2)	**50**
	TOTAL COMBINED EXISTING FLOOR AREA (M2)	**229**

PROPOSED GROUND FLOOR (M2)	BUILT AREA	194
	VERANDAHS/ COVERED WALKWAYS	16
	SHED	0
	TOTAL (M2)	**210**
PROPOSED UPPER FLOOR (M2)	BUILT AREA	67
	TOTAL (M2)	67
	TOTAL COMBINED PROPOSED FLOOR AREA (M2)	**277**

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8962
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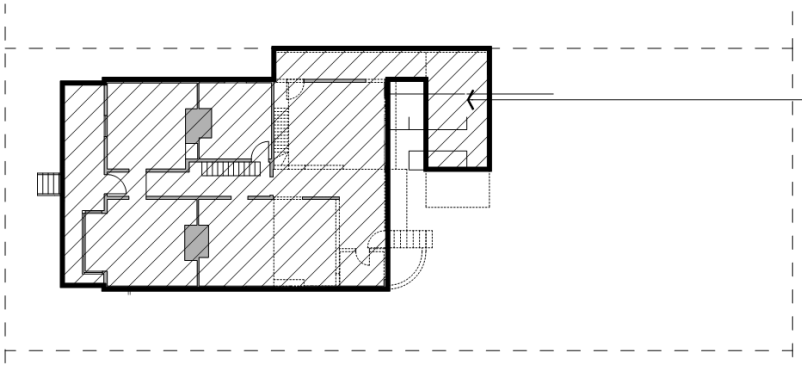
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I	10/01/18	DA RFI 3	NM	DL

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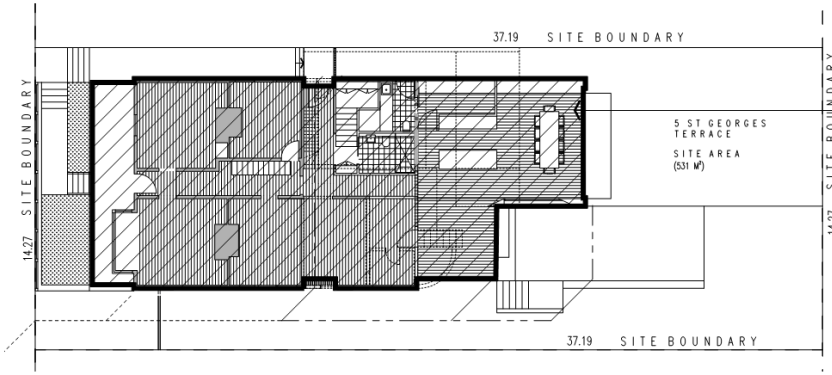
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Project No: 15138

Drawing Number: A00-01 I



EXISTING FLOOR AREA – GROUND FLOOR
1:200



PROPOSED FLOOR AREA – GROUND FLOOR
1:200

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ACC CC1017F

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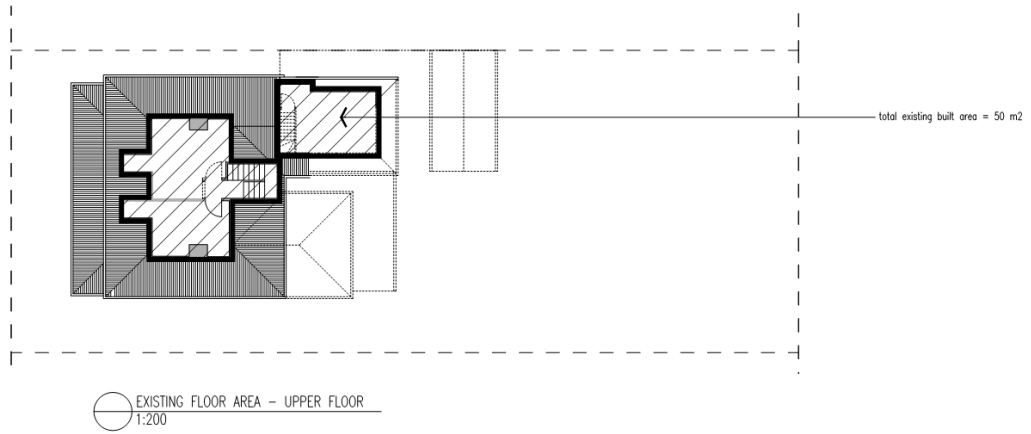
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Drawing: AREA DIAGRAMS GROUND FLOOR

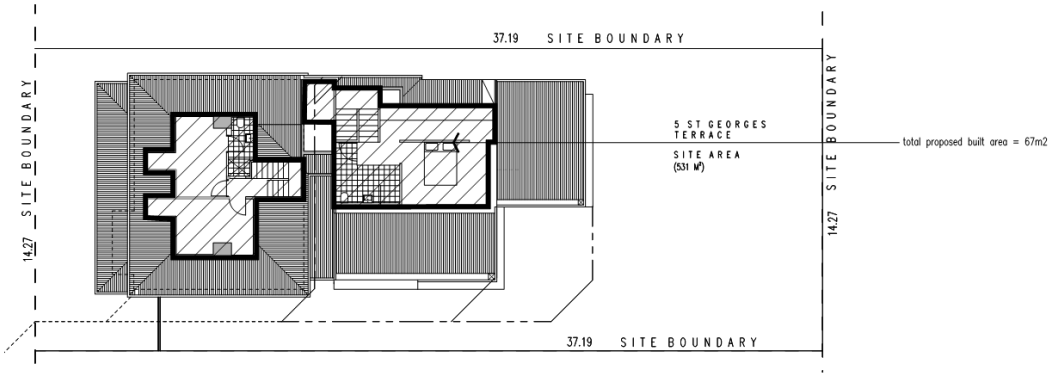
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Drawing Number: A00-02 I



EXISTING FLOOR AREA – UPPER FLOOR
1:200



PROPOSED FLOOR AREA – UPPER FLOOR
1:200

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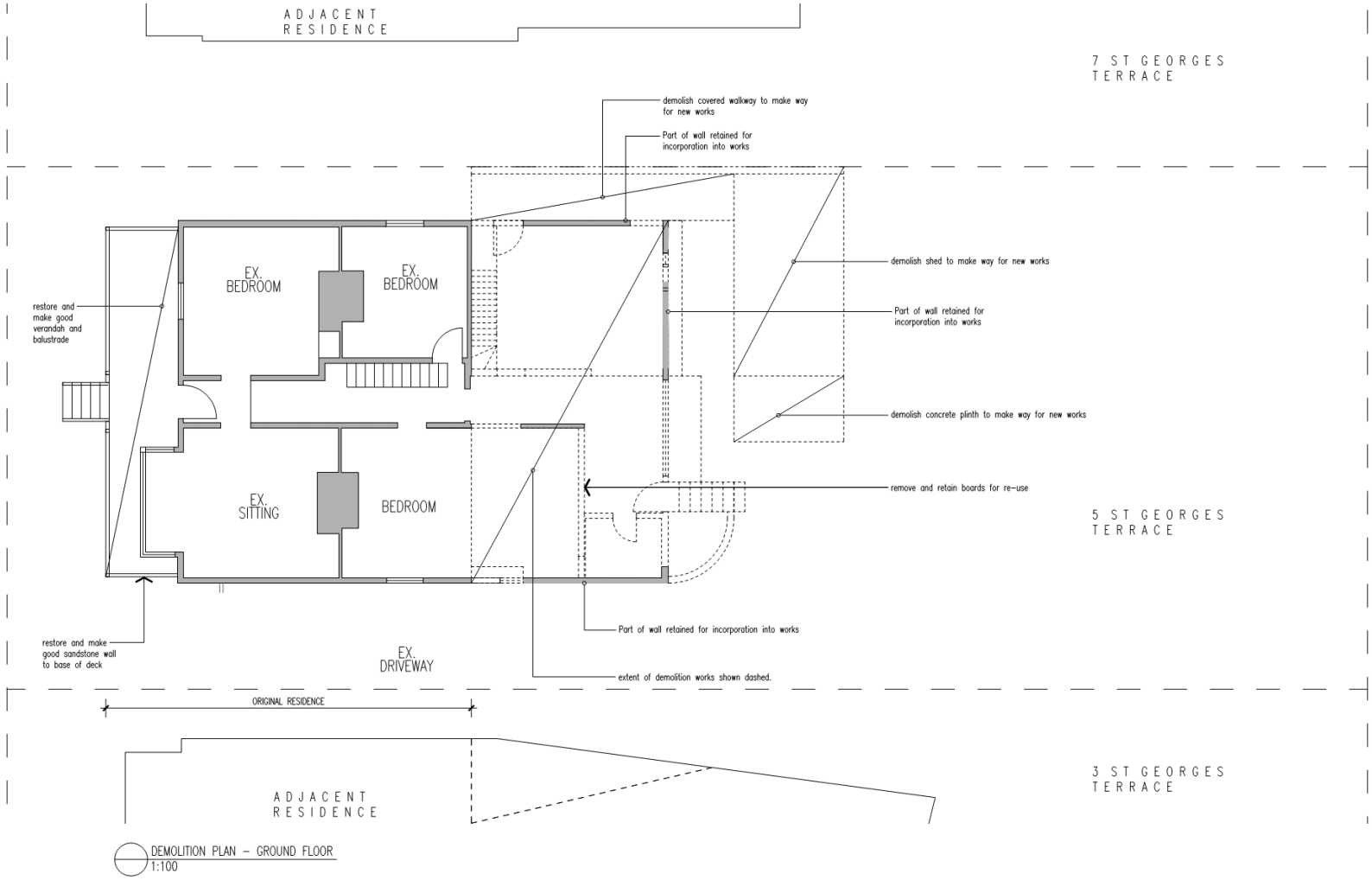
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I	10/01/18	DA RFI 3	NM	DL

Drawing
AREA DIAGRAMS
UPPER FLOOR

Scale
1:100 @ A3

Project No
15138

Drawing Number
A00-03 I



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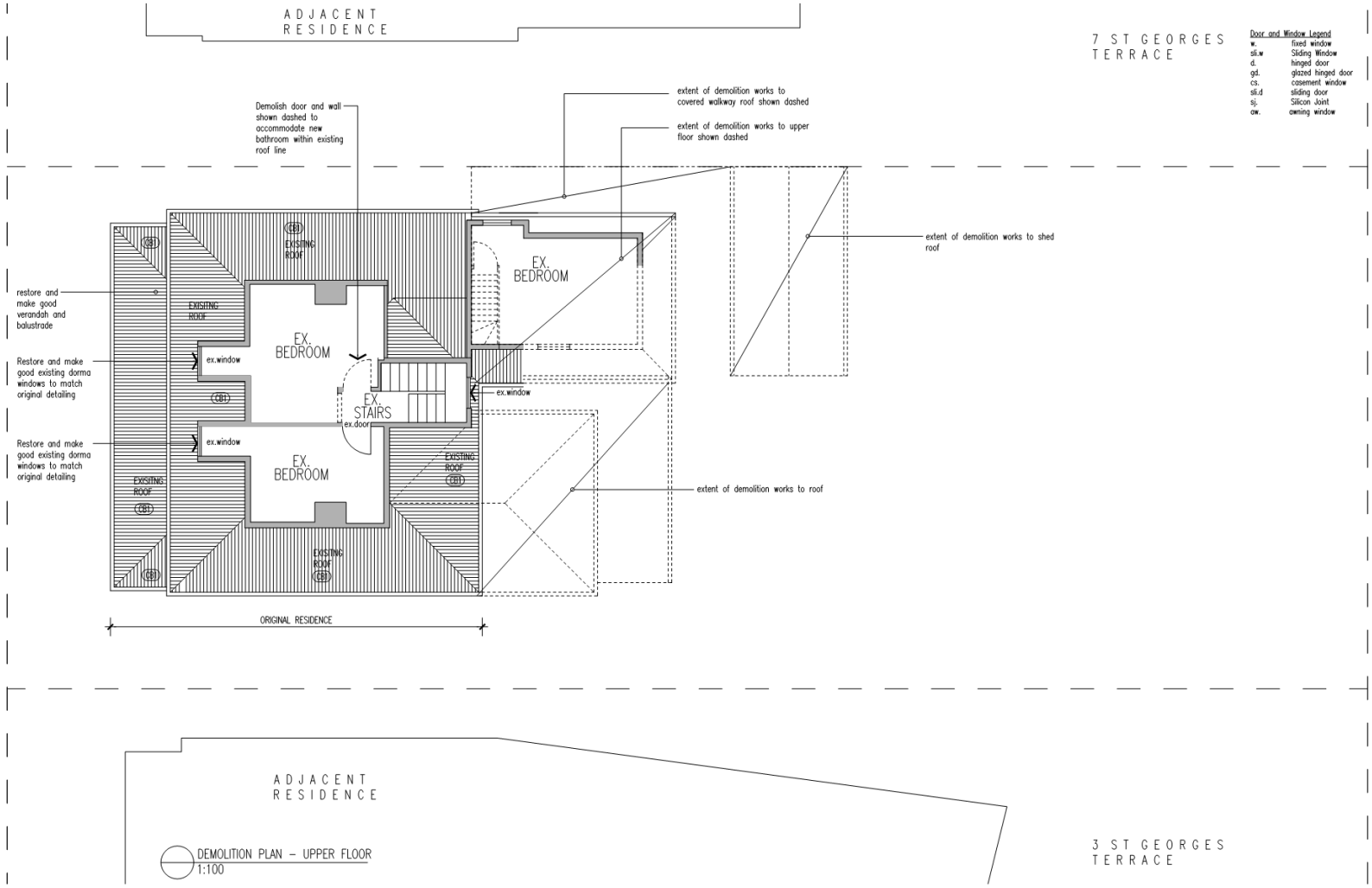
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Drawing: DEMOLITION PLAN GROUND FLOOR

Scale: 1:100 @A3

Project No: 15138

Drawing Number: A01-50 I



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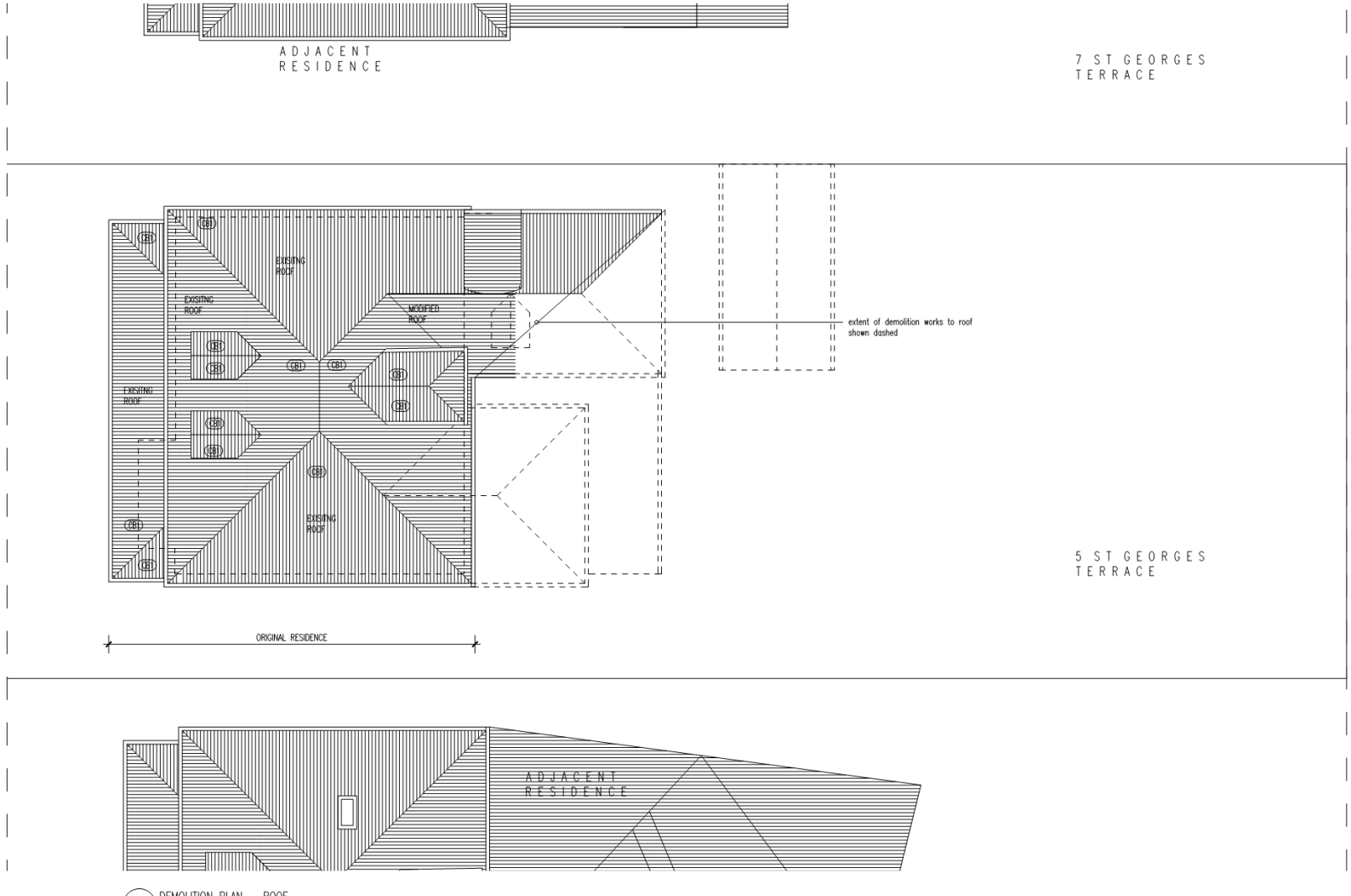
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Drawing: DEMOLITION PLAN UPPER FLOOR

Scale: 1:100 @ A3

Project No: 15138

Drawing Number: A01-51 I



DEMOLITION PLAN – ROOF
1:100

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ACC CC1017F

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T 61 3 9827 8962

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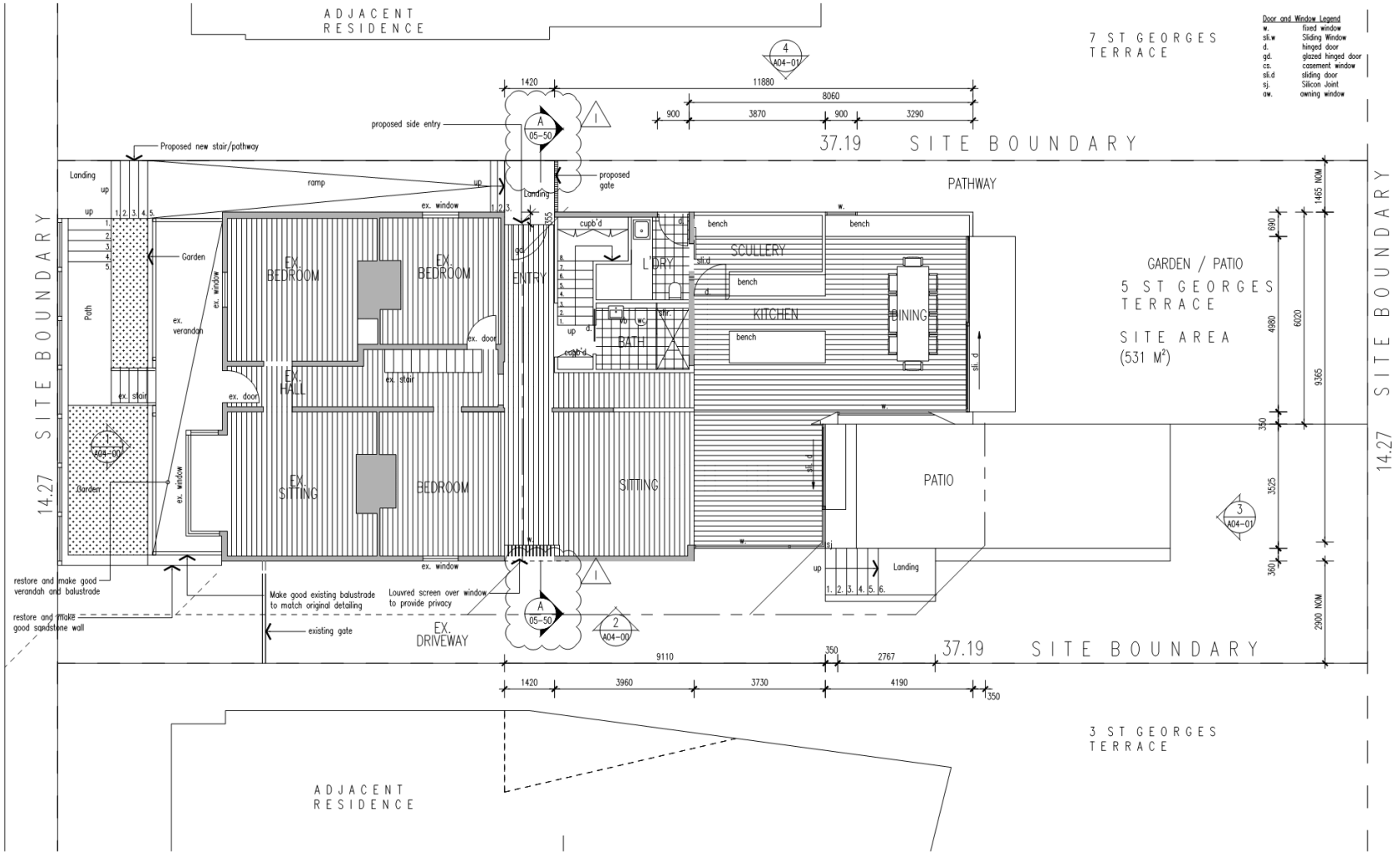
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I	10/01/18	DA RFI 3	NM	DL

Drawing: DEMOLITION PLAN ROOF

Scale: 1:100 @ A3

Project No: 15138

Drawing Number: A01-52 I



GROUND FLOOR PLAN – PROPOSED
1:100

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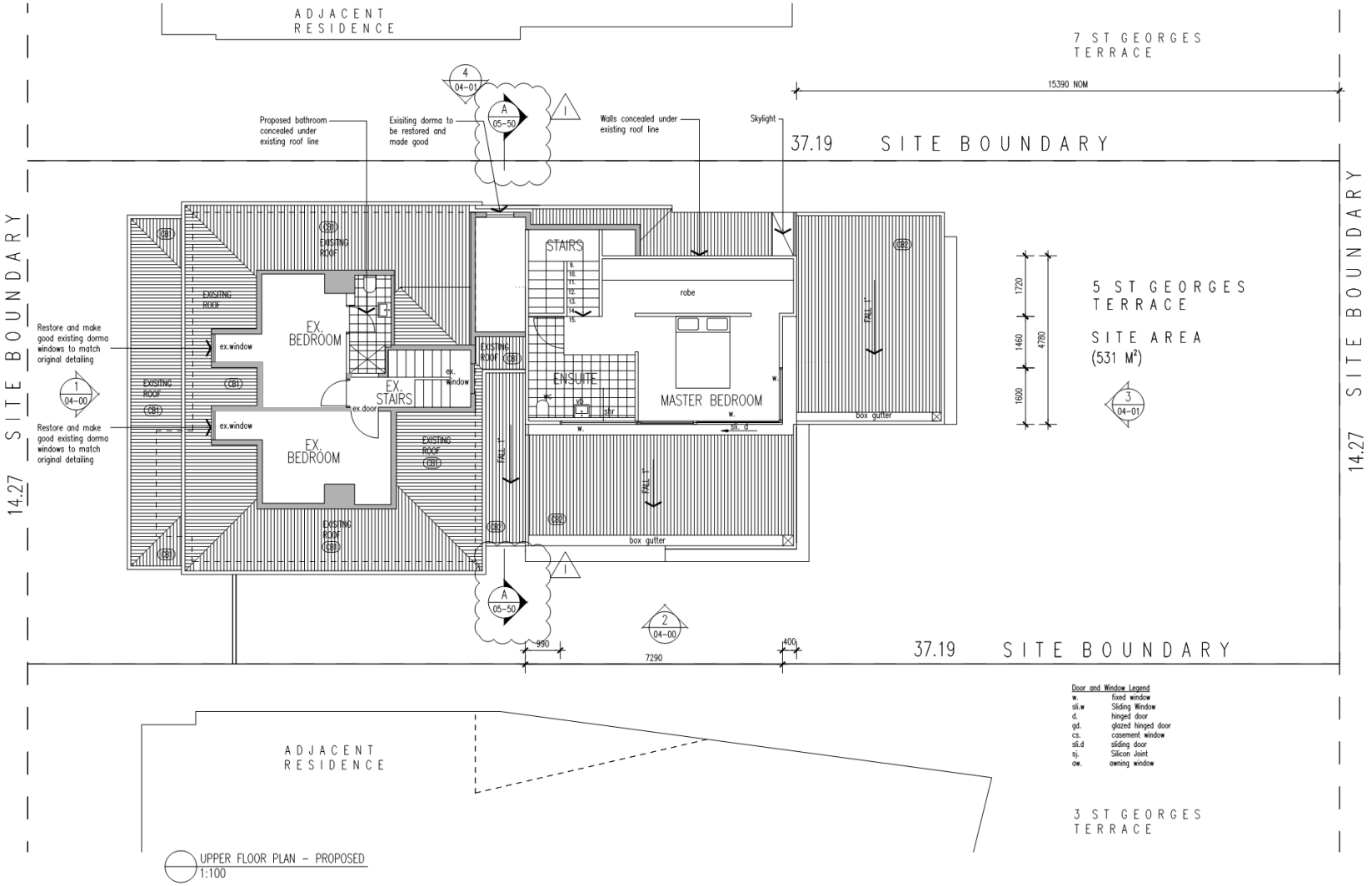
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Drawing: GROUND FLOOR PLAN PROPOSED OPTION 1

Scale: 1:100 @A3

Project No: 15138

Drawing Number: A02-50 I



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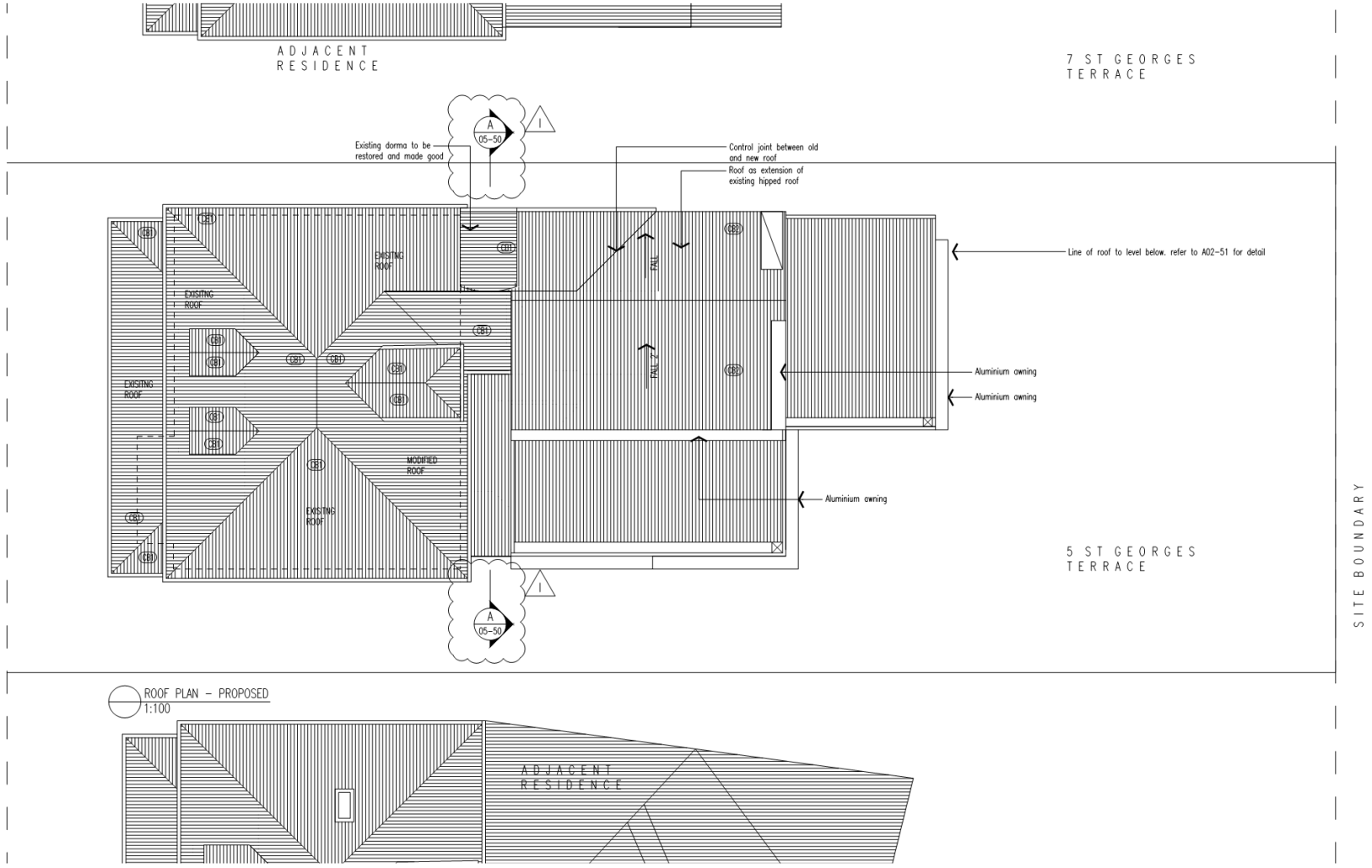
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Drawing: UPPER FLOOR PLAN PROPOSED OPTION 1

Scale: 1:100 @ A3

Project No: 15138

Drawing Number: A02-51 I



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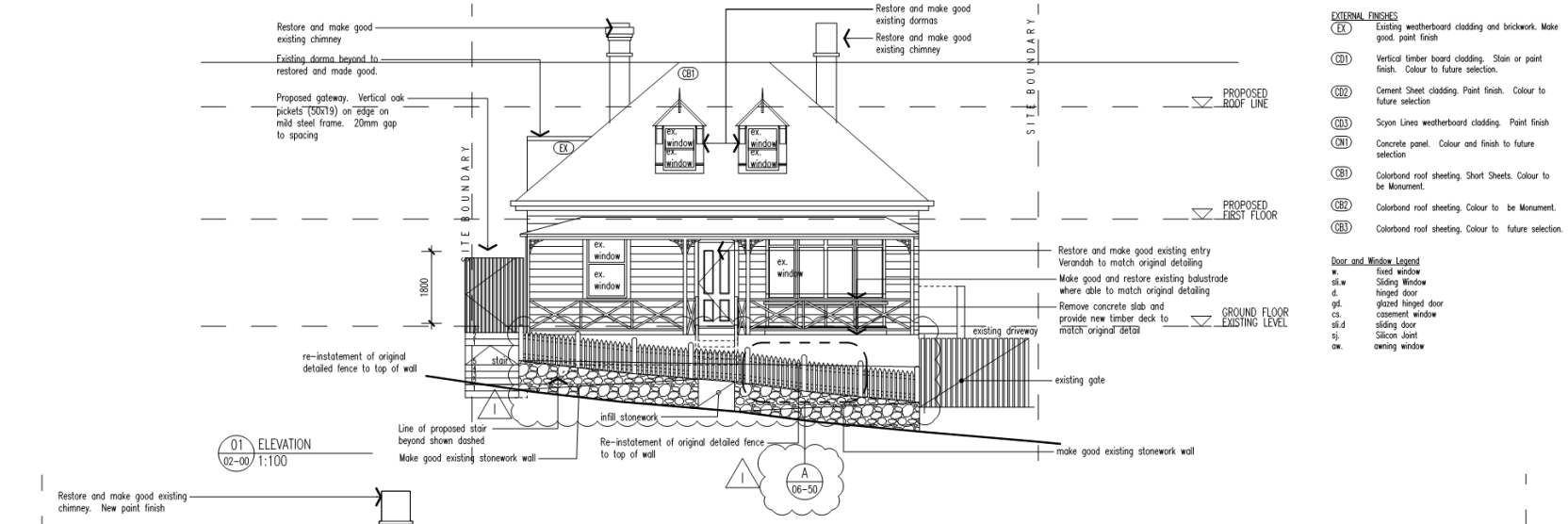
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Drawing: ROOF PLAN PROPOSED

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Project No: 15138

Drawing Number: A02-52 I

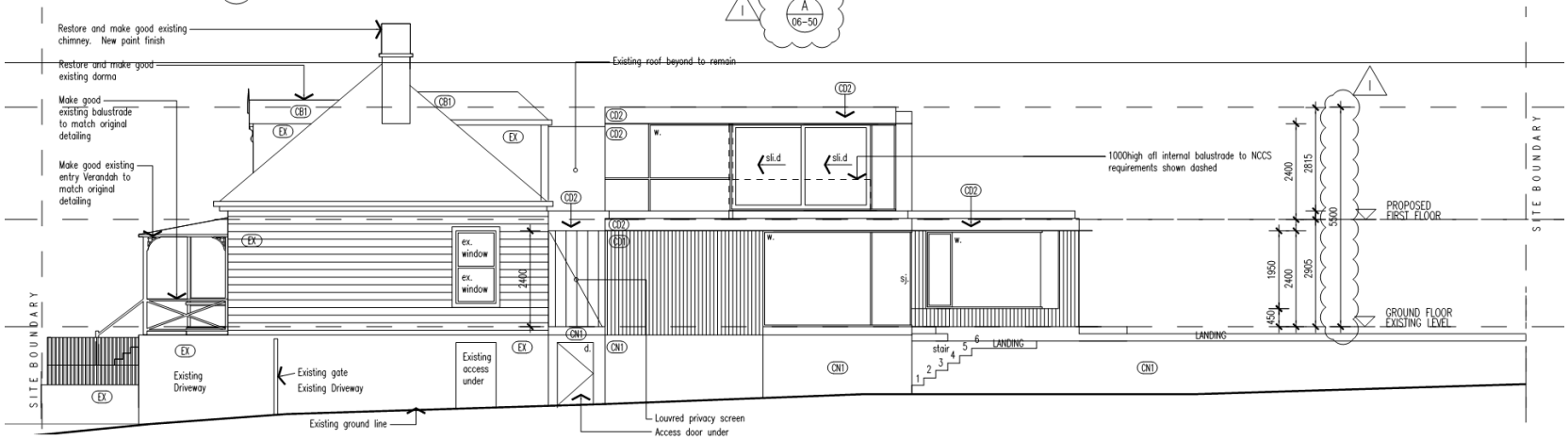


EXTERNAL FINISHES

EX	Existing weatherboard cladding and brickwork. Make good, paint finish
CD1	Vertical timber board cladding. Stain or paint finish. Colour to future selection.
CD2	Cement Sheet cladding. Paint finish. Colour to future selection
CD3	Scyon Linea weatherboard cladding. Paint finish
CN1	Concrete panel. Colour and finish to future selection
CB1	Colorbond roof sheeting. Short Sheets. Colour to be Monument.
CB2	Colorbond roof sheeting. Colour to be Monument.
CB3	Colorbond roof sheeting. Colour to future selection.

Door and Window Legend

w.	fixed window
sli.w	Sliding Window
d.	hinged door
gd.	glazed hinged door
cs.	casement window
sli.d	sliding door
sj.	Silicon Joint
aw.	awning window



02 ELEVATION
02-00 1:100

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45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8962

info@prestonlane.com.au
prestonlane.com.au

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Project: ODONOGHUE FOSTER RESIDENCE

Revision

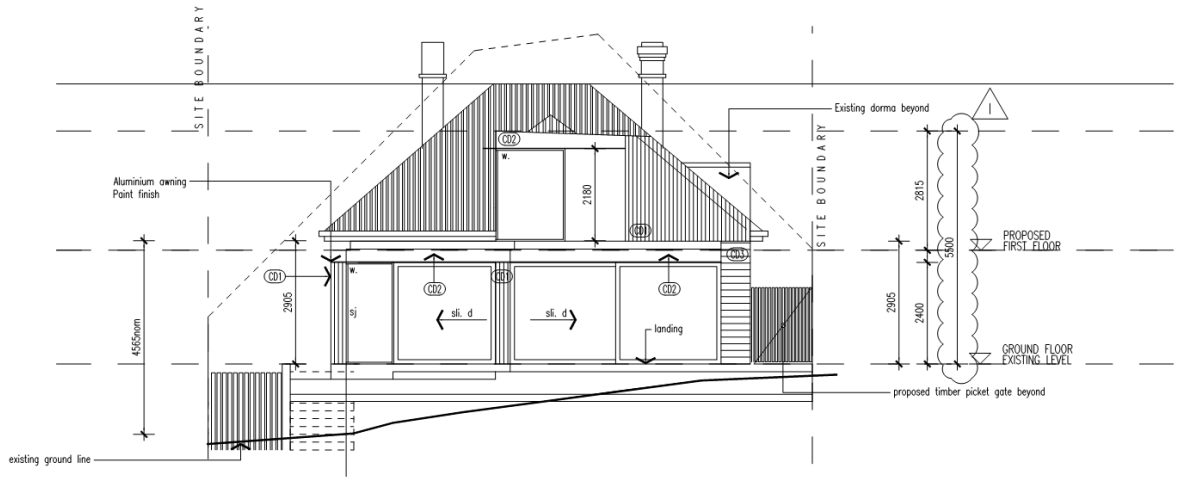
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H	21/12/17	DA Submission	DL	BT
I	10/01/18	DA RFI 3	NM	DL

Drawing: ELEVATIONS PROPOSED

Scale: 1:100

Project No: 15138

Drawing Number: A04-50 I



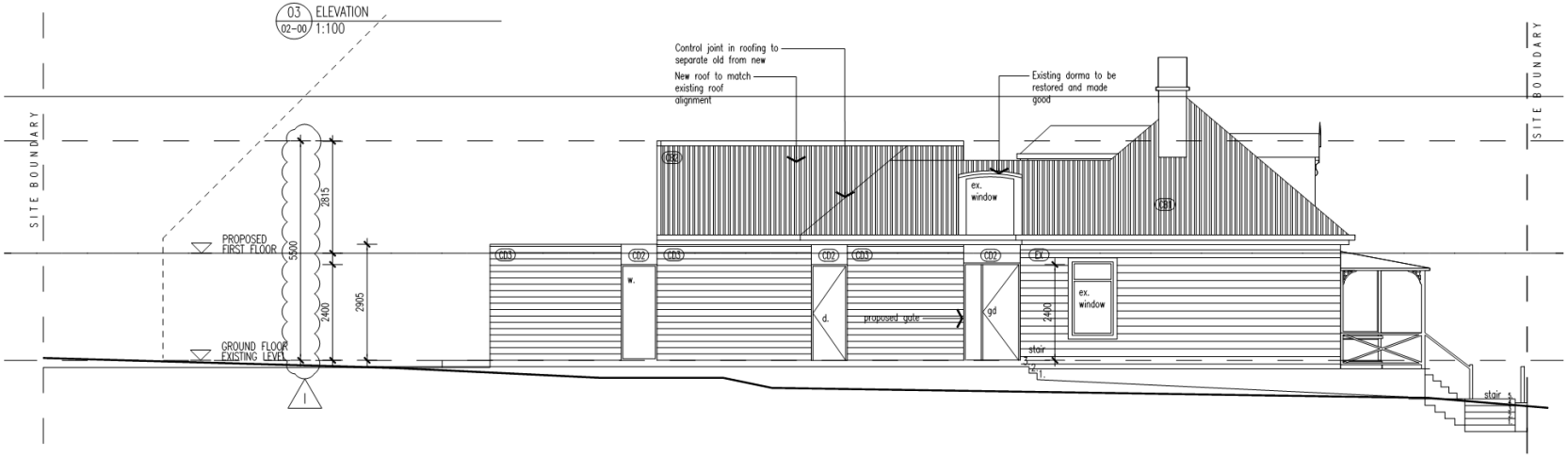
EXTERNAL FINISHES

EX	Existing weatherboard cladding and brickwork. Make good, paint finish
CD1	Vertical timber board cladding. Stain or paint finish. Colour to future selection.
CD2	Cement Sheet cladding. Paint finish. Colour to future selection
CD3	Scyon Linea weatherboard cladding. Paint finish
CN1	Concrete panel. Colour and finish to future selection
CB1	Colorbond roof sheeting. Short Sheets. Colour to be Monument.
CB2	Colorbond roof sheeting. Colour to be Monument.
CB3	Colorbond roof sheeting. Colour to future selection.

Door and Window Legend

w.	fixed window
sli.w	Sliding Window
d.	hinged door
gd.	glazed hinged door
cs.	casement window
sli.d	sliding door
sj.	Silicon Joint
ow.	awning window

03 ELEVATION
02-00 1:100



04 ELEVATION
02-00 1:100

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8962

info@prestonlane.com.au
prestonlane.com.au

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Project: ODONOGHUE FOSTER RESIDENCE

Revision

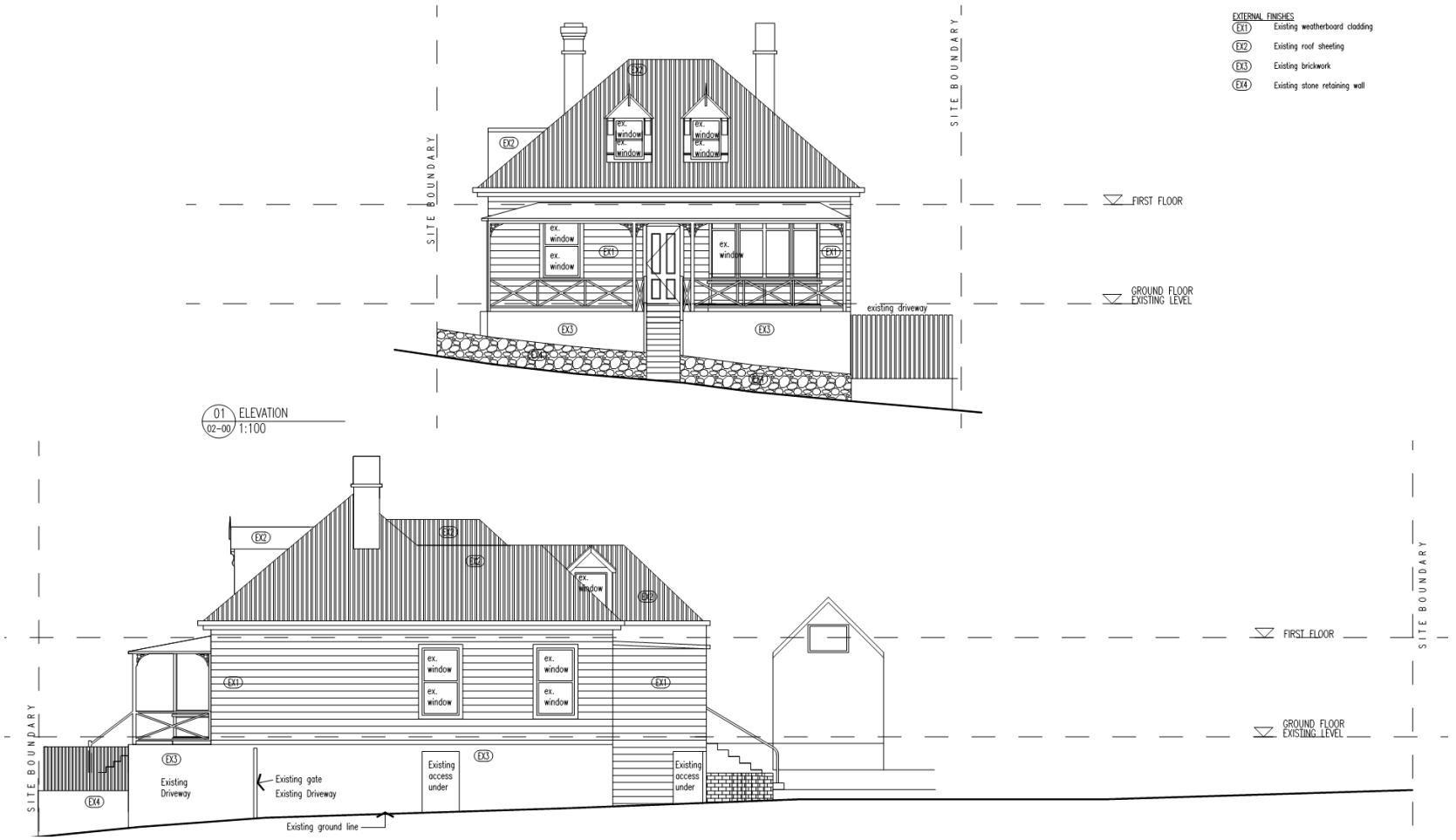
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H	21/12/17	DA Submission	DL	BT
I	10/01/18	DA RFI 3	NM	DL

Drawing: ELEVATIONS

Scale: 1:100 @ A3

Project No: 15138

Drawing Number: A04-51 I



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Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8962

info@prestonlane.com.au
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Project: ODONOGHUE FOSTER RESIDENCE

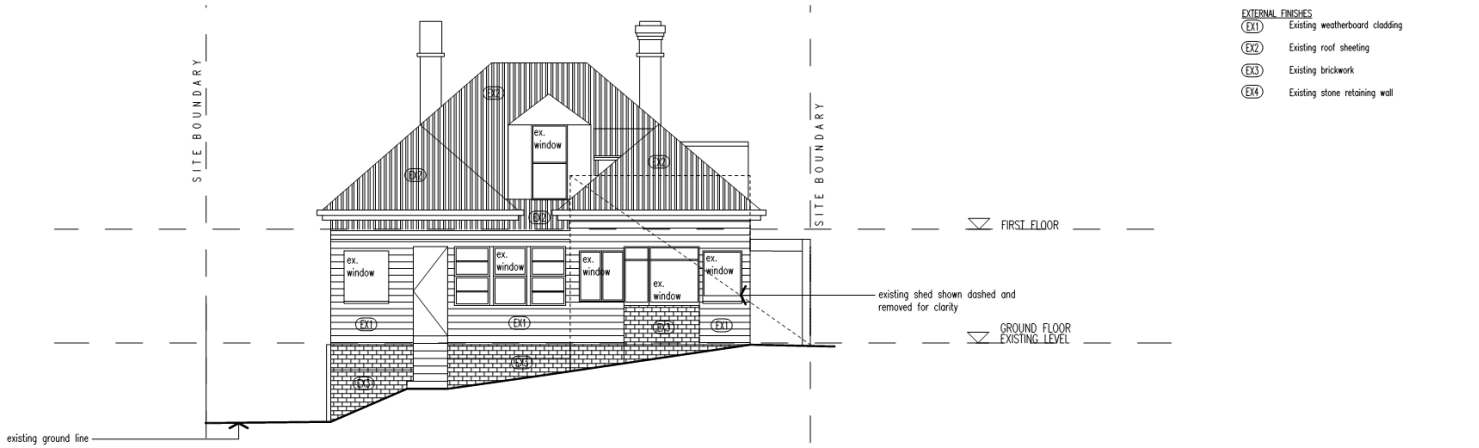
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Drawing: ELEVATIONS EXISTING

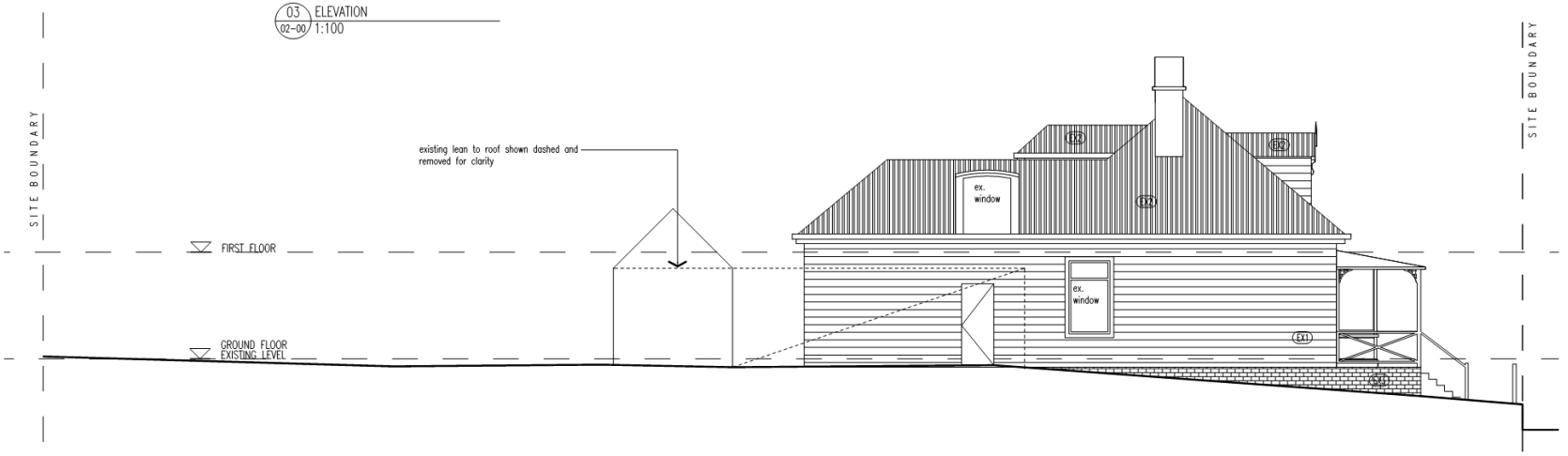
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Project No: 15138

Drawing Number: A04-52 A



03 ELEVATION
02-00 1:100



04 ELEVATION
02-00 1:100

EXTERNAL FINISHES
EX1 Existing weatherboard cladding
EX2 Existing roof sheeting
EX3 Existing brickwork
EX4 Existing stone retaining wall

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Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8962

info@prestonlane.com.au
prestonlane.com.au

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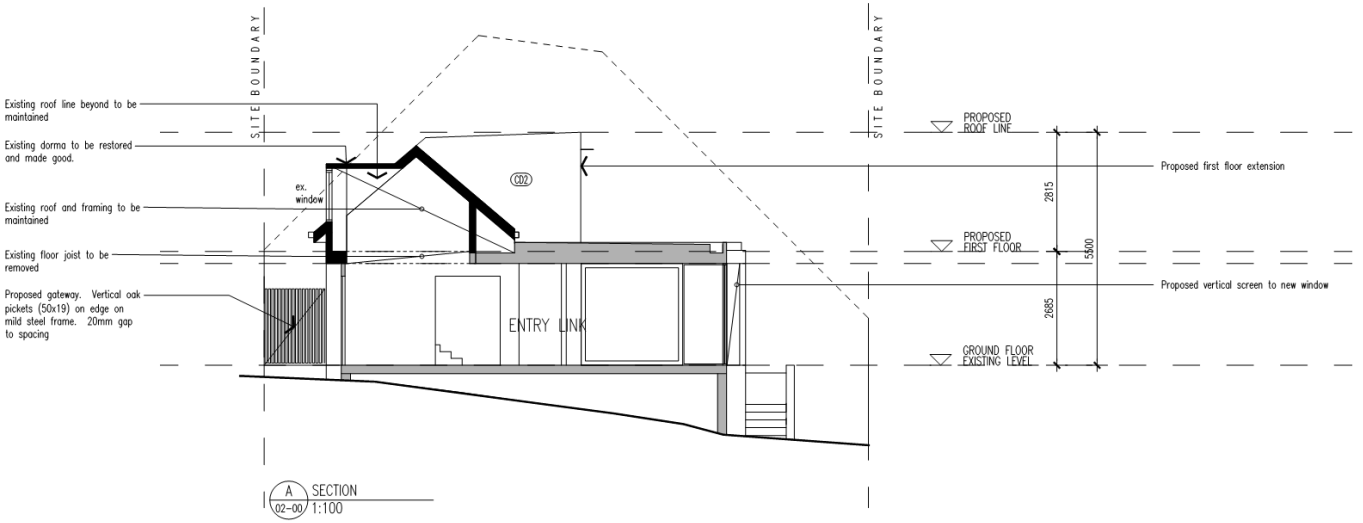
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Drawing: ELEVATIONS

Scale: 1:100 @ A3

Project No: 15138

Drawing Number: A04-53 A



EXTERNAL FINISHES

EX	Existing weatherboard cladding and brickwork. Make good, paint finish
CD1	Vertical timber board cladding. Stain or paint finish. Colour to future selection.
CD2	Cement Sheet cladding. Paint finish. Colour to future selection
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Door and Window Legend

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d.	hinged door
gd.	glazed hinged door
cs.	casement window
sli.d	sliding door
sj.	Silicon Joint
ow.	awning window

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8962

info@prestonlane.com.au
prestonlane.com.au

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Project: ODONOGHUE FOSTER RESIDENCE

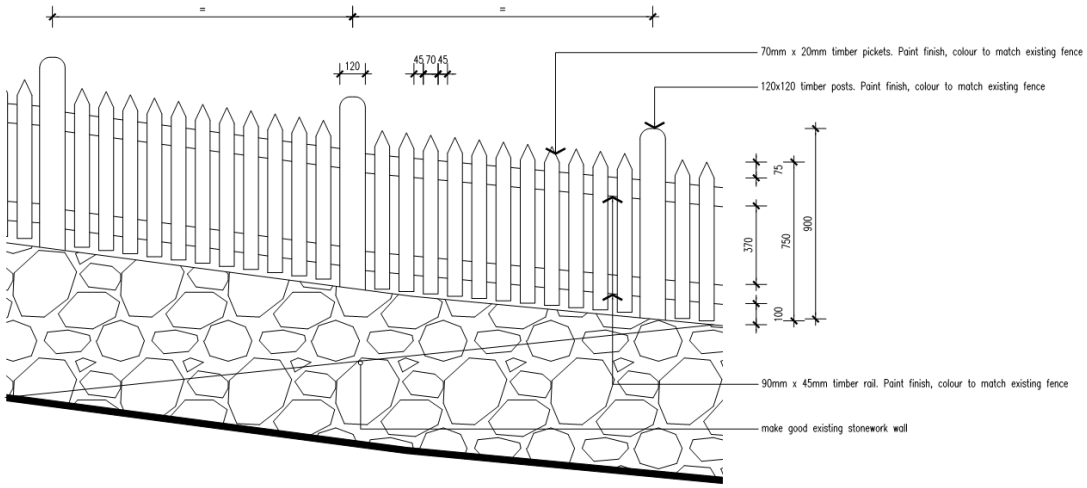
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A 10/01/18 DA RFI 3 NM DL

Drawing: SECTION PROPOSED

Scale: 1:100

Project No: 15138

Drawing Number: A05-50 A



A/04-50 DETAIL 1:100

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Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8962

info@prestonlane.com.au
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Project: ODONOGHUE FOSTER RESIDENCE

Revision:
A 10/01/18 DA RFI 3 NM DL

Drawing: DETAIL

Scale: 1:20

Project No: 15138

Drawing Number: A06-50 A

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BATTERY POINT EXTENSION

December 2017

Peter O'Donoghue & Jane Foster

Shadow Diagrams

45 Goulburn Street Hobart Tas 7000
T 61 3 6231 2923
daniel@prestonlane.com.au

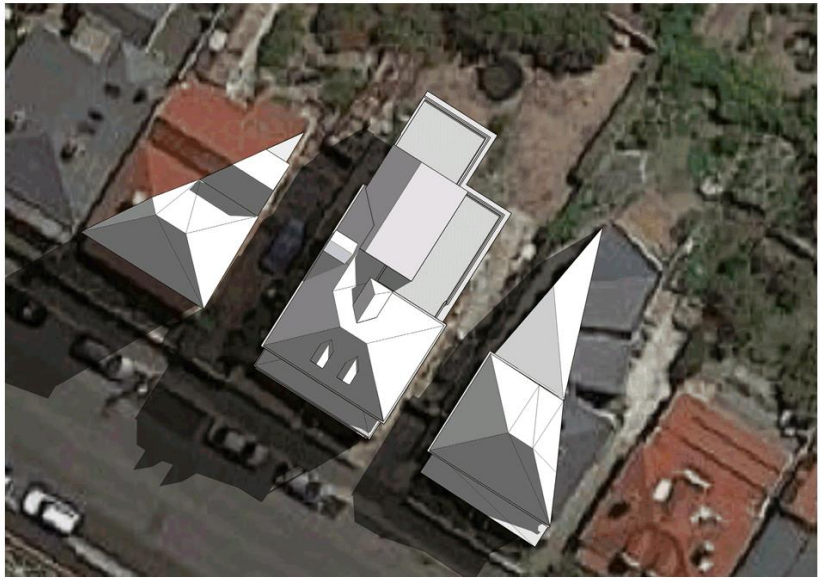
Preston
Lane

BATTERY POINT EXTENSION

21st March 9am
Shadow Diagrams



Existing

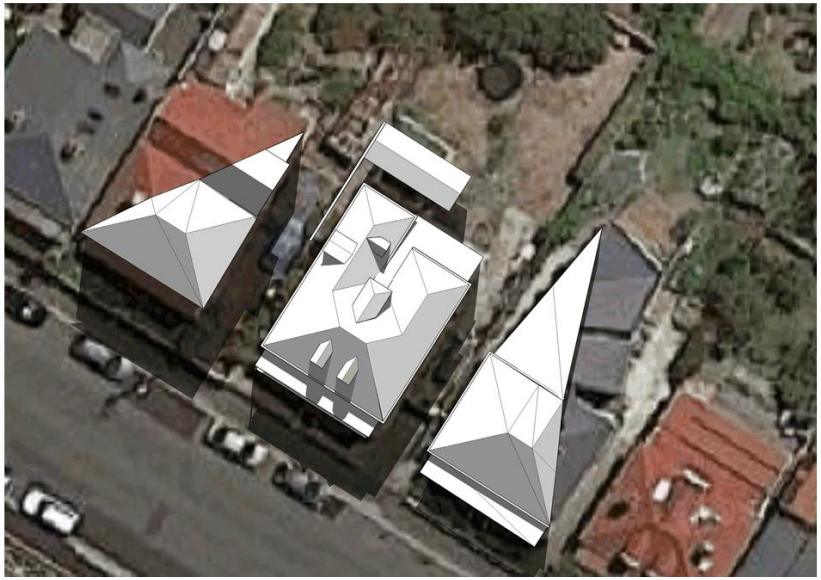


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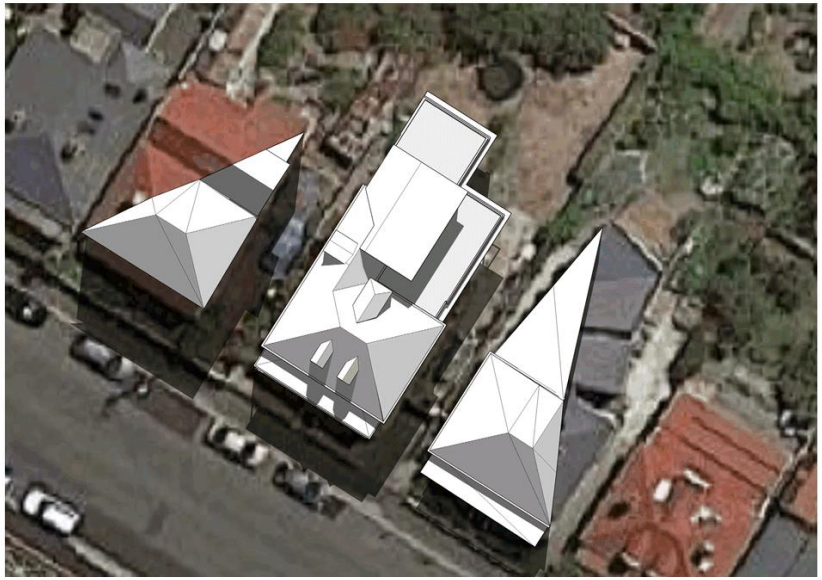
Preston
Lane

BATTERY POINT EXTENSION

21st March 12pm
Shadow Diagrams



Existing



Proposed

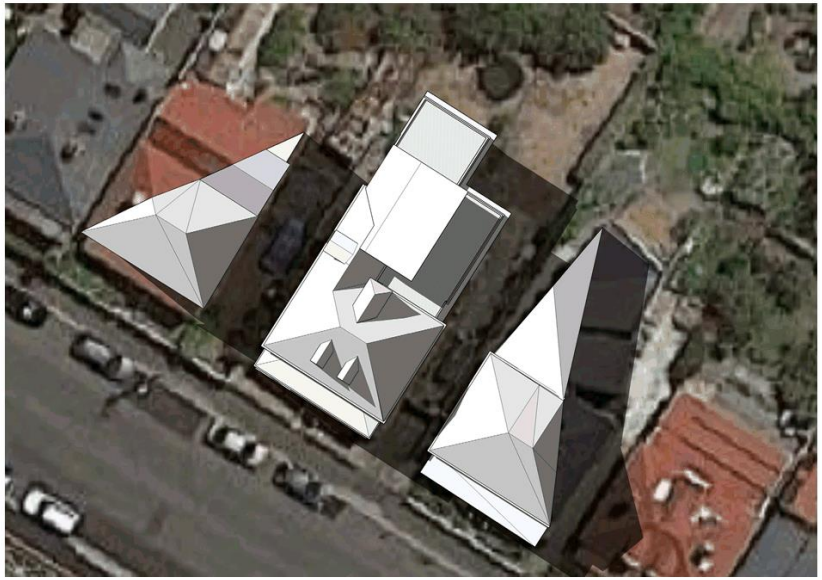
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Lane

BATTERY POINT EXTENSION

21st March 3pm
Shadow Diagrams



Existing



Proposed

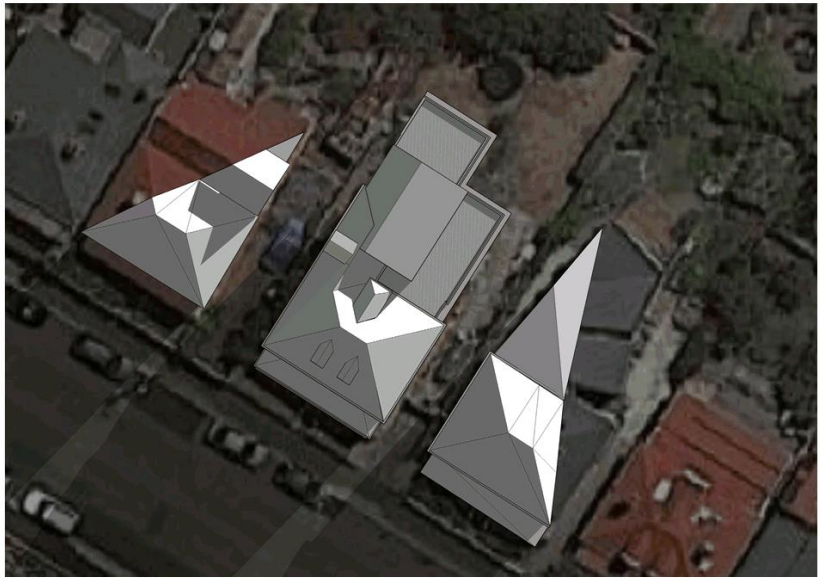
Preston
Lane

BATTERY POINT EXTENSION

21st June 9am
Shadow Diagrams



Existing

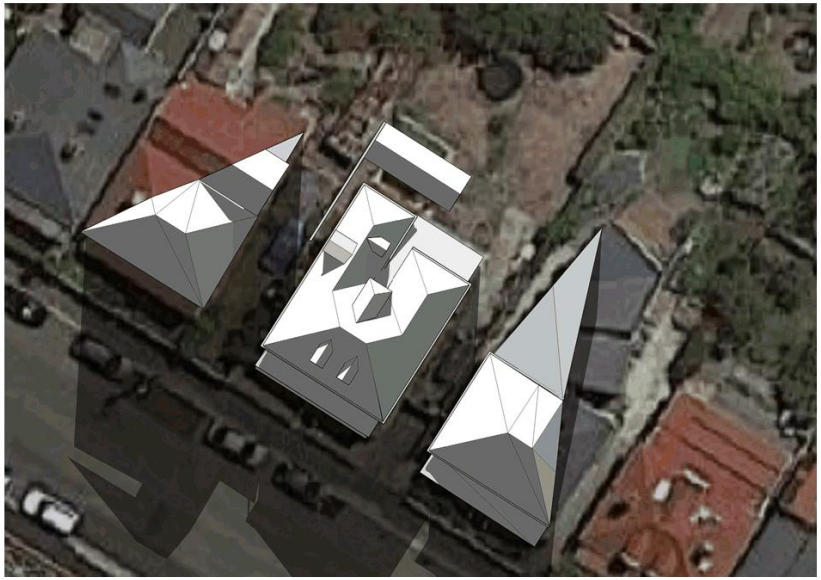


Proposed

Preston
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BATTERY POINT EXTENSION

21st June 12pm
Shadow Diagrams



Existing

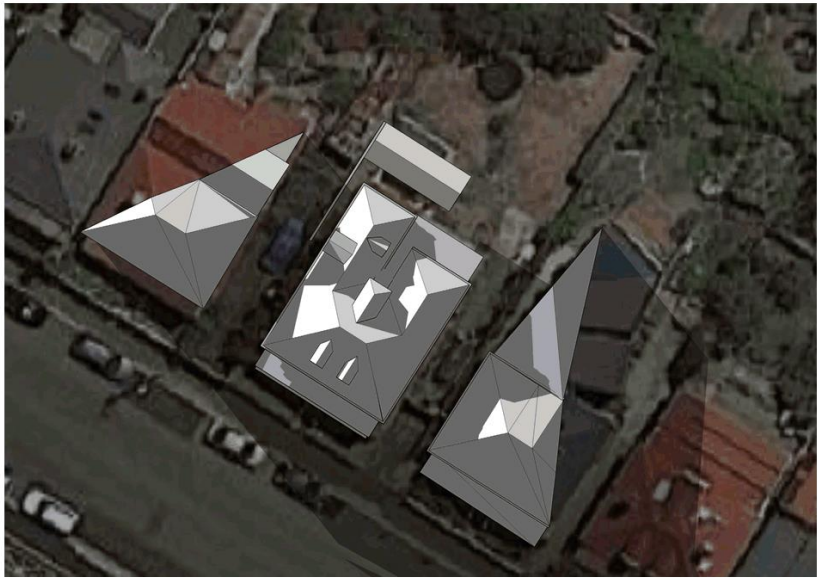


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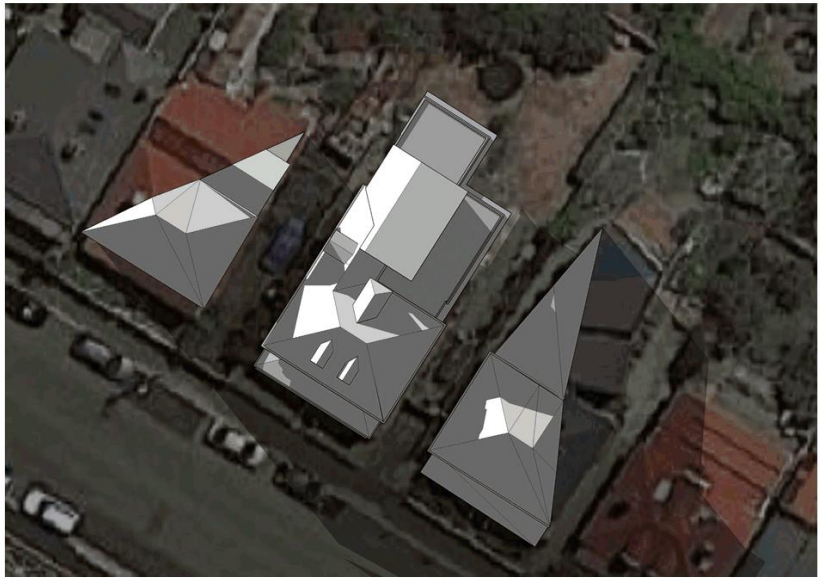
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BATTERY POINT EXTENSION

21st June 3pm
Shadow Diagrams



Existing

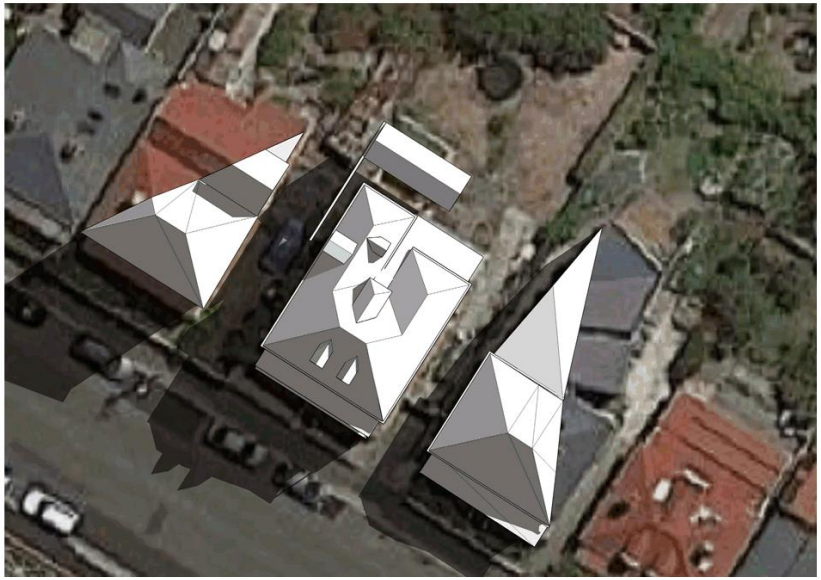


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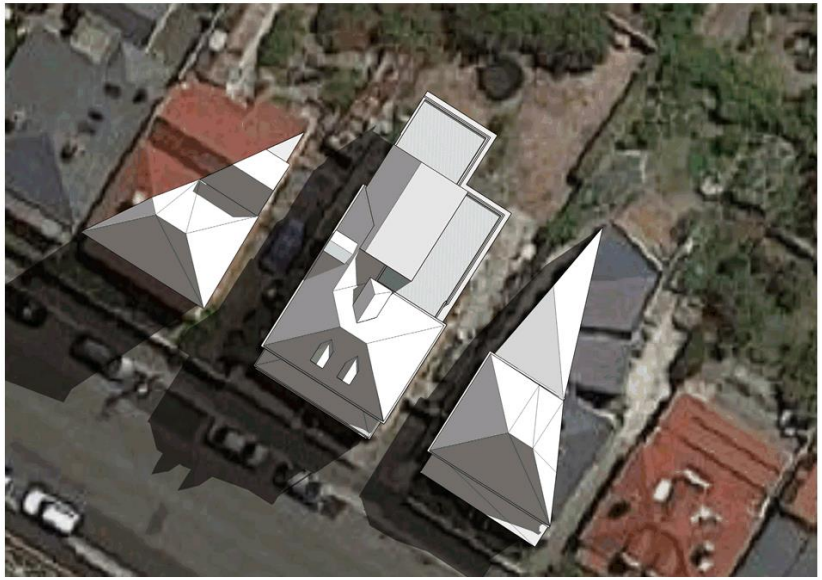
Preston
Lane

BATTERY POINT EXTENSION

21st September 9am
Shadow Diagrams



Existing

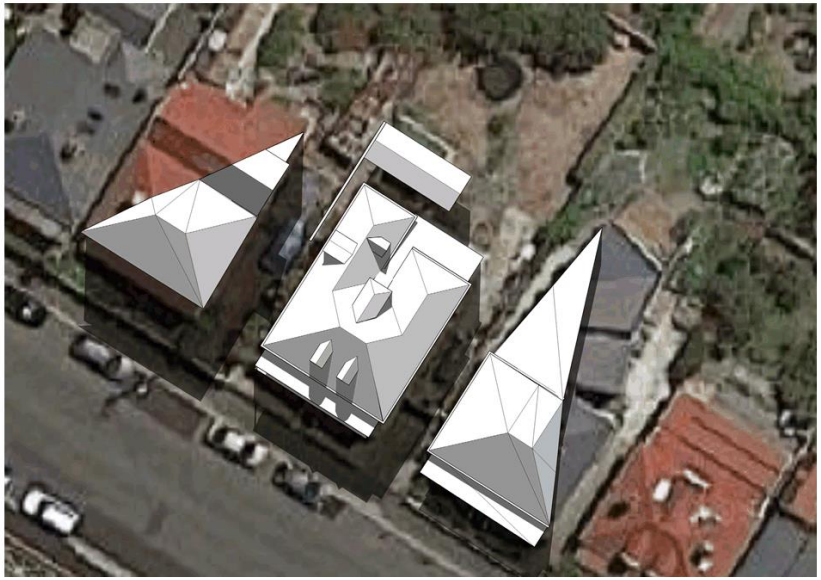


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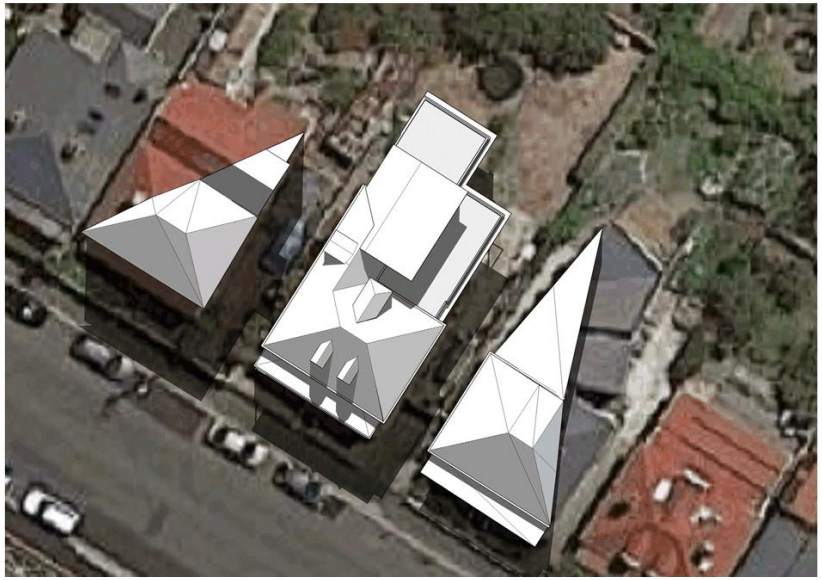
Preston
Lane

BATTERY POINT EXTENSION

21st September 12pm
Shadow Diagrams



Existing

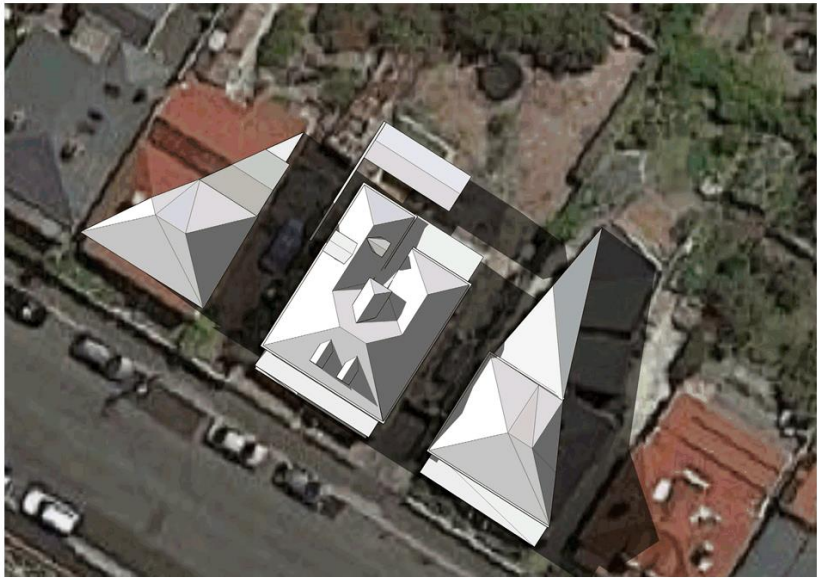


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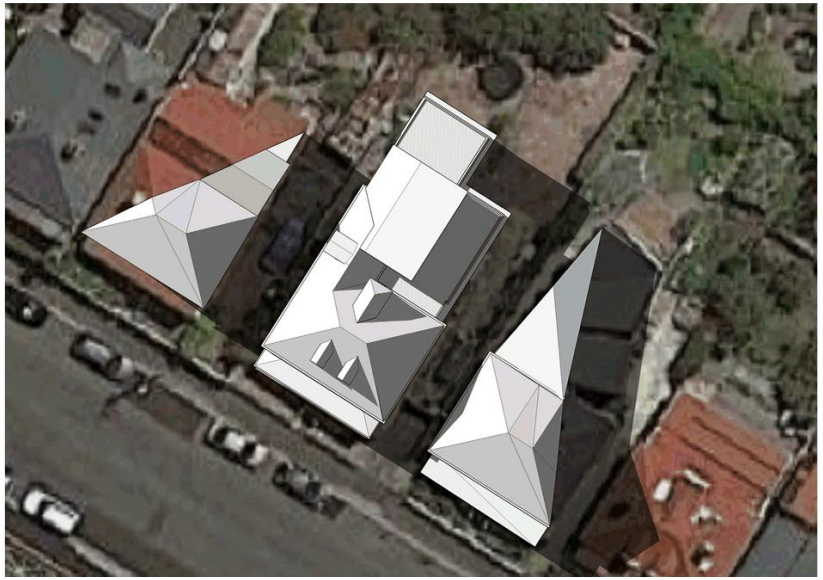
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BATTERY POINT EXTENSION

21st September 3pm
Shadow Diagrams



Existing



Proposed

Preston
Lane

BATTERY POINT EXTENSION

21st December 9am
Shadow Diagrams



Existing



Proposed

Preston
Lane

BATTERY POINT EXTENSION

21st December 12pm
Shadow Diagrams



Existing



Proposed

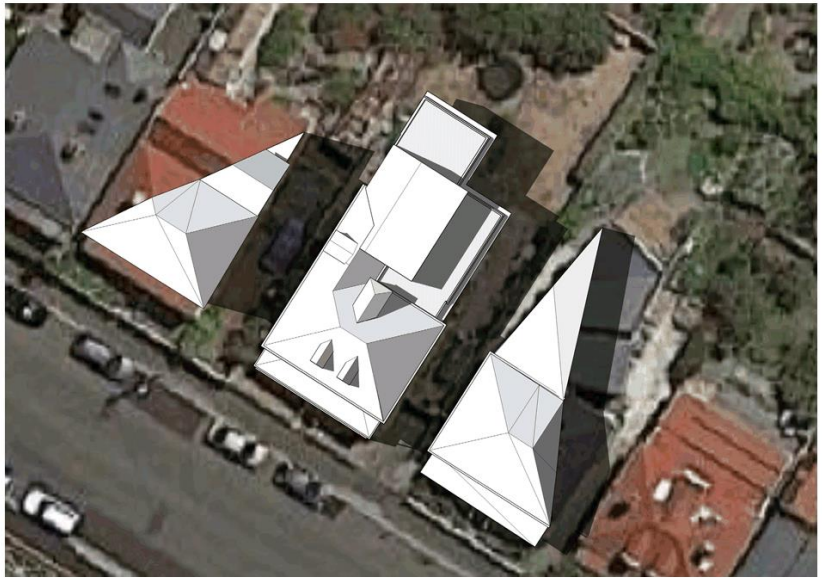
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BATTERY POINT EXTENSION

21st December 3pm
Shadow Diagrams



Existing



Proposed

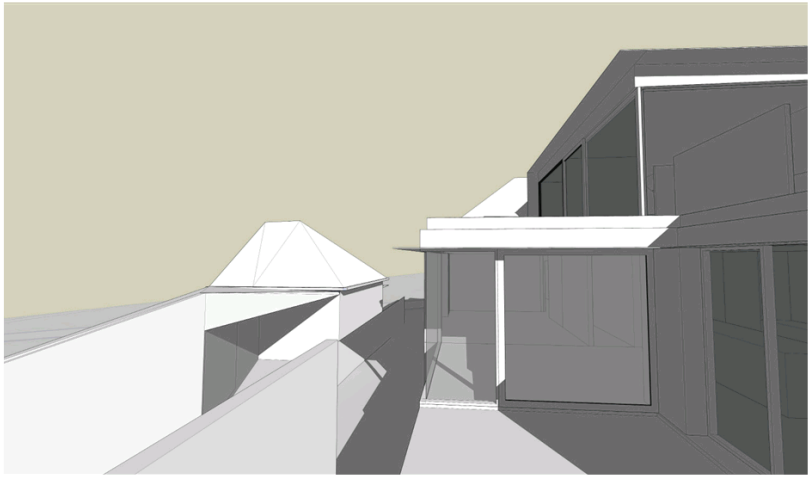
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BATTERY POINT EXTENSION

21st June 12.00pm
Shadow Diagrams



Existing (Over shadowing of 3 St georges terrace)

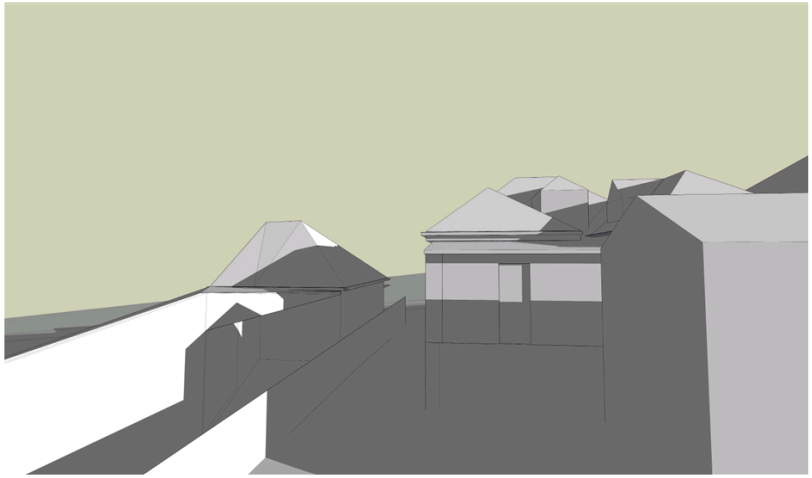


Proposed (Over shadowing of 3 St georges terrace)

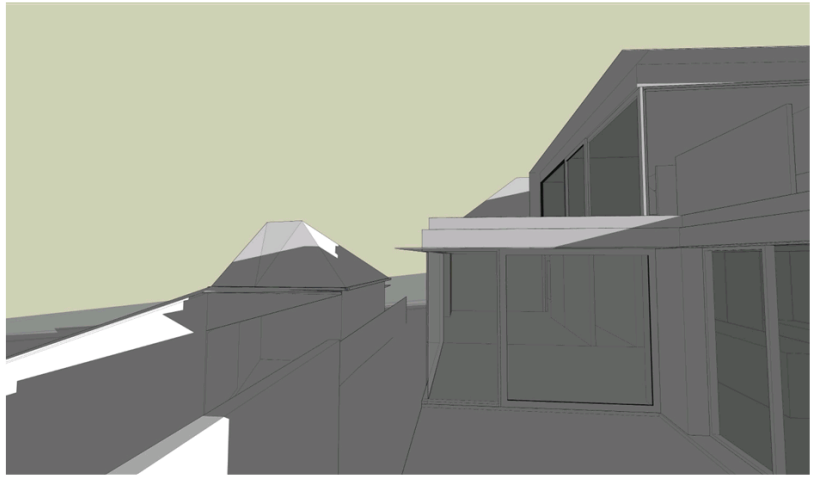
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BATTERY POINT EXTENSION

21st June 3.00pm
Shadow Diagrams



Existing (Over shadowing of 3 St georges terrace)



Proposed (Over shadowing of 3 St georges terrace)

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BATTERY POINT EXTENSION

—

Peter O'Donoghue & Jane Foster
Street Montage

45 Goulburn Street Hobart Tas 7000
T 61 3 6231 2923
daniel@prestonlane.com.au

Preston
—
Lane

BATTERY POINT EXTENSION

View 1: Looking from the south
Street Montage



Existing

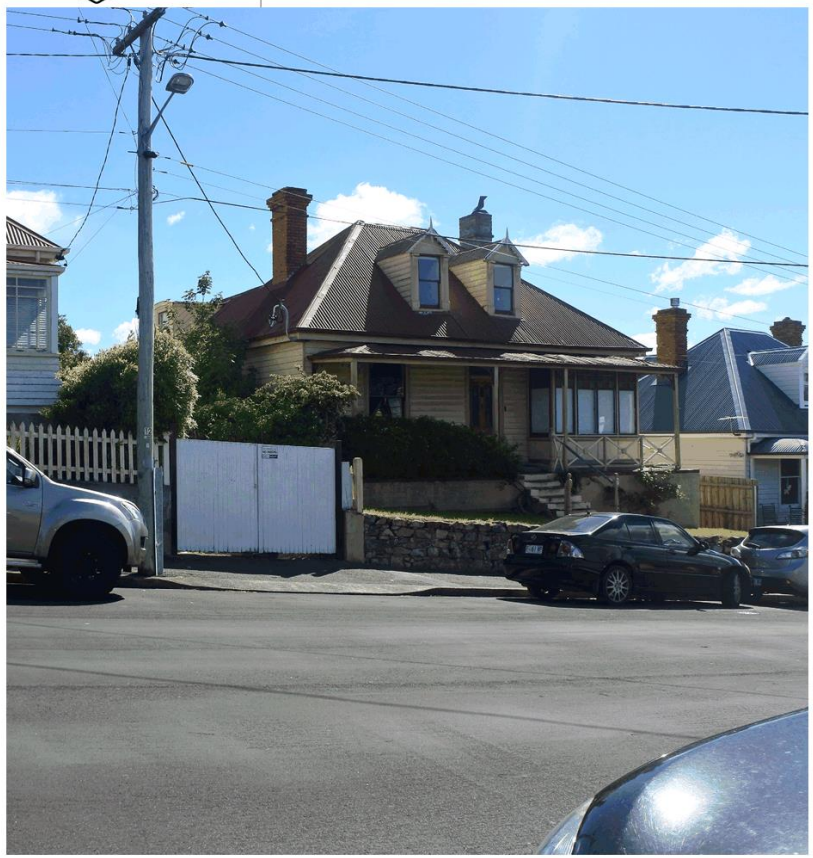


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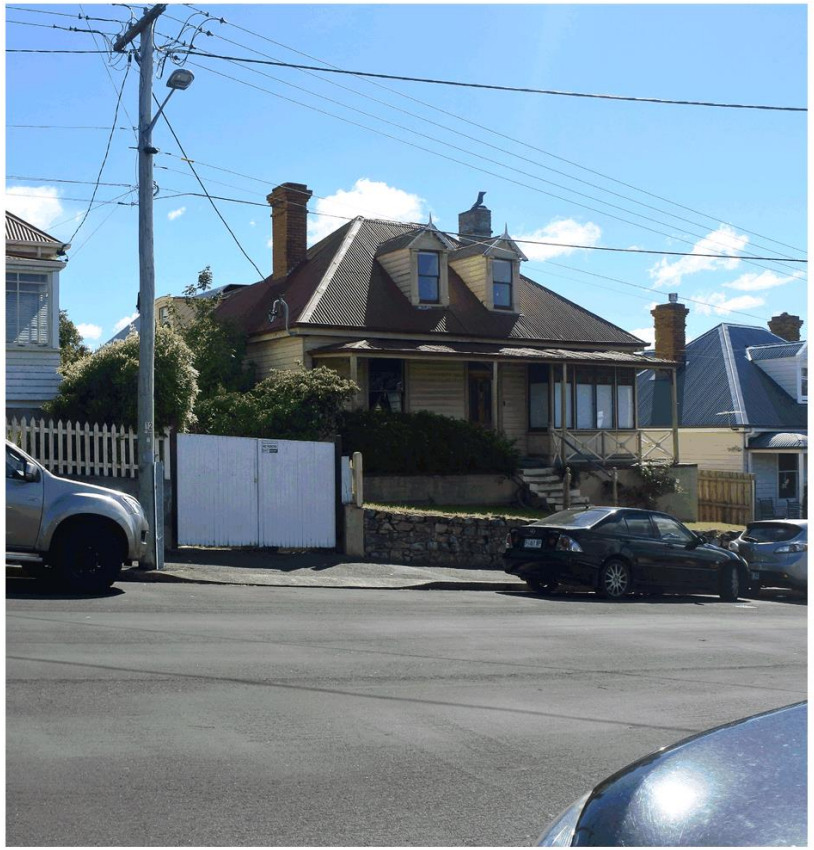
Preston
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Lane

BATTERY POINT EXTENSION

View 1: Looking from the west
Street Montage



Existing



Proposed

PAUL JOHNSTON
ARCHITECTS

upper level City Hall market place Hobart
GPO Box 521 Hobart 7001
p. 03 6231 1541 (int +61 3 6231 1541)
f. 03 6231 1541
m. 0402 908 751
paul@pauljohnstonarchitects.com

HERITAGE IMPACT STATEMENT

5 St Georges Terrace Battery Point 21.12.2017



fig.1 View of 5 St Georges Terrace Battery Point from the street.

1.0 INTRODUCTION

Preston Lane Architects have proposed the refurbishment of 5 St Georges Terrace Battery Point with additions to the rear of the main structure.
Paul Johnston Architects have been engaged by owner and resident Peter O'Donogue to provide a Heritage Impact Statement (HIS) of the proposal to accompany an application for Development Approval. The site has been visited and inspected on three occasions in 2017 and the drawings of the proposal have been viewed and commented on during their development. Following discussions with Heritage Tasmania, the proposal has been modified in consultation with Paul Johnston.

This HIS has proceeded in accordance with the articles and definitions set out in *The Burra Charter*, *the Australia ICOMOS Charter for Places of Cultural Significance 2013,* and the *Heritage Impact Guide* of the *State Heritage Office of the Government of Western Australia, Nov 2012.*

2.0 REFERENCES and LIMITATIONS

This HIS has been based on an understanding of the significance of the place obtained from available records held within the Tasmanian Archives and Heritage Office (TAHO) and identified through their digital online search capabilities. Other research has included the physical searching of assessment roles and valuation documents. Further research has been undertaken utilising the National Library of Australia (NLA) digitisation of Australian newspapers, *Trove.*

3.0 DESCRIPTION OF THE PROPOSAL

The proposal provides new amenity to the existing residence with the addition of a new structure to the rear of the main structure fronting St Georges Terrace. The new structure provides kitchen, bathing, dining and lounge spaces on the ground floor that extend into the garden. On the upper level, a bedroom with en suite bathroom and dressing is provided.
The proposed works necessitates the demolition of existing outbuildings and extensions that have accrued over a period of time.
The proposal also includes the conservation of the main six room structure and its restoration of the street frontage based on photographic evidence.

4.0 EXISTING SIGNIFICANCE ASSESSMENTS

Statutory Listings

Tasmanian Heritage Council

The Tasmanian Heritage Council permanently entered 5 St Georges Terrace onto the Tasmanian Heritage register (THR) in 1997 as THR ID no. 2035.
The THC have produced a datasheets for the house and ascribe the following significance criteria for entry onto the register.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.
5 St Georges Terrace is of historic heritage significance because of its ability to demonstrate the principal characteristics of a single storey weatherboard Victorian Georgian cottage.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.
The site is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

Hobart Interim Planning Scheme 2015

5 St Georges Terrace is listed as a heritage place in table E13.1 of the Hobart Interim Planning Scheme 2015 as reference 2959.
The place is also located within the BP1 Heritage Precinct.
While no citation or statement of significance is provided by the Planning Scheme, the reasons for the precinct listing are stated as:

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.

5.0 SUMMARY OF SIGNIFICANCE ASSESSMENTS

The THC data sheet identifies criteria without an understanding of the history of the place. This is typical of registered places that were adopted from lists established by the National Trust when the *Historic Cultural Heritage Act* was enacted in 1995.
The HCC description of the precinct highlights the predominant residential character that

demonstrates the settlement pattern throughout the precinct. The precinct exhibits a consistent level of original external details, finishes and materials.

6.0 SIGNIFICANCE ASSESSMENT

The following research provides the basis for a renewed understanding of significance.

6.1 STYLISTIC ASSESSMENT

5 St Georges Terrace is noted for its ability to demonstrate the principal characteristics of a single storey weatherboard Victorian Georgian cottage.
Victorian Georgian represents the extension of Georgian styles into the Victorian period. In Tasmania, the Georgian style adopted during colonization was entrenched in public and residential construction, and provided a background influence of many of the vernacular buildings (Apperley 1989 p42).
The house at 5 St Georges Terrace was constructed as part of a group of houses by the same builder following subdivision in the 1880's. It was speculatively built following a generic design that the builder repeated in the surrounding houses. The Georgian simplicity provided a cost effective style for speculative housing and newly machine made decorative timber work provided economical decorative detailing. Victorian Georgian designs for housing were typically provided during this period in pattern books such as Loudon's *Cottage, Farm and Villa Architecture* published in 1846, and sourced by builders or less educated designers.

The St Georges Terrace house has typical timber framed, load bearing walls, floor and roof construction, with a medium pitched hip roof clad in corrugated iron sheet roofing. Two chimneys and two dormers are symmetrically placed in the façade. Timber joinery for doors and windows are typical of those profiles that were machine made with doors usually of six or later four panels and windows with paneled glazed double hung sashes.

6.2 HISTORICAL OUTLINE

5 St Georges Terrace was developed as part of the initial subdivision of cleared land. Previously, the area of land on St Georges Hill, overlooking Sandy Bay had been undeveloped although there are records of people occupying the land in makeshift housing. The area had been granted to William Sorell and title records reveal the ownership of this part, known as St Georges Hill, was transferred to Robert Quayle Kermode who subdivided the land for sale in 1874. The 39 allotments for sale extended from De Witt Street to Napoleon Street and were on the fringe of the town border and without council services for sewerage and water.



fig.2 View of St Georges Terrace Battery Point from the south west showing the area of St Georges Hill before subdivision. TAHO NS3121_1_79 (detail)



fig.3 Detail of Richard Jarman's Map of Hobart 1858, showing St Georges Hill before subdivision.
http://www.parliament.tas.gov.au/history/map.

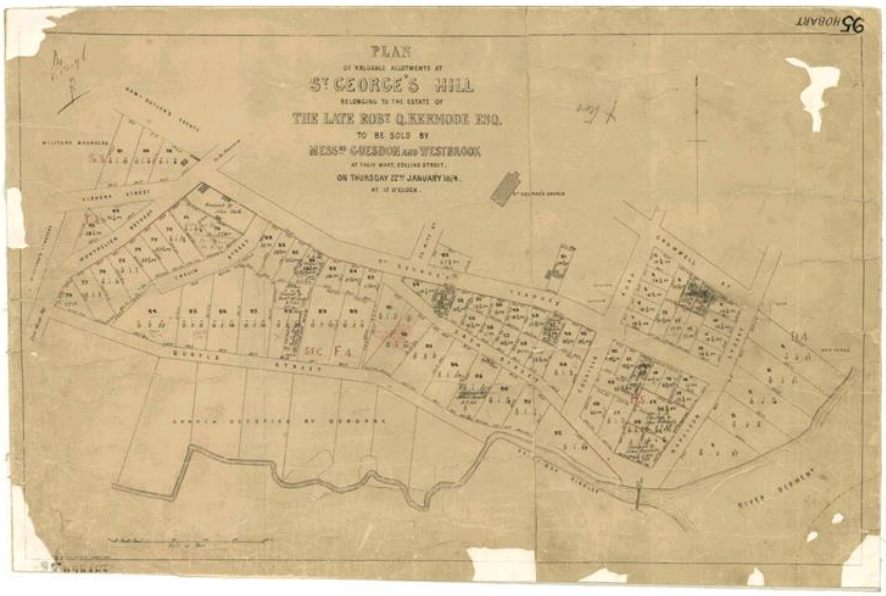


fig.4 Subdivision plan advertisement for the sale showing 'valuable allottments at St Georges Hill belonging to the Late Robt. Q Kermode Esq.' 1874



fig.5 View St Georges Hill from the South West showing the subdivision of land overlooking Sandy Bay. TAHO NS1013_1_500 (detail)

The assessment roles within the Hobart Town Gazette indicate that the site at 5 St Georges terrace was purchased by William Cleary in 1880 as 'empty', but was soon to be the the newly constructed home of Robert Mulley Pollard.
The Mercury newspaper on Monday 16 of April 1883 provide a report titled, *'The Building Trade',* in which it described the new construction in St Georges Terrace.

> 'On the opposite side of the terrace are five six roomed verandah cottages, three of which have dormers, and one five roomed cottage, all built by Mr. John Cleary, jun, and each of which is occupied by the owner.'

The allotment subdivision had attracted Cleary as a developer and several had been sold as developed land with a cottage house similar in design, materials and frontage to those adjacent. Pollard was the manager of an English goods emporium in Hobart Town having arrived in Tasmania in 1866. In 1891 he died and the ownership of the house and land was bequeathed to his wife Emma Pollard, however, by 1903, the assessment roles indicate that the house was occupied by Edward F. Lovett and his family.

Edward Lovett was a clerk and married to Alice Edith. They had four children the oldest being Mildred Esther Lovett born in 1880. In 1903, Mildred is recorded on the electoral role, in the Division of Denison and the subdivision of Hobart South, as an artist. Her family resided in 5 St Georges Terrace until 1910 when James Davis is recorded in the Hobart Town Gazette as the owner occupier. She had studied painting, modelling and life drawing at the Hobart Technical College and in 1898-99 had spent six months at Julian Ashton's art school in Sydney. In Hobart she painted minatures and gave private tuition when in 1906-08 she was given a position teaching modelling and life drawing at the Hobart Technical College under Lucien Dechaineux. In 1909, her china painting was acclaimed in *Art and Architecture,* and a Sydney Long vase she painted was described as one of the most charcteristic examples of Australian Art Nouveau. Later in 1909 she moved to Sydney and the following year was appointed to 'second in charge' at Ashton's Sydney Art School. Marrying Stanley Paterson in 1913 they moved to Brisbane and returned to Hobart in 1919. Painting during this period, she established her studio in 1921 and in 1924 was represented at the British Empire Exhibition. Appointed as an Art Instructor at the Hobart Technical College in 1925 she was renown for her versatility in art mediums and subject matter and following studies in London and Paris in 1929 was distinguished for her '…sympathy and understanding for Cubism.' During her teaching from 1930-1940, her art department was 'recognized as one of the most enlightened in Australia'.
She exhibited regularly in Hobart and Sydney and was a council member of the Art Society of Tasmania and through her treaching influenced a number of successful Australian artists.
From 1940 she lived in Sydney returning to Hobart in 1952 where she died in 1955.
The Lovett family only occupied 5 St Georges Terrace until 1907, when the property was acquired by Captain James Davis for his family.

James Davis was the son of the Captain James Thomas Davis and was born in Tasmania in 1857. He became well known for his skills in whaling and was chosen to accompany Mawson on board the Aurora in his Australasian Antarctic Expedition (AAE), of 1911–1914 which successfully charted Antarctic coastline, investigated the ocean between Australia and Antarctica and examined Macquarie Island.
http://www.antarctica.gov.au/about-antarctica/history/people/douglas-mawson
As a Master Mariner, Davis was employed on many shipping lines in the Australasia region and in intercolonial trade. He was part owner of several vessels and following retirement in 1902 he joined the Hobart Pilot Service and acted as Marine Surveyor for many shipping lines. Davis and his wife who was recognised for her public service work with the Red Cross and Child Welfare Association as well as the Women's International league for Peace and Disarmament, had 13 children of which three sons saw active service during the Great War and Hubert Davis was killed.
The Davis family lived at St Georges Terrace until the concluesion of the war in 1919, when it was sold to fellow master mariner Captain Robert Francis Harris, who lived there with his family of four sons and daughter Sarah. Sarah married Richard Musk who died in April 1930 and in July her

father Robert also died. 5 St Georges Terrace was passed to Sarah Emma Musk and she lived there for the next 42 years. In 1972, the property was purchased by Richard Robert Harris following the death of Sarah Musk.

7.0 STATEMENT of SIGNIFICANCE

5 St Georges Terrace Battery Point is of historic heritage significance because ot its ability to demonstrate the principal characteristics of a Victorian Georgian cottage. It also contributes to the significance of the street and the houses constructed by the builder William Cleary following the initial subdivision of the land.

The building has significance through the association with artist Mildred Lovett who lived there in the early twentieth century.

The building has significance as the residence of Captain James Davis who lived there in the early twentieth century.



fig.6
View of 5 St Georges Terrace Battery Point from the street. Circa 1890
Harris Family Collection

8.0 FABRIC SURVEY

8.1 INTEGRITY

The house fronting St Georges Terrace exhibits its original form and materials and some detailing.
Original timber detailing to dormer windows and doors and windows of the main floor are evident. Two chimneys are visible from the street with one in original condition and the other having modifications. The front yard, retaining wall, steps and verandah floor and balustrade, are all later construction with concrete suggesting more recent, although there condition indicates that they may date from mid 20th Century.



fig.7 View of 5 St Georges Terrace Battery Point from the street. Note the deteriorated steps and non original balustrade

While the form of the building remains largely intact, additions are apparent to the rear of the main structure. These are formed with extensions to the existing roof in two distinct parts, as separated wings, and a third part as a separate rear skillion. An upper level dormer window roof extension is part of the main roof and original form, and provides the space for the main stair to the upper level rooms.

On the upper or western side, the roof is extended towards the rear to form a two storyed structure with the upper level being within the roof space and having dormers windows to the east and west.
On the lower or eastern side, the roof extends to form a single storey extension. A skillion roof further extends the eastern structure as well as the linear space between the two wings.

Outbuildings to the main structure are also extant and adhoc structures interlock the spaces in between. The general condition of outbuildings is poor.

No building plans exist within TAHO for the extension building works. Council retain a single plumbing drawing that provides an understanding of the original or early building layout. The drainage drawing is dated 1909 and shows the sanitary fixture layout and building outline. Evident in the drawing is the general layout resembling the existing layout including the stairs that lead from the rear to the garden. The main outbuilding, shown as a laundry is also represented as well as a toilet structure that has now been incorporated into interlocking structures.

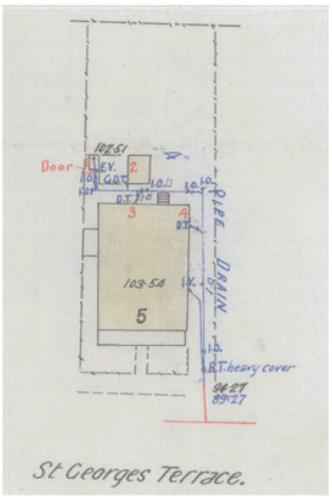


fig.8 Detail from drainage drawing for 5 St Georges Terrace Battery Point 1910 for Mr James Davis. HCC

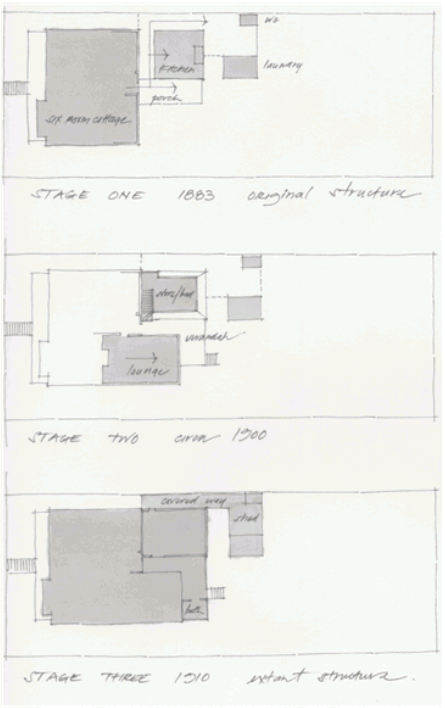


fig.9 Conjectured development of the plan for 5 St Georges Terrace Battery Point. The diagram is developed with consideration of extant external weatherboards now internal, the extent of flooring junctions, and the evidence of early roof structure within ceiling spaces.

The existing cottage was comprised of six rooms, according to the newspaper report. Generally, the six rooms retain much of their original linings and flooring and joinery fittings.
The original outbuildings may have been part of the original construction as the drainage drawing, most likely, shows the initial connection into council drainage, rather then the provision of new fixtures. Subsequently, the original building footprint may have also included the kitchen and bathroom formed by the skillion roof extension or as separate outbuildings no longer extant.

While there appears to be two main additions to the structure, on either side of the central hall, a succession of additions is evident in the construction pattern evident in markings in the floor. The change in floor levels, from the single storey addition to the lower level of the two storey extension, indicates a different period of construction. Internal wall linings, suggest that the corridor had been extended, and the remnant concrete plinth and adjacent brick wall indicate the original kitchen fireplace. The stair to the upper level of the extension is narrow and may have been designed to retain the side entry to the garden and outbuildings, which is indicated by a covered area at the door on the drainage plan. The low ceiling in the upper room also suggests that this room was converted from an existing ceiling space.
The extent of original fabric extant is compromised by the succession of later works. While wall structure remains with some cladding, the internal wall linings are recent modifications and not original.

While it is a matter of conjecture, the above diagram suggests a possible development of the plan. Regardless of the actual sequence of development, it is clear from much of the building fabric, that the addition of structures to the rear of the property ocurred in a short period following the initial construction and this was likely due to the increased amenity possible with the provision of council services.

It may well have been the result of increased number of occupants. Importantly, it appears from the assessment and electoral roles that from 1880 to 1907, with the exception of a short period from 1897 to 1898 the house was rented to others and subsequently, substantial construction as a rented property is unlikley. It is likely then, with the purchase of the property by James Davis, and with a large family, the construction of additions occurred during this period.



fig.10
View of the rear of 5 St Georges Terrace Battery Point. Note the displaced footing, adhoc window arrangement and patched weatherboards.

8.2 CONDITION of the PLACE

The verandah and front footing wall, steps and front curtilage, have been poorly repaired and replaced with concrete and stone. The balustrading to steps and verandah have been replaced with poorly constructed fittings and the verandah floor replaced in concrete. The construction of these elements has not been to a high standard and subsequently exhibit poor design and material deterioration.

There appears that some original detailing in the two dormer windows where machine molded details are evident to the fascia and window surround. Doors and windows fronting St Georges Terrace and the side elevations, appear to be original fittings and in reasonable condition. Weatherboards to the front and side elevations are painted and in good condition. The sheet roofing to the main roof, dormers and verandah, as well as roof plumbing, have a good paint finish and no visible signs of deterioration.

The external walling of the rear elevation and outbuildings are in poor condition with adhoc opening alterations and poor detailing contributing to substantial deterioration in timber fabric. There is evidence of failing footing piers, possibly from foundation subsidence evident to dropped weatherboard levels. It appears that an attempted repair of this failure may have be the infill brickwork to the building perimeter, which was also used to form garden beds. The concrete pavement may have been placed during this work. The roof junctions to the rear structures are also in poor condition, resulting from poor detailing and construction.

Generally, poor construction and poor rectification, as well as adhoc changes to the integrity of the timber framed wall, have all resulted in substantial fabric decay.

The interior fabric also supports this assessment. The original six room cottage retains much of its original fabric in good condition, and the rear addition suggests that substantial deterioration occurred. The rear kitchen retains a lath and plaster ceiling which has been repaired with a later rough cast finish. The original plaster appears to be only two coats and the rough cast coat may be hiding substantial cracking. Most wall linings to the rear extension have been replaced by a plywood board typically used in the 1970's and poorly detailed at all junctions. The stair to the upper room is intact, however, its balustrade and rail has not been designed to a high level. It is very narrow with a low and open balustrade. The upper room is formed within the ceiling and has lath and plaster ceilings in reasonable condition although the very low ceiling has resulted in external edges being broken. The walls, however, have been replaced in sheet plaster and other panel material. Window joinery is poorly detailed and evidence of decay in timber contributes to difficulty in opening sashes. The two storey extension appears to be poorly designed as it appears to be formed by the extension of the existing roof over the original kitchen. The very low ceiling height and separate and narrow stair suggest that the addition was constructed without consideration of an upper floor, and this has resulted later.

8.3 SUMMARY of CONDITION and INTEGRITY

5 St Georges Terrace retains much of its original building fabric.
The overall form of the building and intact roof, as it presents to St Georges Terrace, allows the building to be compared with its neighbours and retain an understanding of their common origin. However, the poor condition of the verandah and frontage onto the street detracts from the ability to demonstrate the characteristics of the style and the period as well as the consistent character of the historic precinct.
The rear structures and outbuildings are generally of early construction and original elements may remain. However, they were not constructed to a high level and subsequently, the rear structures have deteriorated over time and are in poor condition. Constructed in an adhoc manner, they exhibit a failure of structural elements as well as poorly detailed openings and roof junctions. Both the original construction and subsequent repairs have contributed to fabric decay.

The interiors of the house follow a similar assessment where the front six rooms retain building fabric in good condition and the rear interiors display substantial loss of original fabric and that which remains is not in good condition.



fig.11
The roof view of the window to the main stair landing. The poor flashing junctions have resulted in deterioration in the timber fabric and replacement of the window.



fig.12
Rear view of the kitchen showing the adhoc window repair following the removal of the brick chimney.



fig.13
The room in the roof of the extension. Note the low ceiling height and brocken plaster edges.



fig.14
The room in the roof of the extension showing the poor window joinery and sheet panels to the walls.



fig.15
The internal walls in the extension show the external weatherboards. Note the offset hall way door indicating the weatherboards are a later addition.



fig.16
The rear corner of the extension showing the change in floor levels and floorboard direction and recent plywood lining. Note the narrow stair and sparse balustrade.

9.0 ASSESSMENT OF THE HERITAGE IMPACT OF THE PROPOSAL

The proposal seeks to provide an increased level of amenity while retaining parts of the house of high significance. Generally this involves the removal of the rear structures in poor condition and the construction of new living rooms with a bedroom on an upper level. The main six room cottage will be restored to a near original condition based on early photographic evidence.

The significance of 5 St Georges Terrace has been determined as its ability to demonstrate the principal characteristics of a Victorian Georgian residence. This significance is attributed to the ability of the structure to exhibit stylistic elements identified within its class. This primarily relates to its presentation to the street and the level of stylistic detailing as well as form and articulation of building elements. While the current presentation is reasonable, and its stylistic presentation is

discernable, the verandah and front curtilage is in non original and poor condition, and detracts from this ability and thus from its significance.
The rear structures are not stylistically related to the Victorian Georgian period. The outbuildings and rear extensions are elements that are common regardless of style or period and while they provide a possible understanding of the development of the property, they do not contribute to the ability of the place to demonstrate the principal characteristics of a Victorian Georgian cottage and subsequently are not significant.

The significance of 5 St Georges Terrace is also related to its association with artist Mildred Lovett and Captain James Davis. Both these persons are significant in Tasmanian history and their association with the place contributes to its significance. However, the association with the place is both minor, because both lived at the premises for only a relatively brief period, (12 years for Davis and 11 years for Lovett). Their occupation of the house was also incidental to their occupations which is the reason for their significance. The rear structures do not contribute to the association of the place with James Davis or Mildred Lovett.

The demolition of the rear structures does not have an impact on the ability of the place to demonstrate the principal characteristics of a Victorian Georgian cottage or the association with Mildred Lovett and James Davis. Subsequently demolition will not result in a loss of significance.

The proposal includes the restoration of the verandah and curtilage to the place fronting St George Terrace. This has been designed with the guidance of photographic evidence and includes the reproduction of original materials, finishes and detailing.

The restoration of the façade will contribute to the significance of the place and its ability to demonstrate the principal characteristics of a Victorian Georgian cottage as well as contribute to the homogenous character and integrity of the historic precinct.

The proposal is located to the rear of the property and provides new living rooms with kitchen and bathroom on the ground level and a bedroom with bathroom and dressing room on the upper level. The ground floor extends to a terraced garden with a patio and in ground pool.
The new building works incorporate parts of the existing fabric.
The new building meets the full width of the existing structure on the ground floor in two areas separated by a open corridor. The dining room extends further on the upper part of the terrace producing a L shaped floor plan. The side entry provides access to the corridor where stairs access the upper level which extends towards the western elevation.
The articulation of forms suggest three masses with the smaller volume setback to the western boundary. The building mass is cubilinear set within a roof extended from the existing pitch along the north west elevation. The form is composed with large areas of wall composed with large openings.

The height of the new structure meets the level of the roof eaves on the lower level and on the upper level it is below the height of the roof to the rear stair dormer.

The walls are composed of a combination of three materials; a concrete panel plinth, timber cladding, and fibre cement sheet panels. The fenestration is predominately orientated north and east to the rear of the development and a vertical glazed panel separates the original weatherboard structure with the new structure on the south east elevation.

The retention of the roof dorma window to the north west and the continuation of the existing roof line maintains the existing visual predominance of the existing structure when viewed from the street. The pitched roof form allows the upper level to be a room within the roof rather than a second storey.

On the lower side of the street, the proposed development is viewed across the existing driveway with only the lower level visible revealing the timber clad sitting room separated from the existing residence and reading as a secondary structure or outbuilding.

The composition of mass, articulation of roof and the use of traditional materials where exposed to the view from the street, creates a discreet development that eliminates any adverse impact of the development.

10.0 HERITAGE IMPACT STATEMENT

The proposed development to the rear of the main structure is limited in its visibility from the streetscape of St Georges Terrace with views of the new structure gained from the spaces between adjacent houses.The visibility of the proposed development from public spaces

From the upper side of the street, the extension can not be seen.
From the lower side of the street, the extension can be seen as a projection in line with the existing wall but as a separate structure. The extent of visibility is limited to the single storey south east elevation where the use of timber cladding allows the extension to maintain the predominance of the existing character of the place.

The development is discreet and with the restricted height and pitched roof is not visually dominant in oblique views between dwellings. Where the new building is visible, the simplicity of form and placement of glazing, allows the existing house to maintain its predominance and avoids a visual competition. The timber cladding minimizes the visual presence of the new extension as well as creating a subtle distinction between the original structure.

The proposed development at 5 St Georges Terrace, through its siting, low height and articulation ofmas and roof form, positioning of glazing and use of materials, provides a discreet and unobtrusive addition to the Victorian Georgian cottage. It is consequently a subservient structure without the mimicry of historic form. The restoration of the street frontage will enhance the significance of the place as representative of a Victorian Georgian cottage as well as the character and integrity of the heritage precinct.

11.0 SUMMARY and RECOMMENDATIONS

The streetscape of this part of St Georges Terrace is relatively intact. Although the individual dwellings all exhibit changes to the original form and overtime have accumulated many minor accreations, the general homogenity of a historic form is evident.
The proposed development will enhance the historic character of this streetscape and precinct through the restoration of the main structure.
In responding to the heritage character of the place, the rear extension of the proposal has been articulated to be recessive and minimise its visual presence. The proposal is subsequently subservient to the main structure and consequently, there is no adverse impact on the heritage values of the place and the precinct.

It is recommended that the selection of colours to the materials of the rear extension should be subdued in natural tones to ensure that the extension is recessive in its visual appearance.
A minor contrast in colour between the existing structure fronting St Georges Terrace and the rear extension should be selected to subtly distinguish between the new and existing building fabric.

An photographic extant recording of the place should be completed prior to the works.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
111046	1
EDITION	DATE OF ISSUE
2	01-Oct-2009

SEARCH DATE : 12-Jan-2017
SEARCH TIME : 10.47 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 111046
Being the land described in Assent No. 44/1565
Derivation : Part of 90-0-0 Located to W. Sorell
Derived from A13208

SCHEDULE 1

C930441 TRANSFER to PETER HENRY O'DONOGHUE Registered 01-Oct-2009 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
C930442 MORTGAGE to Commonwealth Bank of Australia Registered 01-Oct-2009 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

CONVERSION PLAN

FILE NUMBER A.13208

GRANTEE
PART OF 90AC LOC TO WILLIAM SORELL

LOCATION CITY OF HOBART SEC F6

CONVERTED FROM 44/1565

NOT TO SCALE LENGTHS IN METRES

REGISTERED NUMBER
P111046

APPROVED 27 APR 1964
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 21

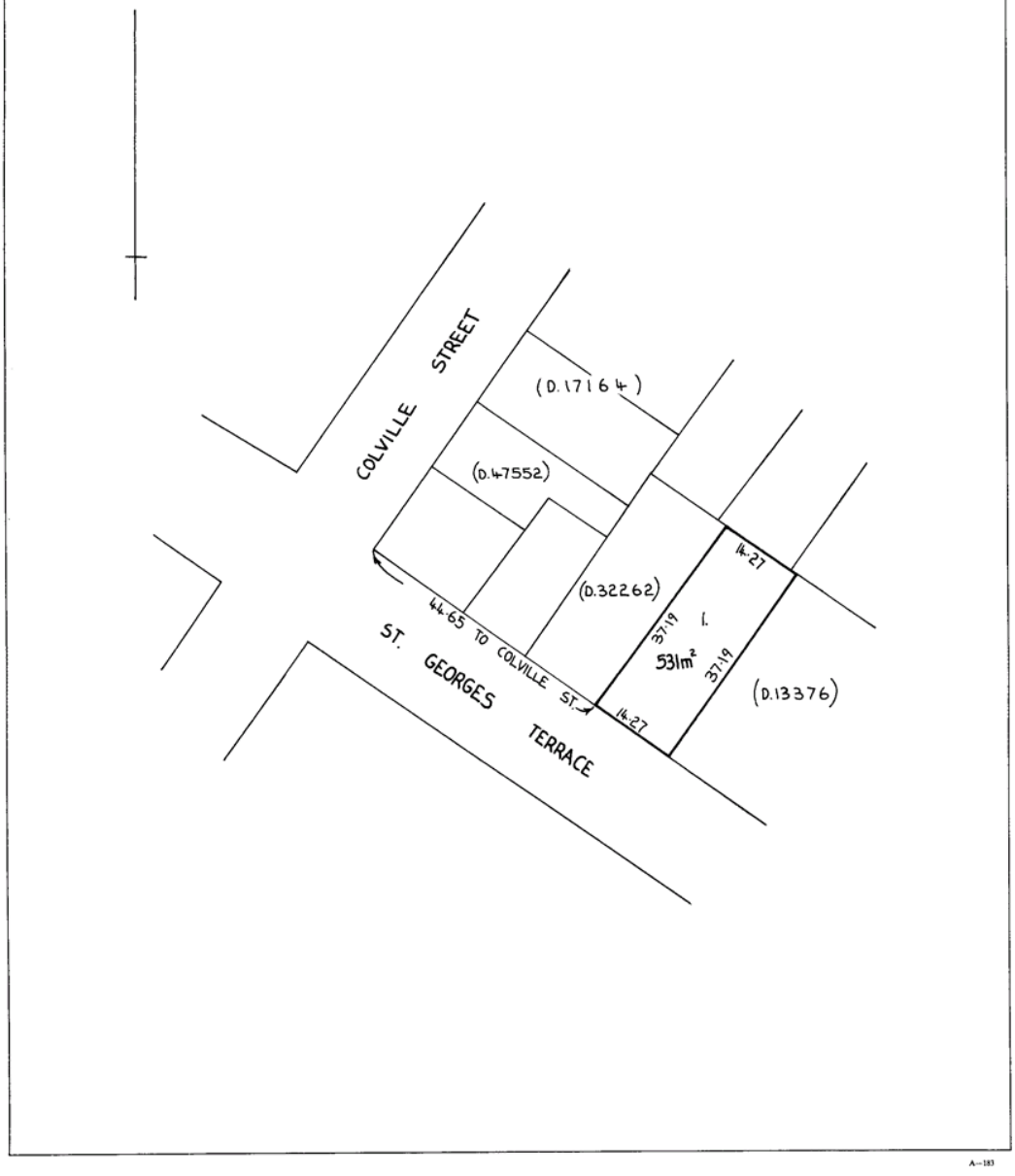
LAST UPI No.

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

DRAWN PD

SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"



A-183

Tasmanian Heritage Council

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
134 Macquarie St, Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING APPN REF: PLN-17-1068
THC APPLICATION NO: 5507
PLACE ID: 2035
THC FILE: 15-20-74THC
APPLICANT: Peter O'Donoghue
DATE OF DECISION: 21 February 2018

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: 5 St Georges Terrace, Battery Point.
Proposed Works: Partial demolition, alterations and additions; new fencing and gate.

Under section 39(6)(c) of the *Historic Cultural Heritage Act 1995* (the Act), the Heritage Council gives notice that the discretionary permit must be refused because the development proposal is considered to be incompatible with the place's historic cultural heritage significance due to the extent of the proposed demolition work and the unsympathetic bulk, scale and form of the proposed additions.

Accordingly, under section 39(10) of the Act, the planning authority must refuse to grant the permit.

Advice
It is recommended to the applicant that any future proposal be discussed with one of Heritage Tasmania's heritage advisors prior to the lodgement of a new development application.

Please ensure the details of the refusal are included in the notice of refusal provided to the applicant, and forward a copy of the correspondence to the Heritage Council for our records.

Please contact Ian Boersma on 6777 2073 or 1300 850 332 if you require clarification of any matters contained in this notice.

Brett Torossi
Chair
Under delegation of the Tasmanian Heritage Council

8. REPORTS

8.1 Hobart Interim Planning Scheme 2015 - Planning Scheme Amendment PSA-18-1 - 2 Churchill Avenue, Sandy Bay File Ref: F18/8871

Report of the Development Appraisal Planner and the Manager Planning Policy & Heritage of 7 March 2018 and attachments.

Delegation: Council

REPORT TITLE: **HOBART INTERIM PLANNING SCHEME 2015 - PLANNING SCHEME AMENDMENT PSA-18-1 - 2 CHURCHILL AVENUE, SANDY BAY**

REPORT PROVIDED BY: Development Appraisal Planner
Manager Planning Policy & Heritage

1. Report Purpose and Community Benefit

1.1. The purpose of this report is to consider an application under the *Land Use Planning and Approvals Act 1993* (LUPAA), from All Urban Planning on behalf of the University of Tasmania to amend the *Hobart Interim Planning Scheme 2015* (HIPS 2015) by rezoning part of the property at 2 Churchill Avenue from Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) to Low Density Residential.

1.2. The proposal benefits the community by ensuring that the land is appropriately zoned and that the site and buildings are able to be appropriately utilised given its low density residential setting and appearance.

2. Report Summary

2.1. The proposal is to rezone part of the site at 2 Churchill Avenue, Sandy Bay from Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) to Low Density Residential. This rezoning is intended to allow for divestment of surplus University assets.

2.2. The applicant's submission in support of the amendment is provided in **Attachment A**.

2.3. The area affected by the proposed amendment is located in the Upper Campus of the University of Tasmania adjacent to Bend 7 on Nelson Road. The site contains seven existing dwellings currently used for student accommodation as well as associated car parking and bushfire hazard management areas.

2.4. The site is adjacent to low density residential development and a water tank to the east and native vegetation on the remainder of the Upper Campus of the University of Tasmania to the west. The site is also in close proximity to Mount Nelson Primary School and sits at the top of a walking track beside the Nelson Road Bends.

2.5. The proposed amendments follow recent Urgent Amendment HOBUA27-2016 to the *Hobart Interim Planning Scheme 2015* approved by the Tasmanian Planning Commission on 8 March 2017. These amendments acknowledged that:

2.5.1. The upper campus is an area in transition as the University divests itself of redundant assets; and

2.5.2. Future use and development of the Upper Campus will be reviewed and subject to further applications for amendments to the planning scheme.

2.6. This proposal is the second such amendment and will allow for the divestment of redundant assets by allowing for the sale of surplus accommodation buildings for residential use without unreasonable impacting on the amenity of surrounding residential areas or the strategic planning objectives for Greater Hobart.

2.7. The proposed amendment to rezone part of the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) to Low Density Residential is considered to be an appropriate amendment to the HIPS 2015 and is recommended for initiation.

3. Recommendation

That:

1. Pursuant to Section 34(1) (a) of the former provisions of the Land Use Planning and Approvals Act 1993, the Council resolve to initiate an amendment to the Hobart Interim Planning Scheme 2015 to amend the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus), as detailed in Attachment B.

2. Pursuant to Section 35 of the former provisions of the Land Use Planning and Approvals Act 1993, the Council certify that the amendment to the Hobart Interim Planning Scheme 2015 PSA-18-1 meets the requirements of Section 32 of the former provisions of the Land Use Planning and Approvals Act 1993 and authorise the General Manager and the Deputy General Manager to sign the Instrument of Certification (Attachment C).

3. Pursuant to Section 38 of the former provisions of the Land Use Planning and Approvals Act 1993, the Council place Amendment PSA18-1 to the Hobart Interim Planning Scheme 2015 on public exhibition for a 28 day period following certification.

4. Background

4.1. The University of Tasmania lodged a representation in 2015 in relation to the HIPS 2015 exhibition highlighting concerns with a number of the provisions in the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus).

4.2. The Tasmanian Planning Commission subsequently made urgent amendment UA27-2016, which included some modifications to the zone provisions to accommodate the change in strategic direction identified by the University. This urgent amendment came into effect on 8 March 2017.

4.3. Specifically, the amendments to the Scheme standards were as follows:

4.3.1. Modification of the Biodiversity Code mapping to more accurately represent the natural values present on site.

4.3.2. Amending the zone purpose to better reflect the changing needs of the University of Tasmania and acknowledging that the Upper Campus is an area in transition as the University divests itself of redundant assets.

4.3.3. Acknowledging that the future use and development of the Upper Campus will be reviewed and subject to further applications for amendments to the Planning Scheme.

4.3.4. Removing the significance of and desire for connectivity between the upper and lower sections of the site.

4.4. In July 2017, the Council initiated amendment PSA-17-1 to modify the status of certain uses and the addition of performance criteria to guide commercial development on the University site. This amendment was intended to facilitate the change of use of redundant buildings. The amendment is currently awaiting a decision from the Tasmanian Planning Commission.

Existing Situation

4.5. The land subject to the proposed rezoning is in the upper campus section of the University of Tasmania within the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) (Figure 1).

4.6. The site contains seven existing dwellings currently used for student accommodation as well as associated car parking and bushfire hazard management areas. Within the larger lot, the subject site is surrounded by native bushland which to the west slopes relatively steeply down towards Rifle Range Creek. Land to the east of the subject site is zoned Low Density Residential and contains single and multiple dwellings, generally on relatively large lots as well as a water tank and Mount Nelson Primary School.

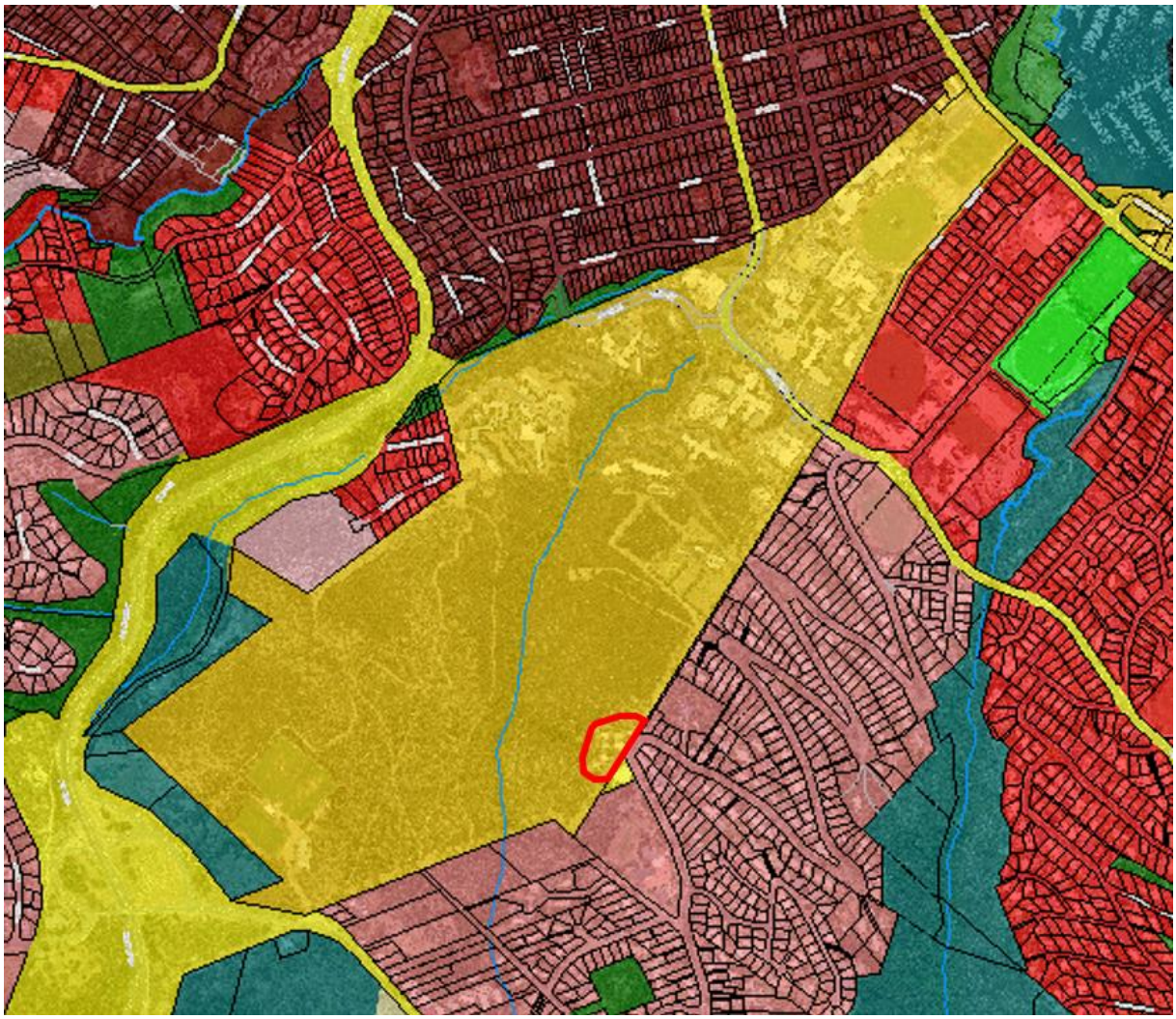


***Figure 1**: the subject site, part of 2 Churchill Avenue (outlined in red) showing existing zoning whereby the darker yellow is Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) and pink is Low Density Residential.*

Planning Scheme Provisions

4.7. The Zone Purpose Statements for the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) are:

> *To provide for the continued development of the University of Tasmania Sandy Bay campus (UTAS Sandy Bay) as a major tertiary education centre of the state.*
>
> *To provide for a diversity of activities primarily catering for the education, recreation and entertainment of its student population while also encouraging a closer integration with the community.*

4.8. Within the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus), most uses are qualified so that they must be associated with the University, staff, students and visitors. The only exceptions to this being uses that would complement the University. For example, residential use is permitted only if for student or staff accommodation, residential uses not associated with the University are discretionary. Other permitted uses include community meeting and entertainment, educational and occasional care, research and development, sport and recreation. Other discretionary uses include; hotel industry, tourist operation, and visitor accommodation.

4.9. There are a limited number of use standards that control the impact of uses in the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) where they are in proximity to a residential zone. Development standards generally relate to hours of operation for take away food premises, noise emissions and external lighting.

4.10. The Zone Purpose Statements for the Low Density Residential Zone are:

> *To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.*
>
> *To provide for non-residential uses that are compatible with residential amenity.*
>
> *To encourage residential development that respects the neighbourhood character.*
>
> *To provide a high standard of residential amenity.*
>
> *To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.*

4.11. Within the Low Density Residential Zone, single dwellings are a no permit required use, and other residential use classes and visitor accommodation are permitted. Some non-residential uses such as community meeting and entertainment, educational and occasional care, emergency services and sport and recreation are discretionary.

4.12. Use standards and development standards within the Low Density Residential Zone are aimed towards protecting residential amenity.

5. Proposal and Implementation

5.1. The proposal is to rezone part of the site at 2 Churchill Avenue, Sandy Bay from Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) to Low Density Residential. This rezoning is intended to allow for divestment of surplus assets, specifically to enable the sale of seven accommodation units beside Bend 7 on Nelson Road for residential use. The area proposed to be rezoned is shown in Figure 2 below.

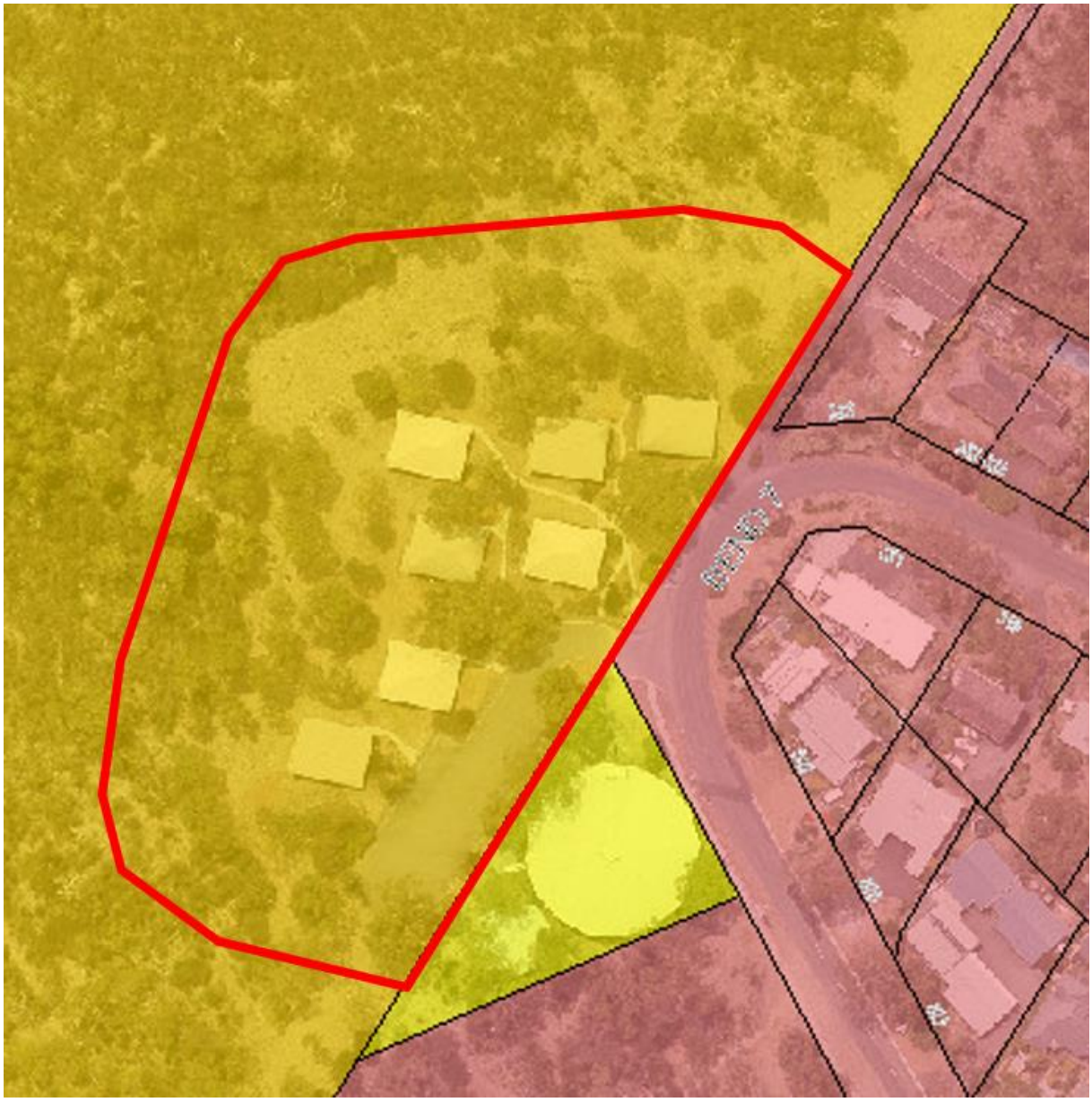


Figure 2*: the subject site, part of 2 Churchill Avenue (outlined in red) showing the area proposed to be re-zoned from Particular Purpose 3 – University of Tasmania (Sandy Bay Campus) to Low Density Residential outlined in red.*

Justification – Applicant's Submission

5.2. The applicant considers that the requested amendment is justified for the following reasons:

5.2.1. The proposal will provide for appropriate reuse and development of the student accommodation villas that are surplus to the University's requirements. It is underpinned by sound property asset planning by the University and the preceding Urgent Amendments to the Planning Scheme.

5.2.2. The University's intention to divest of surplus assets in the Upper Campus was foreshadowed in previous submissions during the preparation of the planning scheme. Further opportunity for public input will be available through the notification of the amendment.

5.2.3. The proposal represents consolidated urban development in a manner that provides for increased services and enhanced liveability. It will facilitate economic development outcomes.

5.2.4. The proposal follows detailed property planning by the University and is an appropriate strategic response now that the villas have been identified as surplus to the needs of the University. The proposal to realign the boundary with the Low Density Residential Zone is consistent with the surrounding use and development and is strategically sound.

5.2.5. The proposed zoning is appropriate and will provide certainty of the land use planning controls for future owners of the land and the community.

5.2.6. The proposal will assist reuse of existing housing stock close to surrounding services and the recreational environment of the university reserve.

5.2.7. The amendment will allow for the efficient use of existing public sewer, water, stormwater, road, electrical and telecommunications infrastructure in the vicinity of this urban site as well as the reuse of existing buildings.

5.2.8. The amendment promotes the objectives for sustainable development of land through allowing for the ongoing use of existing significant buildings and urban land that is surplus to the needs of the University. The proposal will not affect the existing biodiversity protection provisions under the zone and Biodiversity Code of the planning scheme and the integrity of the reserve will therefore not be impeded.

Justification Comment

5.3. The applicant has submitted some valid reasons in support of the proposed rezoning.

5.4. The subject site is located towards the top of the upper campus beside Bend 7 on Nelson Road. This location separates the exiting dwelling units visually and geographically from the main university campus. Consequently the site has the appearance of a low density multiple dwelling development rather than student accommodation.

5.5. The site is currently used as student accommodation. However, the pattern of development on the site consists of seven detached dwellings with the only shared facility being car parking. As such, it is considered that the existing use of the site is not substantially different to a multiple dwelling use and accordingly, a change in zone to Low Density Residential would not cause conflict with the adjoining residential area.

5.6. The subject site is well located in terms of access to transport, passive recreation and services such as Mount Nelson Primary School. It is considered a good example of a site which would be suitable for low density residential development.

5.7. Existing development on the site consists of single storey dwellings clustered close to the frontage to Nelson Road and the car parking area, with setbacks greater than 25m from the proposed zone boundary. The buildings would comply with the height and the side and rear boundary setbacks of the building envelope under clause 12.4.2.A. The north-eastern dwelling would have a setback of approximately 3.7m from the front boundary to Nelson Road. The permitted front boundary setback in the Low Density Residential Zone is 4.5m and in the Particular Purpose Zone – University of Tasmania is 10m in the upper campus. Therefore, whilst the building would still not be in compliance with the front boundary setback it would be closer to the permitted standard than with the existing zone and would not be unreasonably out of character with other development in the area.

5.8. The area proposed for rezoning would have a size of 1.253ha and a frontage of about 50m to Nelson Road. With the seven existing dwellings there would be a site area of 1790m^2 per dwelling which complies with the permitted density of not less than 1500m^2. It would also be possible to construct an eighth dwelling on the site and still comply with the permitted density provisions. It may be possible to increase the density beyond this, however this would be at the discretion of the Council following assessment against the performance criteria.

5.9. The subdivision standards for the Low Density Residential Zone allow a minimum lot size of 1000m^2. As such, with an area of 1.253ha it would be possible to subdivide the lot into 12 separate lots. Whilst the actual number of lots may be constrained by other considerations such as access, bushfire management and biodiversity values, it is considered that such development would not be unreasonable and would be similar to the collection of lots at the Bend 6 corner of Nelson Road.

5.10. The proposed amendment includes the area required for bushfire management of the existing development. With rezoning of the area and subsequent subdivision and sale of the land there is the potential for further development of the site, and thus changing the bushfire management requirements which could lead to impacts on the remainder of the Upper Campus. However such development would require assessment against the Planning Scheme and Building Code and if involving the adjoining land, the consent of the owner of the land and the imposition of a Part Five Agreement on the title.

5.11. The existing buildings are serviced with sewer, water and stormwater infrastructure as well as vehicle access. As such, it is considered that the site is suitable to support residential development and there are no engineering concerns. Servicing requirements of future development and/or subdivision will be addressed through an application for a planning permit.

5.12. The Council's Environmental Development Planner has advised that the Bushfire Hazard Management Plan complies with section 51(2)(d)(i) of the *Land Use Planning and Approvals Act 1993*. Furthermore, whilst the site is subject to the Biodiversity Code under the *Hobart Interim Planning Scheme 2015*, any clearing would be associated with bushfire hazard management and as such exempt. Accordingly there were no objections to the proposed rezoning.

6. Strategic Planning and Policy Considerations

6.1. The proposed amendment is consistent with the objectives of the Capital City Strategic Plan 2015-2025 in regard to the Strategic Objective 2.3 – 'City and regional planning ensures quality design, meets community needs and maintains residential amenity'.

7. Financial Implications

7.1. The proposed planning scheme amendment should not result in any additional significant Council expenditure.

8. Legal, Risk and Legislative Considerations

8.1. The *Land Use Planning and Approvals Act 1993* (LUPAA) requires that planning scheme amendments must seek to further the objectives of Schedule 1 of the Act and be prepared in accordance with State Policies.

8.2. The objectives of the Act require use and development to occur in a fair, orderly and sustainable manner and for the planning process to facilitate economic development in accordance with the other Schedule 1 Objectives.

8.3. It is considered that the proposed amendment meets the objectives of LUPAA, in particular it:

8.3.1. Assists sound strategic planning by not prejudicing the achievements of the relevant Zone Objectives or the STRLUS objectives;

8.3.2. It is consistent with the objective to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;

8.3.3. Provides greater flexibility to address changes in local environmental, social and economic circumstances;

8.3.4. Allows for a more efficient use of the existing infrastructure and facilities;

8.3.5. Facilitates the integration of compatible and complementary land use activities in a managed and save environment;

8.3.6. Provides for the exercise of greater flexibility to fully consider the capability of the land.

8.4. The relevant State Policy to consider in this case is the State Policy on Water Quality Management. It is considered that the proposed amendment is consistent with the objectives of this policy as the site is connected to existing stormwater infrastructure. The size of land proposed for rezoning will also allow for stormwater treatment for potential future development of the site to improve the quality of stormwater runoff.

8.5. S32(e) of the *former provisions* of LUPAA requires that planning scheme amendments must avoid the potential for land use conflicts in adjacent planning scheme areas. The amendment essentially relocates the boundary of the Low Density Residential Zone to encompass the existing residential portion of the upper campus of the University of Tasmania. This area, when utilised for residential use will reflect the existing pattern of development in the adjoining Low Density Residential Zone.

8.6. S32(f) of the *former provisions* of LUPAA requires that planning scheme amendments must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms. The size, location and configuration of the land as well

as the existing use of the land proposed for rezoning is such that it will not have any regional implications.

8.7. Section 30O of LUPAA requires that an amendment to an interim planning scheme is as far as practicable consistent with the regional land use strategy. The proposed amendment would not significantly change the existing use of the site and as such would not conflict with the strategic directions of the Southern Tasmania Regional Land Use Strategy.

9. Environmental Considerations

9.1. The site of the proposed amendment is subject to the Biodiversity Code in the HIPS 2015. As such identified environmental values are protected. It is not intended to amend the overlay, therefore the change in zone will not alter or override this. The proposed reuse of the existing buildings and fire management area is considered a sustainable outcome for both the site, and the broader area as it provides opportunities for ongoing use and development of the site without encroaching further into areas of conservation significance.

9.2. The inclusion of the existing bushfire management area within the land to be rezoned would also protect environmental values of the larger site by containing vegetation management for bushfire hazard clearing to land zoned Low Density Residential.

10. Social and Customer Considerations

10.1. The proposal is not considered to have any negative impact on social inclusion.

11. Marketing and Media

11.1. There are no marketing or branding implications of this amendment.

12. Community and Stakeholder Engagement

12.1. The Council has requested that reports which recommended the initiation of planning scheme amendments address the need to conduct a public meeting or forum to explain the proposed amendments and also outline the explanatory information to be made available. These are addressed below:

12.1.1. It is not considered that a public forum is necessary to explain the proposed amendment to the public as it is relatively simple and self-explanatory.

12.1.2. The following information will be made available on the website: a copy of this report, a copy of the formal amendment document and the applicant’s submission.

13. Delegation

13.1. Delegation rests with the Council.

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





Michaela Nolan
DEVELOPMENT APPRAISAL PLANNER

James McIlhenny
MANAGER PLANNING POLICY & HERITAGE

Date: 7 March 2018
File Reference: F18/8871

Attachment A: Applicants Submission ⇩
Attachment B: PSA-18-1 - Amendment Document ⇩
Attachment C: PSA-18-1 - Instrument of Certification ⇩

AllUrbanPlanning PTY LTD

Request for Planning Scheme Amendment – Rezone to Low Density Residential
University of Tasmania
Mount Nelson Villas

Date 14 January 2018

19 Mawhera Ave, Sandy Bay Tasmania 7005 Call 0400 109 582
Email frazer@allurbanplanning.com.au allurbanplanning.com.au

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Executive Summary

This proposal seeks to rezone the curtilage of the existing Mt Nelson Villas site at the University of Tasmania Sandy Bay Campus to Low Density Residential. This zoning is consistent with the adjacent residential properties on the Mount Nelson bends.

The amendment follows Urgent Amendment HOB UA27-2016 to the Hobart Interim Planning Scheme approved by the TPC 8 March 2017 that acknowledged:

- That the Upper Campus is an area in transition as the University divests itself of redundant assets; and
- Future use and development of the Upper Campus will be reviewed and subject to further applications for amendments to the Planning Scheme.

This proposal will allow these surplus student accommodation buildings to be sold for residential use.

In my assessment, the proposal demonstrates a high degree of conformance with the relevant requirements of Section 32 of the Act.

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1. Introduction

All Urban Planning Pty Ltd has prepared this request for a planning scheme amendment on behalf of the owner of the land, the University of Tasmania (The University).

The proposal is to rezone the curtilage of the seven existing student accommodation dwellings to Low Density Residential. A separate application pursuant to Section 57 of the Act is also to be submitted to create a new lot over that curtilage. That subdivision application can be considered under the existing provisions of the Particular Purpose Zone. On the basis that the subdivision is currently not prohibited, discussions with Council officers have confirmed that the proposal is not eligible for a combined application for rezoning and subdivision pursuant to Section 43A of the Act.

The Council may initiate and certify an amendment to the Scheme if it is satisfied that it is consistent with the requirements of Section 32 of the Act.

Accordingly, this assessment has been prepared to:

- Detail the site and the surrounding uses including consideration of the potential for land use conflict;
- Provide a full description of the proposed planning scheme amendment;
- Demonstrate that the proposal is in accordance with the State Policies;
- Demonstrate that the proposal is in accordance with the Southern Tasmania Regional Land Use Strategy; and
- Demonstrate that the application furthers the objectives set out in Schedule 1 of the Act.

1.1 Statutory References

The proposal relates to the Hobart Interim Planning Scheme 2015 (Planning Scheme). The Planning Authority is Hobart City Council.

1.2 Title Information & Owners Consent

The proposed relates to the following title:

Address	*Title*	*Owner*
2 Churchill Avenue	167424/1	University of Tasmania

The application is accompanied by owner's consent from the University of Tasmania and certificate of title is provided in Appendix A.

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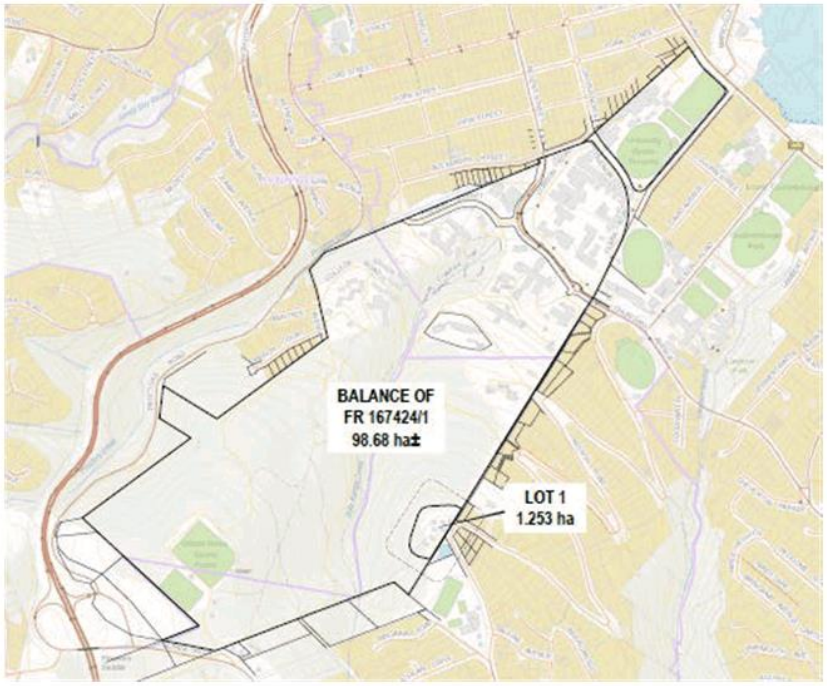


Figure 1 – The Site (Source: PDA surveyors) The proposal is to rezone the area marked as Lot 1 to Low Density Residential.

1.3 The proposal

The proposed planning scheme amendment involves a change to the planning scheme map to rezone the curtilage of the Mount Nelson Villas including the bushfire hazard management area as shown shaded in Figure 2 below to Low Density Residential.[1]

[1] The proposed subdivision that is to be subject to a separate application pursuant to Section 57 of the Act under the existing Particular Purpose Zone creates a new lot over the same area and extent of land to be rezoned (1.253ha).

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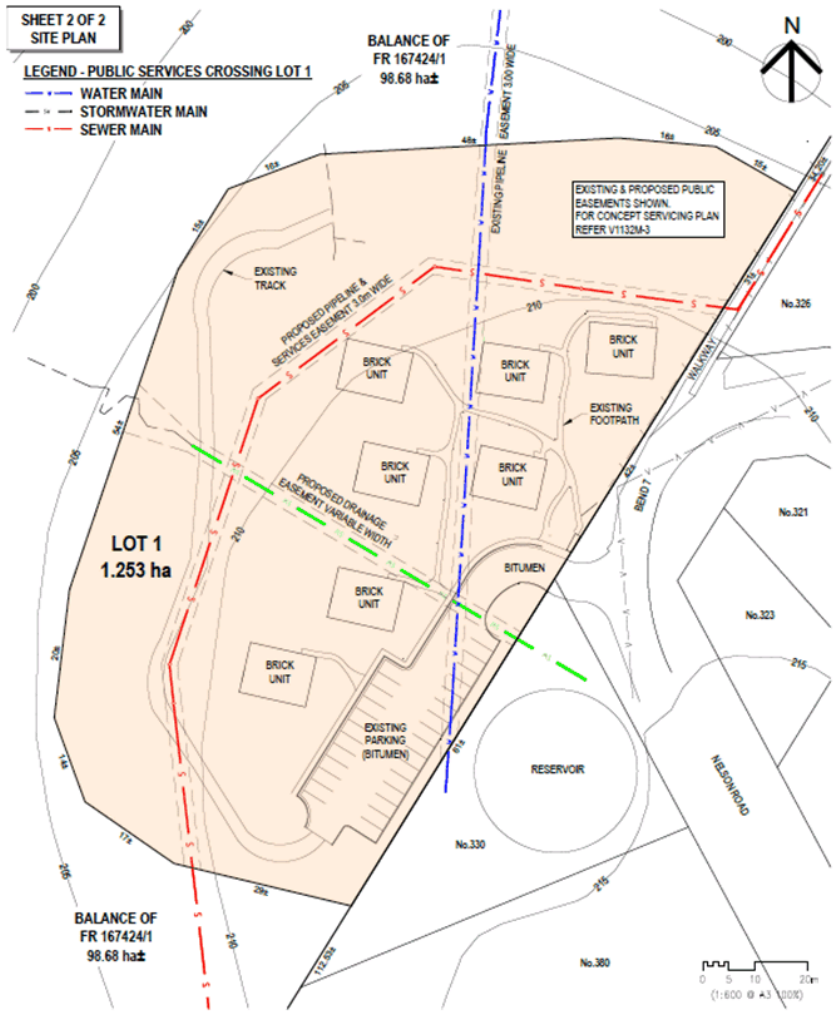


Figure 2 – Land to be rezoned (shaded) (Source: PDA Surveyors)

2. Site and Surroundings

2.1 Site description

The Sandy Bay campus is identified as three distinct parts namely:

- Upper campus - west of Churchill Avenue that extends through to Olinda Grove;
- Middle campus - between Churchill Avenue and Grosvenor Crescent; and
- Lower campus - between Grosvenor Crescent and Sandy Bay Road.

The upper campus is characterised by sloping bushland extending from Olinda Grove down along Rifle Range Creek to the intersection of French Street and College Road. The University accommodation precinct is located in this campus and is arranged in a hilltop village adjacent to Baintree Avenue. The Olinda Grove sports grounds are above and to the west and the Mt Nelson Villas to the south adjacent to Bend 7 of Nelson Road. The upper campus also includes significant institutional buildings of Commerce, Hytten Hall, School of Biological Sciences, the Old Medical Sciences, Union and Corporate Services buildings.

2.2 The Mount Nelson Villas

Th Mount Nelson Villas are located on to the west of the Nelson Road 'Bends' and between 160 m to 201m above sea level with an aspect forming an arc from almost due west fanning around to the northeast.

The seven existing dwellings on site are in a cluster with a shared carpark, access and immediately surrounding open space. Each dwelling is single storey, of simple brick construction with a hipped roof.

The dwellings are on a gently sloping knoll. Immediately around the existing dwellings native vegetation is restricted to remnant trees over mown native grasses and shrubs.

Beyond the developed zone, vegetation is largely native trees that have had the understorey partly cleared to create a fire break between the forest and urban areas of Mt Nelson. Soils are derived from Jurassic dolerite.

2.3 Surrounding Uses

The Mount Nelson Villas are bordered by low density residential development in a bushland setting on the Mt Nelson Bends to the south east and Olinda Grove to the south. A water TasWater reservoir is located adjacent to the south. Remaining land to the south west, west and north exists as bushland reserve.

2.4 Reserve

The University Reserve (reserve) is a significant land parcel of about 90 ha that is predominantly covered by native vegetation.

The reserve is situated on the margins of the vast area of predominantly native forest that extends west up the slopes of Mount Wellington, and from there, west through continuous forest on State Forest and then the extensive Tasmanian reserve system. To the north and east is the City of Hobart and to the south are more significant stands of forests fragmented by rural and residential development in the adjacent Kingborough Municipality.

The reserve lays between the Southern Outlet, a major highway and the suburban arterial roads of Olinda Grove, Churchill Avenue and Nelson Rd to the south east. The reserve is dominated by two ridgelines running downslope east north east and bisected by a relatively deep gully that drains the reserve into Sandy Bay. The reserve has numerous tracks throughout.

The reserve area is covered by a Biodiversity Protection Area under the Biodiversity Code of the Planning Scheme as shown below in Figure 3.

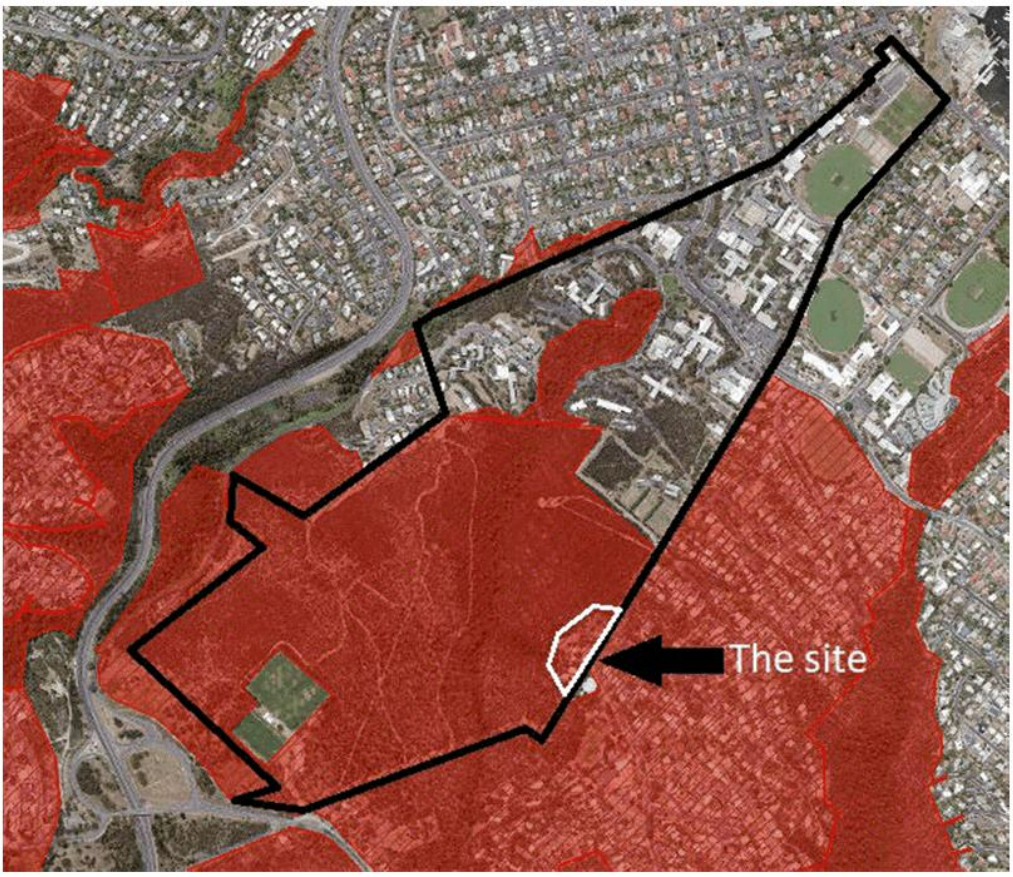


Figure 3 – Biodiversity Protection Area (Source Map E10 HIPS)

2.5 Access

The existing Villas have their own sealed access from Nelson Road and an existing 28 space carpark.

3. Existing Planning Controls

3.1 Zoning

The proposal relates to the Particular Purpose Zone 3 – University of Tasmania (Sandy Bay Campus) (PPZ3).

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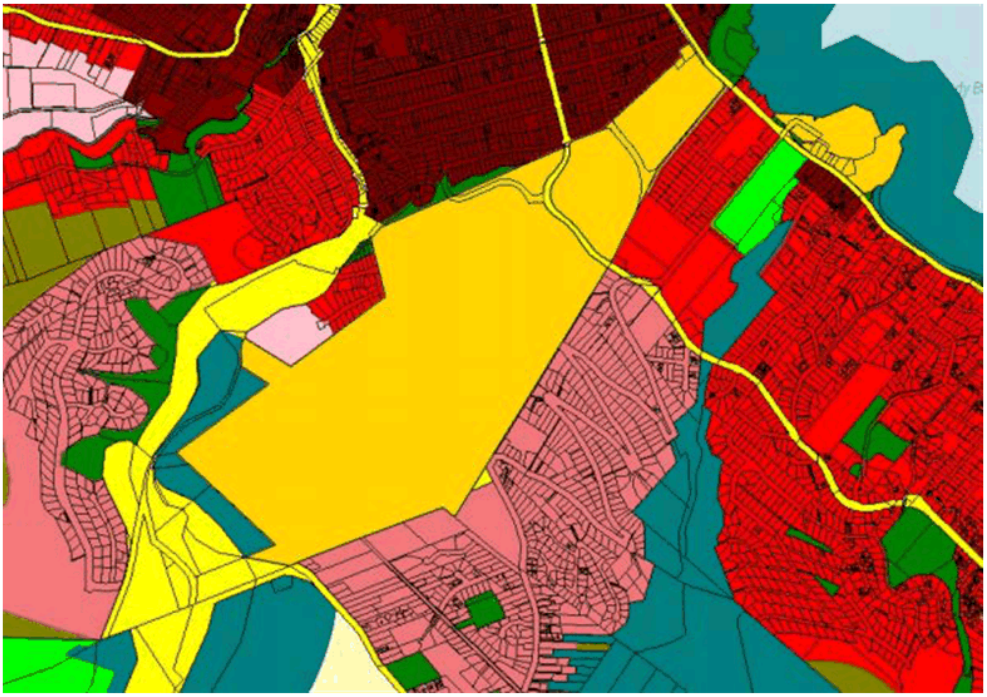


Figure 4 – Planning Scheme Zoning (Source: iplan)

The Zone Purpose under Clause 34.1.1 has a focus for the continued development of the campus as a major tertiary education centre with a diversity of activities primarily catering for education, recreation and entertainment of the student population but also that encourage a closer integration with the community.

34.1.1.1 To provide for the continued development of the University of Tasmania Sandy Bay campus (UTAS Sandy Bay) as a major tertiary education centre of the State.

34.1.1.2 To provide for a diversity of activities primarily catering for the education, recreation and entertainment of its student population while also encouraging a closer integration with the community.

Desired Future Character Statements under Clause 34.1.3 are that:

It is intended that UTAS Sandy Bay promotes an image of a premier University through its physical characteristics and setting.

UTAS Sandy Bay will capitalise on and promote its unique natural setting with views of the Derwent River and Mount Wellington in all new and refurbished buildings and grounds where the opportunity exists.

New buildings that accommodate contemporary teaching and research standards will be built along Churchill Avenue and Sandy Bay Road to promote an image of a premier university.

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These buildings will be sympathetic to the landscape setting and fit into the landscape. Development close to the various adjacent residential zones will have regard to the amenity of residential properties in their siting, height and bulk.

A 'green spine' will be developed as the main thoroughfare of the campus incorporating a university green, sporting facilities and intimate landscaped meeting areas.

Pedestrian access will be improved and the internal ring road will be closed in part to prioritise pedestrian movement.

Academic activities will be consolidated between Churchill Avenue and Sandy Bay Road.

Commercial and research uses which improve the academic, social and cultural life of the campus and benefit the broader community will be encouraged.

Suitable uses which provide for continued activity and the presence of people on the campus outside of university semesters will also be appropriate.

The Upper Campus is an area in transition as the University divests itself of redundant assets. It is intended that future use and development of the Upper Campus will be reviewed and subject to further applications for amendments to the Planning Scheme.

The last paragraph is of particular note and foreshadows amendments such as this proposal.

3.2 Use Table

The Use Table under Clause 34.2 currently reflects the core Zone Purpose and includes primarily education and support activities.

Residential use other than for staff and students of the University is discretionary.

3.3 Development Standards

Development Standards under the PPZ3 are based on the three character types; Upper, Middle and Lower Campus as shown in Figure 34.1 of the Planning Scheme.

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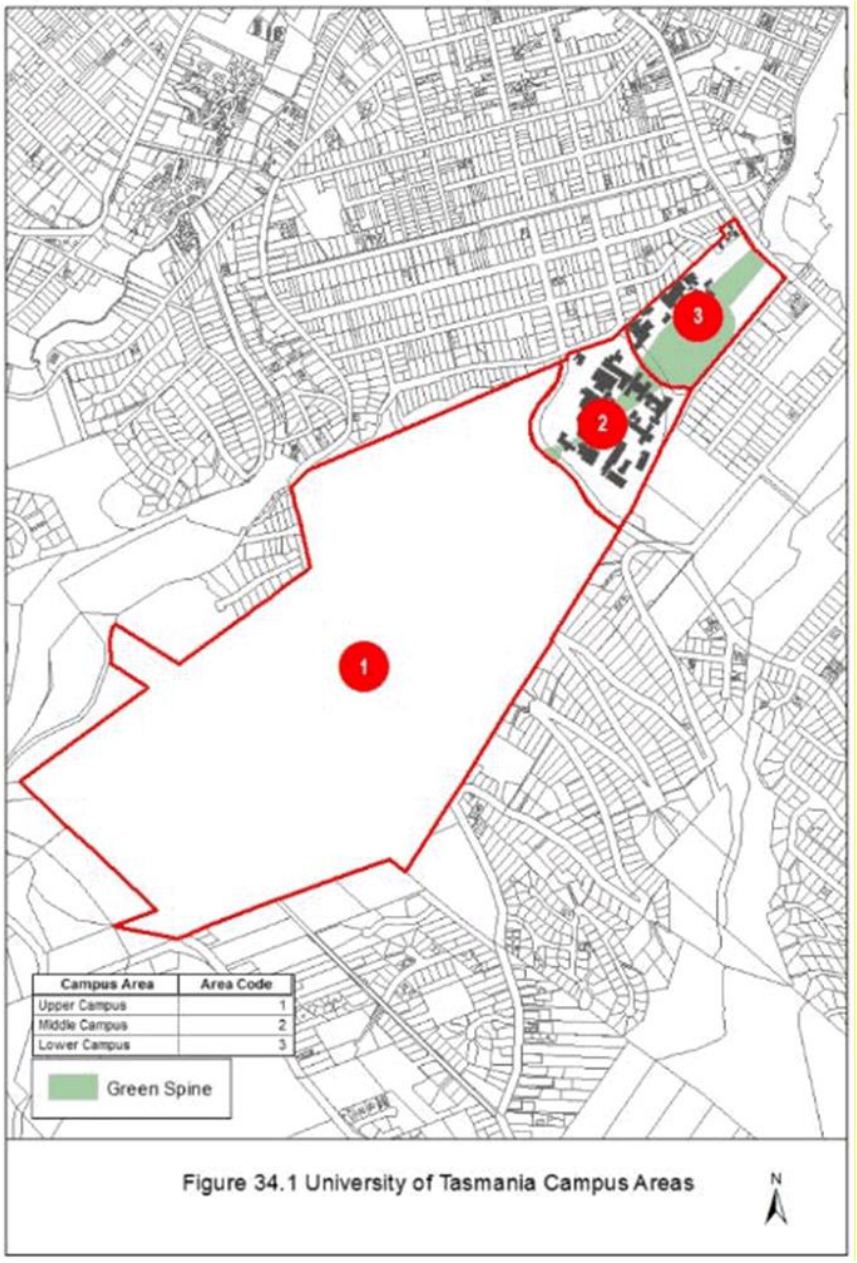


Figure 5 – PPZ3 Character Types (source: Figure 34.1 HIPS)

3.4 Subdivision Standards

The subdivision standards of the Planning Scheme vary between the Upper Campus and the Lower/Middle Campus. In the Upper Campus subdivision can be approved subject to appropriate site development planning.

As discussed above, a 1 lot subdivision over the extent of the land to be rezoned is to be submitted to Council and can be assessed under P1 of 34.4.7 below as an application pursuant to Section 57 of the Act.

34.4.7 New Development including Subdivision – Upper Campus

Objective:	
To ensure that development on the Upper Campus (Figure 34.1) minimises adverse impact on natural values and on the landscape.	
Acceptable Solutions	**Performance Criteria**
A1 Development must: (a) be accommodated within existing buildings; or (b) not involve an increase in floor area of more than 50m² from the effective date. There is no acceptable solution for subdivision.	**P1** Any new development, including subdivision, must be in accordance with a site development plan, prepared to the satisfaction of the planning authority, which fully documents and takes into account the areas natural and landscape values and identifies appropriate development standards to minimise adverse impacts on those values. In particular, the siting and layout of new buildings, lot boundaries or other works should seek to ensure the retention of E. *globulus* wet forest along Rifle Range Creek .

4. Consideration of the Proposed Zone Provisions

The following section provides an assessment of the subject land against the provisions of the Planning Scheme that would apply as a result of the proposed rezoning.

4.1 Low Density Residential Zone

Development Standards for Subdivision (Clause 12.5)

Lot Design (12.5.1)

Objective:

To provide for new lots that:

(a) have appropriate area and dimensions to accommodate development consistent with the Zone Purpose and any relevant Local Area Objectives or Desired Future Character Statements;

(b) contain building areas which are suitable for residential development, located to avoid hazards and values and will not lead to land use conflict and fettering of resource development use on adjoining rural land;

(c) are not internal lots, except if the only reasonable way to provide for desired residential density.

Development Standard	***Assessment***
A1.1 *The size of each lot, except if for public open space, a riparian or littoral reserve or utilities,*	The existing clustered development and shared servicing of the site is suited to strata title rather

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must be no less than 1,000m² and no more than 2,500m² (except balance lot).	than fee simple subdivision of the individual dwellings. The density of the proposed lot will be one dwelling per 1790m^2 of site area. It is in the middle of the zone's preferred density range of 1000m^2 to 2500m^2. Assuming the separate subdivision application under the existing Particular Purpose Zone is approved, the zoned area will be a balance lot consistent with A1.1 once this land is rezoned.
A2 *Each lot must provide a minimum building area that complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities:* *(a) is rectangular in shape with minimum dimensions of 10 m x 15 m;* *(b) is clear of the frontage, side and rear boundary setbacks;* *(c) is setback a minimum distance of 20 m landward of the Lower Sandy Bay Escarpment Line (shown on the Local Overlay Maps);* *(d) is clear of title restrictions such as easements and restrictive covenants;* *(e) has an average slope of no more than 1 in 5.*	The area to be rezoned will comfortably accommodate a minimum building area consistent with these requirements.
A3 *The frontage for each lot must be no less than the following, except if for public open space, a riparian or littoral reserve or utilities and except if an internal lot:* *30m.*	The land to be rezoned has a frontage of approximately 50m and is consistent with this requirement.
A4 *No lot is an internal lot*	The proposed land to be rezoned will not create an internal lot and therefore satisfies this requirement.
A5	The existing buildings will comfortably comply with the setback requirements to the zone boundary under 12.4.2.

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Setback from a new boundary for an existing building must comply with the relevant Acceptable Solution for setback.	

Roads (12.5.3)

The proposal does not involve creation of a new road and complies with A1 of Clause 12.5.2.

Ways and Public Open Space (12.5.3)

The proposed rezoning will not conflict with these provisions.

Services (12.5.4)

Development Standard	***Assessment***
A1 *Each lot must be connected to a reticulated potable water supply where such a supply is available.*	The land is connected to reticulated water supply consistent with this requirement.
A2 *Each lot must be connected to a reticulated sewerage system where available.*	The land is connected to reticulated sewer and is consistent with this requirement.
A3 *Each lot must be connected to a stormwater system able to service the building area by gravity.*	The land is serviced by the existing stormwater system for the Villas and satisfies this requirement.
A4 *The subdivision includes no new road.*	The land has existing formed access to a road and does not require the creation of a new road.

Site coverage and private open space (12.4.3)

Development Standard	***Assessment***
A1 *Dwellings must have:* *(a) a site coverage of not more than 25% (excluding eaves up to 0.6m); and* *(b) a site area of which at least 25% of the site area is free from impervious surfaces;* *(c) for multiple dwellings, a total area of private open space of not less than 60 m2 associated with each dwelling.*	The existing development on the land to be rezoned complies with the requirements of A1 as follows: a) Each dwelling has a floor area of approximately 130m^2. The resultant site cover of approximately 900m^2 on the proposed 1.253ha area of Low Density

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Any part of a site east of the Lower Sandy Bay Escarpment Line shall not be included in the site area for the purpose of calculating the site coverage under sub-clause (a).	Zone represents a site cover of approximately 7%; b) The proposal will maintain approximately 80% of the area of land to be rezoned free from impervious surfaces; c) Each dwelling can comfortably achieve 60m^2 private open space.
A2 *A dwelling must have an area of private open space that:* *(a) is in one location and is at least:* *(i) 24 m2; or* *(ii) 12 m2, if the dwelling has 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* *(b) has a minimum horizontal dimension of:* *(i) 4 m; or* *(ii) 2 m, if the dwelling has 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* *(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and* *(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and* *(e) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and*	Existing development on the land complies with the requirements of A2 in that each dwelling can achieve the required private open space.

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(f) has a gradient not steeper than 1 in 10; and *(g) is not used for vehicle access or parking.*	

Residential density for multiple dwellings (12.4.9)

Development Standard	***Assessment***
A1 *Multiple dwellings must have a site area per dwelling of not less than 1500m2.*	A density of 1 dwelling per 1790m^2 results from the proposed subdivision (1.253ha /7 dwellings) and complies with this requirement.

5. Consideration of Planning Scheme Codes

5.1 Code Overlays

The campus is subject to a Biodiversity Protection Area under the Biodiversity Code. The Biodiversity Protection Area is focussed on the 'Reserve' areas of the Upper Campus and controls the disturbance of vegetation.

There are a number of other Codes that apply to future use and development at the Mount Nelson Villas site including:

- Bushfire Prone Areas Code;
- Road and Railway Assets Code;
- Parking and Access Code; and
- Stormwater Management Code

The provisions of these Codes provide for due consideration of hazard, environmental, parking and access considerations for future use and development.

5.2 Bushfire- Prone Areas Code

The proposed zone boundary has been set to accommodate the full extent of the necessary bushfire hazard management area for the existing dwellings (see Figure 6 below). Having regard to the bushfire hazard management plan prepared by Phil Barker, Accredited Bushfire Practitioner, the requirements of this Code can be satisfied.

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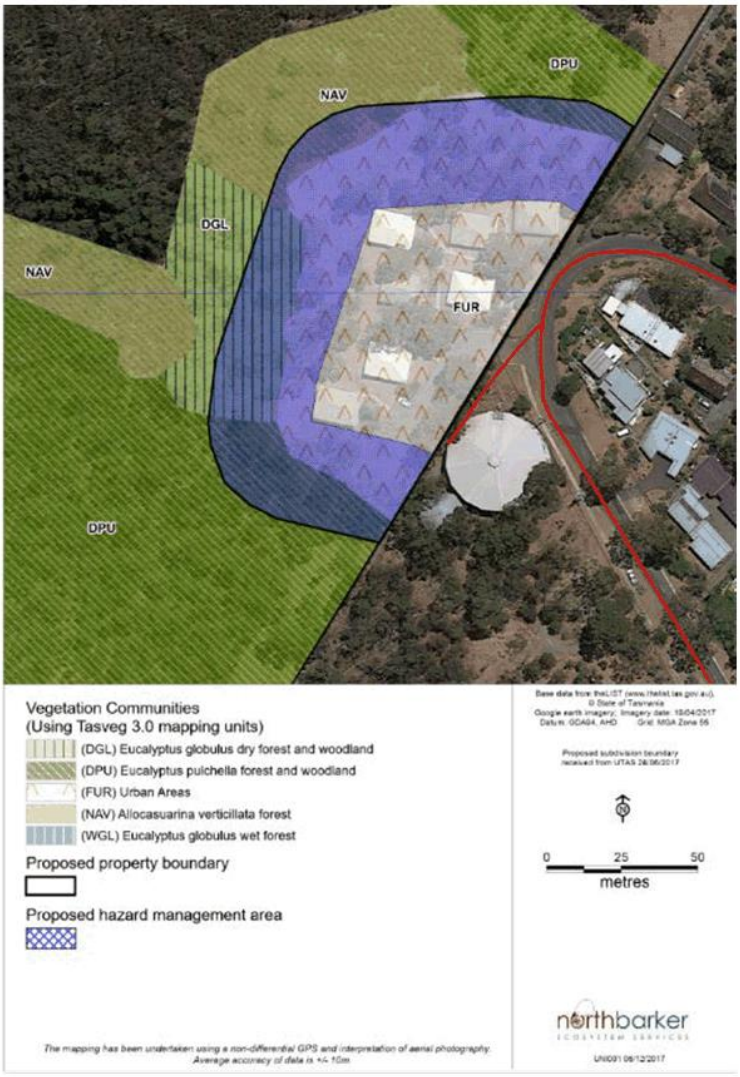


Figure 6 - The Hazard Management Area for the existing dwellings has informed the proposed zone boundary (Source: Phil Barker, Accredited Bushfire Practitioner, North Barker)

5.3 Parking and Access Code

The proposal relates to the existing seven dwelling development serviced by a shared access and 28 space carparks. The proposed rezoning is not considered to raise new issues for consideration under this Code.

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5.4 Stormwater Management Code

The existing development on the site is served by existing stormwater infrastructure and is considered to satisfy the requirements of this Code.

5.5 Biodiversity Code

The proposed rezoning does not require clearance or conversion of native vegetation other than the minimum necessary for bushfire hazard management for the existing dwellings as shown in Figure 6 above. This bushfire hazard management is exempt under E10.4.1(e) of this Code.

6. Assessment of Proposed Amendment

6.1 Reasoning for the proposal

The proposed amendment is to facilitate the sale of the Mount Nelson Villa residences which have been identified as surplus to the needs of the University.

The proposed Low Density Residential zoning is consistent with the adjacent residential areas of Mount Nelson and will provide clarity and certainty for potential purchasers of land use planning controls and suitability for future residential use and development.

The decision to divest of the Villas is underpinned by extensive analysis and strategic property planning on behalf of the University.

6.2 The Low Density Residential Zone

The Purpose of the Low Density Residential Zone under Clause 12.1 of the Planning Scheme is:

12.1.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.

12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.

12.1.1.3 To encourage residential development that respects the neighbourhood character.

12.1.1.4 To provide a high standard of residential amenity.

12.1.1.5 To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.

The Desired Future Character Statements under Clause 12.1.3 state that:

The areas in a bushland setting covered by this zone should continue to develop primarily with detached housing in order to allow substantial retention of natural vegetation and landscaped open space. The use of materials that blend with the colours and textures of the natural vegetation is encouraged. In Lower Sandy Bay development should minimise impacts on the landscape values of the Derwent Estuary.

Comment

The circumstances of the subject site with existing detached residential development surrounded by open space on the fringe of the University Reserve is considered consistent with these statements.

Use

Residential including for multiple dwellings and student accommodation is a Permitted Use in the zone.

Development Standards for Subdivision

The subdivision requirements under Clause 12.5.1 provide for new lots that:

(a) have appropriate area and dimensions to accommodate development consistent with the Zone Purpose and any relevant Local Area Objectives or Desired Future Character Statements;

(b) contain building areas which are suitable for residential development, located to avoid hazards and values and will not lead to land use conflict and fettering of resource development use on adjoining rural land; and

(c) are not internal lots, except if the only reasonable way to provide for desired residential density.

Comment

The proposed zone area has been informed by the existing curtilage and required bushfire hazard management area. It is therefore consistent with these Objectives.

6.3 Land Use Planning and Approvals Act 1993

The application to amend an Interim Planning Scheme is to be assessed under the former provisions of the Act.

Under Section 33 of the Act, before making a decision whether or not to initiate an amendment of the planning scheme, the planning authority must consider –

(a) whether the requested amendment is consistent with the requirements of section 32; and

(ab) any representation made under section 30I, and any statements in any report under section 30J as to the merit of a representation, that may be relevant to the amendment; and

(b) any advice referred to in section 65 of the Local Government Act 1993 received by it.

and/or certify a draft amendment, the planning authority must consider whether the application is consistent with Section 32 of LUPAA which requires:

(1) A draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A)–

...

(e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and

(ea) must not conflict with the requirements of section 30O; and

(f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

(2) The provisions of section 20(2), (3), (4), (5), (6), (7), (8) and (9) apply to the amendment of a planning scheme in the same manner as they apply to planning schemes.

Section 30O states:

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(1) An amendment may only be made under Division 2 or 2A to a local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker within the meaning of section 20(2A), practicable, consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the scheme applies.

(2) An amendment, of a planning scheme, that would amend a local provision of the scheme or insert a new provision into the scheme may only be made under Division 2 or 2A if –

(a) the amendment is not such that the local provision as amended or inserted would be directly or indirectly inconsistent with the common provisions, except in accordance with section 30EA, or an overriding local provision; and

(b) the amendment does not revoke or amend an overriding local provision; and

(c) the amendment is not to the effect that a conflicting local provision would, after the amendment, be contained in the scheme.

(3) Subject to section 30EA, an amendment may be made to a local provision if –

(a) the amendment is to the effect that a common provision is not to apply to an area of land; and

(b) a planning directive allows the planning scheme to specify that some or all of the common provisions are not to apply to such an area of land.

(4) An amendment may not be made under Division 2 or 2A to a common provision of a planning scheme unless the common provision, as so amended, would not be inconsistent with a planning directive that requires or permits the provision to be contained in the planning scheme.

(5) Subject to section 30EA, an amendment of a planning scheme may be made under Division 2 or 2A if the amendment consists of –

(a) taking an optional common provision out of the scheme; or

(b) taking the provision out of the scheme and replacing it with another optional common provision.

Section 20 also includes the following:

20.(1)

(a) seek to further the objectives set out in Schedule 1 within the area covered by the scheme; and

(b) prepare the scheme in accordance with State Policies made under section 11 of the State Policies and Projects Act 1993; and

(c) . . . .

(d) have regard to the strategic plan of a council referred to in Division 2 of Part 7 of the Local Government Act 1993 as adopted by the council at the time the planning scheme is prepared; and

(e) have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

The proposal is considered consistent with these requirements below.

6.4 Relevant representations under Section 30J

The proposed amendment was foreshadowed by the University's representation on the Draft HIPS, Council's Section 30J report and the subsequent Urgent Amendments to the PPZ.

6.5 Southern Tasmania Regional Land Use Strategy

Section 30O(1) of the Act provides that an amendment of an interim planning scheme under Division 2 and 2A of Part 3 of the Act may only be made if, as far as practicable, it is consistent with the regional land use strategy.

At a regional scale, the proposal represents a minor realignment of an existing boundary between the Particular Purpose and Low Density Residential zones. The proposal reflects the existing and intended future residential use of the site. It will in no way affect the strategic directions of the regional strategy.

6.6 Consistency with common and overriding local provisions

The proposal relates to a local change to the zone map and does not conflict with the requirements of Section 30O.

6.7 Potential for conflict with adjoining land uses

Section 32(e) requires that an amendment of a planning scheme must as far as practical avoid conflicts with use and development permissible under the planning scheme applying to the adjacent land.

The proposal reflects the existing residential use of the site and is consistent with the surrounding residential uses of Mount Nelson. It will not create land use conflict.

6.8 State Policies

The following State Policies are made under the State Policies and Projects Act 1993:

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997; and
- Tasmanian State Coastal Policy 1996.

The National Environmental Protection Measures are automatically adopted as State Policies under the State Policies and Projects Act 1993.

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997;
- Tasmanian State Coastal Policy 1996; and
- The National Environmental Protection Measures (NEPMS).

The following section examines the State Policies as they apply to this amendment.

6.8.1 State Policy on the Protection of Agricultural Land 2009

The purpose of the State Policy on the Protection of Agricultural Land 2009 is:

"to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land".

The subject site is not prime agricultural land. The proposal does not conflict with this Policy.

6.8.2 State Coastal Policy 1996

The Policy is not applicable to this proposal sited further than 1km from the coast.

6.8.3 State Policy on Water Quality Management 1997

The State Policy on Water Quality Management is concerned with achieving sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource management and Planning System.

The proposed zoning will allow for suitable stormwater treatment to be incorporated in future development as required by the Planning Scheme. Such measures will ensure the long-term quality of stormwater runoff is efficiently managed to protect water quality.

6.9 National Environment Protection Measures

The National Environmental Protection Measures (NEPMs) relate to:

- Ambient air quality;
- Ambient marine, estuarine and fresh water quality;
- The protection of amenity in relation to noise;
- General guidelines for assessment of site contamination;
- Environmental impacts associated with hazardous wastes; and
- The re-use and recycling of used materials.

None of these NEPMs are considered particularly relevant to the proposal.

6.10 Gas Pipelines Act 2000

Pursuant to Section 20(1) (e) of the Act provides that the Council must be satisfied that the amendment has regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

The proposed amendment will not affect gas infrastructure and the proposal is therefore in accordance with this requirement.

6.11 Schedule 1of the Land Use Planning & Approvals Act 1993

Schedule 1 of the Land Use Planning and Approvals Act 1993 Section 20(1)(a) of the Act provides that the Council is to be satisfied that the proposed amendment seeks to further the objectives set out in Schedule 1. The objectives in Schedule 1 and their relevance to this amendment are addressed below.

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6.11.1Schedule 1 Part 1

(a) To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;

Comment

The amendment promotes the objectives for sustainable development of land through allowing for the ongoing use of existing significant buildings and urban land that is surplus to the needs of the University. The proposal will not affect the existing biodiversity protection provisions under the zone and Biodiversity Code of the planning scheme and the integrity of the reserve will therefore not be impeded.

(b) To provide for the fair, orderly and sustainable use and development of air, land and water;

Comment

The proposal will provide for appropriate reuse and development of the student accommodation villas that are surplus to the University's requirements. It is underpinned by sound property asset planning by the University and the preceding Urgent Amendments to the Planning Scheme. The proposal is considered to further this Objective.

(c) To encourage public involvement in resource management and planning;

Comment

The University's intention to divest of surplus assets in the Upper Campus was foreshadowed in previous submissions during the preparation of the Planning Scheme. Further opportunity for public input will be available through the notification of the amendment.

(d) To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) above.

Comment

The proposal represents consolidated urban development in a manner that provides for increased services and enhanced liveability. It will facilitate economic development outcomes consistent with this Objective.

(e) To promote sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

Comment

The proposal does not affect the attainment of this Objective.

6.11.2Schedule1 Part 2

(a) To require sound strategic planning and co-ordinated by state and local Government;

Comment

The proposal follows detailed property planning by the University and is an appropriate strategic response now that the Villas have been identified as surplus to the needs of the University. The proposal to realign the boundary with the Low Density Residential zone is consistent with the surrounding use and development and is strategically sound.

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(b) To establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;

Comment

The proposed zoning is appropriate and will provide certainty of the land use planning controls for future owners of the land and the community.

(c) To ensure the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;

Comment

The Biodiversity Protection Code Overlay and stormwater management code will ensure that natural values and water quality are protected.

(d) To require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional, and municipal levels;

Comment

For the reasons set out above the proposal will further this Objective.

(e) To provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;

Comment

The proposal does not affect the attainment of this Objective.

(f) To secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;

Comment

The proposal will assist to facilitate reuse of existing housing stock close to surrounding services and the recreational environment of the University Reserve. It furthers this objective.

(g) To conserve those buildings, areas or other places which are of scientific, aesthetics, architectural or historical interest, or otherwise of special cultural value;

Comment

The proposal will not affect the heritage values and does not conflict with this Objective.

(h) To protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;

Comment

The amendment will allow for the efficient use of existing public sewer, water, stormwater, road, electrical and telecommunications infrastructure in the vicinity of this urban site as well as the reuse of existing buildings. For these reasons the proposal will further this Objective.

(i) To provide a planning framework which fully considers land capability;

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Comment

The site is suitable for continuing residential use and development and is consistent with this Objective.

7. Conclusion

The area of the proposed rezoning reflects is consistent with the adjacent Low Density Residential Zoning of the Mount Nelson Bends. The proposed zone boundary reflects the curtilage of the existing multiple dwelling development and the minimum necessary bushfire hazard management area.

The proposal is considered to satisfy the requirements for a planning scheme amendment under the Act.

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Appendix A

Certificate of Title

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
167424	1
EDITION	DATE OF ISSUE
1	30-Apr-2014

SEARCH DATE : 22-Apr-2015
SEARCH TIME : 08.37 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 167424
Derivation : Part of 251A-2R-18 2/10P Vested in the University of Tasmania
Prior CT 153995/1

SCHEDULE 1

A800944 B382690 C21681 C411349 UNIVERSITY OF TASMANIA
Registered 03-Jun-2003 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP153903 BENEFITING EASEMENT: (of that part of the said land within described formerly comprised in Folio of the Register Volume 153903 Folio 3) a right of drainage over the Drainage Easement Variable Width shown on P167424
SP153903 BURDENING EASEMENT: right of drainage in favour of Hobart City Council over the Drainage Easement 2.00 Wide shown on P167424
SP153903 BURDENING EASEMENT: a right of drainage (appurtenant to Lots 1 & 2 on SP153903) over the Drainage Easements 2.00 Wide shown on P167424
C973919 BURDENING GAS SUPPLY EASEMENT and ancillary rights (fully defined therein) for the benefit of Tas Gas Networks Pty Ltd over the Gas Supply Easement 'P' and Gas Supply Easement 'Q' shown passing through the said land within described on P.167424 (Subject to Conditions) Registered 28-Jun-2011 at noon
C973920 BURDENING TELECOMMUNICATIONS EASEMENT with the benefit of a restriction as to user of land in favour of Tas The Crown over the land marked Easement for Services 'T' and Easement for Services 'V' on P. 167424 (Subject to Conditions) Registered 28-Jun-2011 at noon
SP167420 BURDENING EASEMENT: Right of Carriageway (appurtenant

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

to Lots 1 & 2 on SP167420) over the Rights of Way 'A' & 'B' variable width on P167424

SP167420 BURDENING EASEMENT: Right of Carriageway (appurtenant to Lot 1 on SP167420) over the Right of Way 'C' variable width on P167424

SP167420 BURDENING EASEMENT: a pipeline easement (appurtenant to Lot 2 on SP167420) over the Pipeline Easement 0.60 wide on P167424

C560395 BURDENING EASEMENT: a Pipeline Easement in favour of Hobart City Council over the Pipeline Easement 3.00 wide on Plan 167424 Registered 18-Apr-2008 at noon

C188641 LEASE to OPTUS MOBILE PTY LTD of a leasehold estate for the term of "ten years from 1-May-2009" (of portion of the said land within described as defined therein) Registered 09-Sep-1999 at 12.01 PM (MF:2565o/1613)

C248926 LEASE to COMMONWEALTH SCIENTIFIC AND INDUSTRIAL RESEARCH ORGANISATION of a leasehold estate for the term of 99 years from 1-Jan-1999 (of Lot 1 on P. 127885 only) Registered 04-Oct-2000 at noon (MF:2601/1468)
Leasehold Title(s) issued: 127885/1

C274695 CAVEAT by University Co-operative Bookshop Limited "against portion of the land as described therein" Registered 23-Jan-2001 at noon (MF:2609/1774)

C840784 ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions) Act 1993 Registered 28-May-2008 at noon

C907046 CAVEAT by University Co-operative Bookshop Limited affecting such portion of the said land within described as shown hatched on the plan attached thereto Registered 28-Apr-2009 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

M481274 PRIORITY NOTICE reserving priority for 60 days TFR/EASE University of Tasmania to Aurora Energy Pty Ltd Lodged by WALLACE WILK & WEB on 07-Aug-2014 BP: M481274

168261 PLAN Lodged by WALLACE WILK & WEB on 13-Aug-2014 BP: 168261

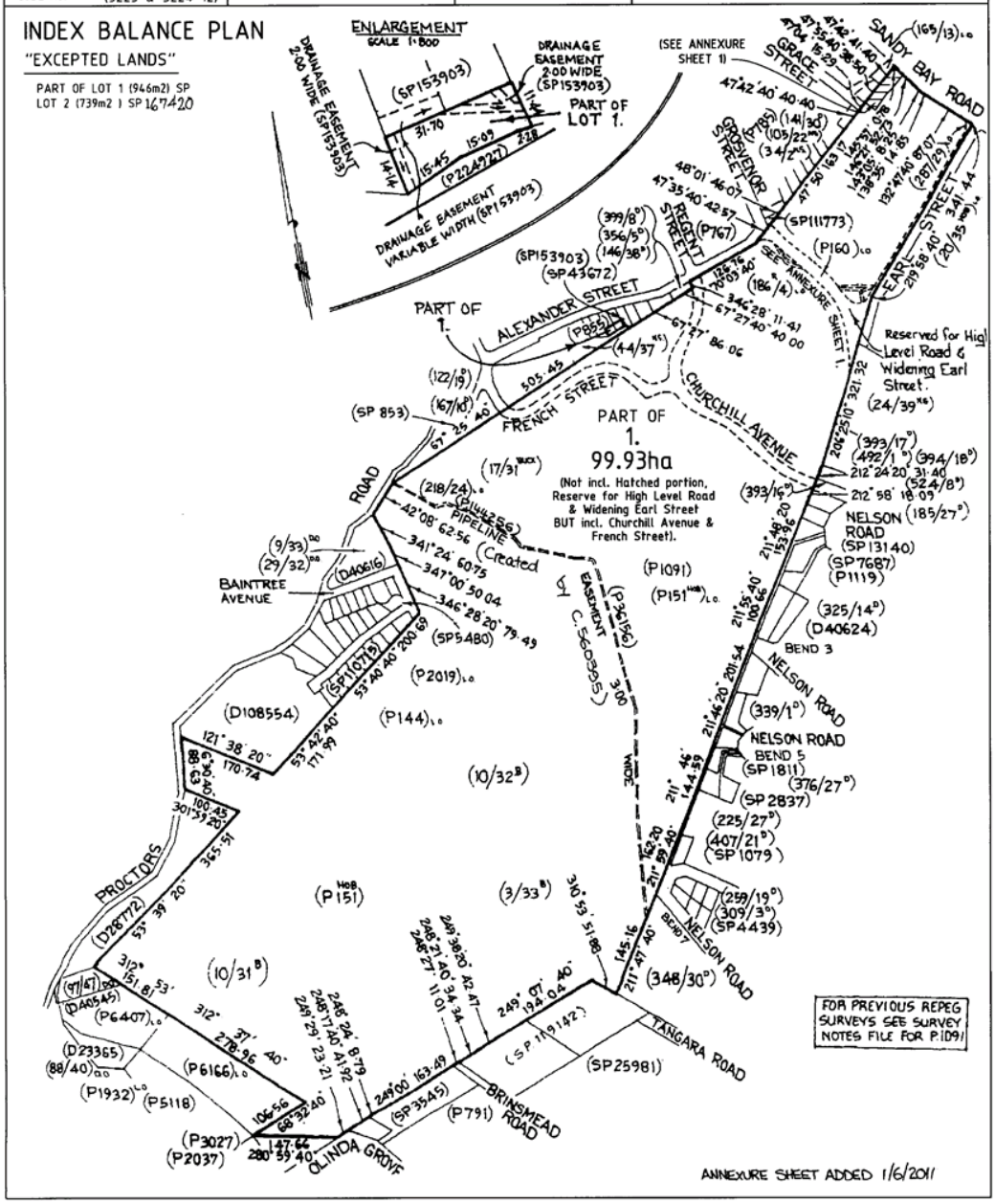
D137394 TRANSFER of EASEMENT Lodged by WALLACE WILK & WEB on 13-Aug-2014 BP: 168261

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER University of Tasmania	PLAN OF TITLE		REGISTERED NUMBER P167424
FOLIO REFERENCE C.T.153995/1	LOCATION CITY OF HOBART		
GRANTEE Part of 251A-2R-18 2/10P, Vested in the University of Tasmania	FIRST SURVEY PLAN No.		APPROVED EFFECTIVE FROM 30 APR 2014 Recorder of Titles
	COMPILED BY PDA Surveyors		
	SCALE: 1:6000	LENGTHS IN METRES	SURVEYORS REF: Q744M-2
MAPSHEET MUNICIPAL CODE No. 114 (5225 & 5224-12)	LAST UPI No	LAST PLAN No. P153995	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



PLAN OF SUBDIVISION

PDA Surveyors
Surveying, Engineering & Planning
ABN 71 217 806 325
127 Bathurst Street Hobart, Tasmania, 7000
www.pda.com.au Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085

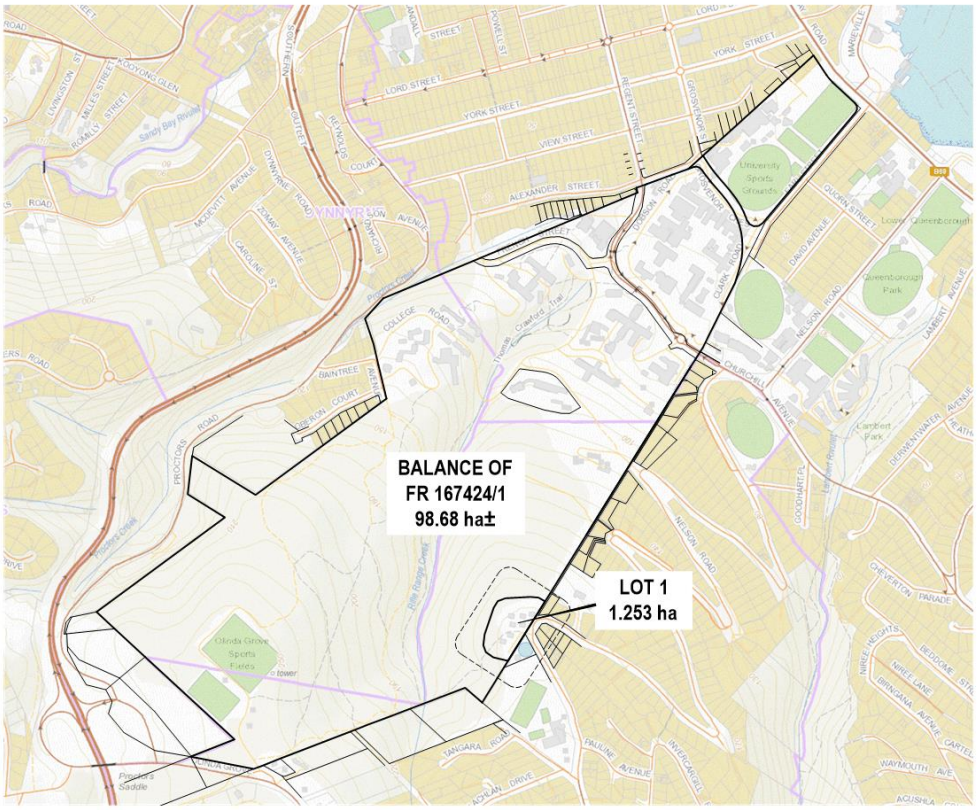
Owners	University of Tasmania	Address	2 Churchill Avenue, Sandy Bay / Bend 7, Nelson Road
		Council	Hobart City Council
		Planning Scheme	Hobart Interim Planning Scheme 2015
Title References	FR 167424/1	Zone & Overlay	34.0 Particular Purpose & 116.UTA
Schedule Of Easements	See Sheet 2.		

This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

Scale	Date	PDA Reference	Map reference	PID	Point of Interest GDA94 MGA55
1:10,000	12 December 2017	V1132M-1	5224	3257063	526270E, 5248999N

SHEET 1 OF 2
LOCALITY

N



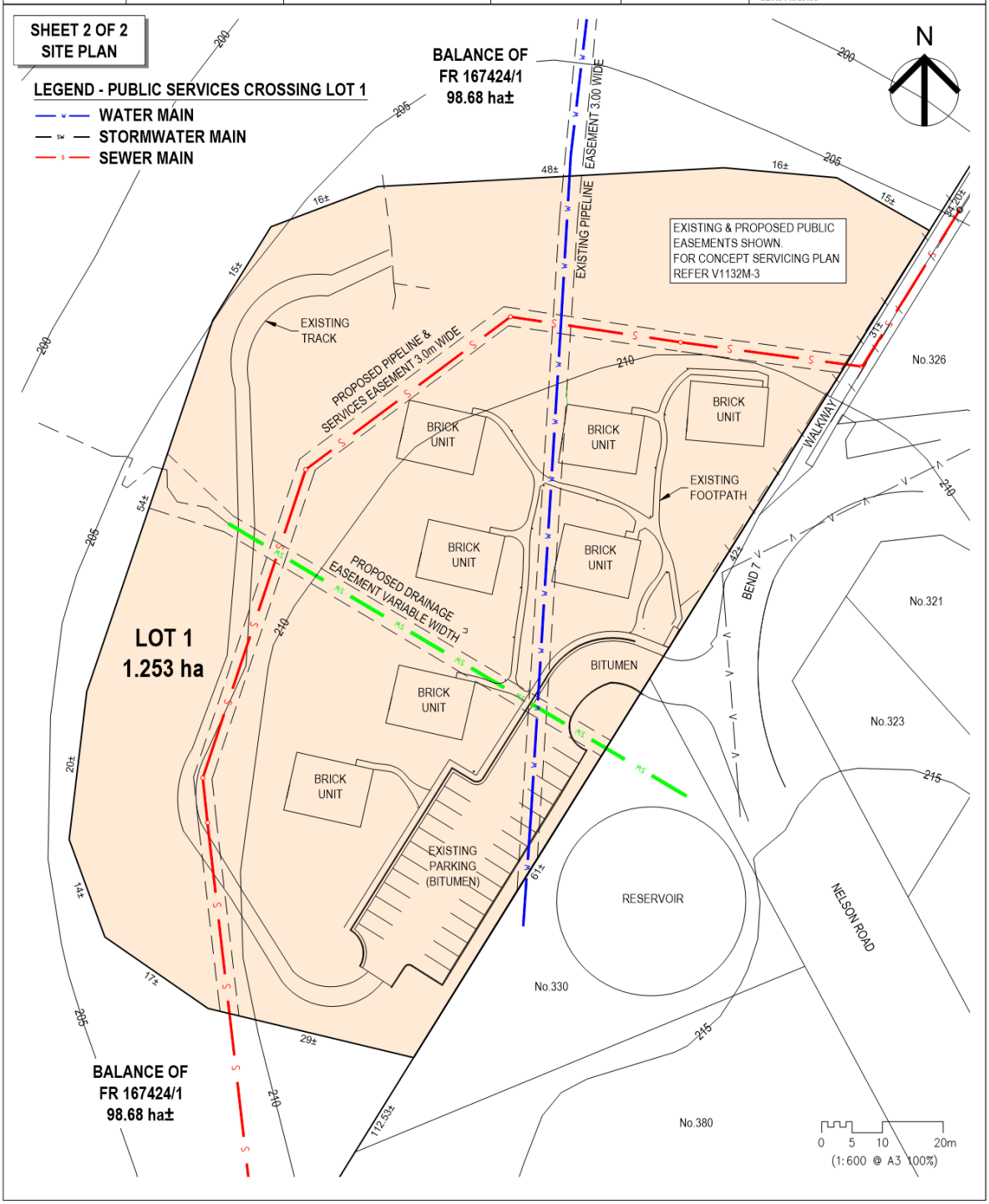
PLAN OF SUBDIVISION

PDA Surveyors
Surveying, Engineering & Planning
ABN 71 217 806 325
127 Bathurst Street Hobart, Tasmania, 7000
www.pda.com.au Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085

Owners	University of Tasmania	Address	2 Churchill Avenue, Sandy Bay / Bend 7, Nelson Road
		Council	Hobart City Council
Title References	FR 167424/1	Planning Scheme	Hobart Interim Planning Scheme 2015
		Zone & Overlay	34.0 Particular Purpose & 116.UTA
Schedule Of Easements	Existing Easements to be carried forward.		

This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

Scale	Date	PDA Reference	Map reference	PID	Point of Interest GDA94 MGA55
1:600	12 December 2017	V1132M-2	5224	3257063	526270E, 5248999N



northbarker
ECOSYSTEM SERVICES

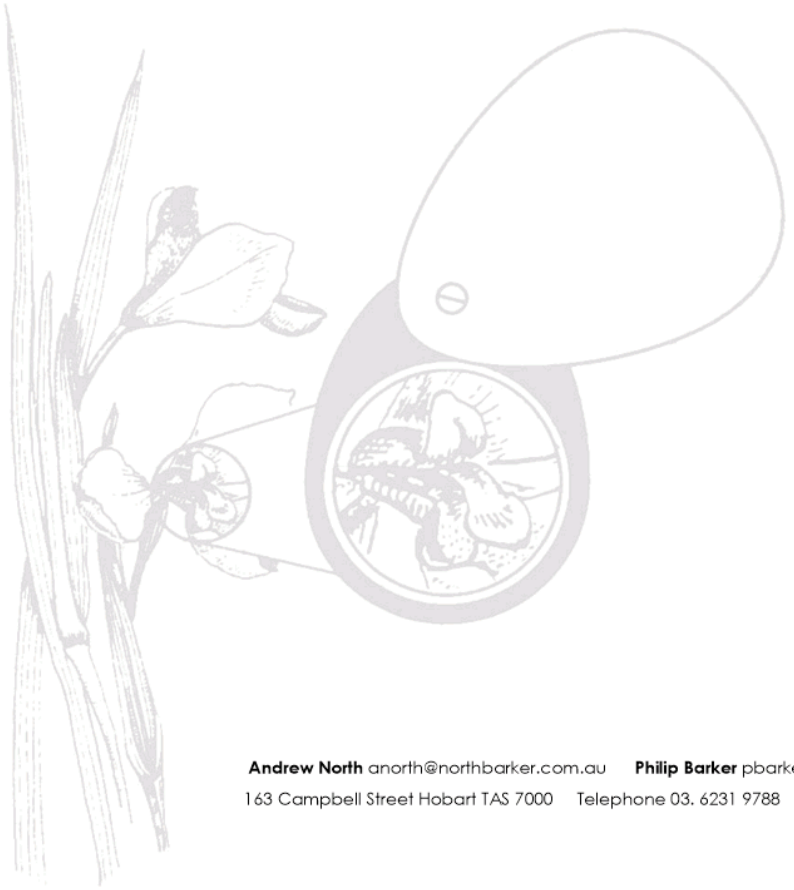
Nelson Villas – Proposed Subdivision

Draft

Bushfire Report and Hazard Management Plan

15th February 2018

For UTAS (UTAS001)



Andrew North anorth@northbarker.com.au **Philip Barker** pbarker@northbarker.com.au
163 Campbell Street Hobart TAS 7000 Telephone 03. 6231 9788 Facsimile 03. 6231 9877

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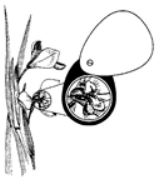
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ACKNOWLEDGMENTS

Client: UTAS

Survey and report: Linda Drummond



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1. INTRODUCTION

The University of Tasmania (UTAS) is proposing to rezone and subdivide a portion of their land at Mt Nelson. The land is part of the university reserve which is a large parcel of bushland to the west of the developed Sandy Bay campus.

It is proposed that the site will be rezoned to low density residential land and the existing dwellings be on a single strata title, no additional dwellings are being proposed at this stage.

The land is currently zoned Particular Purpose (PPZ-3 University of Tasmania (Sandy Bay Campus)).

The site is located within a Bushfire Prone Area Overlay (Hobart Interim Planning Scheme 2015) and therefore requires a Bush Fire Hazard Management Plan (HMP) demonstrating the proposed mitigation in compliance with the AS3959 and the attendant impact on natural values.

The HMP is required to be developed for the purposes of Planning Directive No. 5.1 – Bushfire Prone Areas Code.

2. SITE DESCRIPTION

The area of land proposed for subdivision is about 1.3 ha and forms part of the UTAS Sandy Bay Campus off Nelson Road. It sits on a north to north-west facing slope with an elevation ranging from approximately 200 m asl to 210 m asl, to the west is Rifle Range Creek.

The site is predominantly cleared with dwellings with remnant native vegetation and site access is via existing sealed roads.

See Figure 1 for the context and locality of the proposal.

Limitations:

This report is based on site investigations at the time of inspection and from information provided by the proponent. The report is limited in scope to bushfire hazard assessment only. The assessment is based on this building area and its findings are for this site only. Future changes to the building proposal or changes in the vegetation that affect bushfire hazard have not been considered.

3. PROPOSED USE

The development proposal is to subdivide and rezone the identified portion of the university reserve shown in Figure 2. No additional dwellings or extensions to additional dwellings are proposed at this stage. The site is already serviced by reticulated water.

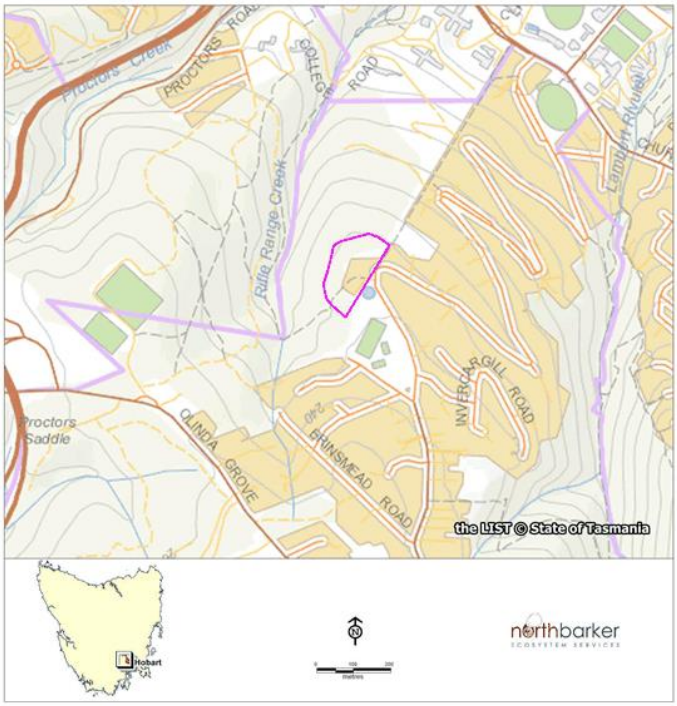


Figure 1. The location and context of the site.

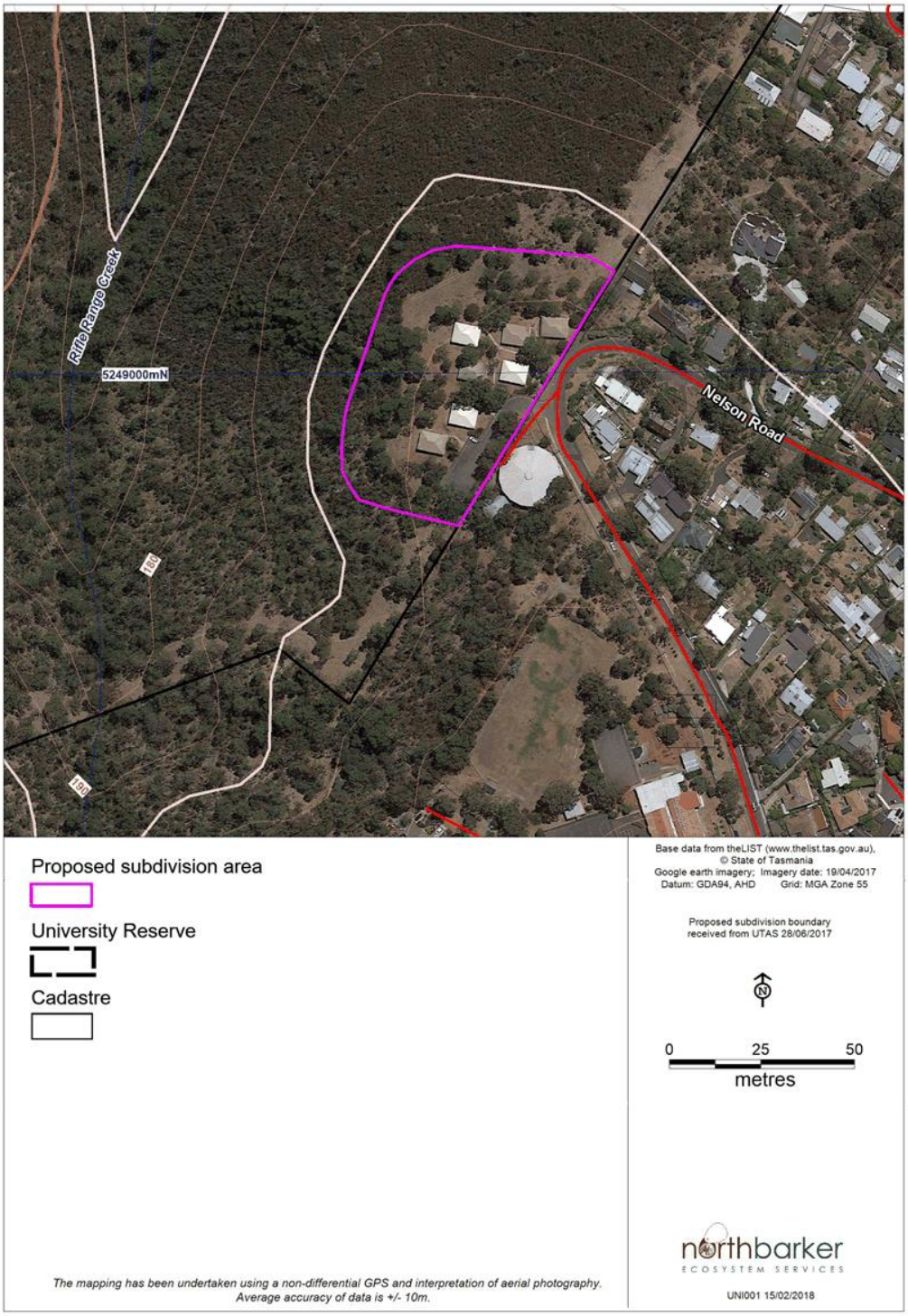


Figure 2: Existing residential dwellings and proposed subdivision area.

4. BUSHFIRE SITE ASSESSMENT

Vegetation: The existing vegetation within 100 m of the proposed subdivision is forest, woodland and low threat vegetation (shown in Figure 3).

The forested and woodland vegetation to the north, west and south comprises Eucalyptus pulchella (DPU), Eucalyptus globulus (DGL) and Allocasuarina verticillata (NAV), while the low threat vegetation to the west are urban areas (FUR).

Slope and fire paths: The land slopes up to the east and down towards the north, west and south. The slopes that affect the BAL rating at the building area are reported first and the predominant vegetation is also indicated in Table 1 for where slopes are steep.

The most likely fire paths are from the southwest through to the northwest. However, ignition could occur in any direction.

The fire history for the area is shown in Figure 3.

Four previous fires are mapped in the area, these took place in 2006, 1998, 1994 and 1967.

Fire management: This area is already under the management of Tasmania Fire Service and the University of Tasmania. The University of Tasmania's fire management plan[1] states the it is required to maintain a low ground fuel zone by mechanical reduction for at least 40 m from any building and adjacent built up area.

In addition, the land surrounding the villas is listed as part of the 08AP fuel management unit in the Tasmania Fire Service Community Bushfire Mitigation Plan. The currently identified situation and treatment are outlined in Table 1 below. The area that 08AP refers to is shown in Figure 4.

Table 1 UTAS Bushfire Mitigation Plan for area 08AP[2]

Situation			**Treatment**		
• Small area of dry forest within the plan area where high fuel loads are currently recorded adjacent to the Asset Zone • Reduction and management of fuels within FMU will increase the safety of university accommodation and adjacent residences • Operations will need to be coordinated with management of *Allocasurina verticillate* which is prevalent in adjacent areas • Due to its limited scale the unit may be a suitable candidate to trial mechanical bushfire fuel management			• Reduce fuel loads to the prescriptions below • Fuel reduction could be achieved through low intensity fuel reduction burning, mechanical removal or a combination of each • Fuel reduction operations must be coordinated with weed management and *Allocasurina verticillata* management works • Monitor and maintain fuel loads to the prescriptions below • Implement recommendations from table below to guide operations		
Prescriptions	**Vegetation Fire Attributes**	**Fire Regime**	**Fuel management trigger point**	**Current fuel load**	**Advice**
Reduce bushfire fine fuels to Vesta score 2 or below (6-8 tons per Hectare)	Dry *Eucalyptus pulchella forest and woodland* Veg Code: DPU	Low fire sensitivity Implement fuel reduction burning when fuel	Fine fuel load = > Vesta score 2 or 6 – 8 t/ha	Exceeds trigger point	Initiate fuel reduction operations

[1] University of Tasmania (2012), Sandy Bay Campus University Reserve Biodiversity Management Plan (DRAFT)

[2] Tasmania Fire Service (October 2016) Community Bushfire Mitigation Plan (UTAS Including University Reserve, Olinda Grove & Mt Nelson)

	Fire Sensitivity: Low Flammability: High	loads exceed fuel management trigger point Anticipated fuel management frequency = 5 – 10 yrs			

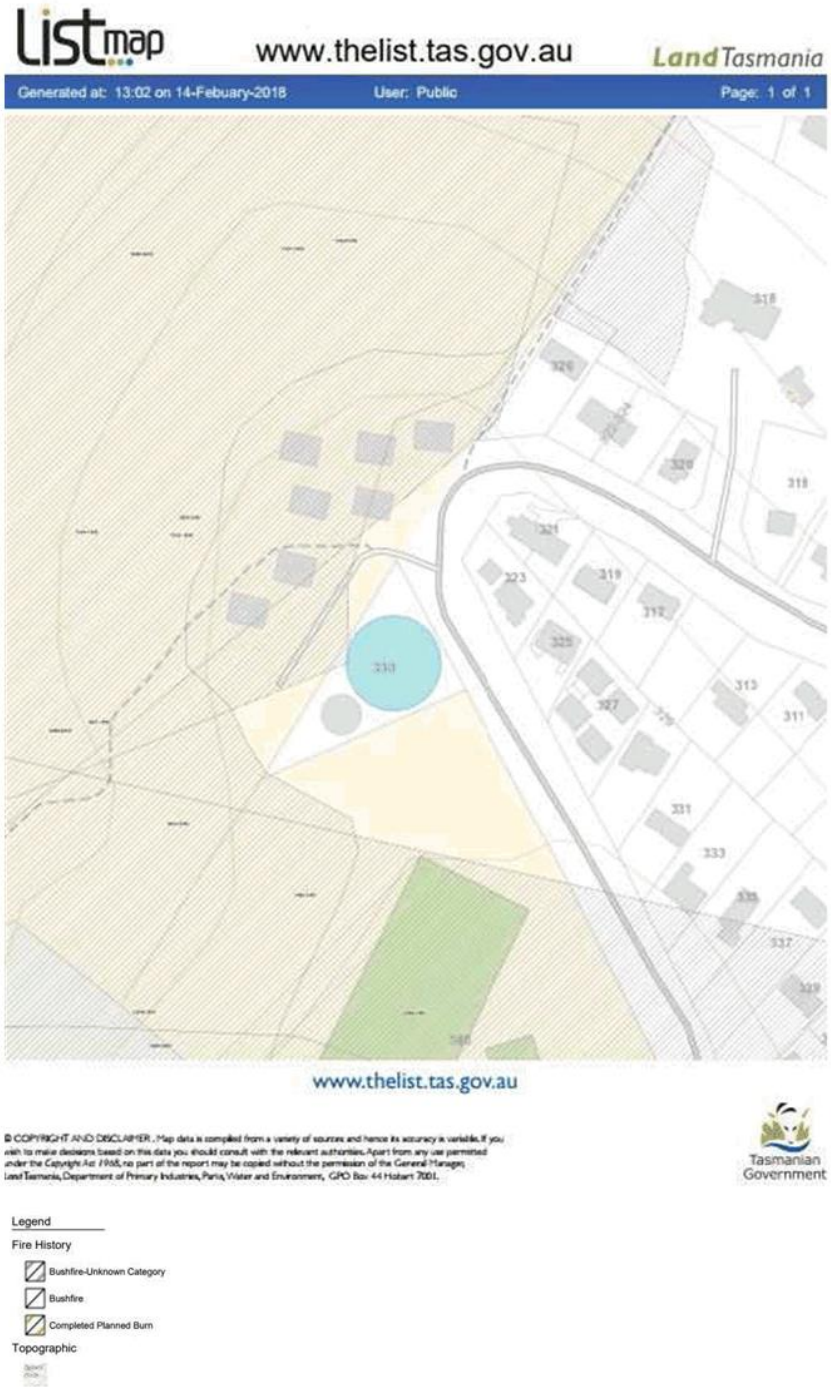


Figure 3: Fire history around proposed subdivision (source the LIST 14/08/2018).

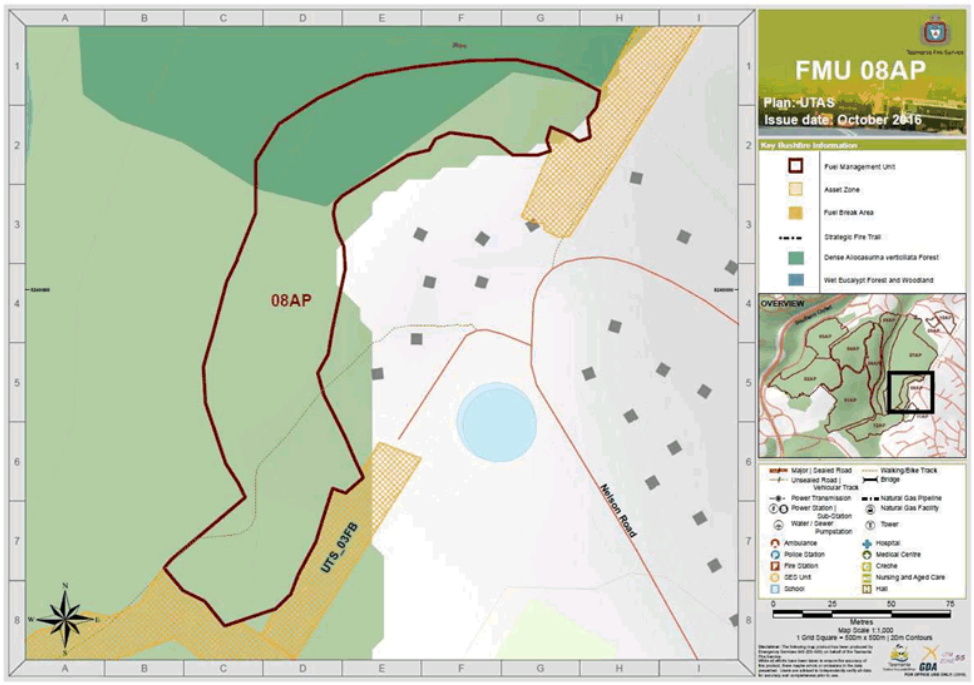


Figure 4: Fire Management Unit (FMU) area 08AP.

4.1 DISTANCE AND SLOPE UNDER CLASSIFIED VEGETATION

Table 1 and Figure 3 indicate the site characteristics for a 100 m radius that have been assessed to determine the bushfire attack level of the building and provide the dimensions for the HMA for a BAL 19 solution for the proposed residential subdivision as per Section 2 of AS 3959.

The interaction of the vegetation on the affective slope requires the hazard management area that is shown in Figure 4.

Table 1 Slope and vegetation characteristics and AS3959 solution for BAL 19.

Quadrant	Vegetation class Table 2.3 AS3959	Effective Slope (degrees)	Minimum Defendable Space Required for BAL-19 (m)	Distance under effective slope	Exclusions of low threat vegetation under 2.2.3.2 AS3959	Compliance AS3959
North NE	Forest	5-10 downslope	34	100	N/A	Yes
East NE	LTV	Upslope	N/A	100	Maintained lawns and gardens	Yes
East SE	LTV	Upslope	N/A	100	Maintained lawns and gardens	Yes
South SE	LTV	Upslope	N/A	100	Maintained lawns and gardens	Yes
South SW	Forest	10-15°Downslope	41	100	N/A	No
West SW	Forest	10-15°Downslope	41	100	N/A	Yes
West NW	Forest	5-10°Downslope	34	100	N/A	Yes
North NW	Forest	5-10°Downslope	34	100	N/A	Yes



Figure 3. Affective slope and vegetation within 100 m.

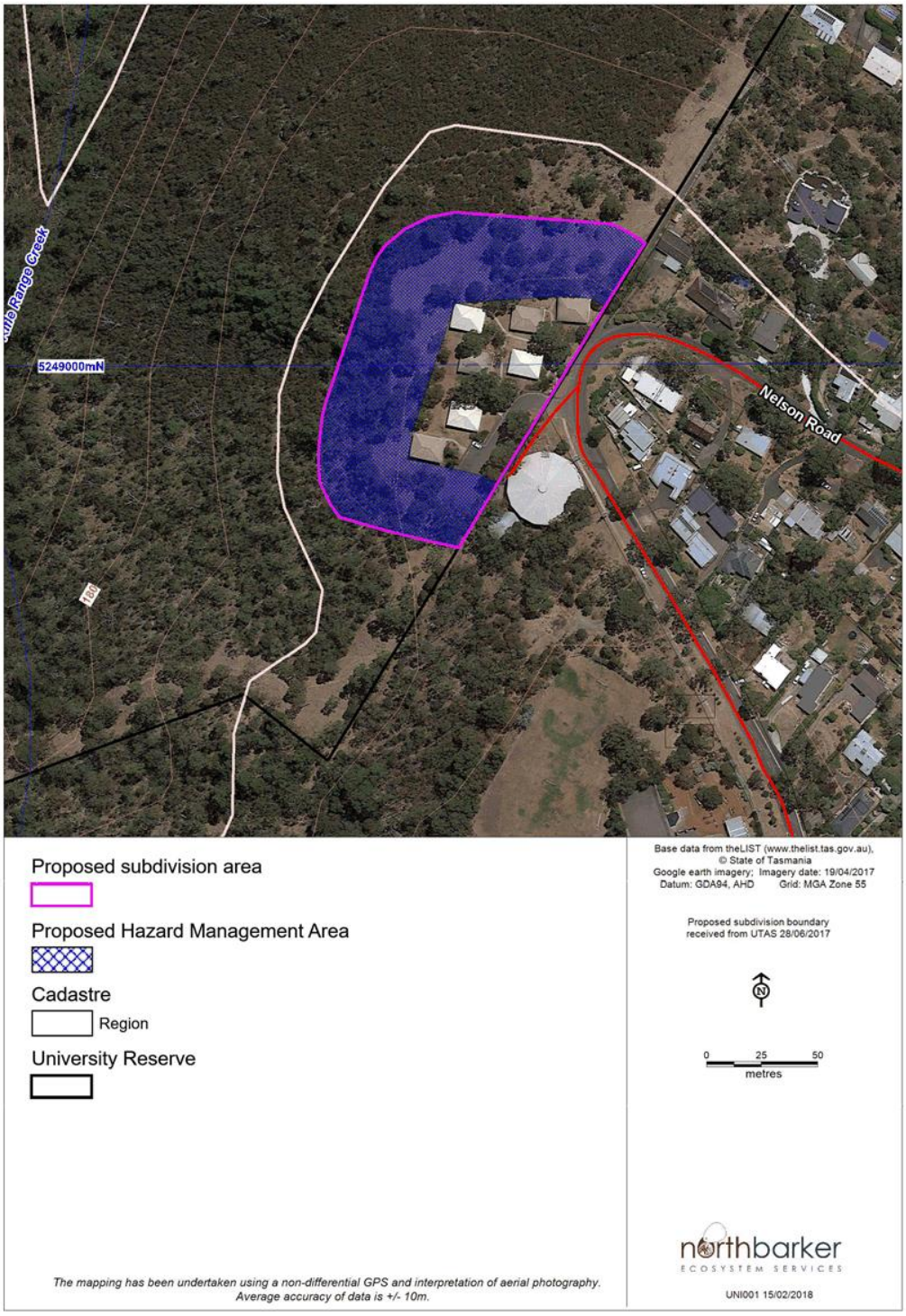


Figure 4. Hazard Management Area

Images of the vegetation types present on the site – all images taken from the around the existing villas on site



Forest on south-east boundary



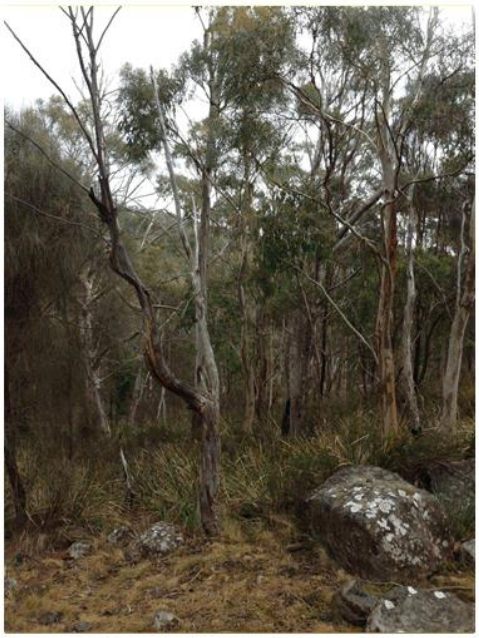
North eastern area



DPU on north western slopes



Forest to west of existing villas



Facing west



Facing east towards existing villas



Managed land around existing villas



NE boundary

5. BUSHFIRE PRONE AREAS MANAGEMENT OBJECTIVES

A Directors Determination for building Bushfire-Prone Areas was issued as Version 2.1 on September 2017. This determination reflects the Bushfire-Prone Areas Code (issued as Planning Directive No. 5.1). This code has been developed to ensure that use and development is designed, located, serviced and constructed to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

Appendix 2 of this report tabulates the specifications for standards set out in the Determination for new buildings on lots not provided with BAL at the time of subdivision (pre existing lot). This proposal must comply with this determination as set out in Table 2 below.

Table 2. Compliance of the accommodation building proposal with Directors Determination Feb 2017.

Direction	Deemed to satisfy requirements (Elements)	Requirement	Compliance
4.1	Construction requirements	AS 3959 - 2009	To be assessed by building surveyor.
4.2	Private access	4.2 B	Yes
4.3	Reticulated water supply for fire fighting	4.3A – A,B,C	Yes
4.4	Hazard management area	4.4 D	Yes

6. MANAGEMENT OF THE HMA AND LANDSCAPING

The bushfire hazard management plan (Appendix 1) has resolved all aspects to BAL 19 as per Table 1. All vegetation within the HMA of the site will be managed in a low fuel state and the following recommendations are made.

1. Maintain HMA in a low fuel state. Ground cover vegetation less than 100 mm tall, trees pruned to at least 2m, and remove sufficient trees to achieve a 3 m canopy separation.
2. No more than 15 mature trees per ha to be retained and spaced to maximise canopy separation and no closer than 15 m from the building.
3. No landscaping trees or shrubs within 10 m to exceed the height of the gutters.

7. OTHER PLANNING PROVISIONS

Vegetation has been assessed. The main biodiversity constraint is the Biodiversity Protection Area (BPA). This overlay aims to protect threatened vegetation types. In this case the Tasveg vegetation mapping unit is DGL, a threatened vegetation type.

It is not necessary to clear the community. Only those trees required to be removed to achieve 3 m of canopy separation need to be removed. The vegetation will remain DGL.

REFERENCES

Australian Standard AS 3959 (2009) Construction of Buildings in Bushfire Prone Areas.

Directors Determination Version 2.1– Requirements for building in bushfire-prone areas. Building Act 2000.

Planning Directive No. 5.1 – Bushfire-Prone Areas Code.

APPENDIX 1. BUSHFIRE HAZARD MANAGEMENT PLAN

The following content complies with the content specified in the Bushfire Hazard Advisory Note N0 4 – 2016 and is a regulatory requirement of the Tasmanian Building Act 2000 and the Building Amendment (Bushfire-prone Area) Regulations 2016.

BUSHFIRE ATTACK LEVEL ASSESSMENT REPORT

February 15 2018
Assessed by Linda Drummond
Phone 6231 9788

northbarker
ECOSYSTEM SERVICES

Bushfire Attack Level (BAL) assessment conducted in accordance with Clause 2.2 Simplified Procedure (Method 1) of AS 3959 – 2009.

The BAL Assessment Report has been provided to determine the BAL (in accordance with AS3959-2009) for the site and provide recommendations for BAL reduction methods. Requirements for water supply for fire fighting and vehicle access and egress for firefighting are included in the BHMP; and should be included as part of the Building Surveyors Certificate of Likely Compliance assessment.

Limitations.

All measurements have been made using standard practices and may contain errors of precision.

Compliance with the AS3959 building standards referred to in this assessment and the implementation of the evacuation plan, does not mean that there is no risk to life or property as a result of bushfire.

A major limitation is that the BAL value is determined under a Fire Danger Index rating FDI of 50. The FDI can be significantly higher under certain weather and fuel conditions and consequently the BAL may also be higher than determined here.

Property Details

Applicants Name: University of Tasmania

Municipality: Hobart

Certificate of title / number: 167424/1

Address: 2 Churchill Avenue, Sandy Bay

Proposal: Residential dwellings

Proposed Activity

The BHMP applies to a group of buildings that are proposed to be subdivided from the university, is proposed that they will be on one stratum title and therefore the hazard management area is for all buildings. The proposal will keep the use as low density residential and no additional buildings are planned.

Bush Fire Attack Level (Bal 19)

Relevant fire danger index: FDI 50

Compliance Requirements (see Figure 1 below):

The specifications of each HMA are listed in Table 1. The HMA's for each building must be maintained in a minimum fuel state.

Property access must comply with standards that are set out in Table 4.2 having regard for the access being greater than 30 m long as indicated in Figure 1 below.

The water supply and access to the water supply must comply with the specifications set out in Table 4.3A.

Determination of Bushfire Attach Level (BAL)

Table 1 indicates the minimum defendable space required for the HMA to meet BAL 19 in respect of the classified vegetation types on the effective slopes.

In Figure 1, the HMA demonstrates that the proposal can be achieved with no vegetation removal required on neighbouring land not owned by the proponents.

Table 1. Vegetation and slope characteristics and minimum defendable space for BAL 19.

Quadrant	Vegetation class Table 2.3 AS3959	Effective Slope (degrees)	Minimum Defendable Space Required for BAL-19 (m)	Distance under effective slope	Exclusions of low threat vegetation under 2.2.3.2 AS3959	Compliance AS3959
North NE	Forest	5-10 downslope	34	100	N/A	Yes
East NE	LTV	Upslope	N/A	100	Maintained lawns and gardens	Yes
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North NW	Forest	5-10° Downslope	34	100	N/A	Yes

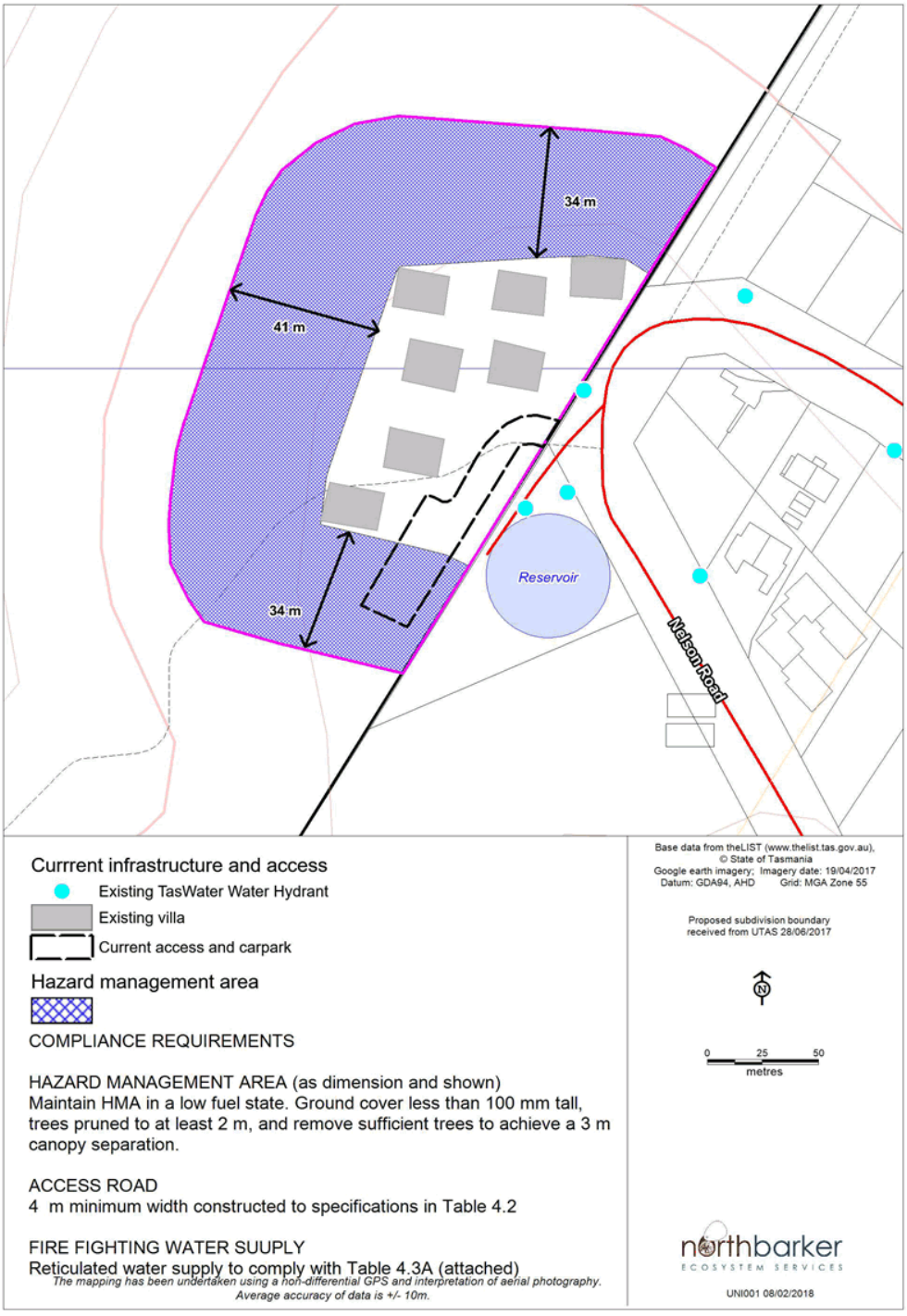


FIGURE 1. BUSHFIRE HAZARD MANAGAMENT PLAN.

APPENDIX 2. SPECIFICATIONS FOR ACCESS, WATER SUPPLY AND HAZARD MANAGEMENT AREAS.

Table 4.2 Standards for property access

Element		Requirement
A	Property access length is less than 30m; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.
B	Property access length is 30m or greater; or access is required for a fire appliance to a fire fighting water point.	The following design and construction requirements apply to property access: (a) all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 0.5m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (h) curves with a minimum inner radius of 10m; (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (j) terminate with a turning area for fire appliances provided by one of the following: (i) a turning circle with a minimum outer radius of 10m; or (ii) a property access encircling the building; or (iii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.
C	Property access length is 200m or greater.	The following design and construction requirements apply to property access: (a) the requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.
D	Property access length is greater than 30m, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (a) complies with requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length must be provided every 100m.

Table 4.3A Reticulated water supply for firefighting

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition; and (b) fire hydrants are not installed in parking areas.
C.	Hardstand	A hardstand area for fire appliances must be: (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

Table 4.4 Requirements for Hazard Management Area

Column 1		Column 2
Element		**Requirement**
A.	Hazard management areas for new buildings on lots provided with a BAL at the time of subdivision.	A new building must: (a) Be located on the lot so as to be provided with a HMA no smaller than the required separation distances for the BAL determined at the time of subdivision; and (b) Have a HMA established in accordance with a certified bushfire hazard management plan.
B.	Hazard management areas for new buildings on lots not provided with a BAL at the time of subdivision.	A new building must: (a) Be located on the lot so as to be provided with a HMA no smaller than the separation distances required for BAL 29; and (b) Have an HMA established in accordance with a certified bushfire hazard management plan.
C.	Hazard management areas for alterations or additions to buildings.	An alteration or addition to a building must: (a) Be located on the lot so as to be provided with a HMA which: (i) Has the separation distances required for the BAL assessed for the construction of the existing building; or (ii) In the case of a building without an existing BAL assessment, is no smaller than the separation distances required for BAL 29; and (b) Have an HMA established in accordance with a certified bushfire hazard management plan.
D.	Hazard management areas for new buildings and additions and alterations to buildings classified as an accommodation building BCA Class 1b, BCA Class 2, or BCA Class 3, other than communal residence for persons with a disability, a respite centre or a residential aged care facility or similar.	A new building or an alteration or addition must: (a) Be: (i) located on the lot so as to be provided with HMAs no smaller than the separation distances required for BAL 12.5; or (ii) provided with a certificate from an accredited person that a bushfire hazard management plan provides, to the degree necessary, separation of the building from the bushfire hazard, appropriate resistance to ignition from bushfire, property access and water supply for fire fighting; and (b) Have an HMA established in accordance with a certified bushfire hazard management plan.
E.	Hazard management areas for new buildings and additions and alterations to existing buildings classified as vulnerable use as defined in the *Bushfire-Prone Areas Code (Planning Directive 5.1)*	A new building or an addition or alteration including change of use must: (a) Be: (i) located on the lot so as to be provided with HMAs no smaller than the separation distances required for BAL 12.5; or (ii) provided with a certificate from an accredited person that a bushfire hazard management plan provides, to the degree necessary, separation of the building from the bushfire hazard, appropriate resistance to ignition from bushfire, property access and water supply for fire fighting; and (b) Have a HMA established in accordance with a certified bushfire hazard management plan.
F.	Hazard management areas for new buildings or additions and alterations to buildings associated with a hazardous use	A new building or an alteration or addition, including change of use, for a building determined as a hazardous use must: (a) Be located on the lot so as to be provided with a HMA no smaller than the required separation distances for the BAL determined in the certified bushfire hazard management plan; and (b) Have a HMA established in accordance with a certified bushfire hazard management plan.



Vegetation Communities
(Using Tasveg 3.0 mapping units)

- (DGL) Eucalyptus globulus dry forest and woodland
- (DPU) Eucalyptus pulchella forest and woodland
- (FUR) Urban Areas
- (NAV) Allocasuarina verticillata forest
- (WGL) Eucalyptus globulus wet forest

Proposed property boundary

Proposed hazard management area

The mapping has been undertaken using a non-differential GPS and interpretation of aerial photography. Average accuracy of data is +/- 10m.

Base data from theLIST (www.thelist.tas.gov.au), © State of Tasmania
Google earth imagery; Imagery date: 19/04/2017
Datum: GDA94, AHD Grid: MGA Zone 55

Proposed subdivision boundary received from UTAS 28/06/2017

0 25 50
metres

northbarker ECOSYSTEM SERVICES

UNI001 06/12/2017

City of HOBART

HOBART INTERIM PLANNING SCHEME 2015

PSA-18-1 AMENDMENT

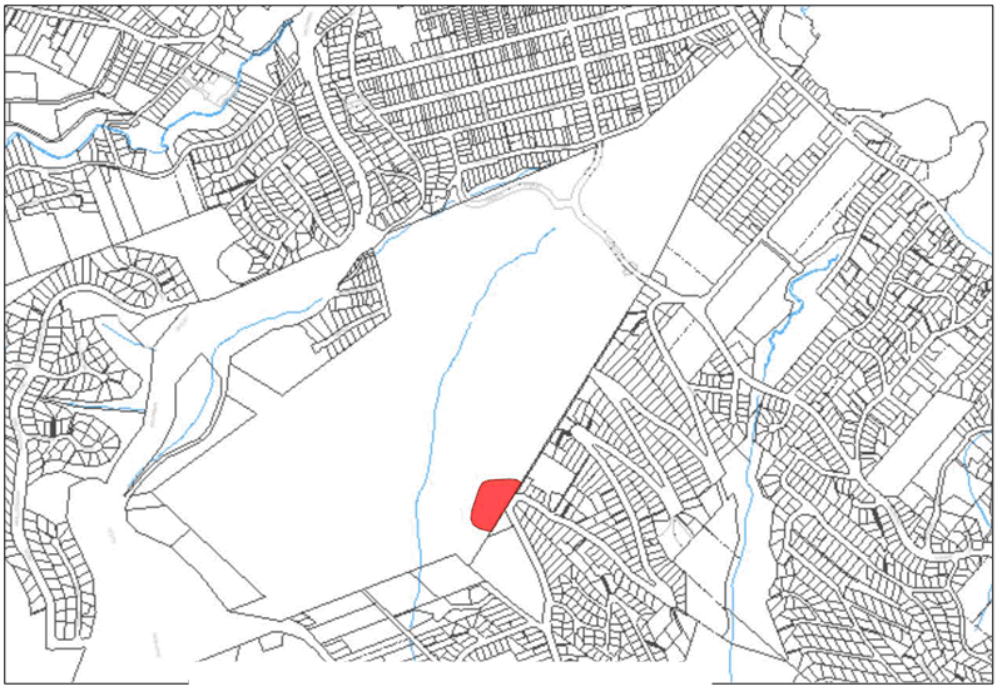
The Common Seal of the City of Hobart
is fixed hereon, pursuant to
Council's resolution of ???,
in the presence of:

……..General Manager

……..Deputy General Manager

AMENDMENT TO THE PLANNING SCHEME ZONING MAP

Amend the zoning map by rezoning the land indicated at 2 Churchill Avenue, Sandy Bay from the Particular Purpose Zone 3 – University of Tasmania (Sandy bay Campus) to Low Density Residential.



City of HOBART

HOBART INTERIM PLANNING SCHEME 2015

PSA-18-1 AMENDMENT

INSTRUMENT OF CERTIFICATION

It is hereby certified that draft Amendment PSA-18-1 to the Hobart Interim Planning Scheme 2015 meets the requirements specified in section 32 of the *former provisions* of the Land Use Planning and Approvals Act 1993.

The Common Seal of the Hobart City
Council is fixed hereon, pursuant to
Council's resolution of ???
in the presence of:

……..General Manager

……..Deputy General Manager

Date: .....

8.2 Monthly Building Statistics - 1 February 2018 - 28 February 2018 File Ref: F18/20677

Memorandum of the Director City Planning of 7 March 2018 and attachments.

Delegation: Council

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

Monthly Building Statistics - 1 February 2018 - 28 February 2018

The Director City Planning submits the following information in relation to plans approved under the *Building Regulations 2016* and *Building Act 2016* together with the attached graphs, for the period 1 February until 28 February 2018

RECOMMENDATION

That it be received for information that:

1. During the period 1 February 2018 to 28 February 2018, 47 permits were issued to the value of $10,618,406 which included:

   (i) 27 for Extensions/Alterations to Dwellings to the value of $2,990,410;

   (ii) 7 New Dwellings to the value of $2,675,210; and

   (iii) 1 Major Project:

      (a) 48 Liverpool Street (RHH), Hobart - Commercial Internal Alterations (ICU Ceiling Replacement) - $1.375 Million

2. During the period 1 February 2017 to 29 February 2017, 51 permits were issued to the value of $16,967,184 which included:

   (i) 13 Extensions/Alterations to Dwellings to the value of $4,843,127

   (ii) 18 New Dwellings to the value of $5,285,257; and

   (iii) 4 Major Projects:

      (a) 19-27 Campbell Street, Hobart (RHH) - New Building (preliminary in ground works only) $3.5 million

      (b) 34 Davey Street, Hobart - Demolition (Parliament Square) - $3.3 Million

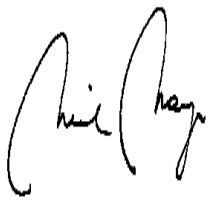
(c) 3 Burnett Street, North Hobart - Medical Imaging Centre Fit Out - $1 Million

(d) 22-26 Elizabeth Street, Hobart - Office Alterations, Stage 1, (Department of Health and Human Services Level 4 and 5) - $1.6 Million

1. In the twelve months ending February 2017, 443 permits were issued to the value of $103,717,937; and

2. In the twelve months ending February 2018, 434 permits were issued to the value of $225,759,826.

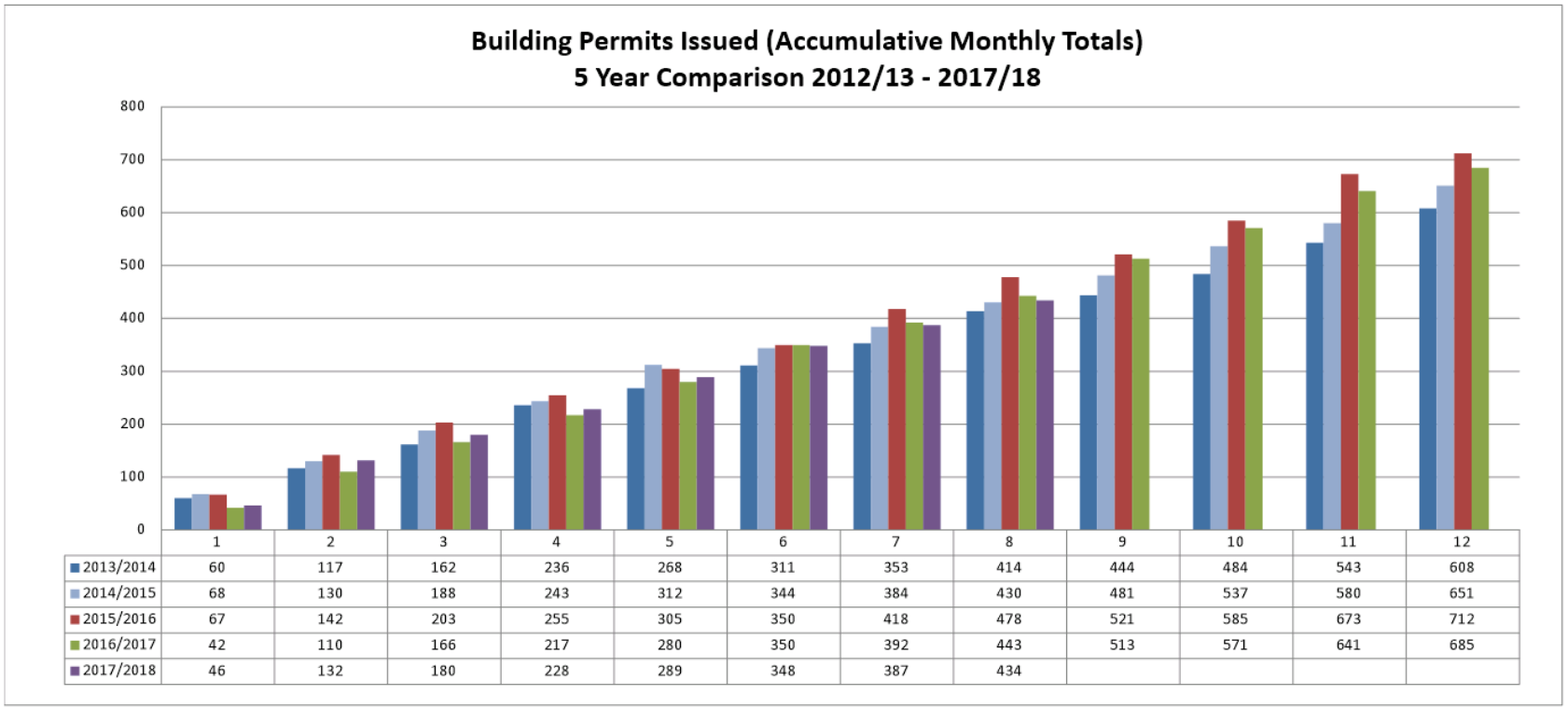
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



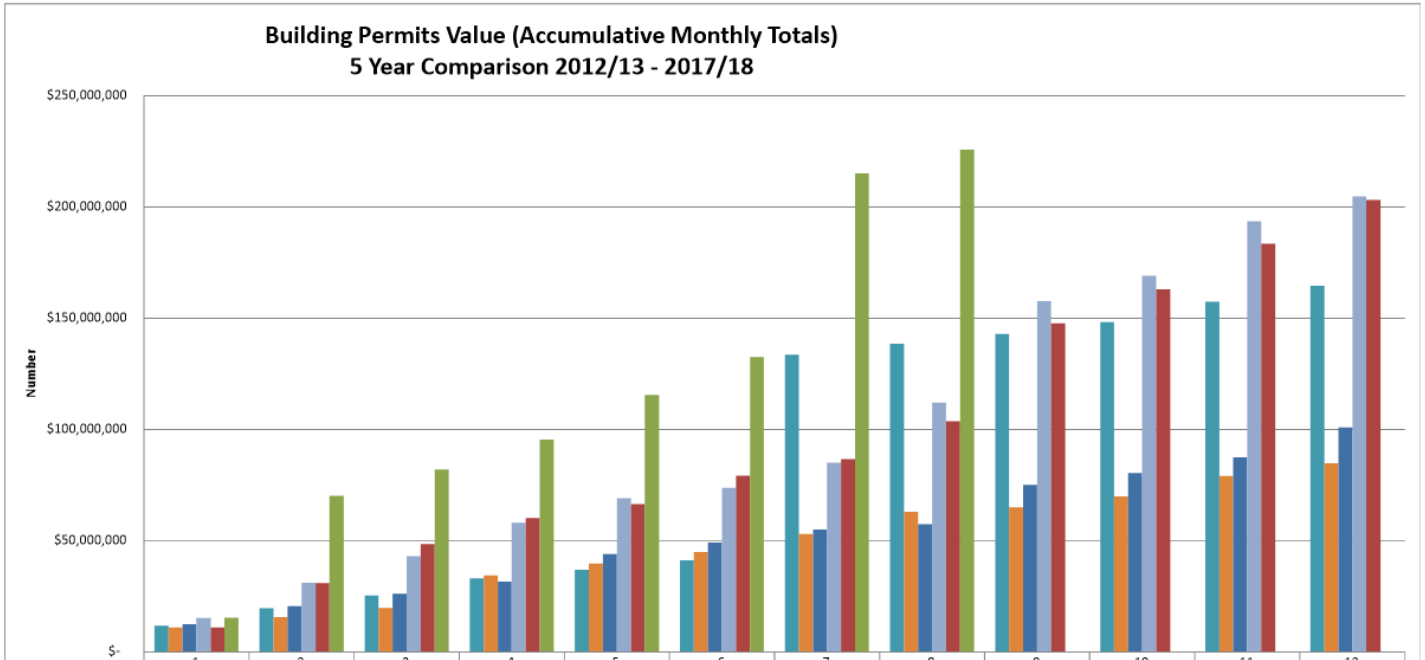
Neil Noye
DIRECTOR CITY PLANNING

Date: 7 March 2018
File Reference: F18/20677

Attachment A: Building Permits Issued - 5 year Comparison ⇩
Attachment B: Builidng Permits Value - 5 Year Comparison ⇩



	1	2	3	4	5	6	7	8	9	10	11	12
2013/2014	60	117	162	236	268	311	353	414	444	484	543	608
2014/2015	68	130	188	243	312	344	384	430	481	537	580	651
2015/2016	67	142	203	255	305	350	418	478	521	585	673	712
2016/2017	42	110	166	217	280	350	392	443	513	571	641	685
2017/2018	46	132	180	228	289	348	387	434				



	1	2	3	4	5	6	7	8	9	10	11	12
2012/2013	$12,007,928	$19,722,215	$25,437,715	$33,184,805	$37,068,685	$41,361,554	$133,600,550	$138,682,786	$142,871,743	$148,329,907	$157,537,059	$164,633,814
2013/2014	$11,119,256	$15,828,148	$19,992,901	$34,581,174	$39,748,284	$45,033,888	$53,080,882	$63,055,962	$65,116,886	$70,043,386	$79,168,335	$84,874,565
2014/2015	$12,643,597	$20,737,198	$26,256,308	$31,633,603	$44,053,955	$49,282,275	$55,191,245	$57,464,945	$75,188,653	$80,543,739	$87,513,146	$100,897,515
2015/2016	$15,443,800	$31,142,341	$43,194,824	$58,199,392	$69,212,138	$73,858,018	$85,203,666	$112,093,110	$157,658,780	$169,206,674	$193,638,762	$204,845,266
2016/2017	$11,206,504	$30,991,536	$48,624,096	$60,309,895	$66,580,198	$79,372,432	$86,750,753	$103,717,937	$147,792,405	$163,153,205	$183,515,114	$203,213,166
2017/2018	$15,485,684	$70,232,963	$82,097,850	$95,501,122	$115,506,625	$132,715,917	$215,141,420	$225,759,826				

8.3 Delegated Decisions Report (Planning) File Ref: F18/20665

Memorandum of the Director City Planning of 7 March 2018 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

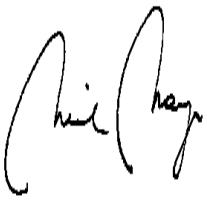
Delegated Decisions Report (Planning)

Attached is the delegated planning decisions report for the period 20 February 2018 until the 5 March 2018.

RECOMMENDATION

That the information contained in the memorandum titled 'Delegated Decisions Report (Planning)' of 7 March 2018 be received and noted.

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



Neil Noye
DIRECTOR CITY PLANNING

Date: 7 March 2018
File Reference: F18/20665

Attachment A: Delegated Decisions Report -
20 February 2018 to 5 March 2018 ⇩

6 March 2018

Delegated Decisions Report (Planning)

30 applications found.

Approved | Withdrawn / Cancelled | All

Planning Description	Address	Works Value	Decision	Authority
PLN-16-904 Extension to jetty	54 NAPOLEON STREET BATTERY POINT TAS 7004	$ 20,000	Withdrawn	Applicant
PLN-17-1001 Dwelling	13 OAKLEY STREET NEW TOWN TAS 7008	$ 200,000	Approved	Delegated
PLN-17-1049 Partial Demolition and Alterations	34 MURRAY STREET HOBART TAS 7000	$ 150,000	Approved	Delegated
PLN-17-1057 Outbuilding and Landscaping	46 WAIMEA AVENUE SANDY BAY TAS 7005	$ 70,000	Approved	Delegated
PLN-17-1059 Partial Demolition, Alterations and Extension	26 PITT STREET NORTH HOBART TAS 7000	$ 200,000	Approved	Delegated
PLN-17-652 Outbuilding (Garage and Studio)	2/109 WARWICK STREET WEST HOBART TAS 7000	$ 150,000	Approved	Delegated
PLN-17-820 Outbuilding	4 THOMAS STREET NORTH HOBART TAS 7000	$ 6,000	Approved	Delegated
PLN-17-843 Partial Demolition, Alterations, Extension and Change of Use to Food Services	21 WATERLOO CRESCENT BATTERY POINT TAS 7004	$ 500,000	Withdrawn	Applicant
PLN-17-896 Dwelling	73 HALL STREET RIDGEWAY TAS 7054	$ 500,000	Approved	Delegated
PLN-17-944 Dwelling	31 WILLIAM COOPER DRIVE NEW TOWN TAS 7008	$ 370,120	Approved	Delegated
PLN-17-952 Subdivision (Boundary Adjustment)	10 CHEVERTON PARADE SANDY BAY TAS 7005	$ 40,000	Approved	Delegated
PLN-18-10 Dwelling	5 WILLIAM COOPER DRIVE NEW TOWN TAS 7008	$ 431,000	Withdrawn	Applicant
PLN-18-107 Partial Demolition and New Scoreboard	71 NELSON ROAD SANDY BAY TAS 7005	$ 8,000	Approved	Delegated
PLN-18-12 Front Fencing	65 QUEEN STREET SANDY BAY TAS 7005	$ 9,500	Approved	Delegated
PLN-18-23 Partial Demolition, Alterations and Signage	1/77 ELIZABETH STREET HOBART TAS 7000	$ 85,000	Approved	Delegated
PLN-18-24 Re-roofing and Skylights	12 NIXON STREET SANDY BAY TAS 7005	$ 20,000	Approved	Delegated
PLN-18-27 Partial Change of Use to General Retail and Hire and Signage	20A MELLIFONT STREET WEST HOBART TAS 7000	$ 3,000	Approved	Delegated
PLN-18-28 Partial Demolition, Alterations, Extension and Carport	76 CASCADE ROAD SOUTH HOBART TAS 7004	$ 150	Approved	Delegated
PLN-18-29 Partial Demolition, Alterations and Extension	2 BISHOP STREET NEW TOWN TAS 7008	$ 100,000	Approved	Delegated
PLN-18-30 Partial Demolition, Alterations and Extension	22 BEDFORD STREET NEW TOWN TAS 7008	$ 200,000	Approved	Delegated
PLN-18-36 Partial Change of Use to Sport and Recreation	27/117 COLLINS STREET HOBART TAS 7000	$ 200	Approved	Delegated
PLN-18-37 Partial Demolition, Alterations and Extension	12 YORK STREET SANDY BAY TAS 7005	$ 63,000	Approved	Delegated
PLN-18-38 Dwelling	32 WILLIAM COOPER DRIVE NEW TOWN TAS 7008	$ 390,000	Approved	Delegated
PLN-18-48 Partial Demolition, Alterations and Extension	120 MONTAGU STREET NEW TOWN TAS 7008	$ 420,000	Approved	Delegated
PLN-18-58 Partial Demolition, Alterations (Ancillary Dwelling)	357 STRICKLAND AVENUE SOUTH HOBART TAS 7004	$ 120,000	Exempt	Delegated

Planning Description	Address	Works Value	Decision	Authority
PLN-18-62 Partial Demolition, Alterations, Extension and Garage	3 WEERONA AVENUE MOUNT STUART TAS 7000	$ 80,000	Exempt	Delegated
PLN-18-63 Partial Demolition and Alterations	279 LENAH VALLEY ROAD LENAH VALLEY TAS 7008	$ 25,000	Exempt	Delegated
PLN-18-9 Signage	156 BATHURST STREET HOBART TAS 7000	$ 0	Approved	Delegated
PLN-18-93 Partial Change of Use to Visitor Accommodation	1/1 CHESSINGTON COURT SANDY BAY TAS 7005	$ 0	Approved	Delegated
PLN-18-94 Partial Demolition, Alterations and Extension	2/12 ASCOT AVENUE SANDY BAY TAS 7005	$ 12,000	Approved	Delegated

8.4 City Planning - Advertising List File Ref: F18/20672

Memorandum of the Director City Planning of 7 March 2018 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

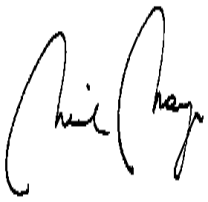
City Planning - Advertising List

Attached is the advertising list for period 17 February 2018 until 2 March 2018.

RECOMMENDATION

That the information contained in the memorandum titled 'City Planning – Advertising List' of 7 March 2018 be received and noted.

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



Neil Noye
DIRECTOR CITY PLANNING

Date: 7 March 2018
File Reference: F18/20672

Attachment A: Advertising List - 17 February 2018 to 2 March 2018 ⇩

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-17-693	33 HILLBOROUGH ROAD	SOUTH HOBART	Partial Demolition, Alterations and Extension	$200,000	19/10/2017	mcclenahanm	Director	19/02/2018	5/03/2018
PLN-17-1067	80 ELIZABETH STREET	HOBART	Extension and Alterations to Previously Approved Development and Intensification of Visitor Accommodation Use	$3,000,000	7/02/2018	sherriffc	Director	19/02/2018	5/03/2018
PLN-18-49	8 NIXON STREET	SANDY BAY	Partial Demolition, Alterations and Extension	$35,000	14/03/2018	mcclenahanm	Director	19/02/2018	5/03/2018
PLN-18-41	140 - 144 HARRINGTON STREET	HOBART	Alterations and Change of Use to Hotel Industry	$22,640	12/03/2018	widdowsont	Director	19/02/2018	5/03/2018
PLN-18-77	36 - 38 HAMPDEN ROAD	BATTERY POINT	Change of Use to Visitor Accommodation	$0	28/03/2018	mcclenahanm	Director	19/02/2018	5/03/2018
PLN-18-73	1 / 66 LIPSCOMBE AVENUE	SANDY BAY	Extension to Multiple Dwelling	$14,000	23/03/2018	wilsone	Director	19/02/2018	5/03/2018
PLN-18-69	21 KIRKSWAY PLACE	BATTERY POINT	Signage	$0	22/03/2018	widdowsont		20/02/2018	6/03/2018
PLN-18-55	10 EVANS STREET	HOBART	Signage	$0	15/03/2018	sherriffc	Director	22/02/2018	8/03/2018
PLN-18-75	13 BAINTREE AVENUE	DYNNYRNE	Alterations, Deck and Front Fencing	$50,000	27/03/2018	baconr	Director	22/02/2018	8/03/2018
PLN-18-52	10 MANRESA COURT	SANDY BAY	Alterations and Fencing	$15,000	14/03/2018	widdowsont	Director	23/02/2018	9/03/2018
PLN-18-86	3 FISHER LANE	SANDY BAY	Alterations to Fencing	$9,000	2/04/2018	sherriffc	Director	26/02/2018	13/03/2018

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-17-910	286 STRICKLAND AVENUE	SOUTH HOBART	Dwelling	$180,000	29/12/2017	Foalem	Council	27/02/2018	14/03/2018
PLN-17-1065	24 ADELAIDE STREET	SOUTH HOBART	Alterations, Extension and Front Fencing	$80,000	2/02/2018	langd	Director	27/02/2018	14/03/2018
PLN-18-60	70 REGENT STREET	SANDY BAY	Partial Demolition and Alterations	$50,000	19/03/2018	baconr	Director	27/02/2018	14/03/2018
PLN-18-91	291 PARK STREET	NEW TOWN	Partial Demolition, Alterations and Extension	$30,000	4/04/2018	langd	Director	28/02/2018	15/03/2018
PLN-17-636	43 YORK STREET	SANDY BAY	Partial Demolition, Alterations and Extension	$180,000	26/09/2017	Foalem	Director	1/03/2018	16/03/2018
PLN-18-53	59 - 61 CREEK ROAD	NEW TOWN	Extension	$10,000	15/03/2018	baconr	Director	1/03/2018	16/03/2018
PLN-17-894	30 C BRINSMEAD ROAD	MOUNT NELSON	Multiple Dwelling	$265,000	26/12/2017	widdowsont	Director	2/03/2018	17/03/2018
PLN-17-866	4 DOWDING CRESCENT	NEW TOWN	Multiple Dwellings	$679,000	20/12/2017	Foalem	Director	2/03/2018	17/03/2018
PLN-17-989	27 PIRIE STREET	NEW TOWN	Driveway, Front Fencing, Tree Removal and Associated Works	$5,000	12/01/2018	wilsone	Council	2/03/2018	17/03/2018
PLN-17-1031	40 A PATRICK STREET	HOBART	Partial Demolition and Alterations	$150,000	22/01/2018	mcclenahanm	Director	2/03/2018	17/03/2018
PLN-18-74	8 WYNYARD STREET	SOUTH HOBART	Extension (Garage) and Additional Car Park for Previously Approved Development	$20,000	23/03/2018	widdowsont	Director	2/03/2018	17/03/2018
PLN-18-96	10 DALE CRESCENT	MOUNT STUART	Deck	$15,000	6/04/2018	smeea	Director	2/03/2018	17/03/2018

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-18-90	11 BAY ROAD	NEW TOWN	Partial Demolition, Alterations and Extension	$150,000	3/04/2018	Foalem	Director	2/03/2018	17/03/2018

9. COMMITTEE ACTION STATUS REPORT

9.1 Committee Actions - Status Report

A report indicating the status of current decisions is attached for the information of Aldermen.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: City Planning Status Report - February 2018

CITY PLANNING COMMITTEE – STATUS REPORT

OPEN PORTION OF THE MEETING

February 2018

Ref.	Title	Report / Action	Action Officer	Comments
1	**SUSTAINABLE BUILDING PROGRAM** Open Council 15 December 2014 Item 10; Open CPC Item 8, 20 July 2015	1. The Council consider the development of a Sustainable Building Program based on Environmental Upgrade Finance (EUFs) in collaboration with the Tasmanian Government; 2. A detailed report for the Council's consideration, including the segmentation study and business case, be prepared on the Sustainable Buildings Program, based on EUFs by June 2015; 3. That a further report be prepared providing data on the uptake of EUFs in other cities; and 4. A report be prepared on the merits of the Council joining the Green Building Council of Australia along with the 49 of local city councils that have joined this organisation, that provides networks, training and capacity for the private and public sectors understanding sustainable building work.	Director City Planning	The Tasmanian Government has engaged (as of Nov 2016) consultants to prepare the business case and segmentation study on which the report will be premised. A report will then be prepared by March 2018.

Progress report to February 2018

2	**PROPOSED NEW HERITAGE ADVISORY COMMITTEE** Open CPC Item 9, 20 July 2015	A report be sought on the merits of establishing a Heritage Advisory Committee in line with other councils' Heritage Advisory Committees operating around Australia.	Director City Planning	That a workshop regarding the application of heritage precincts under the *Hobart Interim Planning Scheme 2015* be conducted prior to any decision being made with regard to the establishment of a Heritage Advisory Committee. This can occur once the current Heritage Precinct Review project is completed.
3	**CLIMATE CHANGE POLICY REVIEW** Open CPC Item 7, 4 April 2016	A report be prepared that builds on the City's existing corporate mitigation measures and recommends new climate change mitigation policies, strategies and programs to further reduce both corporate and community emissions and considers potential targets.	Director City Planning	A report to be presented to Council in March 2018.

4	**19-27 CAMPBELL STREET, 29 CAMPBELL STREET, 19 COLLINS STREET, CT.198531/2, ADJACENT ROAD RESERVATIONS, HOBART (UTAS CIPAD)** Open CPC 4 April 2016 - Supp. item 6.2.1	That the Council explore options for increasing pedestrian and bicycle access in the vicinity of the UTAS Creative Industries and Performing Arts Development at 19-27 Campbell Street and 19 Collins Street, Hobart in conjunction with the redevelopment of the site.	Director City Planning	This will be addressed as part of the ICAP AP06 Campbell Street Upgrade project scheduled to commence in the 18/19 financial year.
5	**CLIMATE CHANGE ROUNDTABLE AND NOMINATION FOR CARBON DISCLOSURE PROJECT (CDP) REPORT AND CLIMATE AND ENERGY WORKSHOP** Open CPC 19 September 2016	That the Council formally offer to host a future Climate Change Roundtable meeting.	Director City Planning	Climate Action Roundtable slated for August 2017 has been postponed. The Climate Change Action Roundtable communique 1 December 2017 incudes the City of Hobart's offer to host the roundtable.

6	**REVIEW OF INTERIM PLANNING DIRECTIVE NO. 1 (BUSHFIRE-PRONE AREAS CODE) AND RELATED AMENDMENTS TO THE BUILDING REGULATIONS 2014** Open Council 27 February 2017	That Council officers continue to monitor compliance with the bushfire-prone area regulations of the Building Regulations 2016 and the vegetation clearing requirements of the Hobart Interim Planning Scheme 2015, and A further report be provided to Council in 12 months' time.	Director City Planning	A further report be provided by March 2018.
7	**ILLEGAL DEMOLITION UNDER PLANNING SCHEME** Open Council 20 March 2017	That an urgent report be prepared to review the proposed new Tasmanian planning scheme as it relates to demolition works – and in particular illegal demolition and the removal of significant and listed trees. (i) The report also provide the current status as to what penalties are able to be enforced for illegal demolition works, and what the new legislation will impose. (ii) The report also consider a minimum range of penalties as per an example in the rationale. (iii) The report also consider options to lobby the government to impose criminal penalties when illegal demolitions occur that may endanger lives.	Director City Planning	A report will be provided in early 2018.

Progress report to February 2018

		(iv) The report also provide an overview of penalties relation to demolition of heritage listed buildings and other significant heritage sites.		
8	**HERITAGE PRECINCTS REVIEW – PROGRESS REPORT** Open Committee 15 May 2017	A further report to be provided at the end of the project.	Director City Planning	A further report will be provided early 2018.
9	**FRONT FENCING** Open Committee 23 October 2017	That the Council significantly promote the risk of building front fences without appropriate Council approval and for this information to be promoted in writing to the architectural community and via suitable media platforms such as Capital City News and social media.	Director City Planning	To be actioned in early 2018.
10	**URBAN DESIGN ADVISORY PANEL – TERMS OF REFERENCE REVIEW** Open Council 22 January 2018	An invitation at an appropriate time to attend a future City Planning Committee be forwarded to members of the Urban Design Advisory Panel for the purpose of informing the Committee about the role and function of the Panel.	Director City Planning	To be actioned following the appointment of the new chairperson.

10. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Alderman may ask a question without notice of the Chairman, another Alderman, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Alderman must not:
   (i) offer an argument or opinion; or
   (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Aldermen, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
   (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
   (ii) a written response will be provided to all Aldermen, at the appropriate time.
   (iii) upon the answer to the question being circulated to Aldermen, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

11. CLOSED PORTION OF THE MEETING

The following items were discussed: -

Item No. 1	Minutes of the last meeting of the Closed Portion of the Council Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Committee Action Status Report
Item No. 4.1	Committee Actions - Status Report LG(MP)R 15(2)(d)
Item No. 5	Questions Without Notice