



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 13 August 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.

APOLOGIES AND LEAVE OF ABSENCE

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- 4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 4**
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 - 7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 20157**
 - 7.1.1 108 Regent Street Sandy Bay - Partial Demolition, Alterations and Extension - PLN-17-5907
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City Planning Committee Meeting (Open Portion) held Monday, 13 August 2018 at 5:00 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS

Briscoe (Chairman)
Ruzicka
Burnet
Denison

Apologies:

Leave of Absence: Nil.

ALDERMEN

Lord Mayor Christie
Deputy Lord Mayor Sexton
Zucco
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, 30 July 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

7.1.1 108 Regent Street Sandy Bay - Partial Demolition, Alterations and Extension - PLN-17-590 File Ref: F18/87435

Memorandum of the Manager Development Appraisal of 7 August 2018
and attachments.

Delegation: Council

City of **HOBART****MEMORANDUM: CITY PLANNING COMMITTEE****108 Regent Street Sandy Bay - Partial Demolition,
Alterations and Extension - PLN-17-590**

Planning application PLN-17-590 for partial demolition, alterations and extension at 108 Regent Street, Sandy Bay was considered by the City Planning Committee at its meeting on 11 September 2017. The application had an officer recommendation for refusal on heritage grounds.

The Committee resolved as follows:

That the matter be deferred to a subsequent City Planning Committee meeting to enable further discussion with the Applicant.

Since the Committee's resolution to defer the planning application, there has been ongoing discussion between the applicant, the owner and the Council's Cultural Heritage Officer and Development Appraisal Planner. Revised plans were put forward by the applicant during that time. However, neither the discussions nor the revised plans resulted in a proposal that the Council's Cultural Heritage Officer was able to support.

As a consequence, the applicant has requested that the application return back to the Committee for their consideration with the originally submitted plans.

In light of the above, the officer recommendation for refusal remains. A copy of the officer report and original plans are provided as an attachment to this memorandum.

An extension of time has been granted by the applicant until 26 September 2018.

RECOMMENDATION

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for partial demolition, alterations and extension at 108 Regent Street, Sandy Bay for the following reasons:

- 1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 and P1 of the Hobart Interim Planning Scheme 2015 because the proposed partial demolition will result in the loss of the existing dwelling's roof form, which contributes to the historic cultural heritage significance of heritage precinct Sandy Bay 6 (Golf Links Estate).***

2. *The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 and P1 of the Hobart Interim Planning Scheme 2015 because the proposed second storey design of the extension will result in detriment to the historic cultural heritage significance of heritage precinct Sandy Bay 6 (Golf Links Estate).*
3. *The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A3 and P3 of the Hobart Interim Planning Scheme 2015 because the proposed second storey extension to the existing dwelling will detract from the historic cultural heritage significance of heritage precinct Sandy Bay 6 (Golf Links Estate).*

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.



Rohan Probert
**MANAGER DEVELOPMENT
APPRAISAL**

Date: 7 August 2018
File Reference: F18/87435

Attachment A: PLN-17-590 - 108 REGENT STREET SANDY BAY TAS 7005 - Planning Committee or Delegated Report ↓
Attachment B: PLN-17-590 - 108 REGENT STREET SANDY BAY TAS 7005 - CPC Agenda Documents ↓
Attachment C: PLN-17-590 - 108 REGENT STREET SANDY BAY TAS 7005 - Planning Referral Officer Cultural Heritage Report ↓

City of **HOBART****APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 13 August 2018
Expiry Date: 26 September 2018
Application No: PLN-17-590
Address: 108 REGENT STREET , SANDY BAY
Applicant: Dominic Abbott (Design East)
153 Davey St
Proposal: Partial Demolition, Alterations and Extension
Representations: Nil (0)
Performance criteria: Inner Residential Zone Development Standards, and Historic Heritage Cod

1. Executive Summary

- 1.1 Planning approval is sought for partial demolition, alterations and extension.
- 1.2 More specifically the proposal includes a new upper level to the existing dwelling for a bedroom, sitting room/study and rear deck.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Inner Residential Zone Development Standards - Building Envelope
 - 1.3.2 Historic Heritage Code - Heritage Precinct
- 1.4 No representations were received within the statutory advertising period between the 8th and 22nd August 2017.
- 1.5 The proposal is recommended for refusal.
- 1.6 The final decision is delegated to the Council.

2. Site Detail

- 2.1 The 650sqm site is within the Inner Residential zone close to the University of Tasmania.



Figure 1, above. 108 Regent Street shown highlighted yellow.



Figure 2, above: 108 Regent Street in centre of image.



Figure 3, above: 108 Regent Street in centre of image, from Google Streetview.



Figure 4, above: 108 Regent Street in centre of image, from Google Streetview.

3. Proposal

- 3.1 Planning approval is sought for a partial demolition, alterations and extension.
- 3.2 More specifically the proposal is for a new upper level to the existing dwelling for a bedroom, sitting room/study and rear deck.

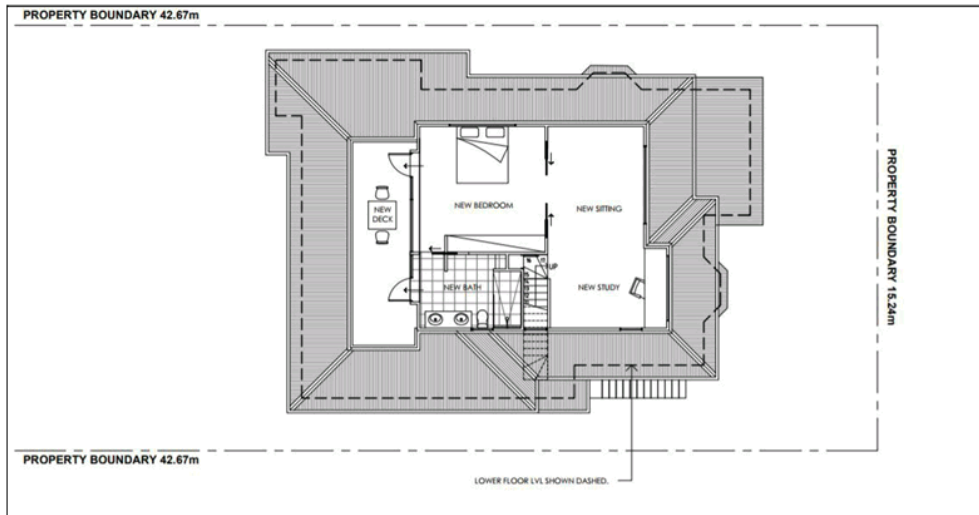


Figure 5: Proposed upper level floor plan.

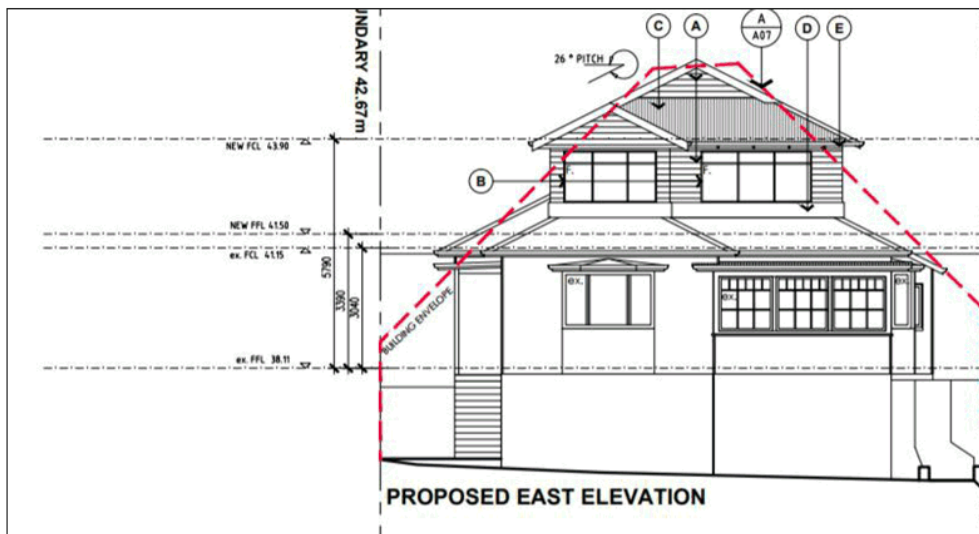


Figure 6: Proposed front elevation.

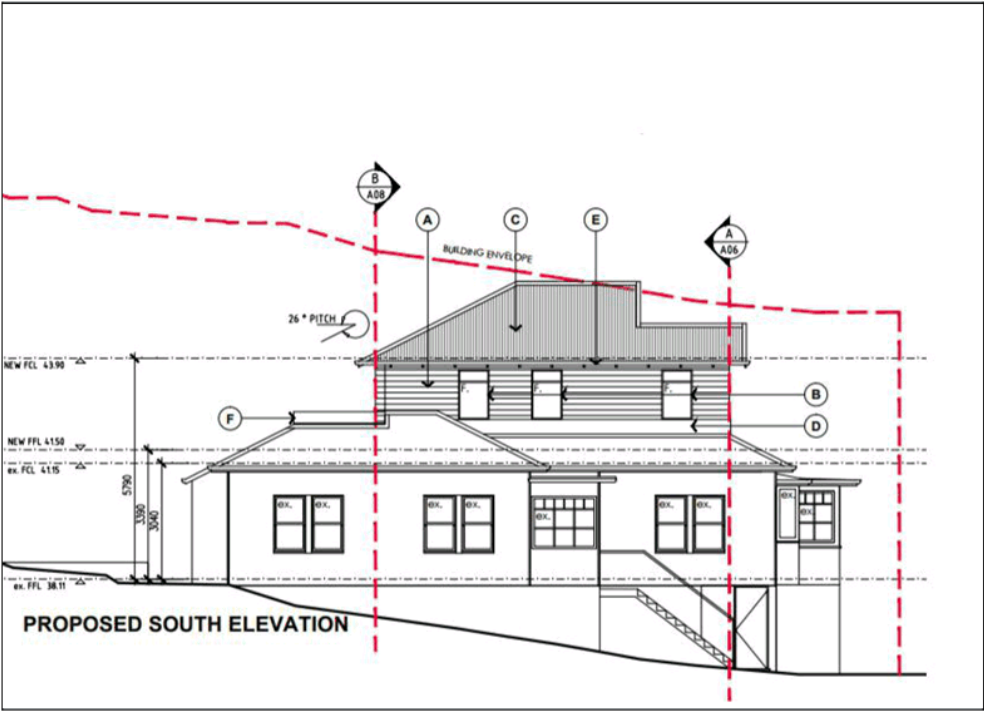


Figure 7: Proposed left hand side elevation, facing 110 Regent Street.

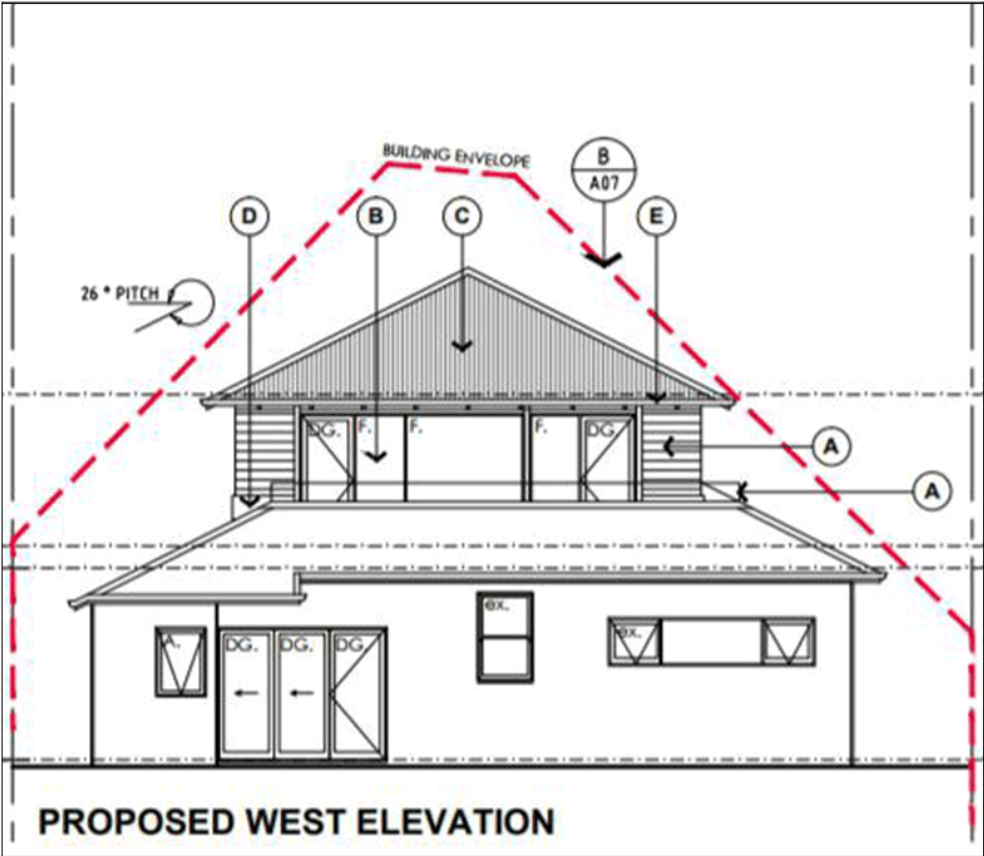


Figure 8: Proposed rear elevation, facing 11 Alexander Street.

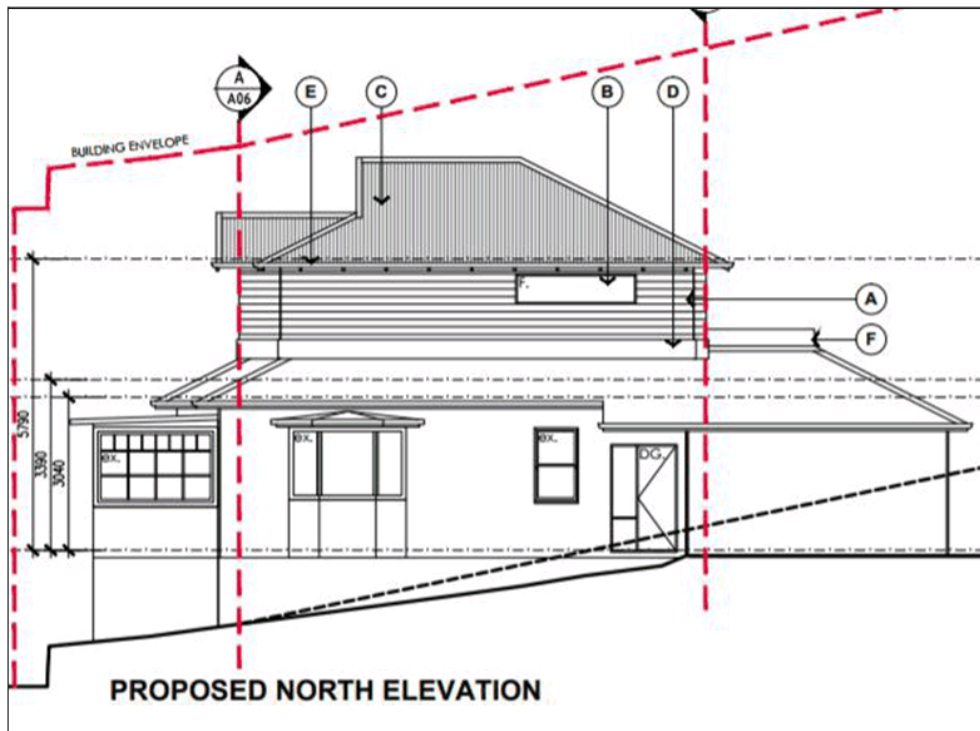


Figure 9: Proposed right hand side elevation, facing 106 Regent Street.

4. Background

- 4.1 There is no background to this proposal.

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between the 8th and 22nd August 2017.

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 (single dwelling) is a no permit required use in the zone. The use 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 Heritage – Part E E13.8.1 P1 and E13.8.2 P1 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 11.4.2 A3 requires development to be within the prescribed building envelope.
 - 6.7.2 The proposal is partially outside of the building envelope. The extent to which the proposal is outside the prescribed envelope is shown above in Section 3 of this report, at images 6 to 9. The prescribed building envelope is shown dashed red in those images.
 - 6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.7.4 The performance criterion at clause 11.4.2 P3 provides as follows:

The siting and scale of a dwelling must:
(a) not cause 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 With respect to the impact of the proposal on 110 Regent Street, which is to the south of the subject site:

- This side neighbouring property is to the south-southeast of and downhill of the applicant site and contains a dwelling.
- The submitted sunshade diagrams indicate the following.
 - No summer morning or noon impact. Some marginal side boundary overshadowing at around 3pm.
 - Spring/autumn overshadowing of the side property boundary at 9am, with overshadowing of the side of the neighbours dwelling by 12 noon, and overshadowing of the side and front of the neighbours dwelling at 3pm. The diagrams indicate the existing dwelling overshadows this neighbour at those times. Under the proposal, the extent of overshadowing would increase.
 - Winter morning overshadowing of the neighbours rear garden and side walls, extending into the front garden of 11 Alexander Street.
- Winter 12 noon overshadowing of the neighbours dwelling.
- Winter 3pm overshadowing of the side walls and front of the neighbours dwelling, as well as neighbours front garden.
- With regard to winter, the diagrams indicate those parts of the neighbours property overshadowed would not change substantially from the existing overshadowing at those times. The length of the shadow would increase.
- On balance, impact over and above the existing situation is not considered likely to be excessive.
- In terms of visual intrusion, the dwelling extension would be set back just over 4.2 metres from the side property boundary.
- The side eave overhang would be outside of the side building envelope by up to 0.85 of a metre. A portion of the roof apex would also be marginally outside of the roof envelope by up to 0.2 of a metre. There would be a degree of visual intrusion on this neighbours amenity. On the other hand, impact to a degree is unavoidable given the comparatively long narrow lots with dwellings positioned close to respective side property boundaries. It is noted that an eaves

protrusion of up to 0.6 of a metre outside of the envelope is allowed for under the the Planning Scheme.

- On balance, the impact on this neighbour is not considered likely to be excessive.
- Overall, the impact on 110 Regent Street is not considered likely to be excessive.

6.7.6 With respect to the impact on 106 Regent Street, which is to the north of the site:

- This side neighbouring property is to the north-northwest of and slightly uphill of the applicant site and contains a dwelling.
- The submitted sunshade diagrams indicate the following.
 - No impact at any time of the year.
 - The diagram shows the summer 9am shadow line as extending up to and marginally across the side property boundary.
- In terms of visual intrusion, the dwelling extension would be setback just over 3.5 metres from the side property boundary.
- Similarly to the other side, the side eave overhang would be outside of the side building envelope by up to 0.85 of a metre. A portion of the roof apex would also be marginally outside of the roof envelope by up to 0.2 of a metre. There would be a degree of visual intrusion on this neighbours amenity. As previously stated, impact to a degree is considered unavoidable given the comparatively long narrow lots with dwellings positioned close to respective side property boundaries. It is noted that an eaves protrusion of up to 0.6 of a metre outside of the envelope is allowed for under the the Planning Scheme.
- On balance, the impact on this neighbour is not considered likely to be excessive.
- Overall, the impact on 106 Regent Street is not considered likely to be excessive.

6.7.7 The proposal complies with the performance criterion.

6.8 Historic Heritage Code Part 13.8.2 P1, P2, P3

6.8.1 The proposal is for partial demolition, alterations and extension to a dwelling in a heritage precinct. The proposal has been assessed by the Council's Cultural Heritage Officer, who has provided the following comments:

The application relates to a single storey weatherboard clad late

Federation residential property. It forms part of a group of five properties of similar age built slightly elevated and back from the roadside, each with below floor storage and clearly forming a residential townscape. The proposal seeks permission for the partial demolition of the existing roof and the construction of an upper floor comprising a bedroom, en suite, study/sitting room and rear decking.

The property is not individually heritage listed but does form part of the Golf Links Estate Heritage Precinct (SB6) as set out in table E.13.2 of the *Hobart Interim Planning Scheme 2015*.

This precinct is significant for reasons including:

1. *Its value as the largest single subdivision in Sandy Bay with a very fine group of c 1920-1930 houses, the best such group in Hobart.*
2. *Its predominantly single storey Edwardian character with very intact streetscapes. The houses are all very good examples of Edwardian cottages and Californian Bungalow styles.*
3. *The predominantly intact building stock.*
4. *The connection of the site with the former golf links which is still readable in the subdivision pattern.*

The objective of E13.8.1 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."

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.

The proposed demolition (partial demolition) of the existing roof form involves an irreversible loss of an element which contributes to the significance of the building and to the character of the Heritage Precinct overall.

E13.8.2 P1 states:

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

The term 'detriment' means damage, harm or loss and comes from a Latin root meaning to lessen, to wear down, to rub away etc. Given that the part of the described special characteristics identified for the Precinct is its 'single storey Edwardian character with very intact streetscapes' along with the 'intact building stock', it is considered that the proposed development does not meet this performance criterion as it involves construction of an extension which lessens the significance of the Heritage Precinct as listed. This erosion of significance would be caused, in this instance, by a reduction in the quality and intactness of a single storey Federation house which contributes to the overall significance of the precinct by virtue of the demolition of the existing roof form and its replacement with a second storey addition.

E13.8.2 P3 states:

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

The proposed development does not meet this criterion as it involves loss of the existing roof form and the construction of a roof-top addition, thereby compromising the integrity and appearance of the existing residence, and the extent to which the building can

contribute to the significance of the Heritage Precinct which in part derives its characteristic from its single storey built form.

It is therefore considered that the current proposal fails to meet key provisions of the Historic Heritage Code and cannot be supported in terms of the planning scheme's requirements.

As such, it is recommended that the application be refused for the following reasons:

1. The proposal extension, by reason of creating a second storey roof addition and its associated height, size and bulk would have a detrimental impact upon those features which contribute to the historic cultural significance of the Golf Link Estate Heritage Precinct (SB6) as set out in table E.13.2 of the *Hobart Interim Planning Scheme 2015*, contrary to E13.8 Development Standards for Heritage Precincts, in particular E13.8.1 - 'Demolition' P1 and E13.8.2 - 'Buildings and Works other than Demolition' P1 and P3.

6.8.6 The proposal does not comply with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for a 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 not to meet the Historic Heritage Code requirements for heritage precincts.
- 7.4 The proposal is recommended for refusal.

8. Conclusion

- 8.1 The proposed partial demolition, alterations and extension at 108 Regent Street Sandy Bay does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for refusal.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for partial demolition, alterations and extension at 108 Regent Street Sandy Bay for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because the proposed partial demolition will result in the loss of the existing dwelling's roof form, which contributes to the historic cultural heritage significance of heritage precinct Sandy Bay 6 (Golf Links Estate).
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because the proposed second storey design of the extension will result in detriment to the historic cultural heritage significance of heritage precinct Sandy Bay 6 (Golf Links Estate).
- 3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.2 A3 and P3 of the *Hobart Interim Planning Scheme 2015* because the proposed second storey extension to the existing dwelling will detract from the historic cultural heritage significance of heritage precinct Sandy Bay 6 (Golf Links Estate).



(Richard Bacon)

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 28 August 2017

Attachment(s):

Attachment B - CPC Agenda Documents

SHEET No. 1 OF 12

PROPOSED ALTERATIONS & ADDITIONS	
ADDRESS: 108 REGENT STREET SANDY BAY FOR CLIENT: GUY HOOPER & JANE LONGHURST	
SCHEDULE OF DRAWINGS	
ARCHITECTURAL	
A01	DRAWING INDEX
A02	SITE PLAN
A03	EXISTING FLOOR PLAN / DEMOLITION PLAN
A04	PROPOSED LOWER FLOOR PLAN
A05	PROPOSED UPPER LEVEL
A06	EAST ELEVATION
A07	SOUTH ELEVATION
A08	WEST ELEVATION
A09	NORTH ELEVATION
A10	SUN SHADOW 9AM JUNE 21st
A11	SUN SHADOW/DIAGRAM NOON JUNE 21st
A12	SUN SHADOW 3PM JUNE 21st
A13	SUN SHADOW 9am DECEMBER 21st
A14	SUN SHADOW NOON DECEMBER 21st
A15	SUN SHADOW 3pm DECEMBER 21st
A16	SUN SHADOW 9am MARCH SEPTEMBER 21st
A17	SUN SHADOW NOON MARCH SEPTEMBER 21st
A18	SUN SHADOW 3pm MARCH SEPTEMBER 21st

GENERAL INFORMATION	
Accredited Building Designer:	Monty East
Accreditation Number:	CC1910
Land title reference number:	C.T. 55178/223
Site area:	650 m²

IMPORTANT
1. USE WRITTEN DIMENSIONS ONLY.
2. DO NOT SCALE DRAWINGS.
3. THE CONTRACTOR IS TO CHECK ALL LEVELS, DATUMS, AND DIMENSIONS IN RELATION TO THE DRAWINGS AND THE SITE BEFORE PROCEEDING WITH THE WORK OR SHOP DRAWINGS.
4. ENSURE THAT THIS DRAWING AND ANY ACCOMPANYING DETAILS AND/OR SPECIFICATIONS HAVE BEEN STAMPED AS APPROVED BY THE RELEVANT LOCAL AUTHORITY.
5. THE PROPRIETOR IS TO ENSURE THAT ANY "CONDITIONS OF APPROVAL" ISSUED BY THE BUILDING SURVEYOR, RELEVANT COUNCIL AND OTHER STATUTORY AUTHORITIES ARE PASSED ON TO THE CONTRACTOR BEFORE CONSTRUCTION BEGINS.
6. MATERIALS AND WORKMANSHIP SHALL CONFORM WITH RELEVANT STANDARDS, BUILDING CODE OF AUSTRALIA AND PRODUCT MANUFACTURERS WRITTEN INSTRUCTIONS.
7. ANY ALTERATION TO THE CONSTRUCTION AND/OR MATERIALS INDICATED IN THESE DRAWINGS IS TO BE APPROVED BY DESIGN EAST, THE ENGINEER, THE BUILDING SURVEYOR, AND THE PROPRIETOR BEFORE PROCEEDING WITH THE WORK.
8. IF THERE ARE ANY QUERIES IN RELATION TO DIMENSIONS, LEVELS OR CONSTRUCTION DETAILS, CONTACT:
design . EAST
phone 6223 6740 email admin@designeast.com.au

DRAWING INDEX

AMENDED

PROJECT No. 5189

153 Davey Street Hobart
Phone (03) 6223 6740
Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC1910

design

EAST

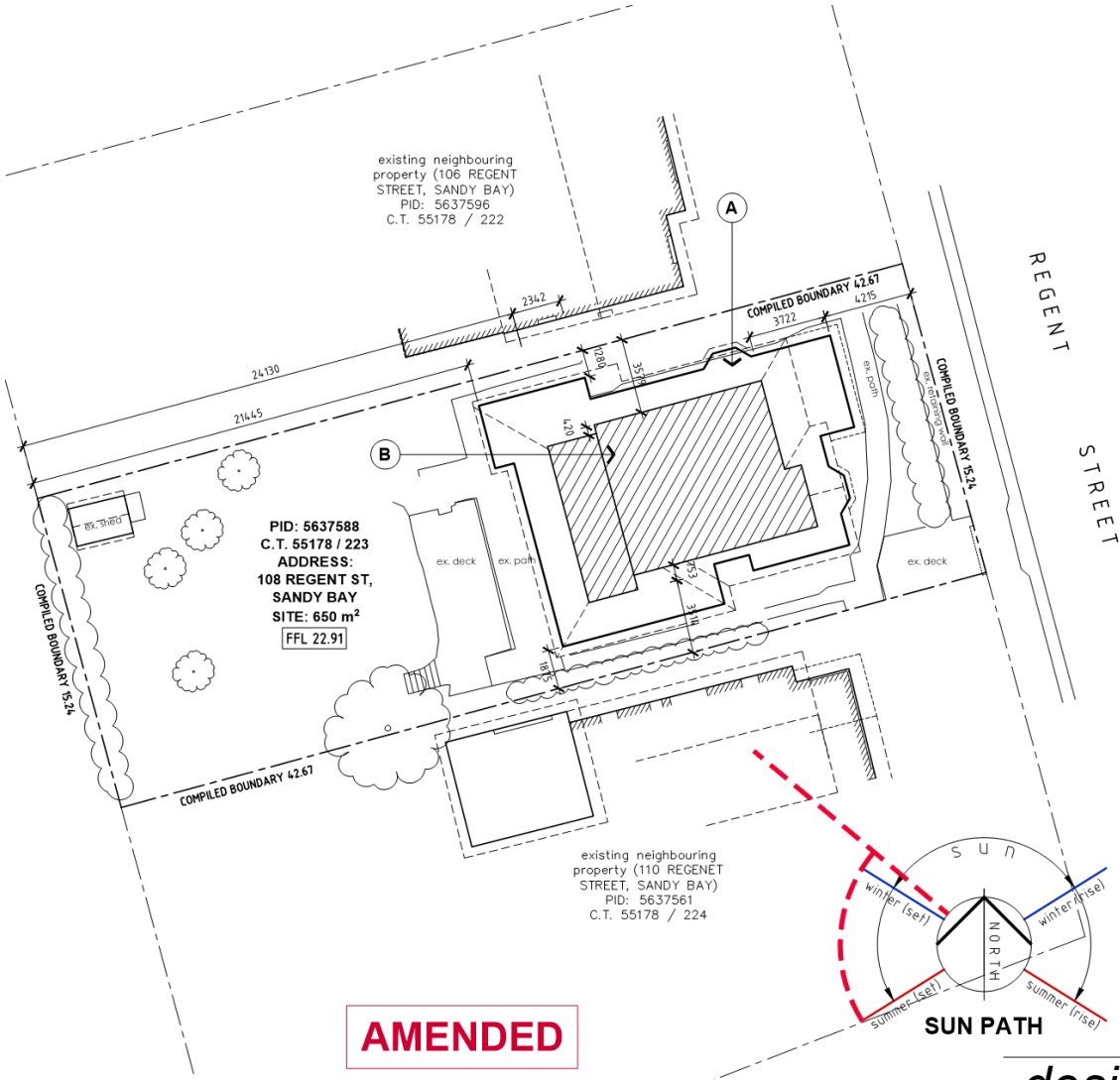
building design and interior architecture

SITE NOTES	
Property Address:	108 REGENT STREET, SANDY BAY
Property ID:	5637588
Title Reference:	55178 / 233
Site Area:	650 sqm.
Municipality:	HOBART CITY COUNCIL
Owner:	GUY HOOPER & JANE LONGHURST

SITE KEY	
(A)	OUTLINE OF EXISTING RESIDENCE.
(B)	PROPOSED EXTENSIONS SHOWN HATCHED

EXISTING FLOOR AREAS	
EX. BUILDING FOOTPRINT AREA	= 170 sqm +/-
EX. LOT SIZE	= 650 sqm +/-
AS % OF SITE AREA	= 28.23%

PROPOSED FLOOR AREAS	
PROPOSED BUILDING FOOTPRINT AREA	= 169 sqm
AS % OF SITE AREA	= 28.46 %



AMENDED

SITE PLAN - 1:200

SHEET No. 2 OF 18

ISSUE	DESCRIPTION	DATE	DRAWN
A	PLANNING APPLICATION	08/05/17	DA
B	SUN SHADOW DIAGRAM	02/05/17	DA

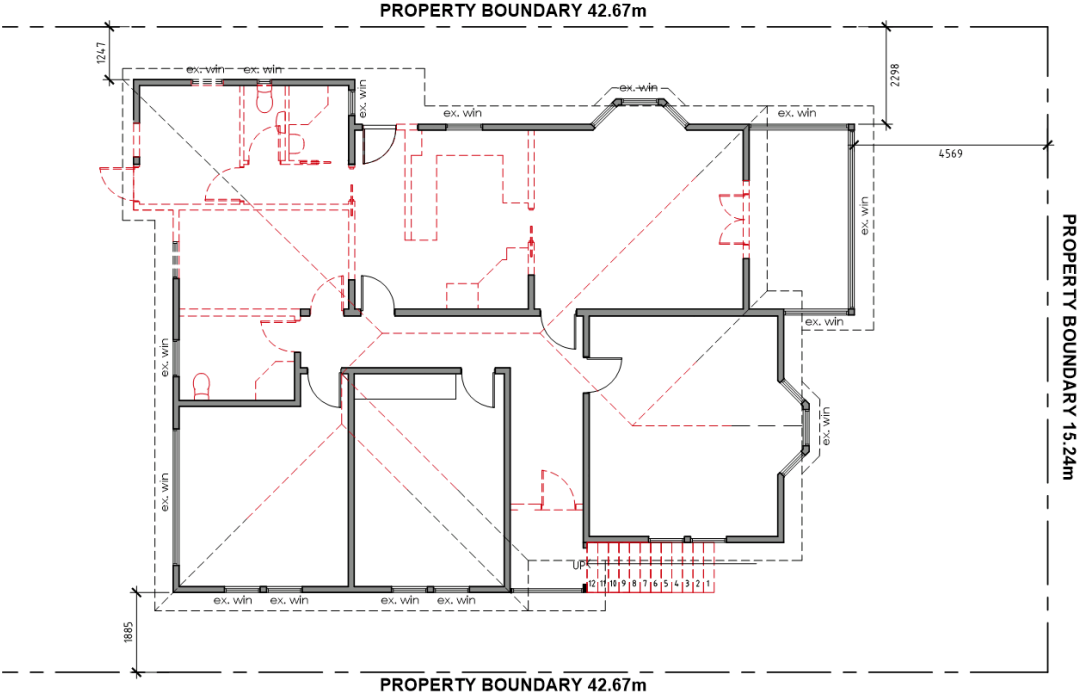
Project:	PROPOSED ALTERATIONS at 108 REGENT STREET, SANDY BAY for GUY HOOPER & JANE LONGHURST
Drawn:	SITE PLAN
Design EAST registered trading name for design EAST Pty. Ltd.	

SCALE:	1:200	DATE:	08/04/17
DRGNO:	5182	DRAWN:	DA
	@ A3		

153 Davis Street Hobart Tasmania 7000 Phone (03) 6223 6740 Email design@designeast.com.au Web www.designeast.com.au Accreditation No. CC19170
--

EAST
design
building design and interior architecture

LEGEND	
MARK	DESCRIPTION
	EXISTING WALLS TO BE RETAINED.
	EXISTING WALLS TO BE DEMOLISHED.
EXISTING LOWER FLOOR AREAS	
EX. FLOOR AREA	170 ± sqm.



EXISTING & DEMOLITION PLAN - 1:100

SHEET No. 3 OF 18

ISSUE	DESCRIPTION	DATE	DRAWN
A	PLANNING APPLICATION	08/05/17	DA
B	SUN SHADOW DIAGRAM	02/05/17	DA

Project:	PROPOSED ALTERATIONS at 108 REGENT STREET, SANDY BAY for GUY HOOPER & JANE LONGHURST
Drawing:	EXISTING & DEMOLITION PLAN
Design EAST registered trading name for design EAST Pty. Ltd.	

SCALE:	DRGNO:
1:100	5182
@ A3	A03
DRAWN:	DATE:
DA	08/04/17

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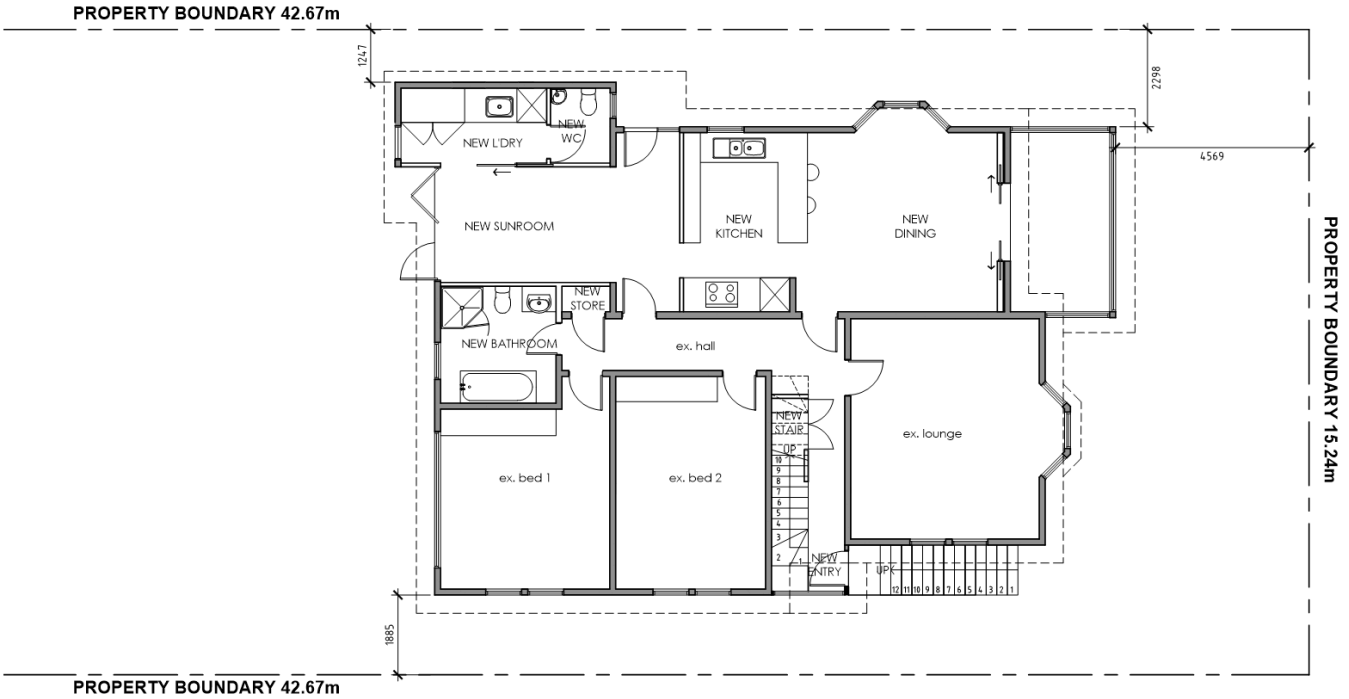
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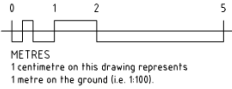
building design and interior architecture

LEGEND	
MARK	DESCRIPTION
	EXISTING WALLS TO BE RETAINED.
	STUD WALL.

PROPOSED LOWER FLOOR AREAS	
PROPOSED LOWER FLOOR AREA	= 169 ± sqm.



PROPOSED FLOOR PLAN - 1:100



EAST
design
building design and interior architecture



SHEET No. 4 OF 18

ISSUE	DESCRIPTION	DATE	DRAWN
A	PLANNING APPLICATION	08/06/17	DA
B	SUN SHADOW DIAGRAM	02/06/17	DA

Project:	PROPOSED ALTERATIONS at 108 REGENT STREET, SANDY BAY for GUY HOOPER & JANE LONGHURST
Drawing:	PROPOSED FLOOR PLAN
Design EAST registered trading name for design EAST Pty. Ltd.	

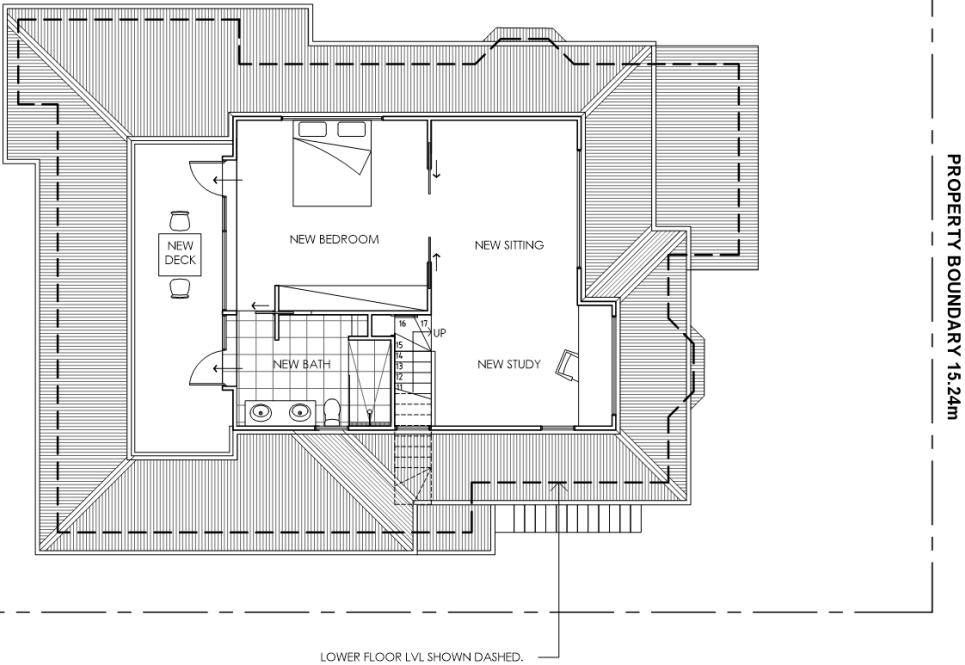
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DRAWN:	DA		

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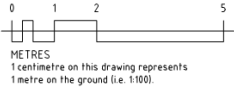
LEGEND	
MARK	DESCRIPTION
	EXISTING WALLS TO BE RETAINED.
	STUD WALL.


PROPOSED LOWER FLOOR AREAS	
PROPOSED UPPER FLOOR AREA	= ± 81.76 sqm.

PROPERTY BOUNDARY 42.67m



PROPOSED UPPER FLOOR PLAN - 1:100



 **EAST**
design

building design and interior architecture

SHEET No. 5 OF 18

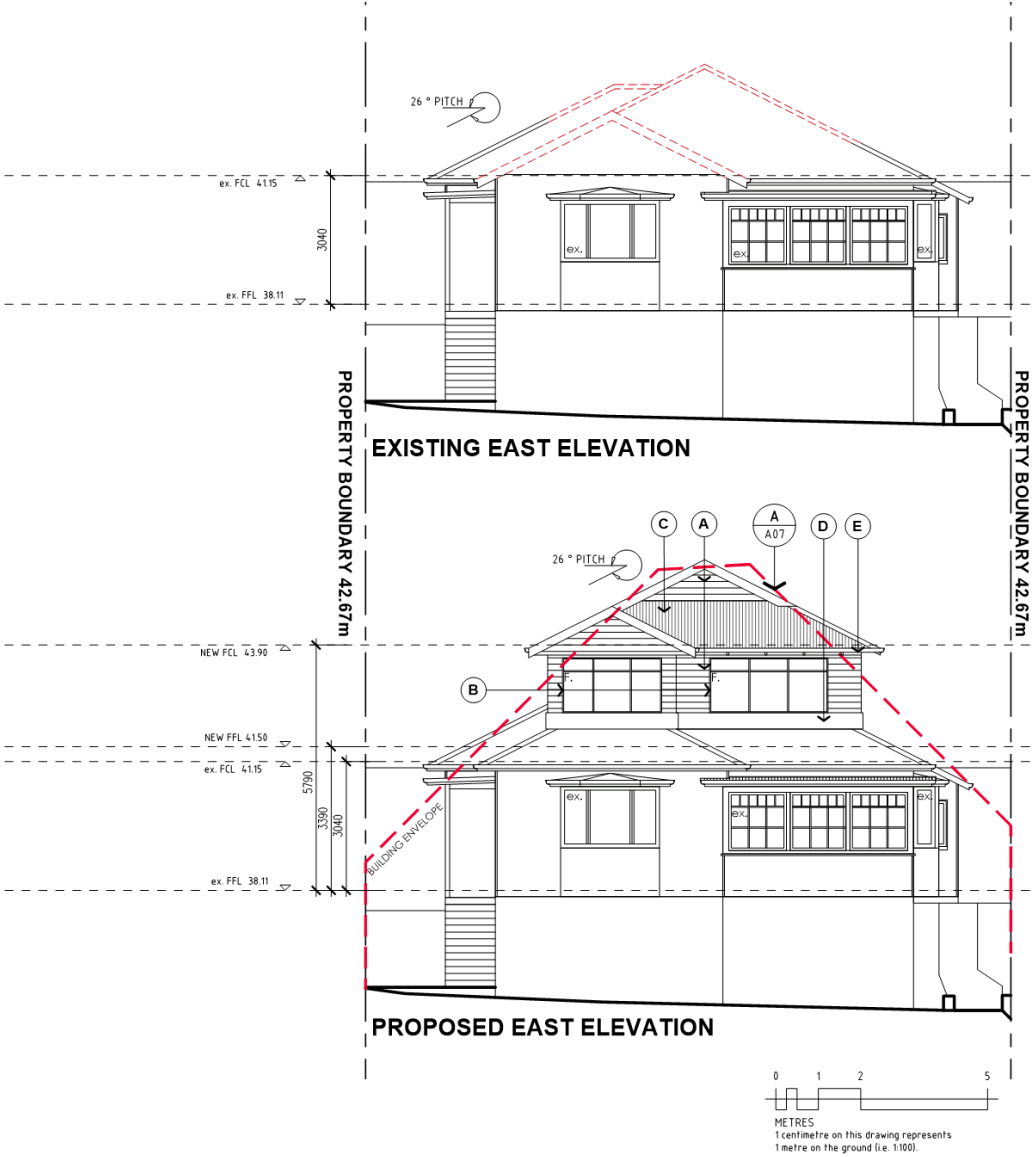
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A	PLANNING APPLICATION	08/06/17	DA
B	SUN SHADOW DIAGRAM	02/06/17	DA

Project:	PROPOSED ALTERATIONS at 108 REGENT STREET, SANDY BAY for GUY HOOPER & JANE LONGHURST
Drawing:	PROPOSED UPPER FLOOR PLAN
Design EAST registered trading name for Design EAST Pty. Ltd.	

SCALE:	DWGNO:
1:100 @ A3	5182 A05
DRAWN:	DATE:
DA	08/06/17

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EXTERNAL FINISHES	
(A)	WEATHER BOARDS TO MATCH EXISTING
(B)	TIMBER FRAME DOOR AND WINDOWS.
(C)	COLORBOND ROOF SHEETING TO MATCH EXISTING.
(D)	TIMBER FEATURE LVL PAINT FINISH.
(E)	'D' GUTTERING COLOUR TO MATCH ROOF SHEETING.
LEGEND	
EX.	- EXISTING WINDOW / DOOR.
F.	- FIXED WINDOW.
DH.	- DOUBLE HUNG WINDOW.
GD.	- GLAZED HINGED DOOR.
S.	- SLIDING WINDOW.
A.	- AWNING WINDOW.



EAST ELEVATION - 1:100

SHEET No. 6 OF 18

ISSUE	DESCRIPTION	DATE	DRAWN
A	PLANNING APPLICATION	08/05/17	DA
B	SUN SHADOW DIAGRAM	02/05/17	DA

Project:	PROPOSED ALTERATIONS at 108 REGENT STREET, SANDY BAY for GUY HOOPER & JANE LONGHURST
Drawing:	EAST ELEVATION
Design EAST registered trading name for design EAST Pty. Ltd.	

DRGNO:	5182
SCALE:	1:100 @ A3
DATE:	08/04/17
DRAWN:	DA

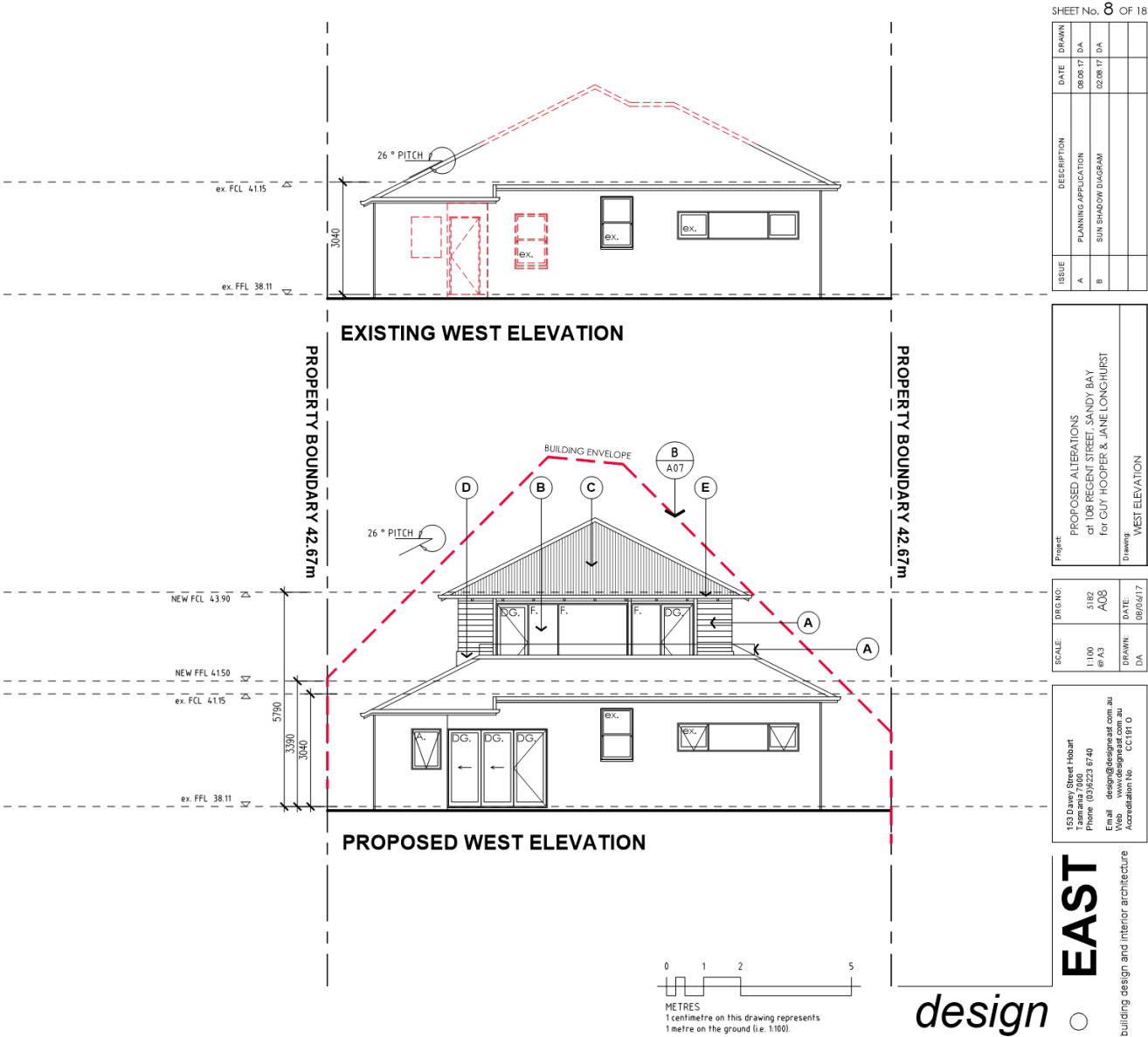
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building design and interior architecture

building design and interior architecture

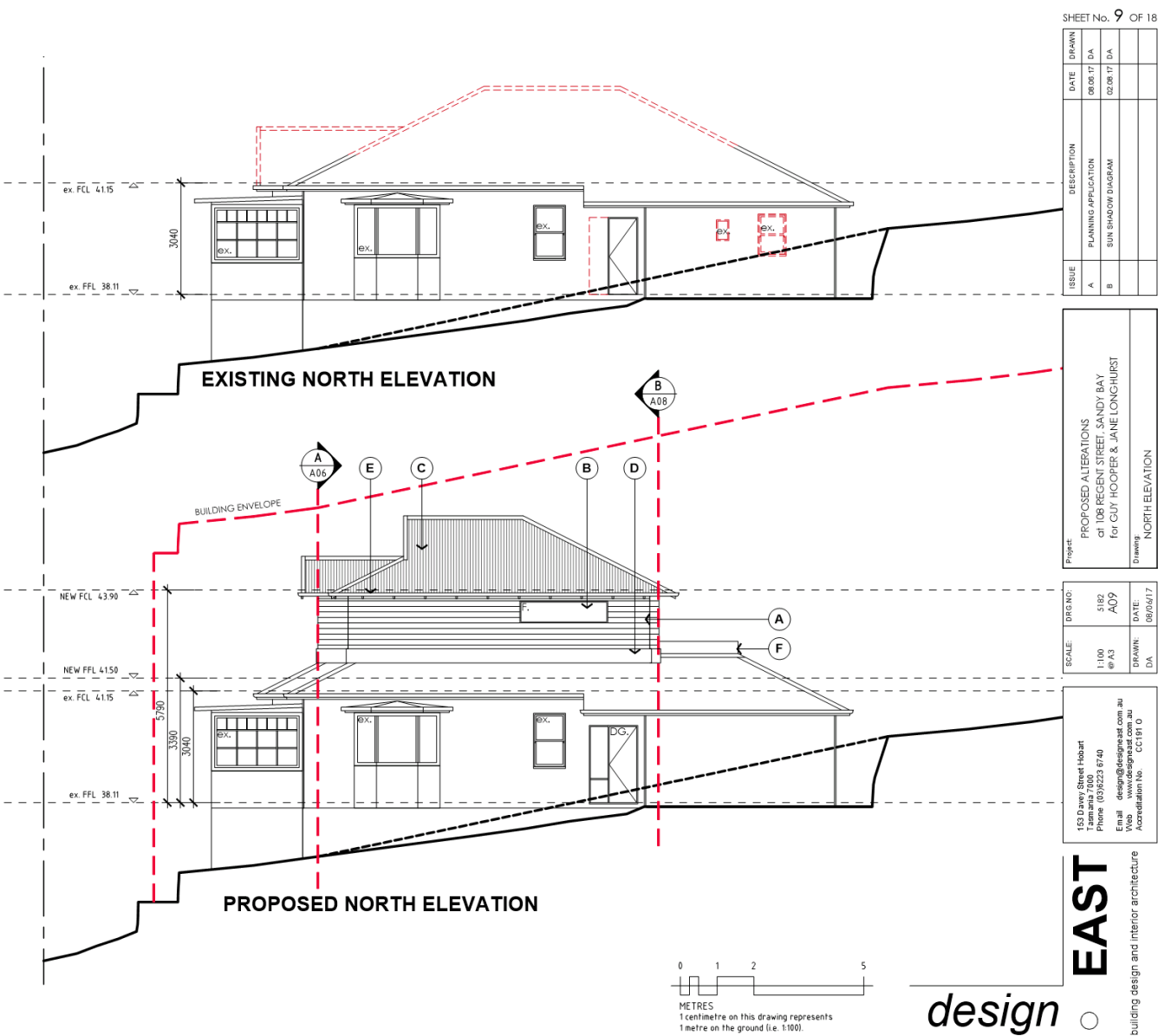
design

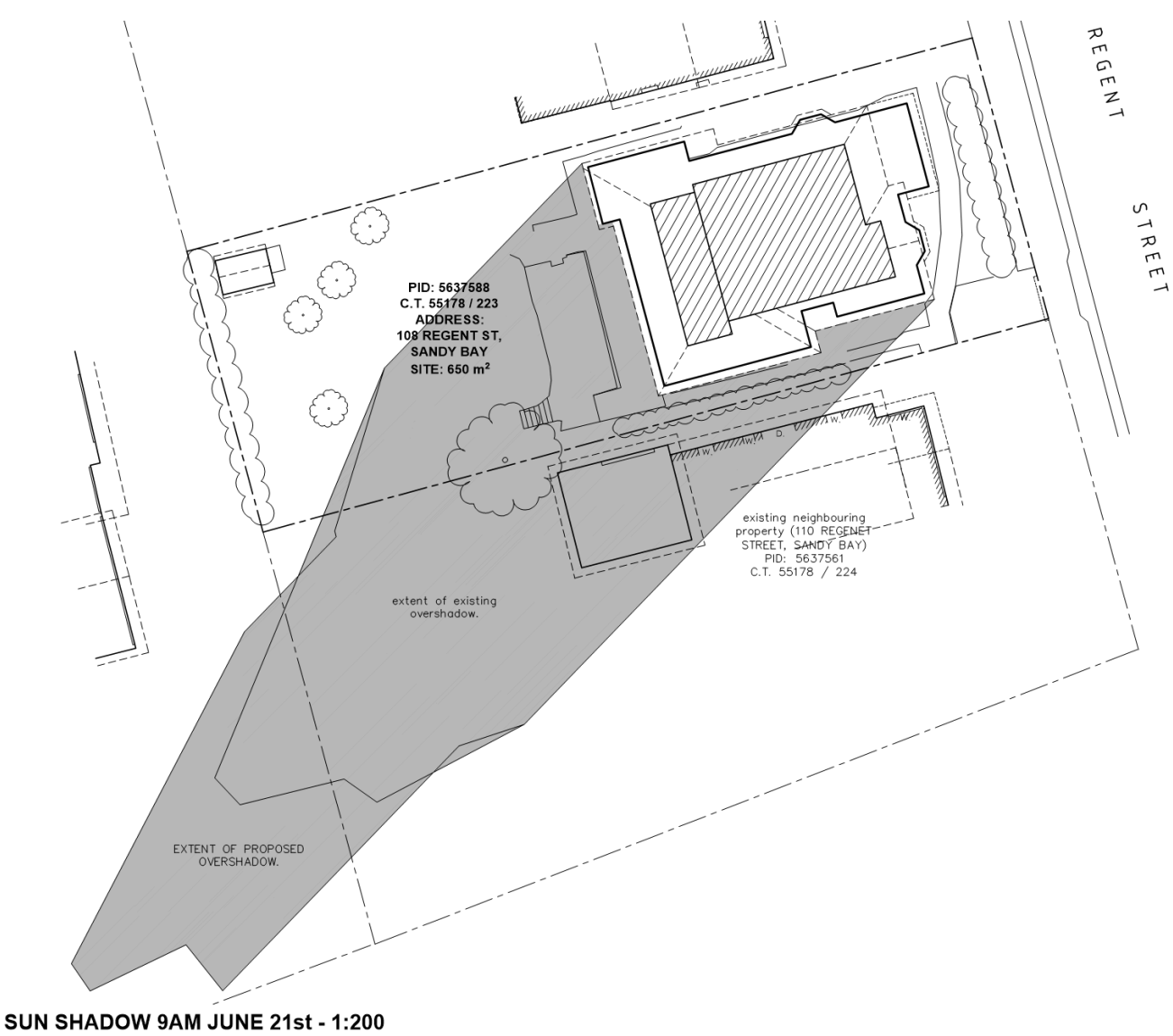
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(B)	TIMBER FRAME DOOR AND WINDOWS.
(C)	COLORBOND ROOF SHEETING TO MATCH EXISTING.
(D)	TIMBER FEATURE LVL PAINT FINISH.
(E)	'D' GUTTERING COLOUR TO MATCH ROOF SHEETING.
(F)	DECK AREA BALUSTRADE
LEGEND	
ex.	- EXISTING WINDOW / DOOR.
F.	- FIXED WINDOW.
DH.	- DOUBLE HUNG WINDOW.
GD.	- GLAZED HINGED DOOR.
S.	- SLIDING WINDOW.
A.	- AWNING WINDOW.



EXTERNAL FINISHES	
(A)	WEATHER BOARDS TO MATCH EXISTING
(B)	TIMBER FRAME DOOR AND WINDOWS.
(C)	COLORBOND ROOF SHEETING TO MATCH EXISTING.
(D)	TIMBER FEATURE LVL PAINT FINISH.
(E)	'D' GUTTERING COLOUR TO MATCH ROOF SHEETING.
(F)	DECK AREA BALUSTRADE

LEGEND	
ex.	- EXISTING WINDOW / DOOR.
F.	- FIXED WINDOW.
DH.	- DOUBLE HUNG WINDOW.
GD.	- GLAZED HINGED DOOR.
S.	- SLIDING WINDOW.
A.	- AWNING WINDOW.





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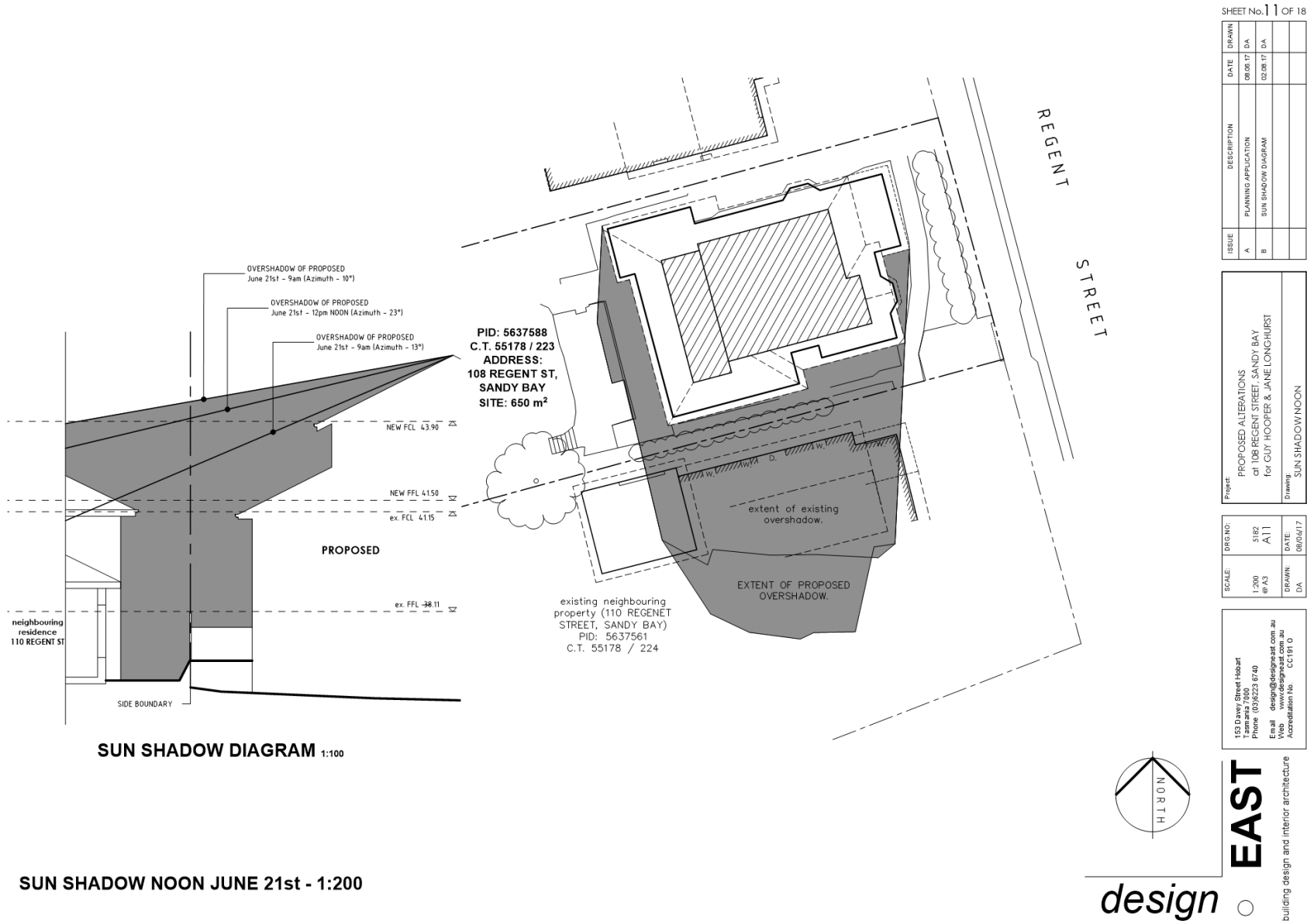
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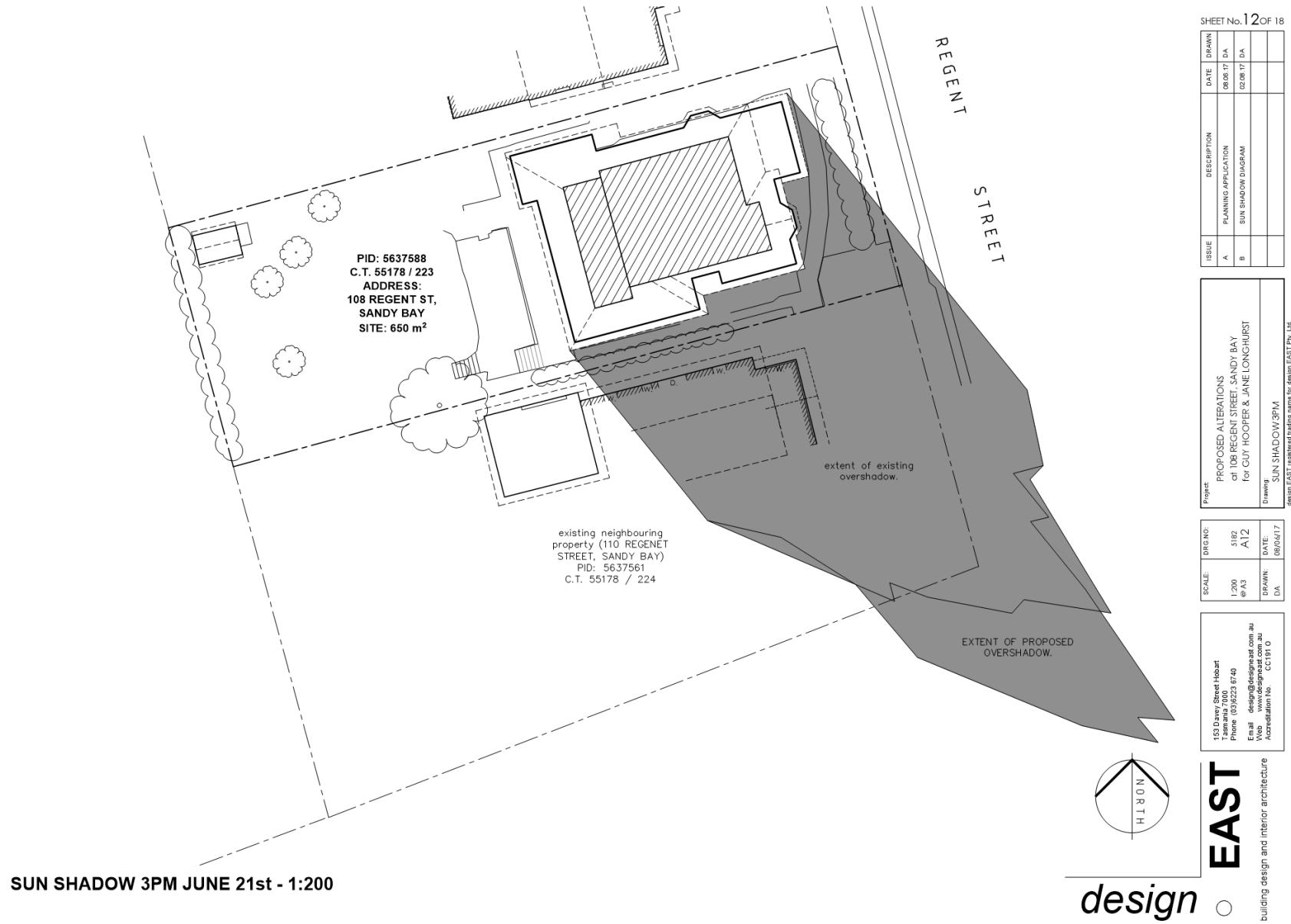
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A	PLANNING APPLICATION	08/05/17	DA
B	SUN SHADOW DIAGRAM	02/05/17	DA



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Drawing:	SUN SHADOW 9AM
Design EAST registered trading name for Design EAST Pty. Ltd.	

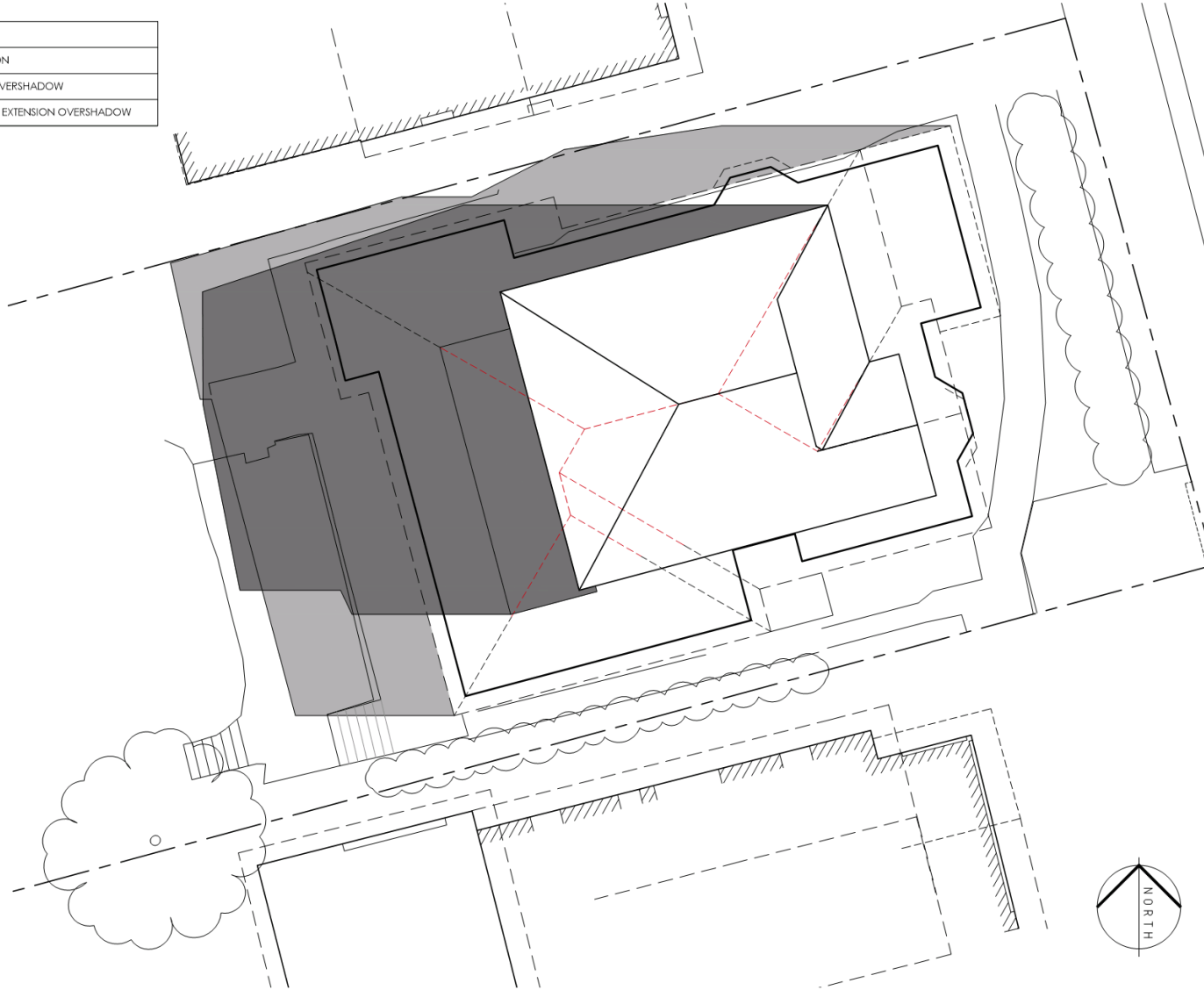
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DRAWN:	DATE:
DA	08/04/17

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LEGEND	
MARK	DESCRIPTION
	EXISTING OVERSHADOW
	PROPOSED EXTENSION OVERSHADOW



SUN SHADOW 9am DECEMBER 21st - 1:100



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
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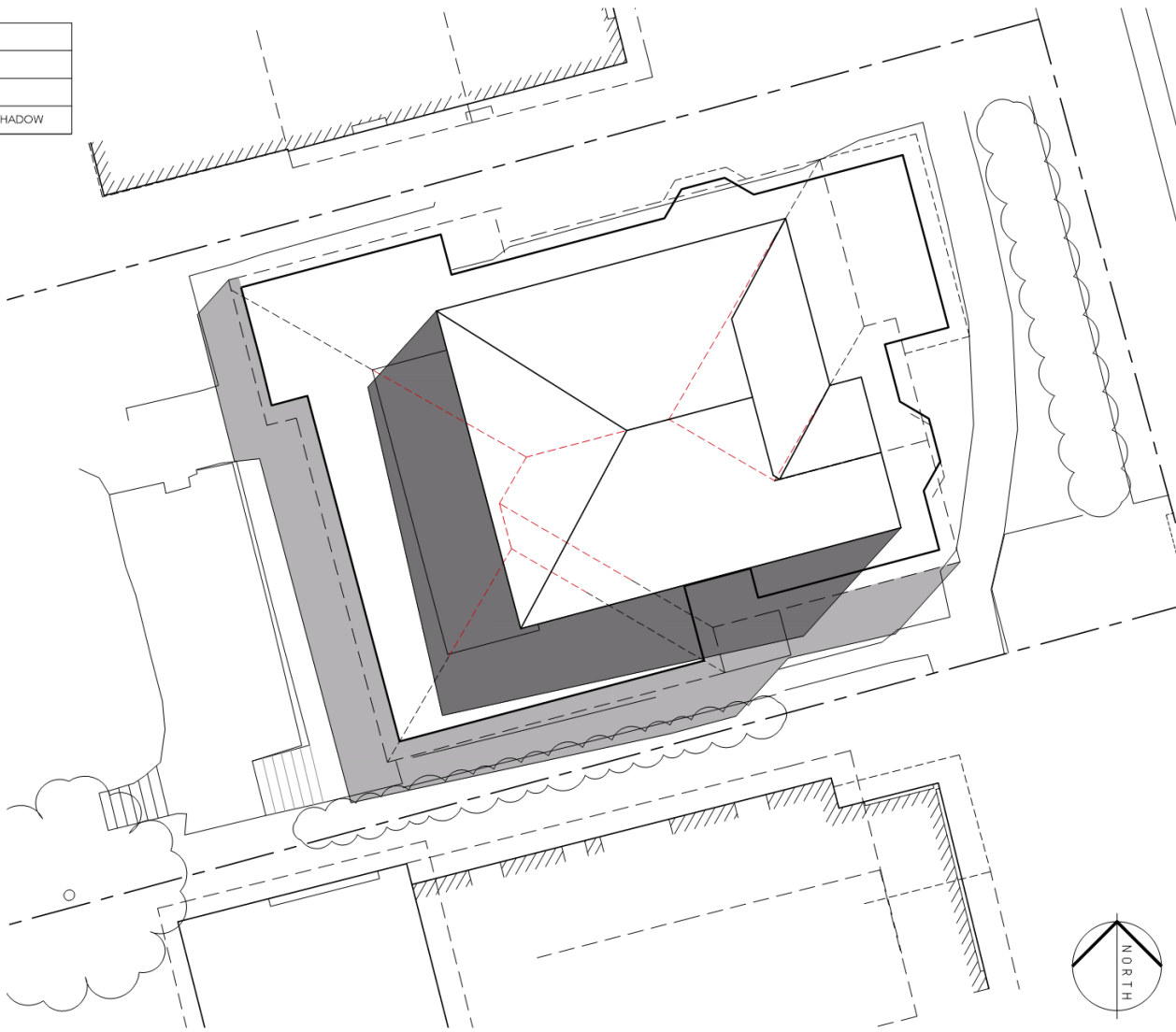
ISSUE	DESCRIPTION	DATE	DRAWN
A	PLANNING APPLICATION	08/05/17	DA
B	SUN SHADOW DIAGRAM	02/06/17	DA

Project:	PROPOSED ALTERATIONS at 108 REGENT STREET, SANDY BAY for GUY HOOPER & JANE LONGHURST
Drawing:	SUN SHADOW 9am DECEMBER 21st

design EAST registered trading name for design EAST Pty. Ltd.

SCALE:	DRGNO:
1:100 @ A3	5182 A13
DRAWN:	DATE:
DA	08/04/17

LEGEND	
MARK	DESCRIPTION
	EXISTING OVERSHADOW
	PROPOSED EXTENSION OVERSHADOW



SUN SHADOW NOON DECEMBER 21st - 1:100



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SHEET No. 14 OF 18



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B	SUN SHADOW DIAGRAM	02/05/17	DA

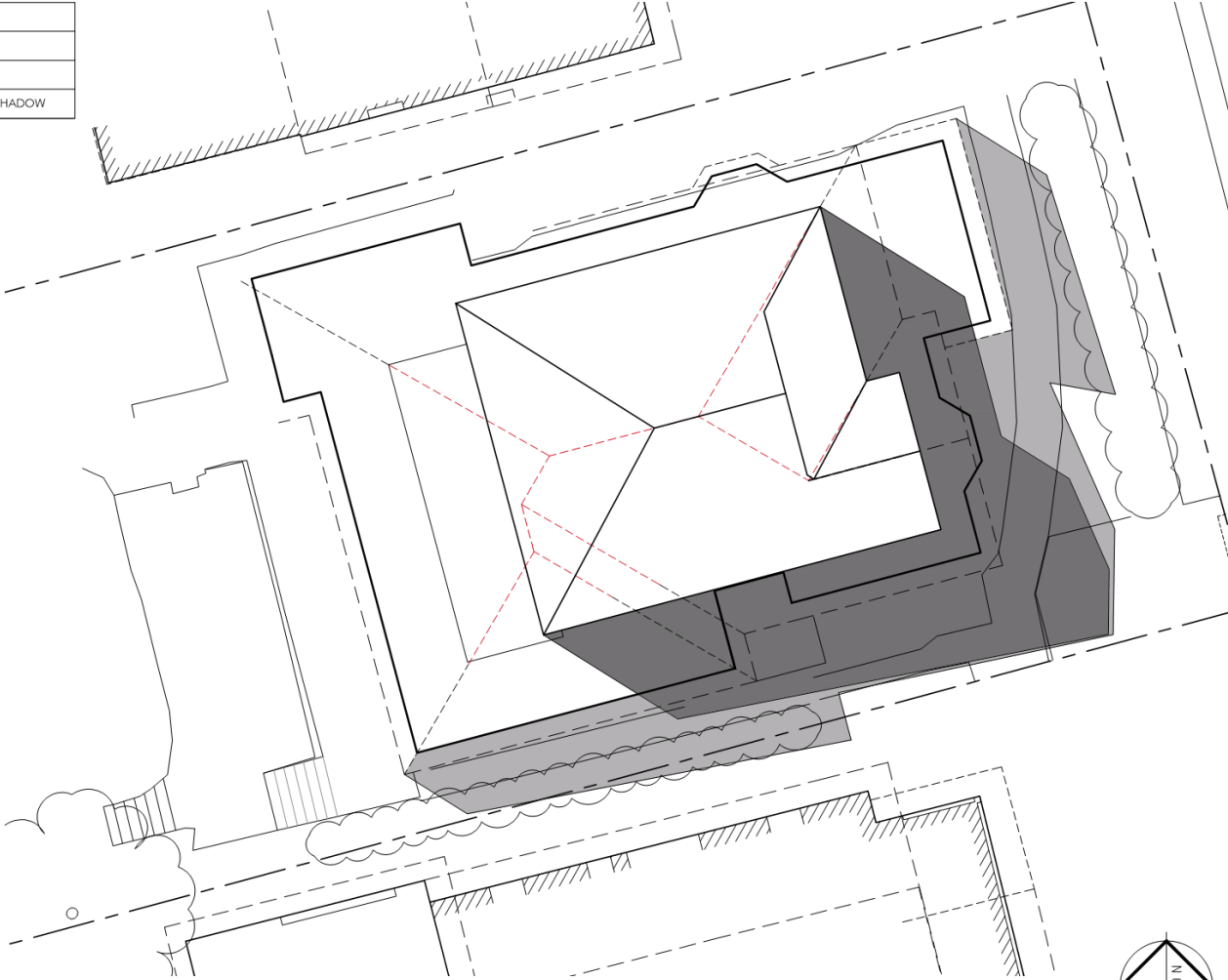
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Drawing:	SUN SHADOW NOON DECEMBER 21st

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DRAWN:	DATE:
DA	08/04/17

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LEGEND	
MARK	DESCRIPTION
	EXISTING OVERSHADOW
	PROPOSED EXTENSION OVERSHADOW



SUN SHADOW 3pm DECEMBER 21st - 1:100



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
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Email design@designeast.com.au
Web www.designeast.com.au
Accreditation No. CC19110

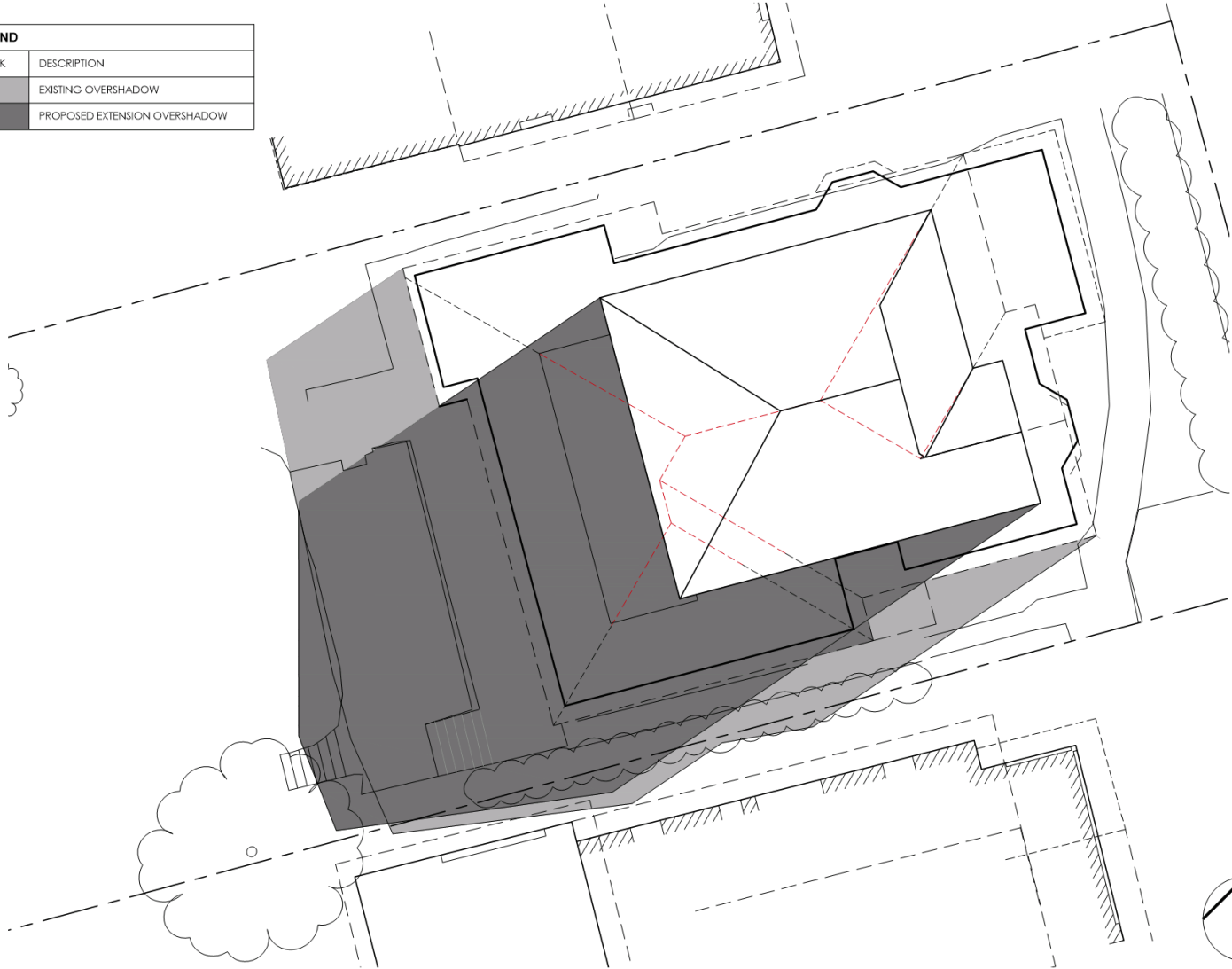
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B	SUN SHADOW DIAGRAM	02/06/17	DA

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Drawing:	SUN SHADOW 3pm DECEMBER 21st
design EAST registered trading name for design EAST Pty Ltd	

SCALE:	DRGNO:
1:100 @ A3	5182 A15
DRAWN:	DATE:
DA	08/06/17

LEGEND	
MARK	DESCRIPTION
	EXISTING OVERSHADOW
	PROPOSED EXTENSION OVERSHADOW



SUN SHADOW 9am MARCH SEPTEMBER 21st - 1:100



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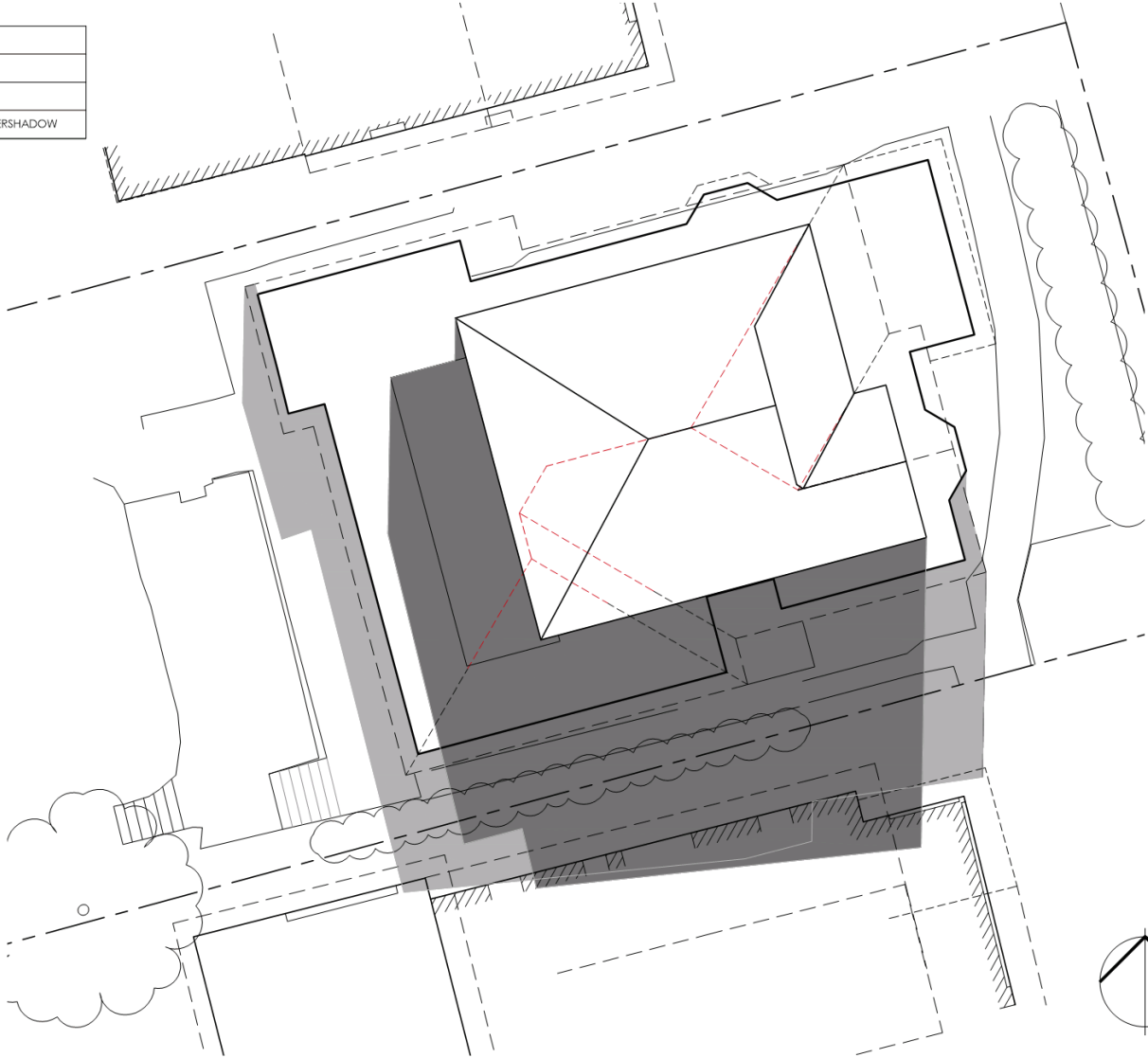
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@ A3
DRAWN: DA
DATE: 08/04/17

Project: PROPOSED ALTERATIONS
at 108 REGENT STREET, SANDY BAY
for GUY HOOPER & JANE LONGHURST
Drawing: SUN SHADOW 9am MARCH SEPTEMBER 21st
design EAST registered trading name for design EAST Pty. Ltd.

ISSUE	DESCRIPTION	DATE	DRAWN
A	PLANNING APPLICATION	08.05.17	DA
B	SUN SHADOW DIAGRAM	02.06.17	DA

SHEET No. 16 OF 18

LEGEND	
MARK	DESCRIPTION
	EXISTING OVERSHADOW
	PROPOSED EXTENSION OVERSHADOW



SUN SHADOW NOON MARCH SEPTEMBER 21st - 1:100



design 

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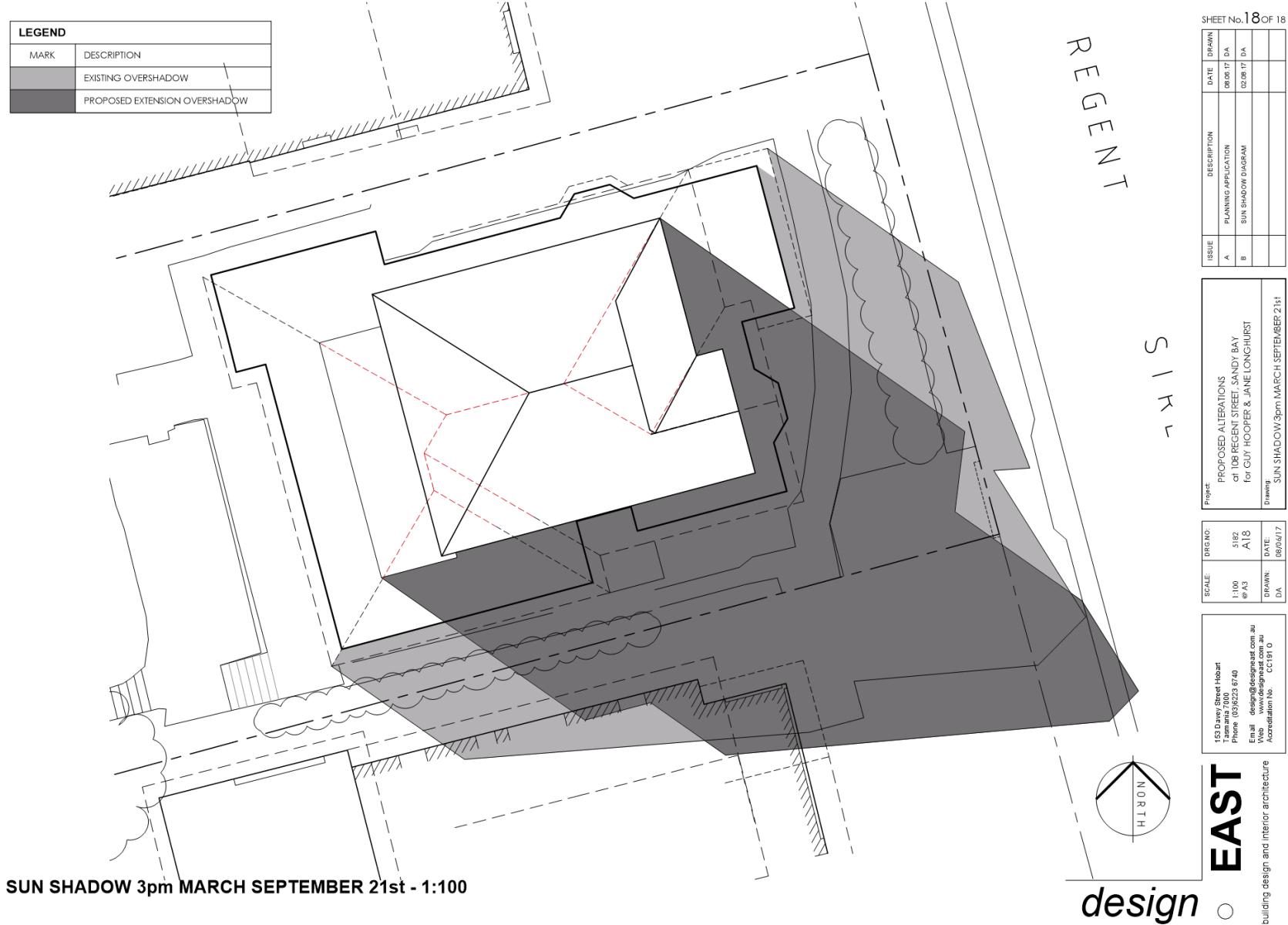
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ISSUE	DESCRIPTION	DATE	DRAWN
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B	SUN SHADOW DIAGRAM	02/05/17	DA

Project:	PROPOSED ALTERATIONS at 108 REGENT STREET, SANDY BAY for GUY HOOPER & JANE LONGHURST
Drawing:	SUN SHADOW NOON MARCH SEPTEMBER 21st
design EAST registered trading name for design EAST Pty. Ltd.	

SCALE:	DWGNO:
1:100 @ A3	5182 A17
DRAWN:	DATE:
DA	08/04/17

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**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 55178	FOLIO 223
EDITION 4	DATE OF ISSUE 10-Sep-2008

SEARCH DATE : 31-Jul-2017
SEARCH TIME : 03.44 PM

DESCRIPTION OF LAND

City of HOBART
Lot 223 on Plan 55178 (formerly being P767)
Derivation : Part of 65A-2R-0Ps. Gtd. to D. Lord
Prior CT 2832/91

SCHEDULE 1

C825170 TRANSFER to GUY EDMUND HOOPER and JANE LONGHURST
Registered 11-Mar-2008 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
C856842 MORTGAGE to Commonwealth Bank of Australia
Registered 10-Sep-2008 at noon

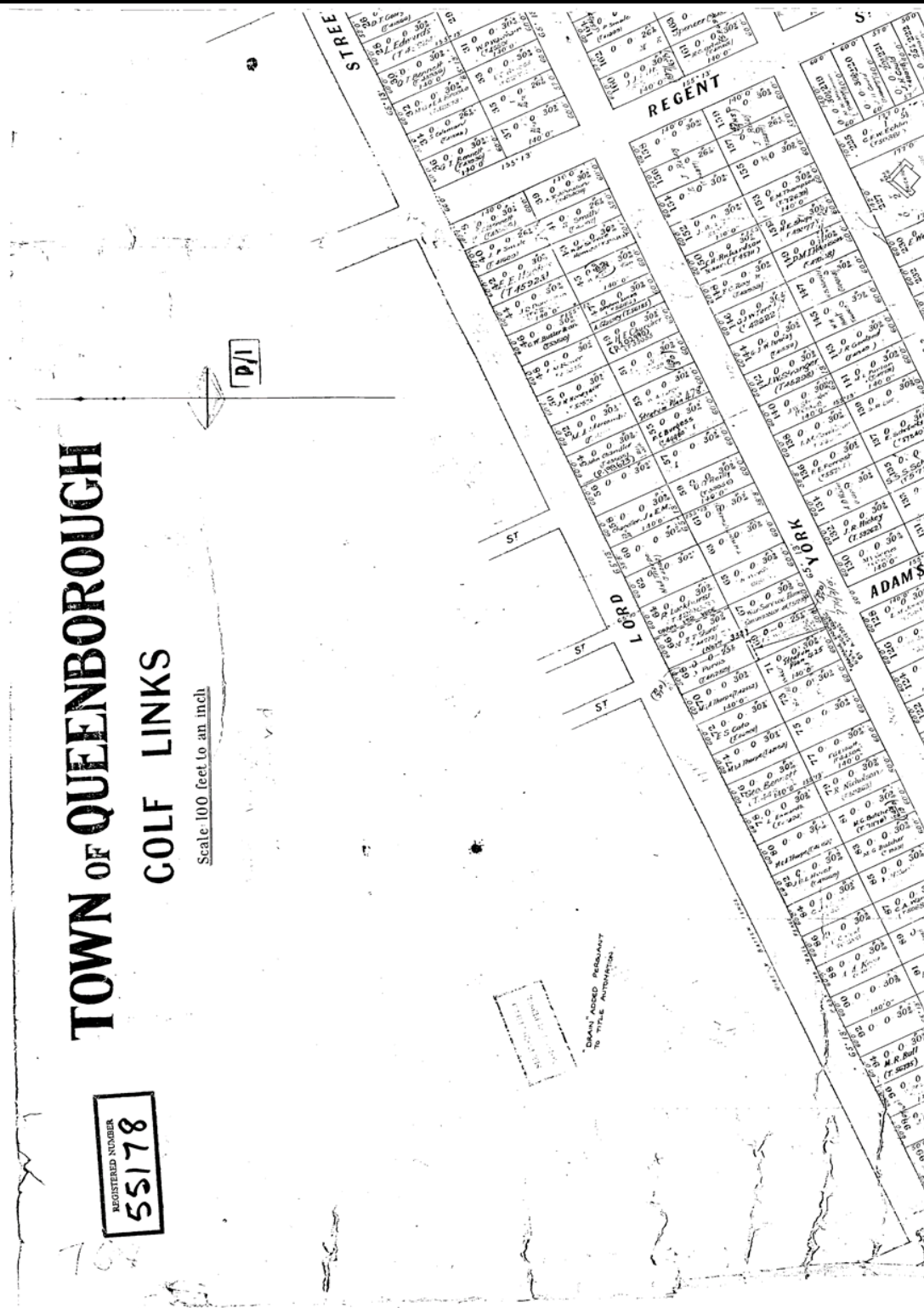
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

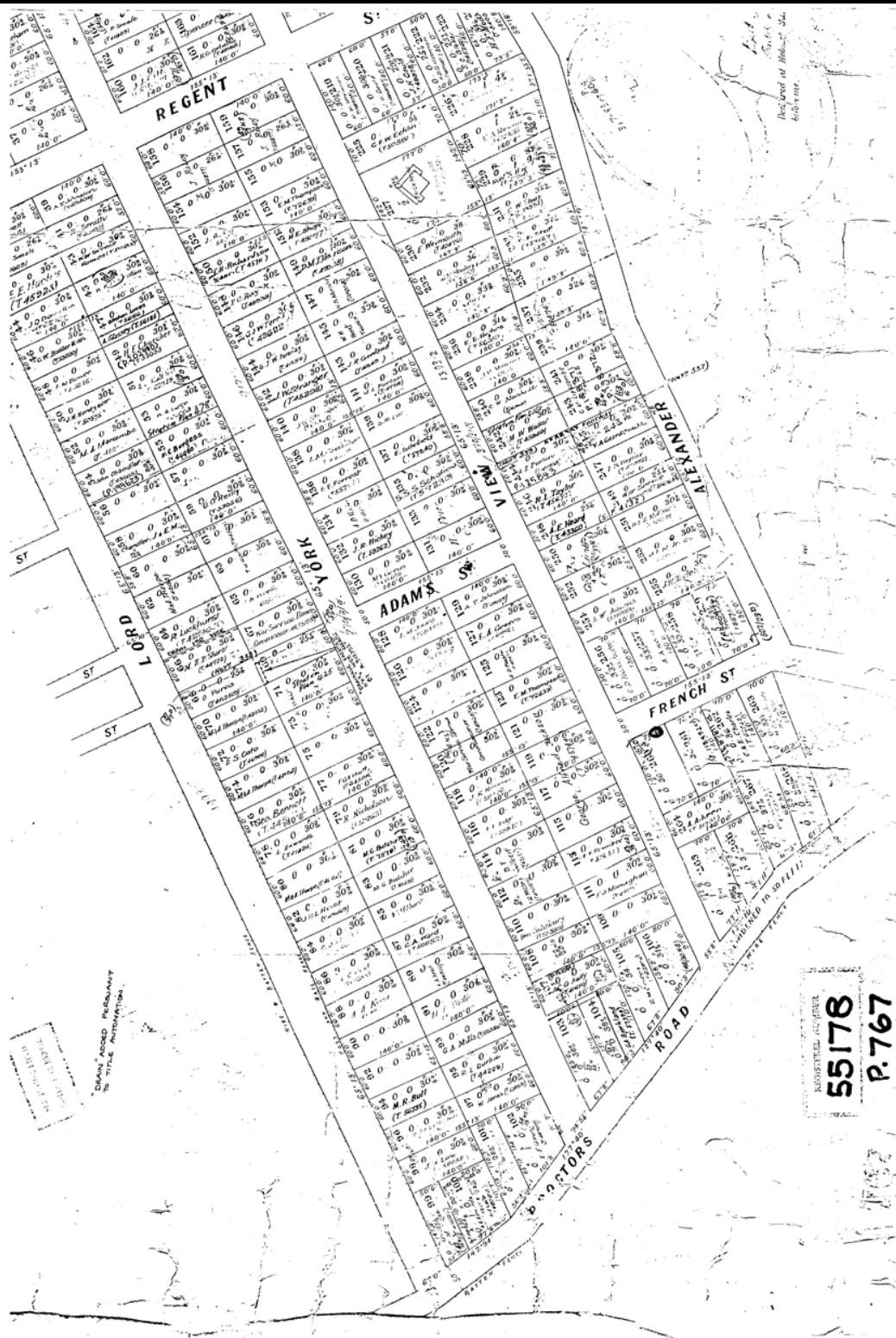




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Application Referral Cultural Heritage - Response

From:	Nick Booth
Recommendation:	Proposal is unacceptable.
Date Completed:	
Address:	108 REGENT STREET, SANDY BAY
Proposal:	Partial Demolition, Alterations and Extension
Application No:	PLN-17-590
Assessment Officer:	Richard Bacon,

Referral Officer comments:

The application relates to a single storey weatherboard clad late Federation residential property. It forms part of a group of 5 properties of similar age built slightly elevated and back from the roadside, each with below floor storage and clearly forming a residential townscape. The proposal seeks permission for the partial demolition of the existing roof and the construction of an upper floor comprising a bedroom, en suite, study/sitting room and rear decking.

The property is not individually heritage listed but does form part of the Golf Links Estate Heritage Precinct (SB6) as set out in table E.13.2 of the Hobart Interim Planning Scheme 2015.

This precinct is significant for reasons including:

1. Its value as the largest single subdivision in Sandy Bay with a very fine group of c 1920-1930 houses, the best such group in Hobart.
2. Its predominantly single storey Edwardian character with very intact streetscapes. The houses are all very good examples of Edwardian cottages and Californian Bungalow styles.
3. The predominantly intact building stock.
4. The connection of the site with the former golf links which is still readable in the subdivision pattern.

The objective of E13.8.1 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."

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.

The proposed demolition (partial demolition) of the existing roof form involves an irreversible loss of an element which contributes to the significance of the building and to the character of the Heritage Precinct overall.

E13.8.2 P1 states:

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

The term 'detriment' means damage, harm or loss and comes from a Latin root meaning to lessen, to wear down, to rub away etc. Given that the part of the described special characteristics identified for the Precinct is its 'single storey Edwardian character with very intact streetscapes' along with the 'intact building stock', it is considered that the proposed development does not meet this performance criterion as it involves construction of an extension which lessens the significance of the Heritage Precinct as listed. This erosion of significance would be caused, in this instance, by a reduction in the quality and intactness of a single storey Federation house which contributes to the overall significance of the precinct by virtue of the demolition of the existing roof form and its replacement with a second storey addition.

E13.8.2 P3 states:

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

The proposed development does not meet this criterion as it involves loss of the existing roof form and the construction of a roof-top addition, thereby compromising the integrity and appearance of the existing residence, and the extent to which the building can contribute to the significance of the Heritage Precinct which in part derives its characteristic from its single storey built form.

It is therefore considered that the current proposal fails to meet key provisions of the Historic Heritage Code and cannot be supported in terms of the planning scheme's requirements.

As such, it is recommended that the application be refused for the following reasons:

1. The proposal extension, by reason of creating a second storey roof addition and its associated height, size and bulk would have a detrimental impact upon those features which contribute to the historic cultural significance of the Golf Link Estate Heritage Precinct (SB6) as set out in table E.13.2 of the Hobart Interim Planning Scheme 2015, contrary to E13.8 Development Standards for Heritage Precincts, in particular E13.8.1 - 'Demolition' P1 and E13.8.2 – 'Buildings and Works other than Demolition' P1 and P3.



Nick Booth
Heritage Officer
17 August 2017

8. REPORTS

8.1 Glenorchy to Hobart Public Transit Corridor Project Update File Ref: F18/74517; 36-20-1

Report of the General Manager of 7 August 2018 and attachment.

Delegation: Council

**REPORT TITLE: GLENORCHY TO HOBART PUBLIC TRANSIT
CORRIDOR PROJECT UPDATE****REPORT PROVIDED BY:** General Manager**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to provide the Council with the report from LUTI Consultants regarding implementation of the Glenorchy to Hobart Transit Corridor Project and consider future activities of the Hobart to Glenorchy Public Transit Corridor Steering Committee pending finalisation of the Hobart City Deal process.
- 1.2. The Glenorchy to Hobart Transit Corridor project has the potential to act as a catalyst to support urban renewal and generate significant economic and social benefits for the community.

2. Report Summary

- 2.1. This report provides the Council with the report from LUTI Consultants regarding implementation of the Glenorchy to Hobart Transit Corridor Project and considers future activities of the Hobart to Glenorchy Public Transit Corridor Steering Committee pending finalisation of the Hobart City Deal process.
- 2.2. At its meeting on 22 May 2017, the Council considered a report in relation to implementation of the Glenorchy to Hobart Transit Corridor Project and resolved that a consultant with specialist expertise in implementation of urban renewal and transit oriented development projects be commissioned to assist in and provide advice in relation to project implementation.
- 2.3. LUTI Consulting in association with Corview were subsequently commissioned to undertake the project. LUTI Consulting presented their final report (**Attachment A**) on the project to the Steering Committee at its meeting on 20 June 2018. The key outcomes of the project are outlined in section 4 of this report.
- 2.4. The LUTI report outlines 9 suggested future actions of which 5 are specific to the Hobart City Deal, while the remaining 4 are more general.
- 2.5. It is proposed that the Council receive and note the attached report by LUTI Consultants and given the commonality with matters to be addressed in the Hobart City Deal process put further activities by the Hobart Glenorchy Public Transit Corridor Steering Committee on hold pending finalisation of that process.

3. **Recommendation**

That:

1. ***Council receive and note the Glenorchy to Hobart Public Transit Corridor Implementation Facilitation Report - LUTI Consultants (June 2018).***
2. ***Based on the advice from Minister Gutwein and the decision of the Glenorchy City Council made on 30 July 2018, further activities by the Hobart Glenorchy Public Transit Corridor Committee be put on hold pending finalisation of the Hobart City Deal process.***

4. **Background**

- 4.1. In May 2016, the Hobart and Glenorchy City Councils agreed to commission consultants to investigate the potential activation of the Glenorchy to Hobart public transit corridor as a catalyst for broader city shaping and urban renewal activity.
- 4.2. The resultant report authored by GHD; *Glenorchy to Hobart Transit Corridor Study* found that the project has the potential to act as a catalyst to support urban renewal and generate significant economic and social benefits for the community. It also considered that implementation will involve all levels of government, infrastructure agencies and the private sector and without State Government support and commitment is unlikely to eventuate.
- 4.3. At its meeting on 22 May 2017, the Council considered a report in relation to implementation of the Glenorchy to Hobart Transit Corridor Project and resolved as follows:

Subject to Glenorchy City Council agreeing to contribute \$20,000, a suitably qualified consultant with specialist expertise in implementation of urban renewal and transit oriented development projects be commissioned to assist in and provide advice in relation to project implementation with a brief being prepared for endorsement by the Steering Committee and expressions of interest called.

- 4.4. Glenorchy City Council subsequently agreed to contribute the funds and the project brief was endorsed by the Steering Committee. The brief required the consultant to undertake the following tasks:
 - 4.4.1. Engage with the State and Federal Governments to identify and recruit representatives to participate in driving urban renewal projects such as that proposed with the Glenorchy to Hobart Public Transit Corridor Project.

- 4.4.2. Promotion of the potential value created through urban regeneration and transit oriented development along the Hobart to Glenorchy Corridor, including engagement with potential public and private sector beneficiaries to identify specific development opportunities and barriers.
- 4.4.3. Identify private equity interest in urban renewal and transit oriented development along the Hobart to Glenorchy corridor.
- 4.4.4. Identify possible funding sources and/or partnerships to progress implementation of the Glenorchy to Hobart Public Transit Corridor Project.
- 4.4.5. Develop a recommended action plan for State and Local government with regards to stimulating developer demand for areas along the Glenorchy Hobart Corridor.
- 4.4.6. Engage with the State Government in relation to the actions identified as State responsibility in the project implementation plan in Section 9 of the GHD report (2016).
- 4.5. Following an expressions of interest process, LUTI Consulting in association with Corview were commissioned to undertake the project.
- 4.6. LUTI Consulting presented their final report (**Attachment A**) on the project to the Steering Committee at its meeting on 20 June 2018. The key outcomes of the project were as follows:
 - 4.6.1. A workshop was held in Hobart on 15 February 2018 to demonstrate to a broad cross section of the Local Government and State Government as well as relevant members of the private sector the benefits of integrated land use and transit planning as well as the opportunity to include an affordable housing strategy to address the rising need for housing supply in greater Hobart;
 - 4.6.2. The project team met with representatives from several of the State and Commonwealth agencies directly to drive positive engagement with the project;
 - 4.6.3. A public forum was held to inform the broader stakeholders of the city of the urban regeneration and productivity benefits that would be created from the investment in the Glenorchy to Hobart Public Transit Corridor Project. The real benefit of conducting this forum was to demonstrate to the stakeholders the benefits of integrated land use and transit planning elsewhere, as well as the potential that could be created on the Glenorchy to Hobart Public Transit Corridor Project. The forum was attended by approximately 80 to 100 members of the public and other stakeholders;

- 4.6.4. The lead consultant, Dr James McIntosh, conducted 4 media engagements to promote the integration of urban renewal and transit along the rail corridor, as well as promoting the public forum itself; and
- 4.6.5. Development opportunities along the corridor were assessed however it was determined that it was premature to engage with key landowners until the State Government has given a briefing on the status of their business case process.
- 4.7. The conclusion of this report outlines 9 suggested future actions of which 5 are specific to the Hobart City Deal, while the remaining 4 are more general.

5. Proposal and Implementation

- 5.1. It is proposed that Council receive and note the attached report by LUTI Consultants and based on the advice from Minister Gutwein and the decision of the Glenorchy City Council made on 30 July 2018, put further activities by the Hobart Glenorchy Public Transit Corridor Committee on hold pending finalisation of the Hobart City Deal process.
- 5.2. The announcement of a Heads of Agreement for a Hobart City Deal in January 2018 has prompted the Hobart to Glenorchy Public Transit Corridor Committee to consider the context in which the development of the corridor and surrounding areas might progress.
- 5.3. The Hobart City Deal and the Public Transit Corridor has commonalities across the City Deal themes of:
 - 5.3.1. Affordable Housing (the land adjacent to the corridor is identified in the GHD Report as an opportunity for urban renewal that has potential for up to 2000 additional dwellings);
 - 5.3.2. Integrated Passenger Transport (the public transit corridor is a strategic asset in the consideration of transport for the greater Hobart area); and
 - 5.3.3. Greater Hobart Act (strategic land-use planning is a key enabler for the opportunities associated with urban renewal along the transit corridor).
- 5.4. The Lord Mayor and Mayor of Glenorchy, Kristie Johnston met with Minister for State Growth, Peter Gutwein and the Deputy Premier, Jeremy Rockliff on 29 May 2018 to discuss the work of the Hobart Glenorchy Public Transit Corridor Steering Committee. In a letter to the Lord Mayor dated 21 June 2018 the Minister advised that;

“I believe the governance arrangements established to advance the Hobart City Deal are the ideal vehicle to progress the consideration of ways to support future use of the northern suburbs rail corridor, including through improved amenity and greater residential options.”

- 5.5. The Hobart City Deal Governance Framework includes representation by the Lord Mayor and Glenorchy Mayor on the Joint Ministerial Committee and representation by the City of Hobart General Manager, Glenorchy City General Manager and Infrastructure Tasmania CEO (Allan Garcia) on the Senior Officials Group; all of whom are members of the Hobart Glenorchy Public Transit Corridor Steering Committee.
- 5.6. Given the advice of Minister Gutwein and the involvement of the Committee members in the governance arrangements for the Hobart City Deal, it is considered prudent for further activity by the Hobart Glenorchy Public Transit Corridor Steering Committee to be put on hold until the outcomes of the Hobart City Deal are announced; this is expected in late 2018.

6. Strategic Planning and Policy Considerations

- 6.1. This project furthers Strategic Objective: 1.1 of the City of Hobart's Capital City Strategic Plan 2015-2025 which provides for partnerships to create city growth and Strategic Objective: 2.1 which provides for a fully accessible and connected city environment.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The recommendations do not have financial implications.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. The recommendations do not have financial implications.
- 7.3. Asset Related Implications
 - 7.3.1. None at this stage.

8. Legal, Risk and Legislative Considerations

- 8.1. None at this stage.

9. Community and Stakeholder Engagement

- 9.1. As part of the LUTI consultancy work a public forum on integrated transport and urban development was held Thursday 15 February 2018. Panel participants discussed the benefits of integrated urban renewal and transit projects and the city shaping benefits they will bring.

- 9.2. The City of Glenorchy has been consulted in relation to the future activities of the Hobart to Glenorchy Public Transit Corridor Steering Committee.

10. Delegation

- 10.1. This matter is delegated to 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.

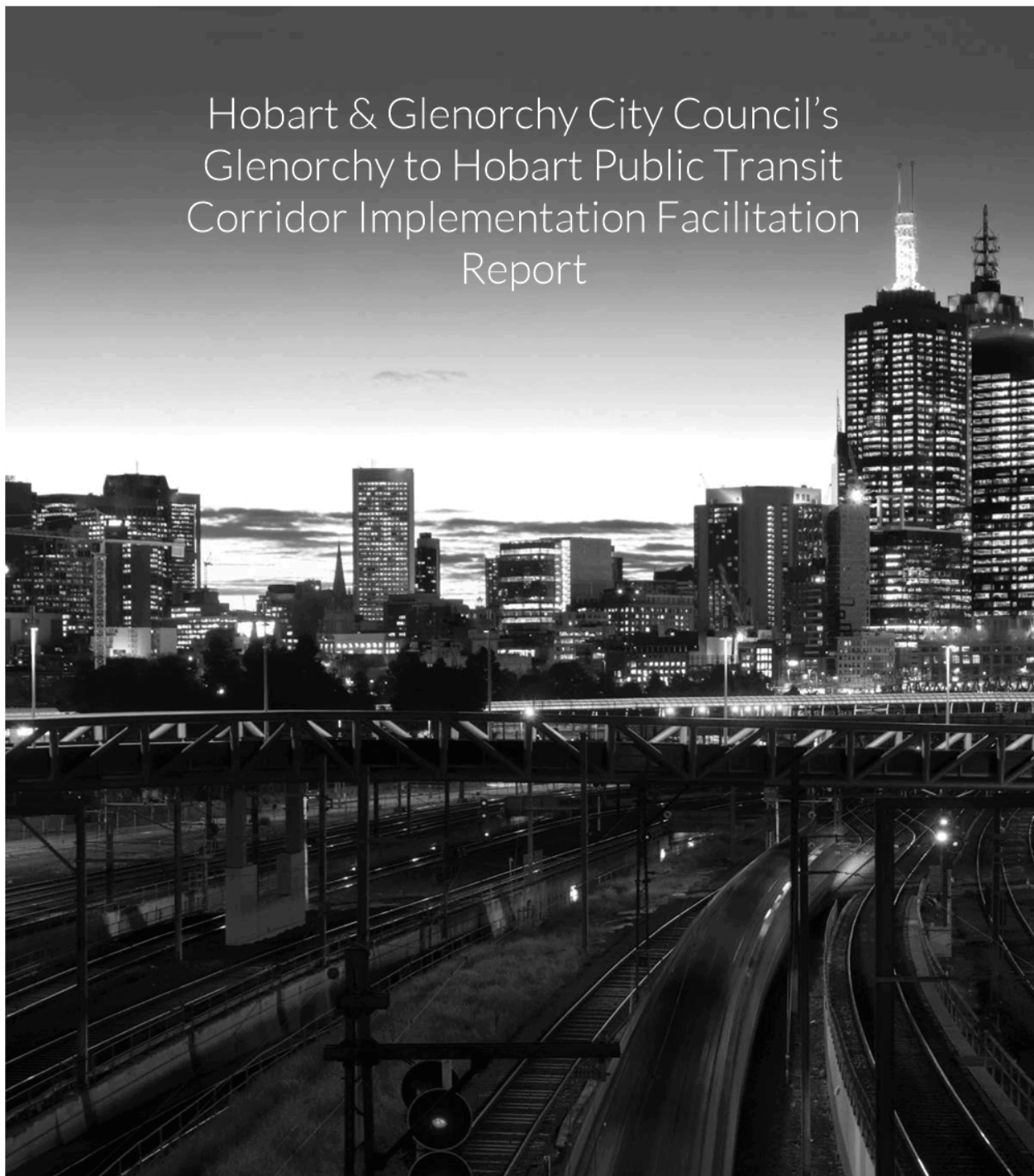


N.D Heath
GENERAL MANAGER

Date: 7 August 2018
File Reference: F18/74517; 36-20-1

Attachment A: LUTI Consulting Report June 2018 ↴

Hobart & Glenorchy City Council's Glenorchy to Hobart Public Transit Corridor Implementation Facilitation Report



REPORT REVIEW STATUS

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Authorised by:



Dr James McIntosh

Date: 7 June 2018



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1 Introduction

LUTI Consulting was engaged by the Hobart City Council to act as an implementation facilitator of the land side benefits of the Hobart to Glenorchy rail corridor project with a particular focus on engaging with the public and private sectors by way of direct engagements through technical stakeholder workshops, public engagement through an open forum, and a series of one on one meetings with public and private sector stakeholders.

This report details the findings of these engagements

1.1 Assumptions and Limitations

This report should be read in consideration of the assumptions and limitations outlined below:

- LUTI Consulting was engaged to undertake the role of project facilitator and when conducting this role LUTI Consulting and their team of sub-consultants took all due care to reflect the direction of the Local Government Working Group when presenting and, or discussing the project on their behalf.
- Where the report refers to the "Business Case" it is referring to the economic and financial appraisal of the benefits and costs of the investment in the integrated land use and transit corridor project in accordance with the Infrastructure Australia assessment framework¹.

1.2 Scope

The project should consider the following questions:

1. Engage with the State and Federal Governments;
2. Promotion of the potential value created through urban regeneration and transit oriented development along the Hobart to Glenorchy Corridor;
3. Identify private equity interest in urban renewal and transit oriented development along the Hobart to Glenorchy corridor;
4. Identify possible funding sources and/or partnerships;
5. Develop a recommended action plan for State and Local government with regards to stimulating developer demand;
6. Engage with the State Government in relation to the actions identified as State responsibility in the project implementation plan in Section 9 of the GHD report.

¹ http://infrastructureaustralia.gov.au/policy-publications/publications/files/IFA_Infrastructure_Australia_Assessment_Framework_Refresh_v26_lowres.pdf



2 Engage with State and Commonwealth Government in relation to the actions in the implementation plan in the GHD report

A key focus of the engagement strategy was to undertake a project workshop in Hobart to demonstrate the learnings from other integrated projects interstate, and focus on the opportunities created by the *Glenorchy to Hobart Public Transit Corridor Project* and detail the steps forward to make it a reality.

2.1 Integrated Land Use, Transport and Urban Renewal Stakeholder Workshop

The Integrated Transport Workshop was held on Thursday 15 February 2018, and during this workshop, the following project team members presented on the following areas:

- **James McIntosh** – Land Market Integration, Value Creation and Sharing;
- **Brendan Leary** – Government assessment of economic benefit and benefit realisation;
- **Richard Wood** – Affordable Housing and how it could be incorporated into the project.

The intention of the workshop was to demonstrate to a broad cross section of the Local Government and State Government as well as relevant members of the private sector the benefits of integrate land use and transit planning as well as the opportunity to include an affordable housing strategy to address the rising need for housing supply in greater Hobart. The workshop invitees included the following people and organisations:

Name	Organisation
James McIlhenny	City of Hobart
Philip Holliday	City of Hobart
Neil Noye	City of Hobart
Angela Moore	City of Hobart
Rohan Probert	City of Hobart
Lucy Knott	City of Hobart
Stuart Baird	City of Hobart
Allan Garcia	Infrastructure Tasmania
Catherine Galloway	Macquarie Point Development Corporation
Liza Fallon	Department of Justice
Sean McPhail	Department of Justice
Brian Risby	Department of Justice
Michael Kerschbaum	Master Builders Australia
Chris Breen	Metro Tasmania
Jill Sleiters	Glenorchy City Council
Elisa Ryan	Glenorchy City Council
Frank Chen	Glenorchy City Council
Amir Mousari	Glenorchy City Council
Vanessa Tomlin	Glenorchy City Council
Erin McGoldrick	Glenorchy City Council
Quecha Horning	Glenorchy City Council
Dan Verdouw	State Growth
Di Gee	State Growth
Anthony Reid	Coordinator General's Office
Don McCrae	Salvation Army
Ann Carr	Department of Health
Patricia Davis	Department of Health
Dr Helen Norrie	UTAS



2.2 Direct meetings with Local, State and Commonwealth Government Agencies to identify possible funding sources and/or partnerships

In addition to the workshop the project team engaged with representatives from several of the agencies directly to drive positive engagement with the project. This direct engagement included the following meetings:

Date	Project Team Attendees	Agency Staff	Meeting Purpose	Feedback from the meeting
City of Gold Coast				
15/11/2017	<ul style="list-style-type: none"> Hobart and Glenorchy Public Transit Corridor Steering Committee 	Gold Coast City Council Ken Deutscher	The purpose of the meeting was for Ken to share the learning of the journey the City of Gold Coast has experienced in getting stages 1 and 2 of their light rail invested in by the 3 tiers of Australian Government.	Ken's advice was that developing an overarching transport strategy for the city is critical, and that the LRT forms a critical role for the city. The State Government needs to re-enforce the city's transport strategy. Joint feasibility study between the Commonwealth, State and Local Governments was essential. The project needs friends in key places and a project sponsor. Need to demonstrate that the City Shaping Benefits of LRT are a critical element of the investment (and are not delivered by BRT). City of Gold Coast would be happy to host a delegation from Hobart and Glenorchy Councils to present their learnings and processes.



Date	Project Team Attendees	Agency Staff	Meeting Purpose	Feedback from the meeting
Tasmanian State Government - Department of State Growth				
14/12/2017 2:00PM	<ul style="list-style-type: none"> James McIntosh (LUTI) James McIlhenny (HCC) 	Department of State Growth <ul style="list-style-type: none"> Selena Dixon Anne Beach Fiona Mcleod Sarah Poortenaar Stan Corrigan 	<p>The purpose of the meeting is to discuss the following items with State Growth:</p> <ul style="list-style-type: none"> the way integrated land use and transit projects are evaluated elsewhere; the urban renewal opportunity unlocked by the investment in transit as described by GHD. 	<p>James McIntosh presented to State Growth on how similar projects to the Glenorchy to Hobart LRT Corridor urban renewal project were undertaken elsewhere, and examples from Sydney Metro and Gold Coast LRT were given.</p> <p>State Growth were positive and stated that whilst the technical elements could be undertaken it would require a policy position from the state to progress the evaluation of these elements of the project.</p>
Tasmanian State Government - Department of Health and Human Services				
15/02/2018 3:00PM – 4:00PM	<ul style="list-style-type: none"> James McIntosh (LUTI) Brendan Leary (Corview) Richard Wood (LAHC) 	Department of Health and Human Services <ul style="list-style-type: none"> Peter White - Chief Executive Richard Gilmour - Director 	<p>The purpose of the meeting is for Richard Wood to meet with Peter White and the rest of the DHHS Housing Team to discuss the opportunities created by the Communities Plus Model in NSW, and how it could be applied in Hobart as part of the Hobart City Deal.</p>	<p>The meeting with DHHS was structured on how social and affordable housing could form part of the Glenorchy to Hobart LRT Corridor urban renewal project.</p> <p>Peter White was very positive, and believed that once the urban renewal project was being developed DHHS would be keen to be involved in developing a housing delivery model similar to Communities Plus in NSW.</p>



Date	Project Team Attendees	Agency Staff	Meeting Purpose	Feedback from the meeting
Commonwealth Government - Department of Infrastructure, Regional Development and Cities - Cities Division				
16/03/2018	<ul style="list-style-type: none"> James McIntosh (LUTI) Brendan Leary (Corview) 	Department of Infrastructure, Regional Development and Cities - Cities Division <ul style="list-style-type: none"> Mary Wiley-Smith - Executive Director 	<p>The purpose of the meeting with DIRDC was regarding the Hobart City Deal and the role that the LRT and Urban Renewal Corridor would play.</p>	<p>DIRDC declined to have a meeting with the project team, and made the following response,</p> <p>"In the early stages of a city deal we work directly with the other levels of government – not through consultants or intermediaries.</p> <p>We have spoken to the councils involved in the Hobart deal, and they are very comfortable with this approach."</p> <p>In light of this response from DIRDC it would be appropriate for the Council's to make contact with Mary Wiley-Smith from DIRDC directly.</p>
Commonwealth Government - Infrastructure and Project Financing Agency				
23/03/2018 3:30PM – 4:30PM	<ul style="list-style-type: none"> James McIntosh (LUTI) Brendan Leary (Corview) 	Infrastructure and Project Financing Agency IPFA Offices, Level 5, 100 Market Street, Sydney <ul style="list-style-type: none"> Leilani Frew - Chief Executive Peter Vozzo - Director 	<p>Meeting to discuss Hobart Light Rail's funding and financing opportunities.</p>	<p>The meeting with the IPFA made it clear that it sees its role to help with facilitating a recoverable grant to the project.</p> <p>IPFA needs to have confidence that the State and Local Governments will enact intervention based charging mechanisms, such that the IPFA could effectively finance the investment in the Hobart LRT Project.</p> <p>The ideal scenario would be like the Gold Coast Council's Transit Improvement fund into which the mechanism's revenue is hypothecated.</p>



Date	Project Team Attendees	Agency Staff	Meeting Purpose	Feedback from the meeting
Commonwealth Government - Infrastructure Australia				
30/04/2018	<ul style="list-style-type: none"> James McIntosh (LUTI) Brendan Leary (Corview) 	Infrastructure Australia 21/126 Phillip St, Sydney <ul style="list-style-type: none"> Anna Chau - Executive Director of Project Advisory Robin Jackson - Strategic Advisor 	<p>Meeting to discuss Hobart Light Rail's pathway to be put on Infrastructure Australia's "Infrastructure Priority List" and seek potential project development funding for the "Urban Renewal Economic Appraisal".</p>	<p>IA stated that the Tasmanian Government had been submitted the project to be placed on the Infrastructure Priority List. It did not get on the list and the Tasmanian Government were provided with an explanation of why it did not, stating that it was a "Transport focussed proposal".</p> <p>IA stated that in their view the project required a "Problem Identification" to clearly delineate what problem the project was seeking to address.</p> <p>An initiative submission could be made by the Council's, but it must meet the national significance guidelines. To do so the project needs to clearly demonstrate that the "cost of the problem/opportunity exceeds \$30M/year annually" to meet IA's requirements.</p> <p>IA stated that a joint submission would be a preferred option (UTAS STEM, and Brisbane Metro submissions were cited).</p> <p>IA encourage integrated Land Use and Transport project submissions and this is reflected in their new guidelines:</p> <p>http://infrastructureaustralia.gov.au/policy-publications/publications/files/IFA_Infrastructure_Australia_Assessment_Framework_Refresh_v26_low_res.pdf</p>



3 Public promotion of the potential value created through urban regeneration and transit oriented development along the Hobart to Glenorchy Corridor

3.1 Integrated Land Use, Transport and Urban Renewal Public Forum

In addition to the inter-governmental agency workshop undertaken on the morning of the 15th of February, the project team ran a public forum to inform the broader stakeholders of the city of the urban regeneration and productivity benefits that would be created from the investment in the Glenorchy to Hobart Public Transit Corridor Project.

The real benefit of conducting this forum was to demonstrate to the stakeholders the benefits of integrated land use and transit planning elsewhere, as well as the potential that could be created on the Glenorchy to Hobart Public Transit Corridor Project.

The forum members consisted of the following members:

Organisation	Name	Role	Area of Expertise
University of Tasmania	Professor Richard Eccleston	Panel Chair	Facilitator
LUTI Consulting	Dr James McIntosh	Panel Member	Urban Economics and Land Use and Transit Integration
Corview	Brendan Leary	Panel Member	Economics and City Deals
NSW Land and Housing Corporation	Richard Wood	Panel Member	Social and Affordable Housing
Emma Riley & Associates	Emma Riley	Panel Member	Urban Planning in Tasmania

The forum was chaired by Dr Richard Eccleston, where he asked a series of questions of the panel on their area of expertise (Government investment opportunities, integrated project development, economic stimulus, land market uplift, etc.), and this was followed by an open forum for people to ask questions of the project team in a panel environment.

The open forum had approximately 80 to 100 members of the public, stakeholders and industry groups present, and the debate ranged on topics of: public transport's role for Greater Hobart in solving the current traffic issues; housing affordability and what the corridor project could do to alleviate it; urban productivity and the options for the growing Hobart region; what an infill corridor would look like, and so on.

Richard posed to each of the panel members on how the State Government should respond to a City Deal for Hobart and what should be done to bring it to a reality. The responses were well received by the audience and overall the panel environment raised a significant amount of public interest in the Integrated Transport and Urban Development Project along the Glenorchy to Hobart Rail Corridor.



3.2 Other media presentations to support the project

In addition to the Public Forum, James McIntosh conducted the following media engagements to promote the integration of urban renewal and transit along the rail corridor, as well as promoting the public forum itself:

Date	Media Agency	Interviewer	Area of discussion
14/02/2018 7:00AM (Approx.)	ABC Local Radio	Ryk Goddard	<ul style="list-style-type: none"> The role of Light Rail in facilitating multimodal transport for Hobart; Multimodal public transport for Hobart and what it could look like; How the Hobart LRT could facilitate urban renewal.
14/02/2018	The Mercury	Simeon Thomas-Wilson	<ul style="list-style-type: none"> Integrated Planning and Urban Renewal; The public forum agenda and who would be speaking at the event; The role of the LRT in facilitating affordable housing along the corridor.
15/02/2018	ABC Television	Natalie Whiting	<ul style="list-style-type: none"> Discussing the public forum and the Council's work on the LRT to date; Timing of the LRT investment to meet the needs of a growing Hobart; The role of public transport in meeting the needs of access to the CBD.
16/02/2018	ABC Local Radio	Leon Compton	<ul style="list-style-type: none"> The role of Light Rail to help facilitate a lower car dominated future for the city; The role of Light rail to act as a catalyst for urban renewal on the corridor; The opportunity to provide affordable housing in the urban renewal precincts along the corridor

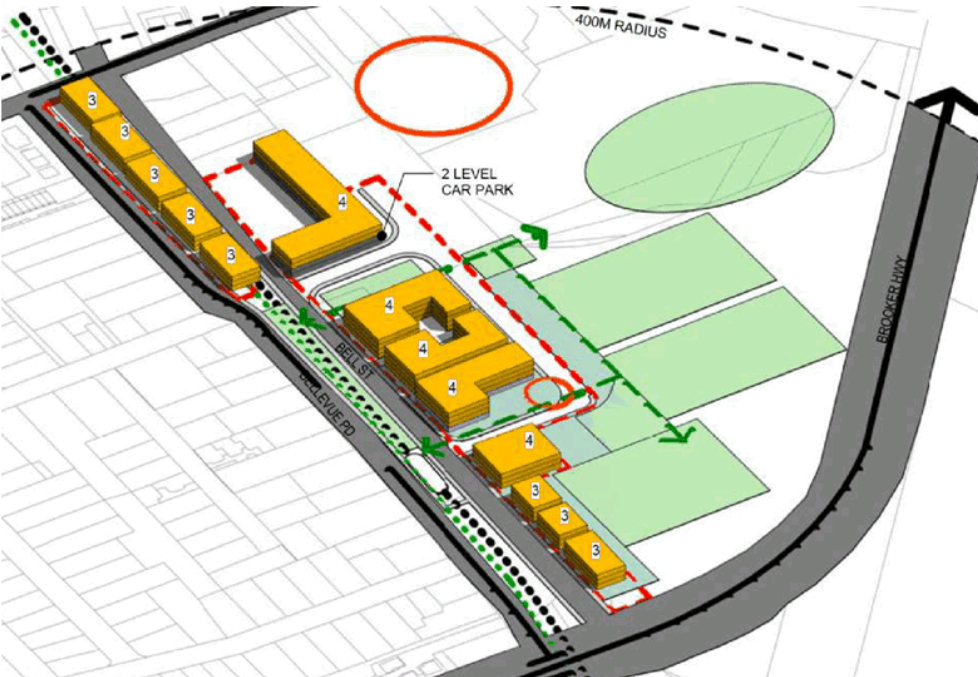


4 Identify private equity interest in urban renewal along the Hobart to Glenorchy corridor and develop an action plan to stimulate developer demand

To identify the private equity interests in urban renewal and transit oriented development along the Hobart to Glenorchy corridor, the LUTI Consulting engaged with the Hobart City Council and Glenorchy City Councils planning teams to determine the list of properties within the 400m and 800m catchments of the stations that had redevelopment potential.

4.1 Development Opportunities - City of Hobart

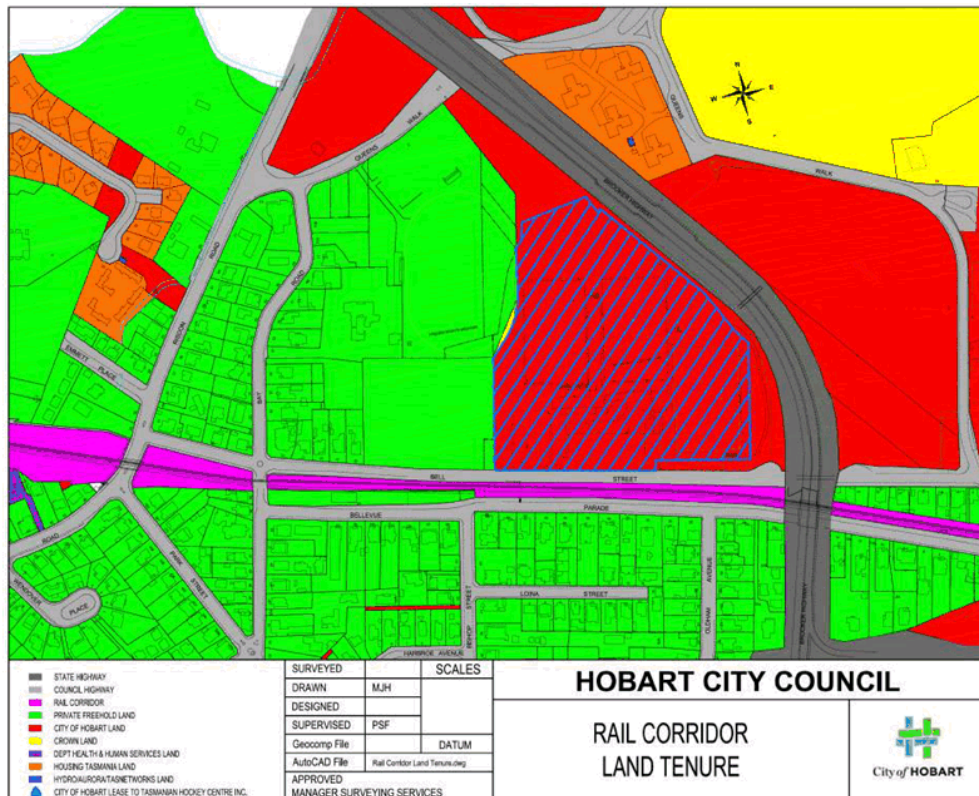
To understand the development opportunity sites within the City of Hobart's municipal boundaries, James McIlhenny, (Manager Planning Policy and Heritage) provided a map and list of the public and private landholdings in the area surrounding the potential location of the New Town Station (as identified in the GHD Report). The location of the GHD Report's opportunity sites are presented in Figure X below.



The outputs from the Council's GIS database illustrate that there is significant potential for the redevelopment of some Council owned land, and other potential of development sites on private land holdings in the surrounding area.

Owners	Address	Land Use
NATIONAL TRUST OF AUSTRALIA (TAS)	61 BAY ROAD NEW TOWN TAS 7008	HOUSE & FLAT/S
NIREK PTY LTD	65 BELLEVUE PARADE NEW TOWN TAS 7008	NURSERY/MARKET GARDEN
FRIENDS SCHOOL TRUSTEES	2 QUEENS WALK NEW TOWN TAS 7008	SPORTGROUNDS





4.2 Development Opportunities - City of Glenorchy

To understand the development opportunity sites within the City of Glenorchy, LUTI and Glenorchy planning staff met on 17/04/2018 to discuss the sites identified in the GHD Report (194 land parcels) and the full list within 800m of the stations (6702 land parcels). The Glenorchy Station (Stage 1) precincts and their GHD identified site land parcels, and the 800m catchment land parcels are summarised below:

Station Location	GHD Identified Land Parcels	Land Parcels within 800m of the station
Albert Road	111	1321
Berridale	6	1001
Derwent Park	9	1366
Claremont	46	1000
Glenorchy Central	19	1416
Total	191	6104

During the meeting of the Light Rail Working Group (13/04/2018) it was determined that prior to the formal engagement with the key land owners would be delayed until the state gave a briefing on the status of their business case processes, and as such it was agreed with the City of Glenorchy planning staff that formal engagement with the identified land owners would be put on hold until this clarification was provided.



5 Suggested Future Actions

As part of the engagement with the relevant stakeholders through this project, a series of future actions need to be undertaken to continue the success of the project advocacy towards the goal of the project being funded and subsequently implemented.

5.1 Overarching Suggestions

Suggested Future Action 1

Develop a City Transport Strategy identifying the LRT as a critical piece of public transport infrastructure and focus on its city shaping role for Hobart.

Suggested Future Action 2

Investigate the opportunity to develop an infill strategy along the corridor focussing on the delivery of affordable housing in conjunction with Housing Tasmania, similar in structure to the NSW Communities Plus model.

Suggested Future Action 3

Contact the City of Gold Coast and setup a program to understand their lessons learned and the processes required to achieve project implementation. The contact within the City of Gold Coast is Ian Gordon, who is the current GC LRT Project Manager.

Ian Gordon - Project Manager – Light Rail Project and Corridor Development

Transport and Traffic Transport and Infrastructure - City of Gold Coast
E IGORDON@goldcoast.qld.gov.au P (07) 5667 3878 M 0414 847 205
PO Box 5042 Gold Coast Mail Centre Qld 9729 W cityofgoldcoast.com.au

Suggested Future Action 4

Investigate the introduction of transport/innovation levy similar to the one implemented on the Gold Coast that could be used to fund City Transport Strategy projects².

5.2 Suggestions Related to the City Deal

Suggested Future Action to facilitate the Hobart City Deal 1

Discuss the current submission on the LRT project to IA with Allen Garcia from Infrastructure Tasmania, and how it could be broadened to meet Infrastructure Australia's Assessment Framework:
(http://infrastructureaustralia.gov.au/policy-publications/publications/files/IFA_Infrastructure_Australia_Assessment_Framework_Refresh_v26_lowres.pdf)

Suggested Future Action to facilitate the Hobart City Deal 2

Promote and undertake an active role in the Joint feasibility study of the Transport, Urban Renewal and Productivity that could be delivered by the Glenorchy to Hobart LRT, where the business case would be joint funded between the Commonwealth, State and Local Governments within the context of the Hobart City Deal.

Suggested Future Action to facilitate the Hobart City Deal 8

Investigate the preparation of project development funding application to develop the City Shaping/Urban Renewal component of the Project Business to Department of Infrastructure, Regional Development, or Infrastructure Australia.

Suggested Future Action to facilitate the Hobart City Deal 5

Contact Mary Wiley-Smith - Executive Director of the Department of Infrastructure, Regional Development and Cities - Cities Division regarding the development of an integrated land use and Light Rail Business Case within the lens of its role within the Hobart City Deal.

² This was one of the key recommendations of the previous director of the Gold Coast Light Rail, Ken Deutscher was that the Councils should investigate.



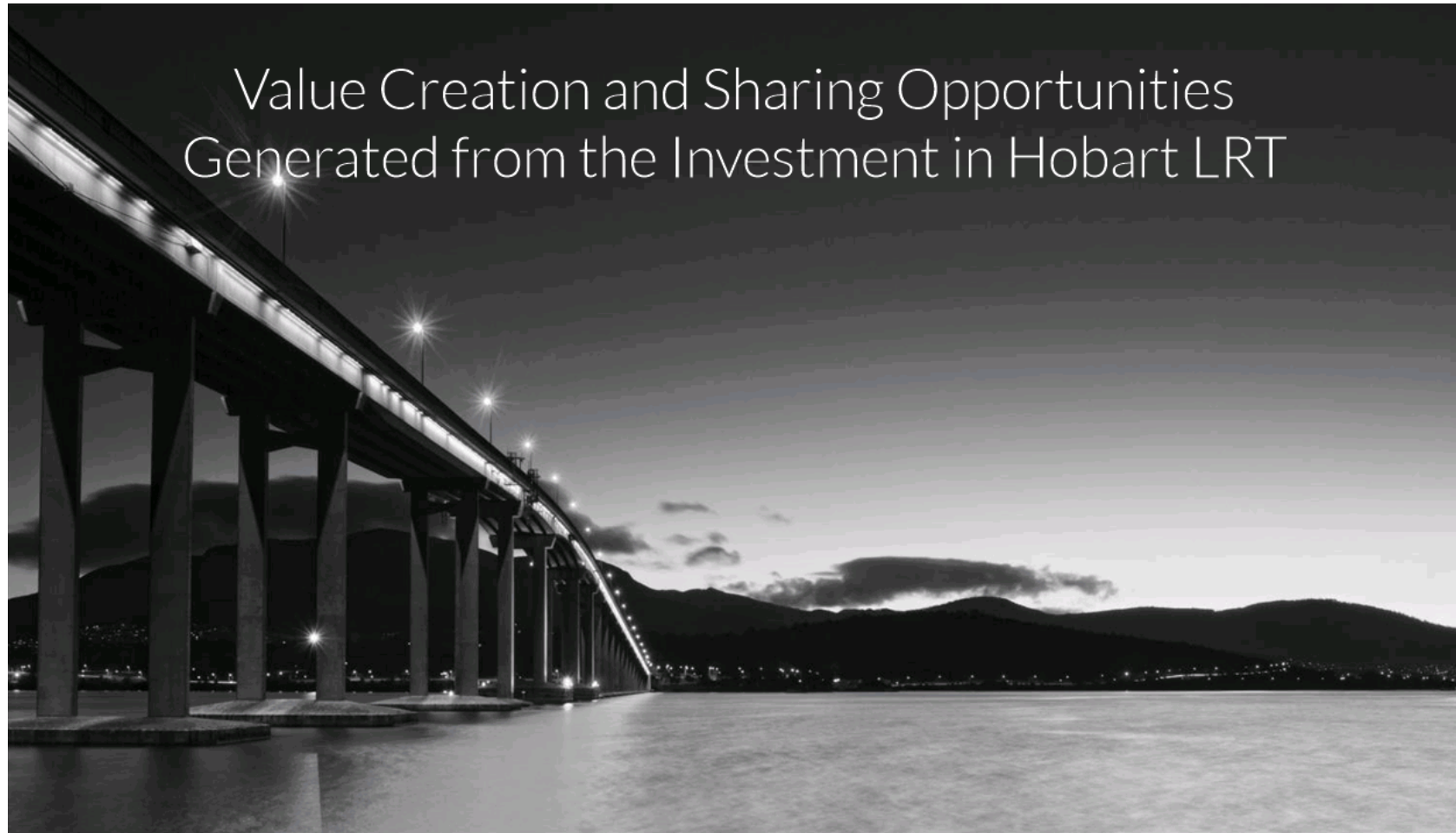
Suggested Future Action to facilitate the Hobart City Deal 6

Contact Leilani Frew - Chief Executive of the Infrastructure and Project Financing Agency regarding the funding of an integrated land use and Light Rail project within the lens of its role within the Hobart City Deal, and seek guidance on the role of Local Government within this context.



Appendix A – Integrated Land Use, Transport and Urban Renewal
Workshop Slides





Agenda

At todays meeting, we will present on the following:

1. Background and introduce the project;
2. Present the Case for Urban Renewal – Brendan Leary;
3. Discuss the assessment methodology to undertake integrated land use and transit business cases – James McIntosh;
4. Social and Affordable Housing in Integrated Urban Renewal and Transit Projects - Peter Anderson;
5. Next Steps – discussion



Hobart LRT



Background

LUTI Consulting were engaged by the Hobart and Glenorchy City Council's to engage with stakeholders regarding the potential land market renewal benefits of the Hobart LRT Project

The project team are conducting three levels of engagement with the relevant stakeholders:

1. Targeted initial engagement with Government Stakeholders
2. Government stakeholder round table workshop with industry leaders focussing on:
 - a. Methodology and findings of large integrated land use and transport mega projects Business Cases in NSW and Queensland
 - Present the current Business Case assessment methods for integrated Land Use and Transit Projects
 - b. Urban Productivity Benefits
 - Discuss the productivity benefits of integrated urban renewal and transit projects (agglomeration; access to labour; etc.)
 - c. Government Funding and Private Financing Opportunities
 - Discuss the funding models and financing models from other projects, such as: Sydney Metro, Parramatta LRT, Gold Coast, etc.
 - d. Social and Affordable Housing in integrated urban renewal and transit projects
 - Discuss the application of the Communities Plus model to government owned sites in NSW, as a potential opportunity to consider for the Hobart LRT project's urban renewal corridor.
3. Public Forum on the benefits of transit induced urban regeneration



Hobart LRT – What analysis has been undertaken to date

2009 - Parsons Brinckerhoff

Review of Passenger Travel Demand Measures, Greater Hobart. Final Stage 1 Report.

Review of Passenger Travel Demand Measures, Greater Hobart. Final Stage 2 Report.

Review of Passenger Travel Demand Measures, Greater Hobart. Final Stage 3 Report.

2011 - ACIL Tasman

Hobart to Northern Suburbs Light Rail Business Case.

2012 - AECOM

Hobart northern suburbs light rail. Business case peer review.

2013 - ACIL Tasman

Stage 1 Light rail business case. Hobart to Glenorchy.

2014

Wider economic benefits and funding options.

Riverline - Hobart light rail preliminary plan.

Riverline - Hobart light rail strategic assessment.

2016 - GHD

Glenorchy to Hobart Public Transport Corridor Study – Conducted for the Glenorchy City Council & Hobart City Council Joint Steering Committee



Hobart LRT – GHD assessment of the land market potential of the Glenorchy to Hobart Public Transport Corridor

GHD undertook a comprehensive assessment of the 400m 'walkable catchment' of the public transport corridor (the previous rail corridor) between Austins Ferry and Macquarie Point and includes potential public transport interchanges in the Hobart central business area.

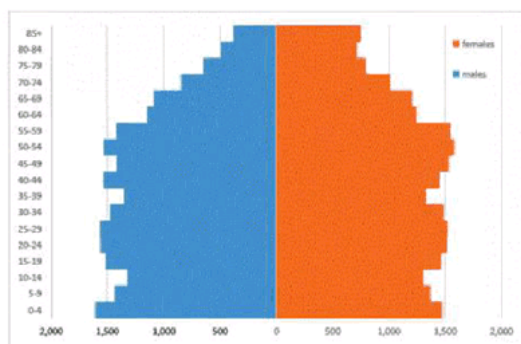


Figure 3-3 Population Age Sex Structure, Glenorchy 2014

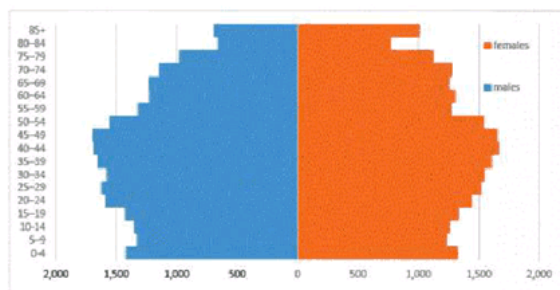


Figure 3-4 Population Age Sex Structure, Glenorchy 2036

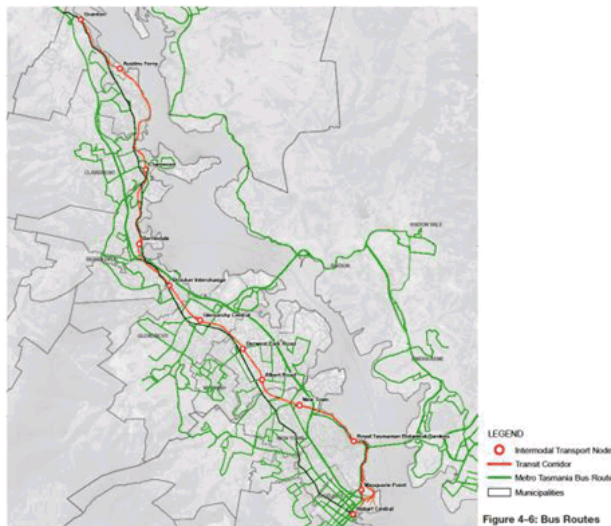


Figure 3-1: Study Area

Hobart LRT – GHD assessment of the land market potential of the Glenorchy to Hobart Public Transport Corridor

GHD looked at the following attributes:

- Locational characteristics;
- Constraints;
- Opportunities;
- Infrastructure requirements including:
 - Sewer;
 - Storm water;
 - Water;
 - Telecommunications;
 - Electricity;
 - Gas;
- Transport and movement patterns;
- Synergies with Main Road.



Hobart LRT – GHD assessment of the land market potential of the Glenorchy to Hobart Public Transport Corridor

GHD prepared urban renewal precincts by identifying the station typologies:

Residential Village

Residential villages have a predominantly residential character, with the opportunity to increase density, community facilities and amenities for quality living.

Cultural Destination

Cultural destinations present the unique opportunity to lift the profile of the surrounding area based on vibrant, cultural activities happening in the immediate area. This appeals to locals as well as interstate and international travellers, providing a strong sense of community and a hub of energy, often with creative, temporary or changeable activities.

Retail Destination

The Corridor offers the opportunity to build on existing large scale/big box retail and establish a retail destination. The attraction of having one central location to access all of these stores is a drawcard for locals and creates a stronger experience.

Urban Village

Glenorchy Central and Albert Road will be urban villages and transit oriented developments, with activated edges for retail opportunities.

Sporting Destination

New Town will be the Corridor's only sporting destination - an exclusive precinct built upon established sporting facilities with a community focus.



Figure 5-1 Glenorchy to Hobart Corridor Precinct Typologies

Hobart LRT – GHD assessment of the land market potential of the Glenorchy to Hobart Public Transport Corridor

GHD prepared Urban Design Strategies for each of the stations, modelling the following attributes:

- Case Studies
- The local planning context
- Structure planning
- Massing / Axonometrics
- Visualizations

Increase in Primary Precinct GFA:

	Residential	retail	Dwellings	~Years of Supply
New Town	36950 (m ²)	1465 (m ²)	246	5
Albert Road	139884 (m ²)	2705 (m ²)	933	30
Glenorchy Central	84155 (m ²)	5307 (m ²)	561	20
Berridale (MONA)	34180 (m ²)	1267 (m ²)	228	7
	295169 (m²)	10744(m²)	1968	

~ 2000 dwellings
(@150m²/dwelling)

Take up rates 30-45 dwellings per year



New Town Proposed Character Imagery

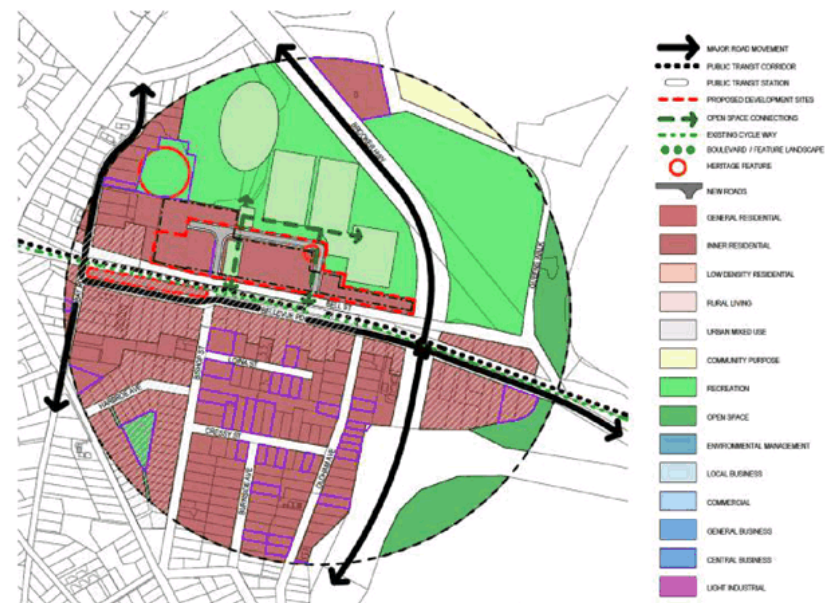


Figure 6-2 New Town Structure Plan - Proposed Zoning

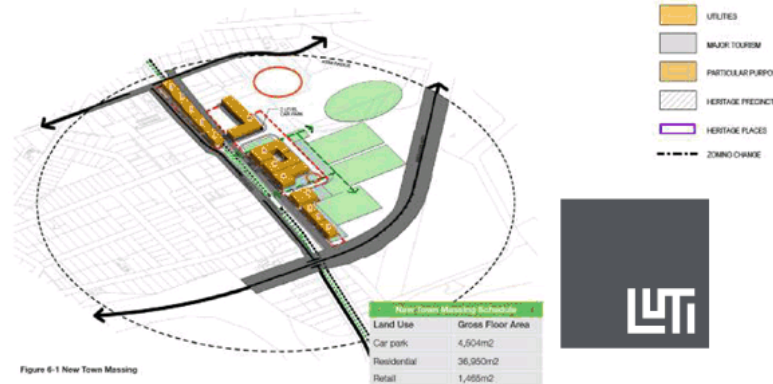


Figure 6-1 New Town Massing



Brendan Leary

The Case for Integrated Urban Renewal





The Case for Integrated Urban Renewal

Integrated Transport & Urban
Development Workshop

15 February 2017

Brendan Leary
Head of Economics, Corview



Key Messages for Today

1. Our broad understanding of the economics of cities and places is much better today than was previously the case.
2. In the past, the limitations of traditional economic appraisal held Governments back from seeing the true value of integrated transport with land use planning.
3. We can look to examples overseas and domestically of how transport and land use planning can work together.
 - In mainland states, we now have:
 - transport projects that focus on economic development and social outcomes ahead of transport outcomes
 - Government endorsed assessment frameworks that integrate transport impacts with broader urban renewal and social impacts
 - rigorous studies of the value transport infrastructure creates in the land markets of Sydney, South East Queensland and elsewhere.
4. We also have increasing Commonwealth focus on related policies like:
 1. the Smart Cities Plan
 2. City Deals
 3. Innovative financing (value capture, including the Infrastructure Project & Financing Agency).



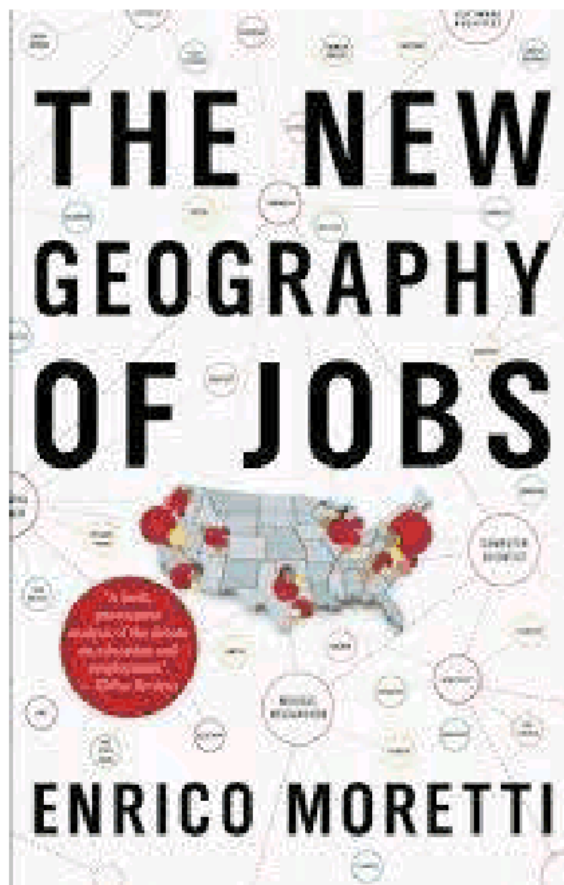
Corview

Extra Slides



New Opportunities: Understanding of Clusters & Precincts

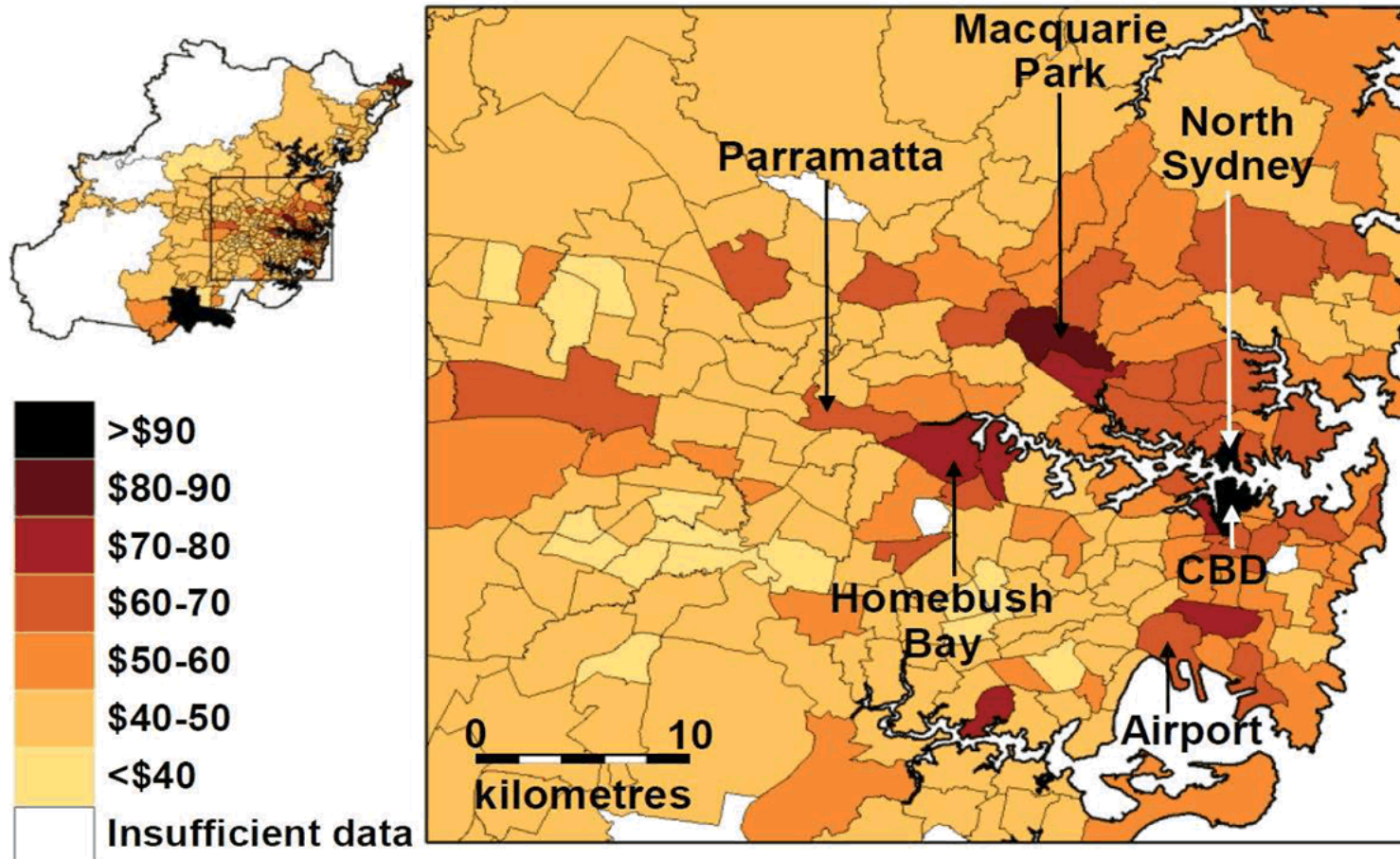
Concentrations of skill increase benefits for everyone



	Rank	Percentage with College Degree	Salary of College Graduates	Salary of High School Graduates
TOP METRO AREAS				
Stamford, CT	1	56%	133479	107301
Washington, DC	2	49%	80872	67140
Boston, MA-NH	3	47%	75173	62423
Madison, WI	4	47%	61888	52542
San Jose, CA	5	47%	87033	68009
Ann Arbor, MI	6	46%	65452	55456
Raleigh-Durham, NC	7	44%	63745	50853
San Francisco, CA	8	44%	77381	60546
Fort Collins, CO	9	44%	57391	47007
Seattle-Everett, WA	10	42%	68025	55001
Danville, VA	300	14%	42665	28868
Houma-Thibodaux, LA	301	14%	56044	37395
Vineland-Milville, NJ	302	13%	57668	35375
Flint, MI	303	12%	43866	28797
Visalia-Tulare, CA	304	12%	55848	29335
Yuma, AZ	305	11%	52800	28049
Merced, CA	306	11%	62411	29451

New Opportunities: Understanding of Clusters & Precincts

Economic returns are concentrated in key precincts

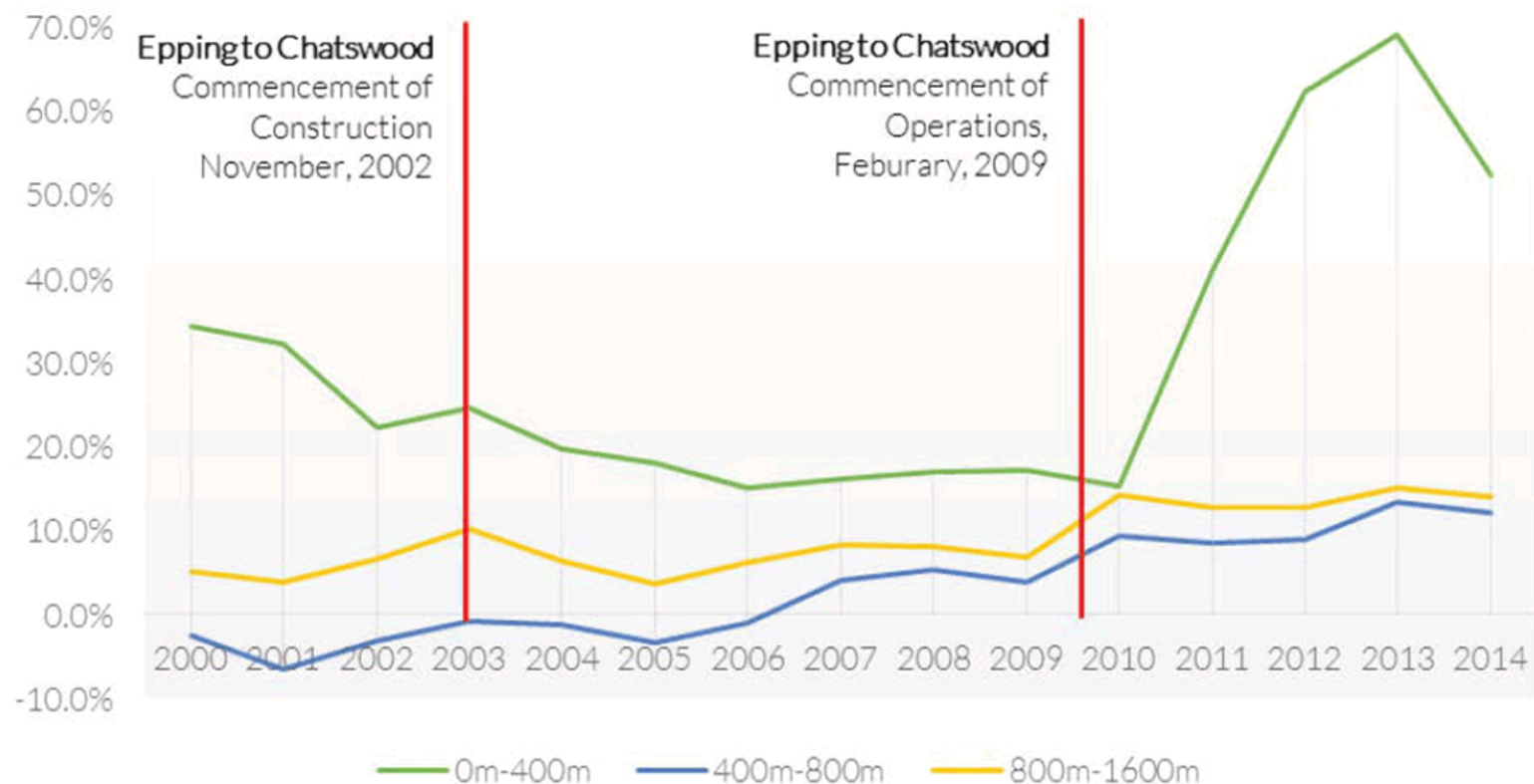


NSW's Urban Renewal Economic Framework



Sydney Transit and Urban Renewal Value Creation Report

New Macquarie Park Stations Only - Commercial, Residential and Mixed Use
Land Uses - Transit Panel Data Hedonic Price Model Results (2000-2014)



Corview

Commonwealth Policies to complement City Deals

- Smart Cities Plan
 - *We also support projects that promote broader national economic objectives such as long term growth and job creation. ... Prioritising investments based on their longer term and broader economic impact creates a positive cycle of additional government revenues that can be reinvested in more infrastructure that grows the economy.*
- Infrastructure Project and Financing Agency (IPFA)
 - *advise the Australian Government on funding and financing solutions for nationally significant infrastructure in order to improve productivity, create jobs and lift economic growth.*



James McIntosh

Methodology and Findings of Large Integrated Land Use and Transit Project Business Cases in NSW and Queensland



Economic Modelling for Integrated Land Use Transit Projects

LUTI Consulting have worked on a range of Transport Mega Projects and applied the following methodology to conduct the following economic analyses for input into the Business Case, for a “no land use change scenario” and a “with land use change scenario”.

Economic Assessments

Traditional Transport Economic Assessment

- Travel Time Savings
- Vehicle Operating Costs
- Crash Reduction
- Etc.

Wider Economic Benefit Assessment

- Agglomeration
- Increased Labour Supply
- Change in Imperfectly Competitive Markets
- Move to More Productive Jobs

Urban Renewal Economics

- Improved Land Use
- Infrastructure and Service Cost Savings
- Environmental and Sustainability Benefits
- Amenity and Social Benefits

Funding and Financial Assessment

Traditional Grant Funding and User Charges

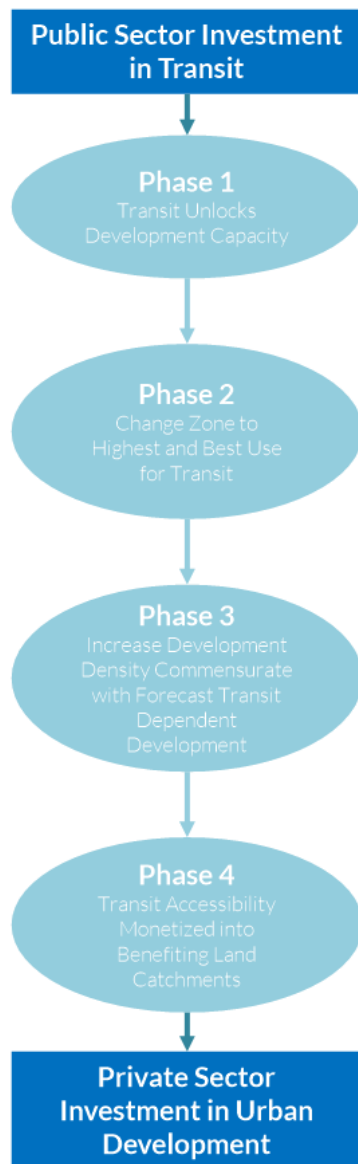
Value Creation and Sharing



How is Land Market Value Created?



How do cities value the access to transit, and urban regeneration? And, how is this value created?



Transit Unlocks Development Capacity

The investment in transit unlocks capacity for increased development

Analysis Methods

- LUTI Consulting's Transit Induced Development Capacity Model

Change of Zoning to Highest & Best Use

The investment in transit enables the benefiting land markets to be rezoned to their highest and best use with respect to the transit mode

Analysis Methods

- Hedonic Price Modelling
- Strategic Land Use Planning
- Property Market Demand Analysis

Increasing the Development Density

The investment in transit unlocks capacity for increased development in the benefiting catchments up to the level determined in Phase 1

Analysis Methods

- Hedonic Price Modelling
- Land Development Planning
- Property Market Analysis

Monetization of Transit Accessibility Benefit

The increase in accessibility created by the investment in transit leads to increased Willingness to Pay in the benefiting land catchments

Analysis Methods

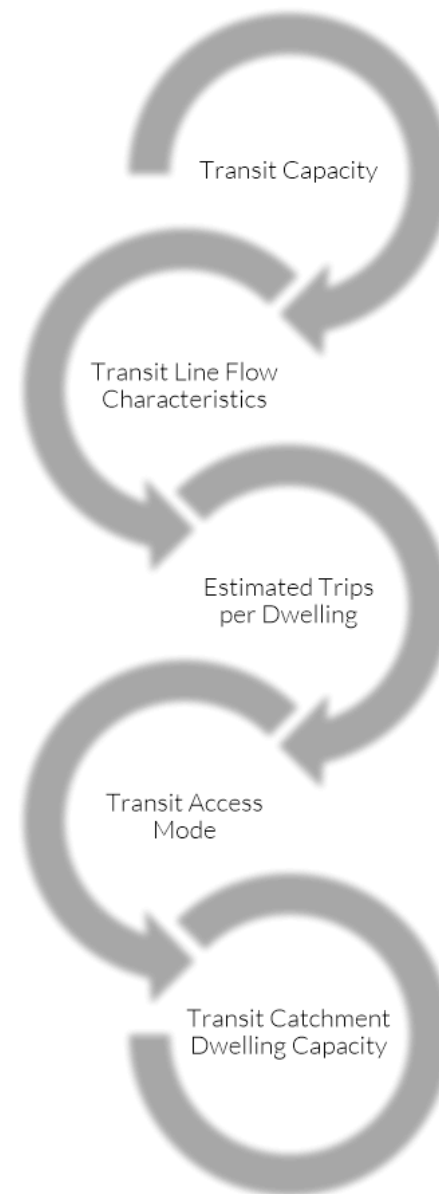
- Hedonic Price Modelling



Phase 1 – Transit Unlocks Development Capacity

Theoretical Framework

LUTI Consulting's
Transit Induced Development
Capacity Model (TIDCM)



Phase 2 – Change of Catchment Zoning to Highest and Best Use



Light Industrial Zoned Land



Mixed Use Zoned Land



Phase 3 – Increasing development density

- Property market-derived demand for development intensity induced by an infrastructure investment creates value.
- Project induced incremental increases in Floor Space Ratio (FSR) commensurate with the amount unlocked in Phase 1 creates significant change in land value



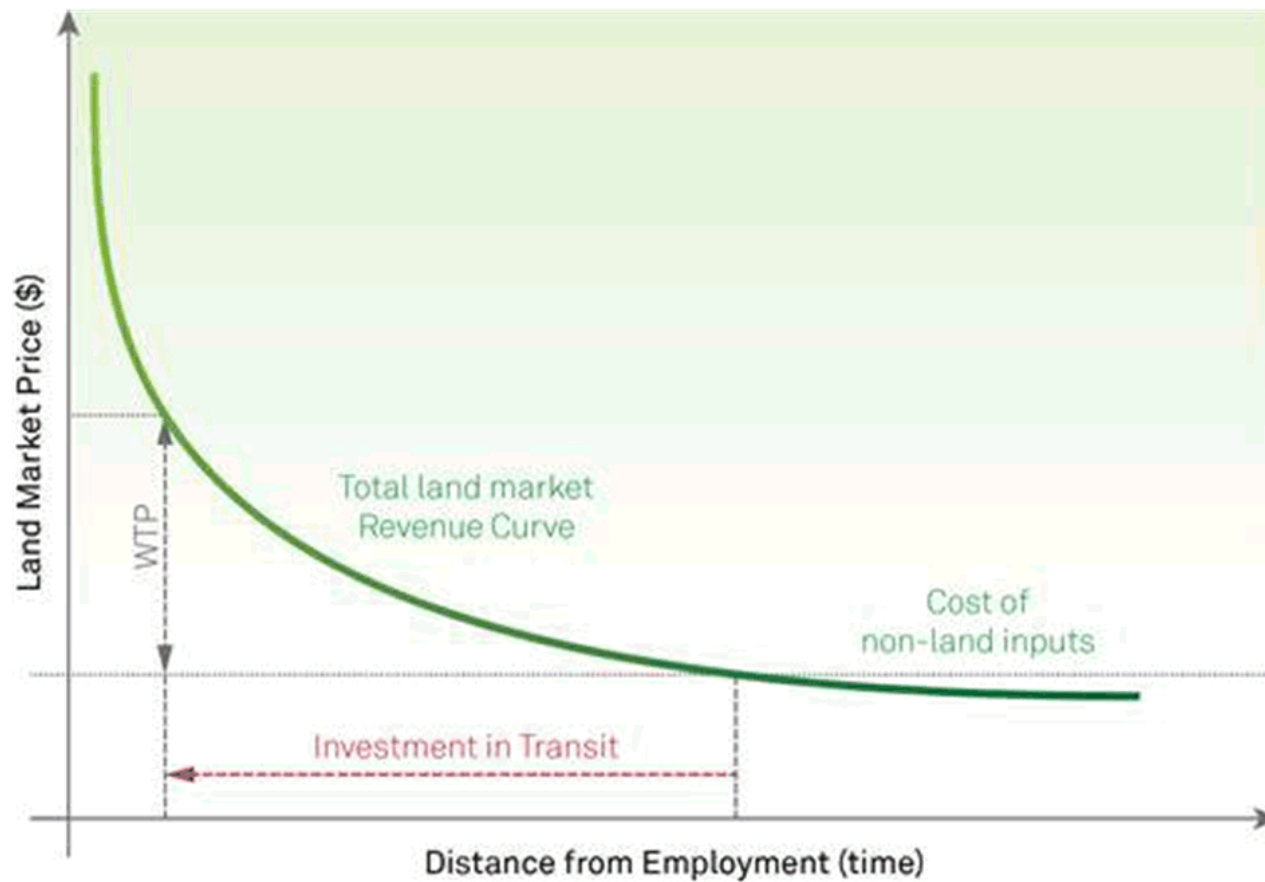
FSR 0.5



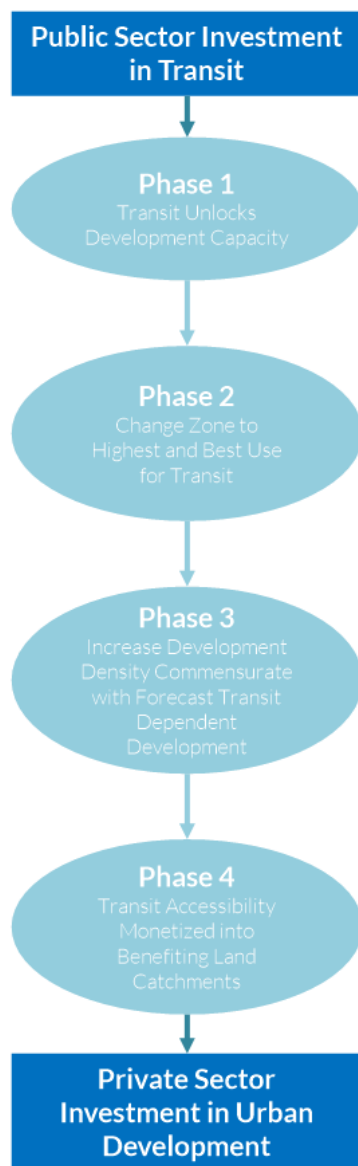
FSR 4



Phase 4 - Monetisation of Transit Accessibility



How do cities value the access to transit, and urban regeneration? And, how is this value created?



Transit Unlocks Development Capacity

The investment in transit unlocks capacity for increased development

Analysis Methods

- LUTI Consulting's Transit Induced Development Capacity Model

Change of Zoning to Highest & Best Use

The investment in transit enables the benefiting land markets to be rezoned to their highest and best use with respect to the transit mode

Analysis Methods

- Hedonic Price Modelling
- Strategic Land Use Planning
- Property Market Demand Analysis

Increasing the Development Density

The investment in transit unlocks capacity for increased development in the benefiting catchments up to the level determined in Phase 1

Analysis Methods

- Hedonic Price Modelling
- Land Development Planning
- Property Market Analysis

Monetization of Transit Accessibility Benefit

The increase in accessibility created by the investment in transit leads to increased Willingness to Pay in the benefiting land catchments

Analysis Methods

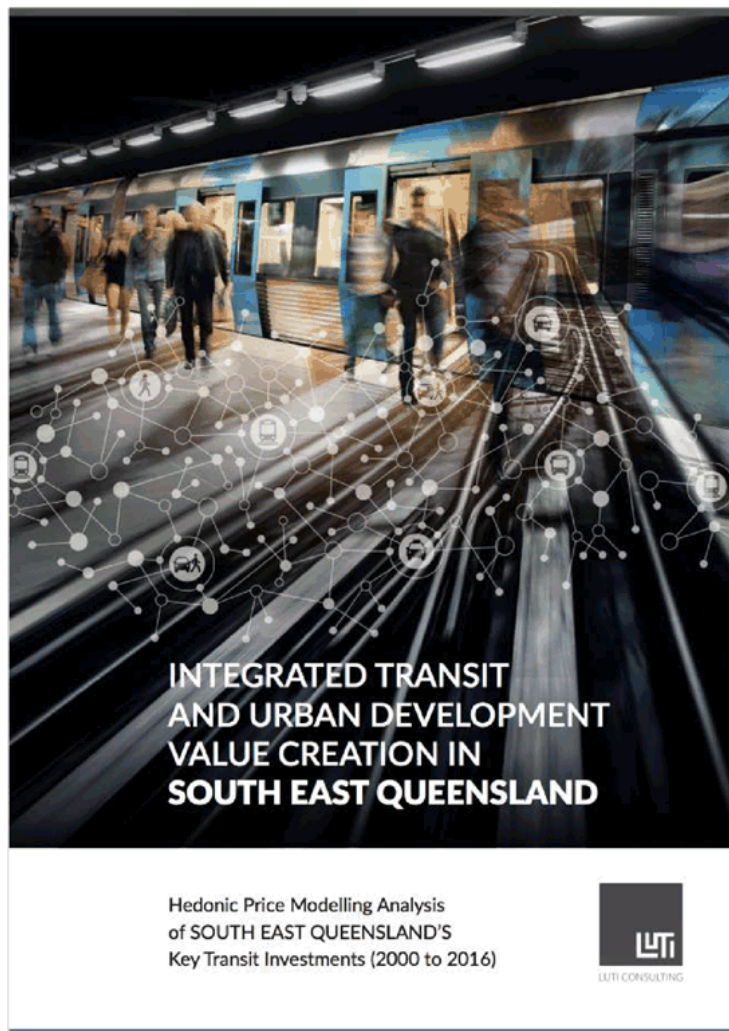
- Hedonic Price Modelling



Example Project Gold Coast Rapid Transit – Stage 1



DILGP - SEQ WTP Model



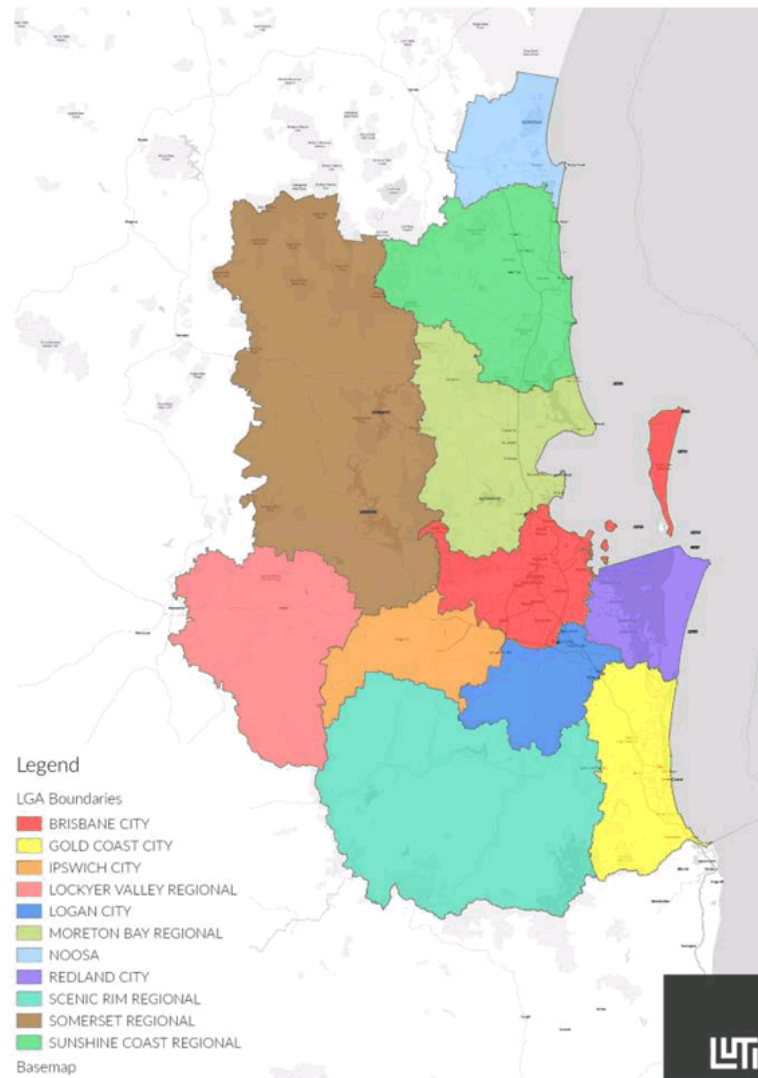
LUTi Consulting were engaged in September 2016 to conduct an analysis of “Land Market Willingness to Pay for access to transit and urban regeneration”.

The steps to conduct the SEQ Willingness to Pay study to date have been:

- Project initiation, and finalization of specification (September 2016)
- Data gathering and analysis (State Government) (September – November 2016)
- State Government stakeholder engagement (November 2016)
- Data gathering, analysis and development (Local Government) (November 2016 – January 2017)
- Econometric Modelling and analysis of results (February 2017)
- Workshop the analysis with stakeholders, and incorporate stakeholder feedback into the project reporting (February 2017)
- Deliver project report (June 2017)
- Apply the project results to Pilot Project
- Ongoing Maintenance of the database



SEQ Model



SEQ Study Area

- 11 Councils
- No Unified Zoning Structure
- No Unified Development Density Controls

Zoning Solution – As Valued Zones

- Residential
- Rural Residential
- Multi-Unit Residential
- Commercial
- Industrial
- Primary Production

Density Controls – Bespoke Solution

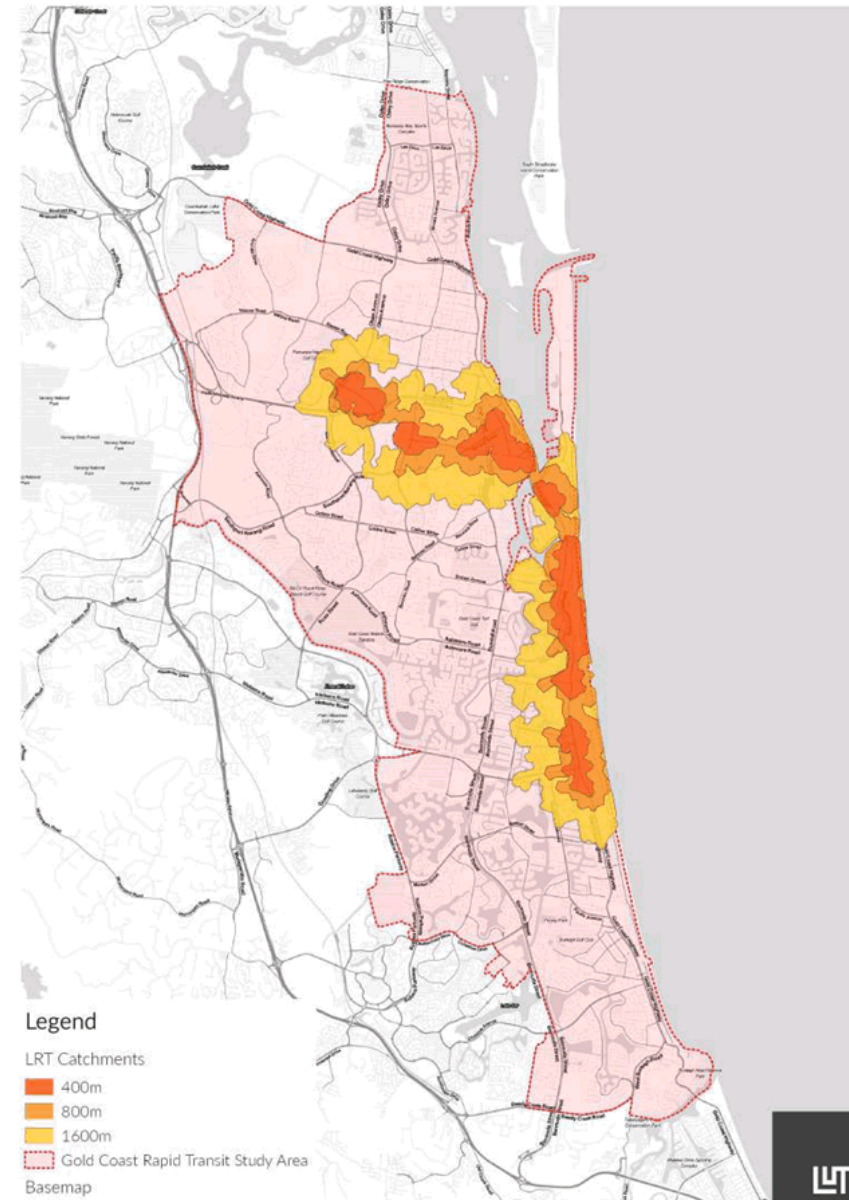
- Develop Plot Ratios for SEQ Councils that interact with Zone/Neighbourhood/Overlays



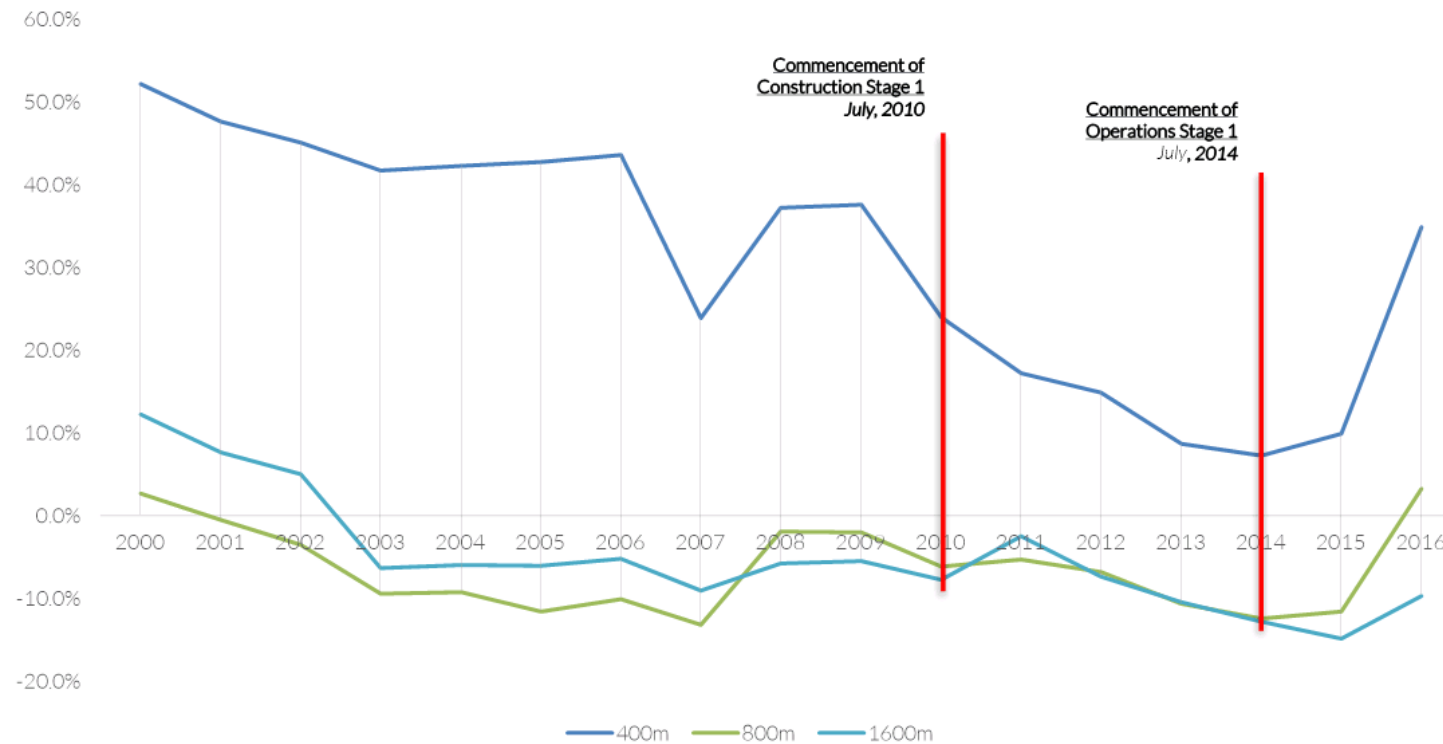
Project Econometric Models Gold Coast Rapid Transit – Stage 1

Gold Coast Rapid Transit – Descriptive Stats

<i>Variable</i>	<i>Average Values</i>
Site Value /m ²	\$500.48
Lot Area	704m ²
Train Station (0-400m)	0.2%
Train Station (400m-800m)	0.7%
Train Station (800m-1600m)	2.7%
Bus Rapid Transit Station (0m-400m)	-
Bus Rapid Transit Station (400m-800m)	-
Bus Rapid Transit Station (800m-1600m)	-
Light Rail Transit Station (0m-400m)	1.2%
Light Rail Transit Station (400m-800m)	1.9%
Light Rail Transit Station (800m-1600m)	8.0%
Ferry Wharf (0m-400m)	-
Ferry Wharf (400m-800m)	-
Ferry Wharf (800m-1600m)	-
Suburban Bus Stop (0m-400m)	69.7%
Freeway Buffer (0m-100m)	0.2%
Freeway Buffer (100m-200m)	0.7%
Main Road Buffer (0m-100m)	3.4%
Main Road Buffer (100m-200m)	3.4%
Secondary Road Buffer (0m-100m)	8.3%
Secondary Road Buffer (100m-200m)	8.6%
<i>Counts</i>	
Commercial Zoned Land	1,193
Industrial Zoned Land	1,808
Multi Unit Residential	3,936
Single Unit Residential	55,213
Rural Residential	551
Primary Production	0



Project Econometric Model Results – Panel Data Model



Considerations:

- Global Financial Crisis impacted Gold Coast developers severely between 2009-2011 thus reducing demand for sites within the primary development corridor for the Gold Coast
- LRT Construction impacts impacted corridor businesses and it was only since the commencement of operations that these impacts (noise, dust, severance, etc.) have been mitigated.



Project Econometric Model Results – GCRT Stage 3

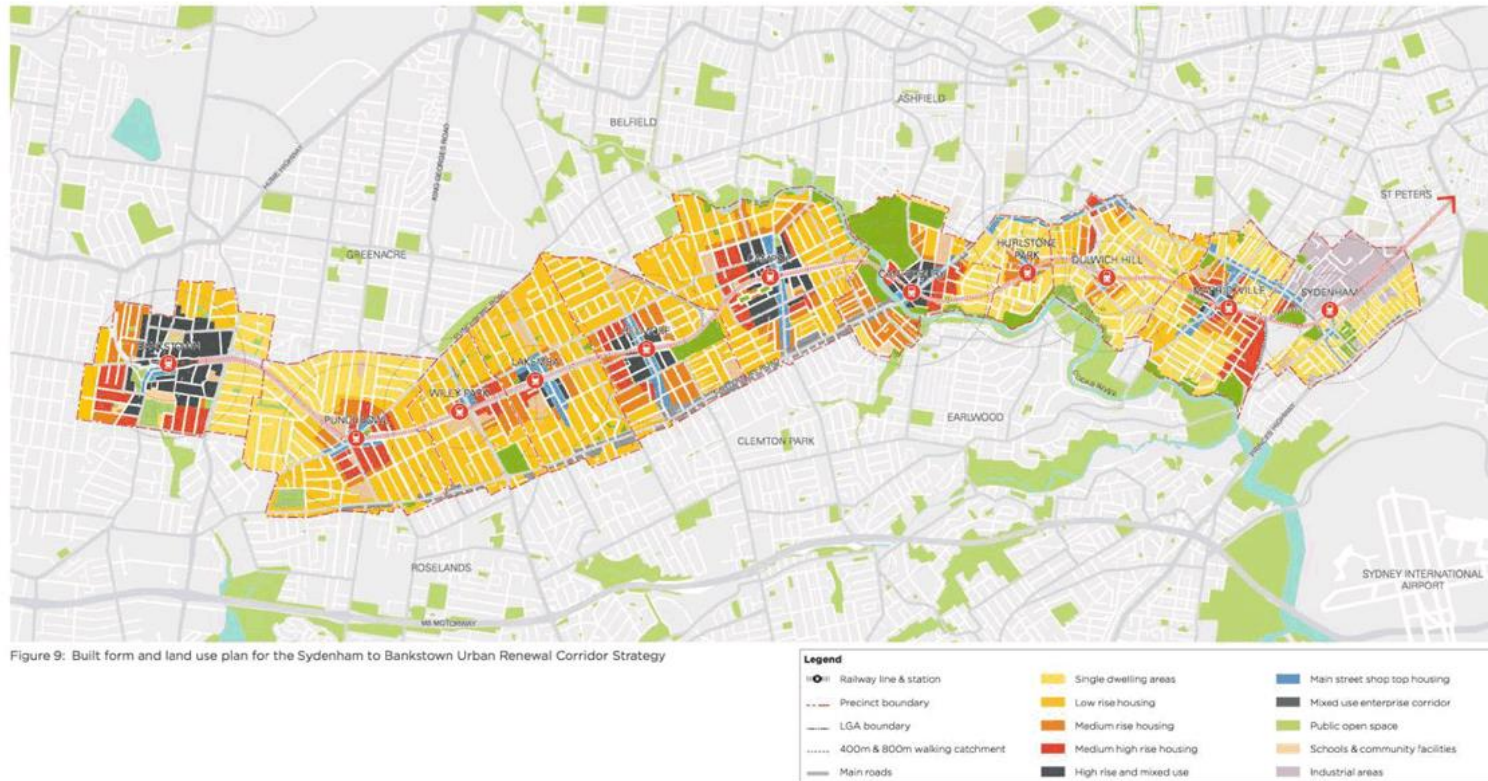
GCRT Stage 3 – Value Uplift Parameters Modelled

1. Change of zoning to highest and best use (Compared to single unit residential)
 - Commercial Zoned Land 7.2%
 - Industrial Zoned Land -11.3%
 - Multi-Unit Residential Zoned Land 4.2%
 - Rural Residential Zoned Land -34.1%
2. Increase development density
 - Plot Ratio Elasticity 0.292
3. Monetization of Accessibility
 - Inner West LRT (Sydney) Commercial and Multi Unit Residential Model
 - 400m = 9.0% uplift in land value
 - 800m = 4.0% uplift in land value
 - GCRT Stage 1 Commercial and All Residential Model
 - 400m = 12.2% uplift in land value
 - 800m = 2.2% uplift in land value
 - GCRT Stage 1 Commercial and Multi Unit Residential Model
 - 400m = 27.6% uplift in land value
 - 800m = 15.7% uplift in land value



Example 2

Sydenham to Bankstown Line Conversion to Metro



DP&E Sydenham to Bankstown Urban Renewal Corridor Strategy

- Approximately 36,000 additional dwellings
- Approximately 10,000 additional jobs



Other Example Projects

Current Projects undergoing integrated transit and urban renewal business cases:

Queensland

- Cross River Rail
- Gold Coast Light Rail Stage 3a

New South Wales

- Sydney Metro West
- Parramatta Light Rail Stage 2
- T4 Illawarra Line
- Western Sydney Airport Rail



Peter Anderson

Social and Affordable Housing in Integrated Urban Renewal and Transit Projects



LAND AND HOUSING CORPORATION Communities Plus



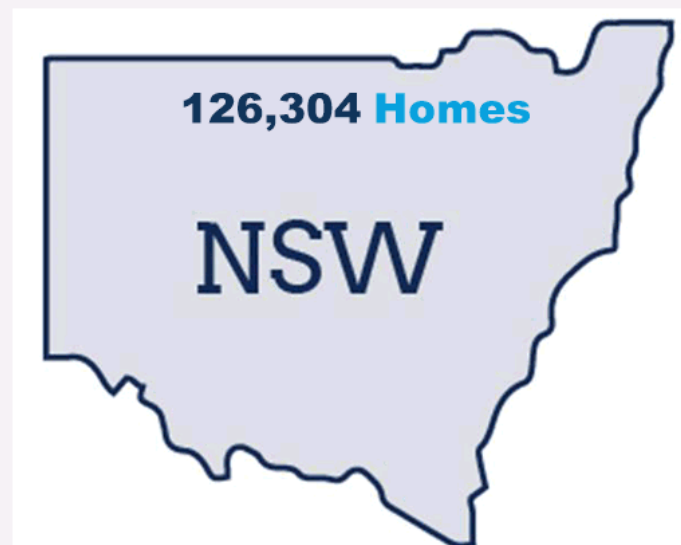
Sensitive: NSW Government

Hobart – Integrated Transport and Urban Development Project Workshop



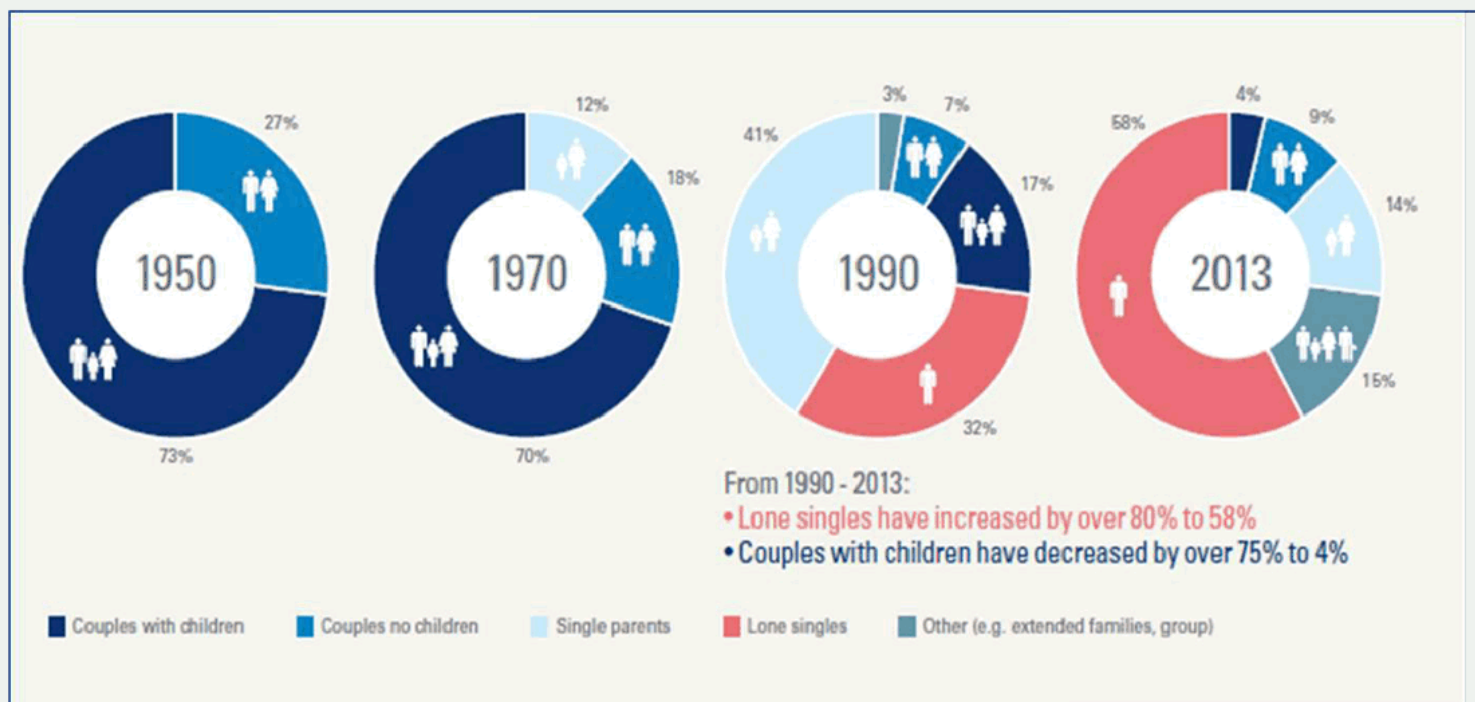
The Land and Housing Corporation (LAHC)

- **Public Trading Enterprise** established in 2001 under the Housing Act 2001
- LAHC is part of the Family and Community Services (**FACS**) cluster
- **LAHC receives** no Budget allocation
- **Generates funds** mainly from rental
- **LAHC owns** 126,304 dwellings, of which 15,716 ➔ 34,000 are managed by Community Housing Providers
- 40% located on large estates
- **Greater Metropolitan** area (Wollongong, Sydney, Newcastle) 100,000 properties (80% of portfolio)
- The average property **age** is 37 years



High demand for social housing with 60,000 households on the wait list.

Our Clients



Communities Plus Program will strategically renew the NSW social housing portfolio



23,000 NEW AND REPLACEMENT
SOCIAL HOUSING
DWELLINGS

Deliver more housing and a better social housing experience, with more opportunities and incentives to avoid or move beyond social housing



500 AFFORDABLE
HOUSING DWELLINGS

Develop new mixed communities where social housing blends in with private and affordable housing, with better access transport and employment, improved community facilities and open spaces



40,000
PRIVATE DWELLINGS

Partner with the private and not for profit sector to fast track the redevelopment of sites in metropolitan Sydney and regional NSW

\$22B OF ECONOMIC ACTIVITY IN NSW

Cabinet (ERC) Business Case 2015: Future Directions for Social Housing in NSW Strategy/Communities Plus Program

Major estate renewal
supporting State investment
in infrastructure

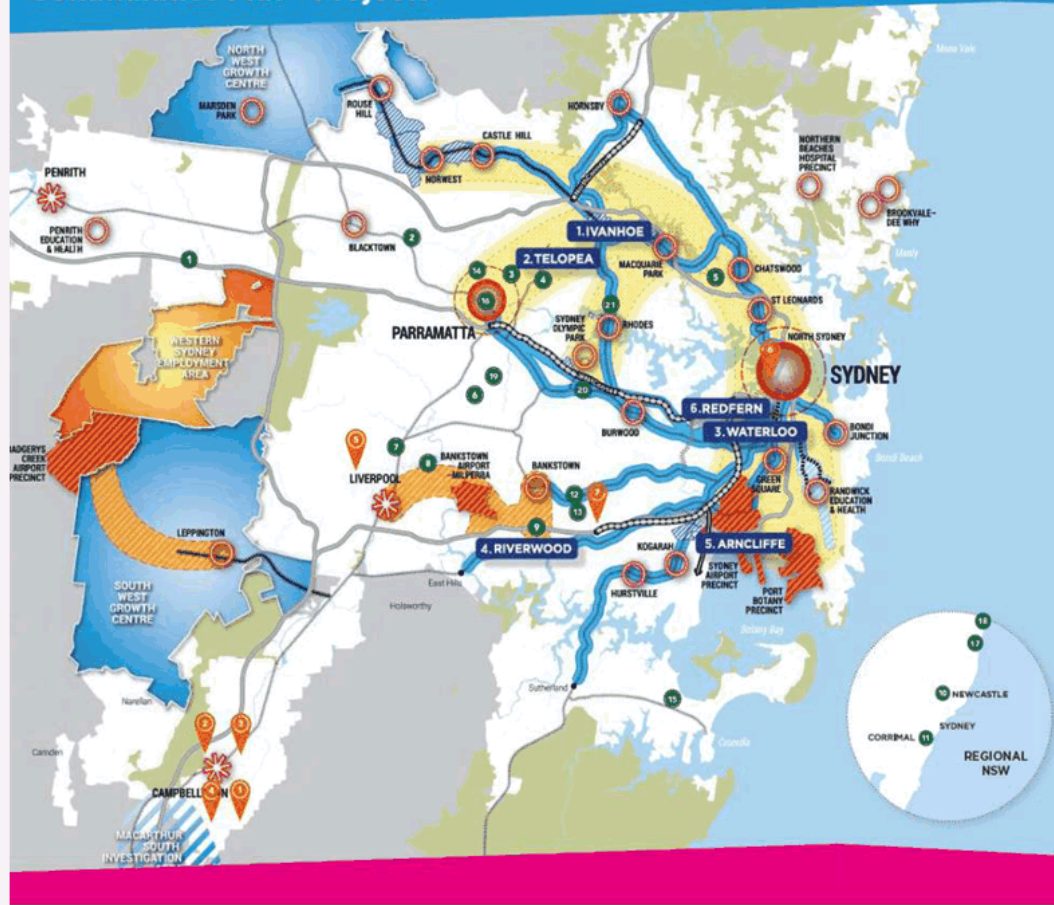
Access private sector
funding Community Housing
Provider management

Deconcentration of social disadvantage
Leverage social outcomes
More sustainable for communities

The program delivers new communities, increased supply, more social housing and a better experience for all

- **Supports** the State Government's investment in infrastructure
- **Optimises the value of** Government land by increasing density in line with Greater Sydney Commission's metropolitan plan
- **Accesses private sector capital** and capability in partnership with Community Housing Providers to deliver housing and wrap around services in a true integrated renewal
- **Deconcentrates areas of high social disadvantage** through a 30% social and 70% private mix
- **Allows for a range of project sizes** from 20 to 3,500 dwellings, subject to market demand
- **Supports the Government's housing affordability strategy** by delivering significant housing supply, with over 40,000 new private dwellings in addition to the 23,500 social and affordable dwellings

Communities Plus - Projects



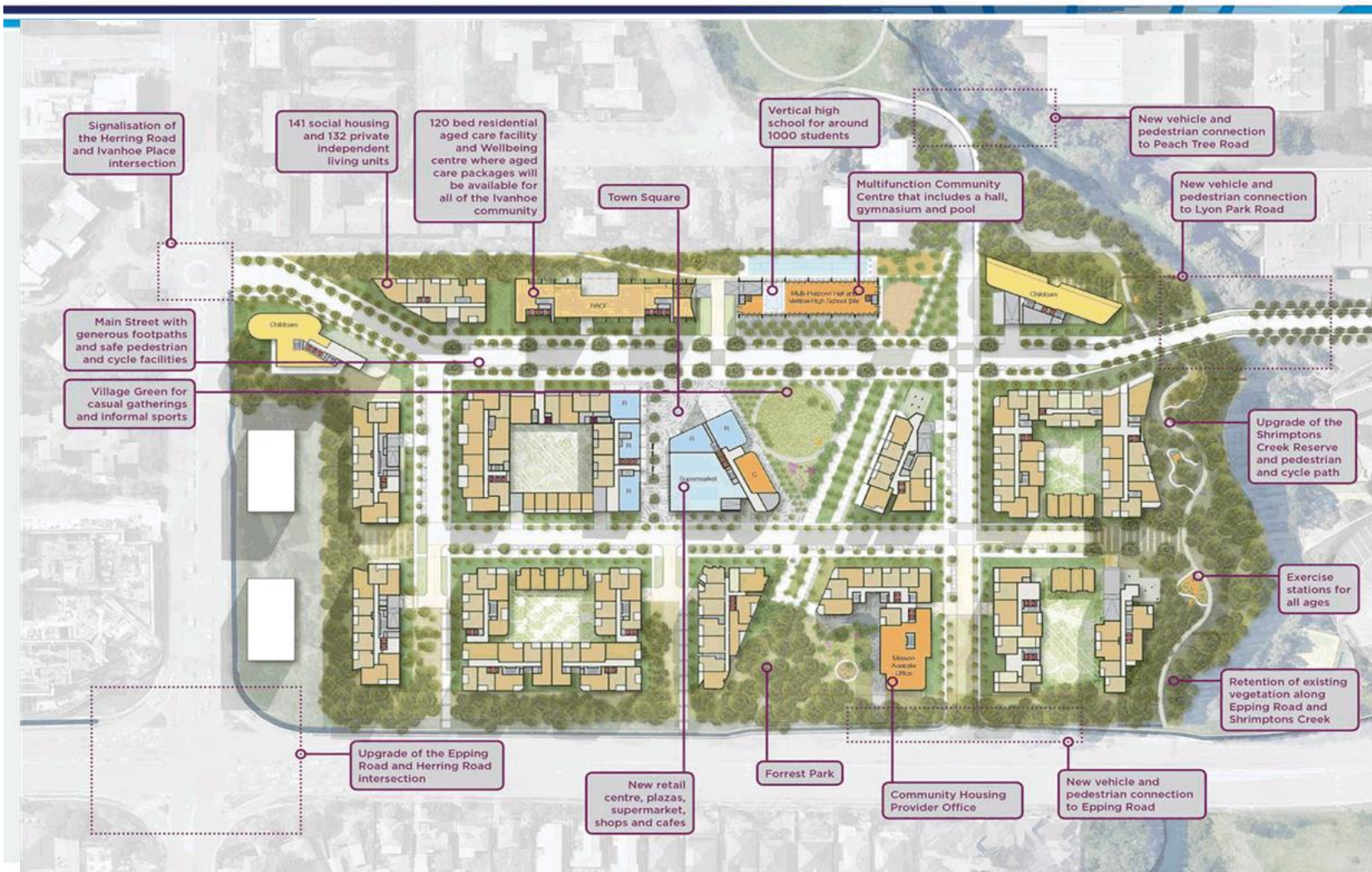
Ivanhoe - Case Study

- Rezoned as part of the Macquarie University Station Priority Precinct in September 2015
- The site currently contains 259 existing social housing dwellings around 60% of relocations now complete
- The Ivanhoe Project Development Agreement (PDA) was signed in August with the Aspire Consortium (Fraser Property Australia, Citta Property Group, Mission Australia Housing)
- The redevelopment will see the transformation of 259 social housing properties into an integrated neighbourhood of over 3,000 properties including 950 social housing properties and 128 affordable rental properties
- The PDA funds and delivers social outcomes plan including training, education, community integration and place making, leveraging private sector investment



Ivanhoe Redevelopment Draft Masterplan

(950 Social, 128 Affordable, 2,110 Private)



Ivanhoe Redevelopment

Social Housing Outcomes Plan & Supporting Infrastructure

Integrated community supported by social infrastructure:

- Non-government 1000 student co-ed vertical high school
- Two 75 place child care centres
- 120 residential aged care
- 250 independent living units
- Multifunction community space
- Community hub and retail centre

Addressing housing needs and transition to housing independence:

- \$21.08M funding reinvested into social program outcomes
- Mixed community - private and social
- Pathways to education, training, employment and support services
- A range of housing models to support transitioning to independence



Ivanhoe Sustainability

Leading edge sustainability design practices include:

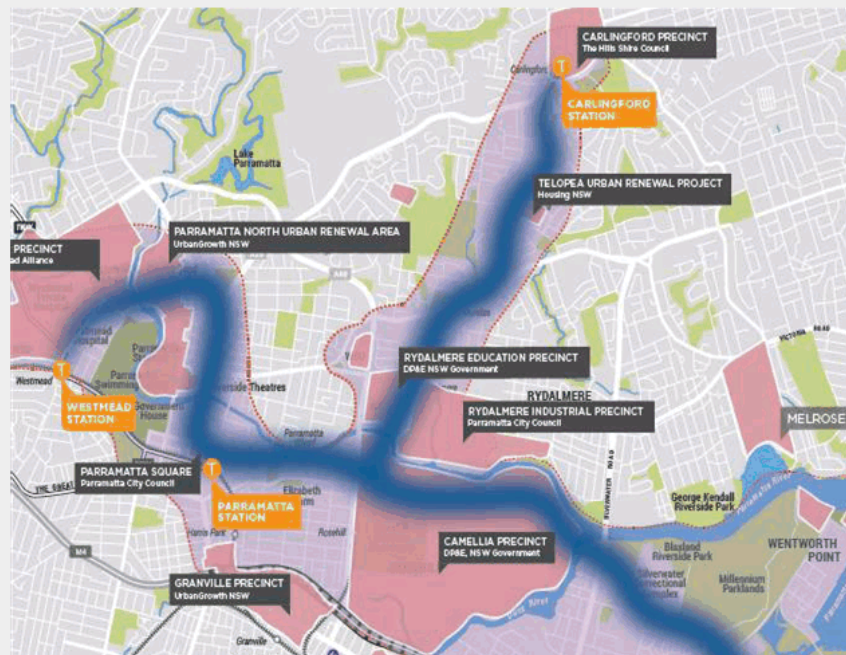
- 5 Star Green Star buildings and 6 Star community rating
- Carbon neutral in operation without and charge to residents
- Bulk grid electricity and renewable providing low cost
- Heating to social housing provided at a low to zero cost
- Integrated water cycle management – rainwater
- Connectivity of the urban design encourages public transport use
- 50 share car spaces, bicycle parking for each dwelling



9

Teloepa

- Existing 640 social housing, projected 1,000 social and 160 affordable
- February 2017 Stage 1 of Parramatta Light Rail confirmed stop in Teloepa
- Final master plan endorsed by the City of Parramatta Council in March 2017
- The Department of Planning and Environment's exhibition of revised planning controls to implement the Teloepa Master Plan is underway
- Gazettal of the new planning controls anticipated by mid-2018



Master Planning - Telopea

- Master planning prepared in partnership with City of Parramatta Council
- Master plan engagement with the community occurred throughout 2016
- Final master plan endorsed by the Council in March 2017
- Department of Planning and Environment exhibited new planning controls to implement the master plan between 13 October and 24 November 2017
- Master plan features:
 - New light rail
 - 3,500 to 4,500 additional homes over 20 years
 - Around 1,000 social and affordable homes
 - New and improved streets
 - New parks, plazas, supermarket, cafes and shops
 - Bigger modern library and community spaces
 - Sturt and Acacia Park upgrades
 - Retention of mature trees



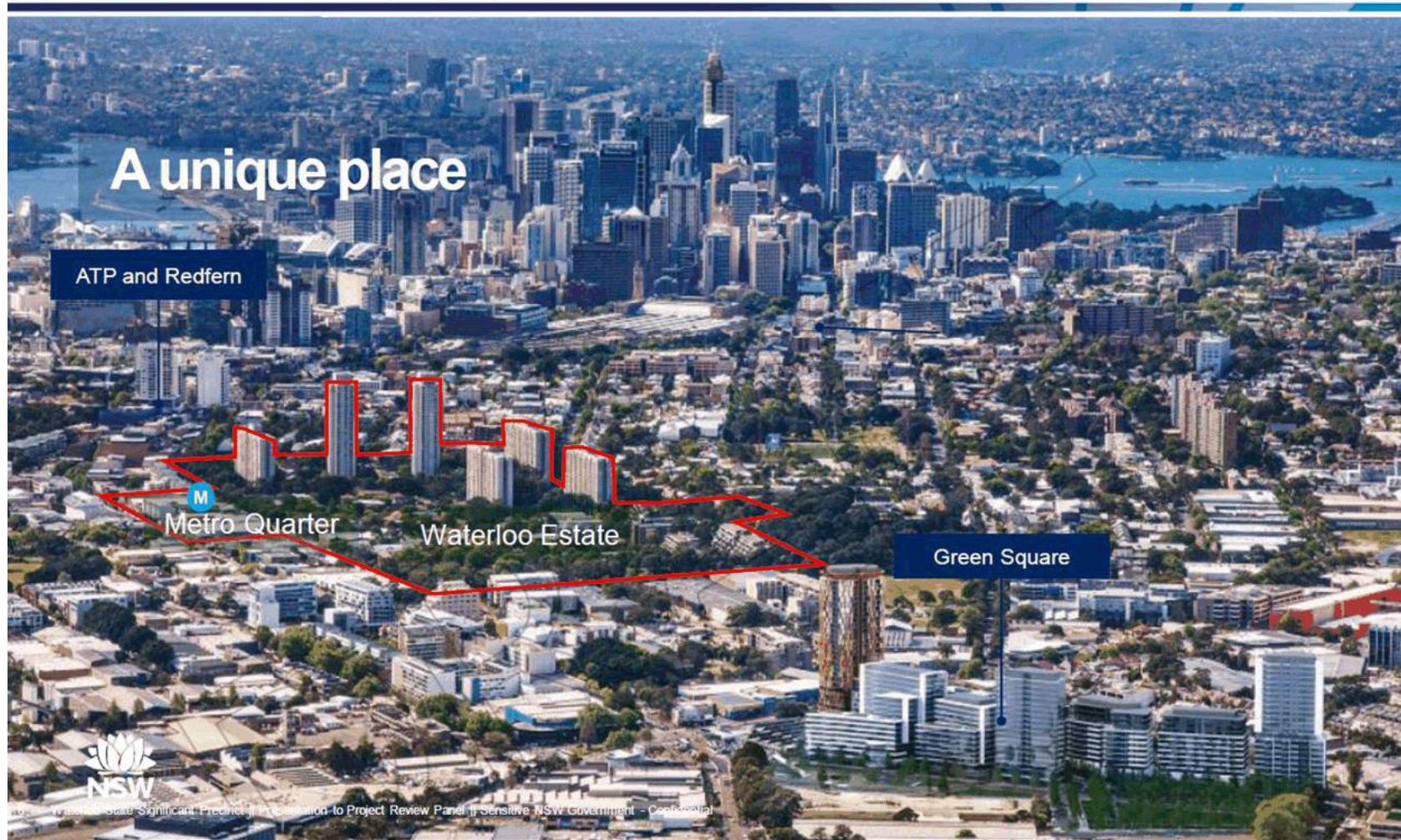
Infrastructure

Parramatta Light Rail

- Announced in December 2015
- Stage 1 announced on 17 February 2017, confirming a stop at Telopea
- New services direct to Parramatta CBD, Western Sydney University and Westmead Hospital
- Services to commence in 2023

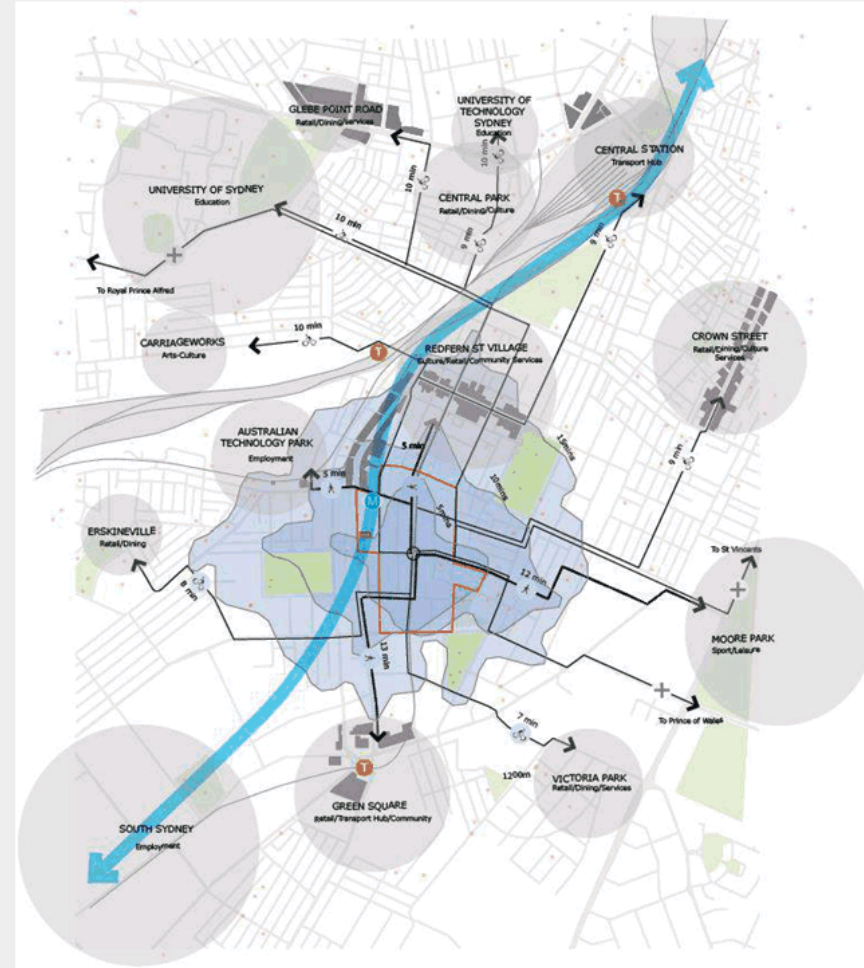


Waterloo Estate – Redevelopment Site



Background to Waterloo Redevelopment

- In December 2015, NSW Government announced a new metro station at Waterloo as part of the 2nd stage of the Sydney Metro
- The station is a catalyst for renewal of the surrounding area, in particular the Waterloo 'Social Housing' Estate
- The decision to build the metro station is being paralleled with the redevelopment of the Waterloo Estate as part of the LAHC Communities Plus Program
- In May 2017, NSW Government announced the Waterloo Estate and the Metro Quarter as State Significant Precincts (SSP)
- 21 Study Requirements were issued and are to be addressed for the rezoning application



Waterloo Estate – Site Information

- Waterloo Estate SSP area is approximately 18 hectares
- Metro Quarter SSP area is approximately 2 hectares
- 2,012 social dwellings on the Estate site
 - 2 tall 30 storey towers
 - 4 large 16 storey towers
 - low density 2-3 bedroom walk-ups
- Average age of dwellings is 46 years
- The Estate also includes a small number of privately owned properties



Hobart LRT – Suggested Next Steps

A significant amount of work has been undertaken to date.

For a business case to be submitted Infrastructure Australia, and attract commonwealth funding the following assessments would need to be undertaken to respond to the land market potential unlocked by the LRT project.

1. Update the transport planning and economic assessment reflecting the with/without land use scenario;
2. Undertake a WEBs Assessment including responding to the with/without land use scenario;
3. Undertaken an urban renewal economic assessment of the corridor to determine the land market economic benefits unlocked by the project;
4. Conduct and affordable housing strategy on Government land holdings in the corridor inline with the Communities Plus Model applied by NSW Land and Housing Corporation
<https://www.communitiesplus.com.au/>

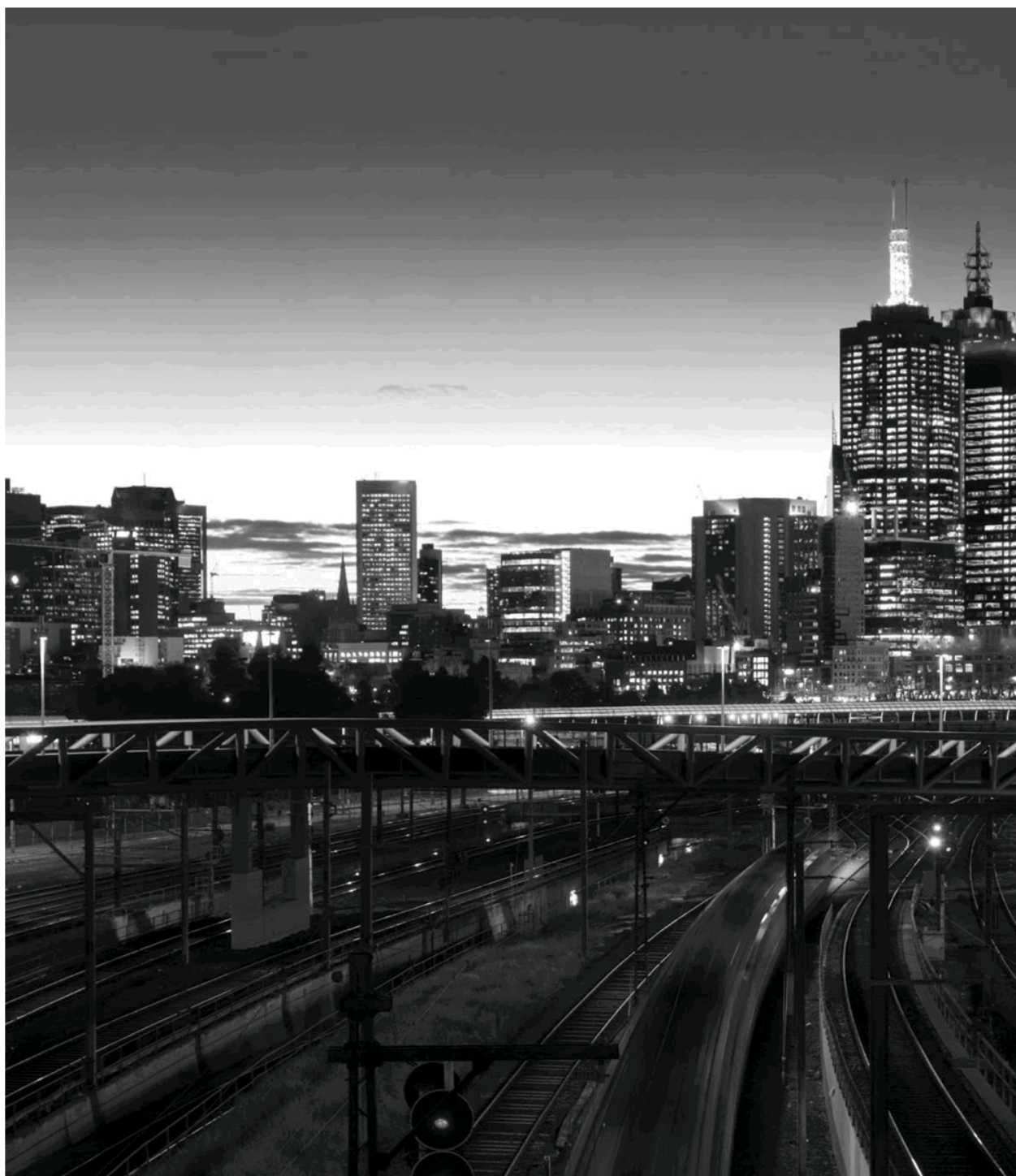
This process is also a benefits realization process to ensure that the maximum benefit unlocked by the project is delivered by the project.



Thank you.

For more information on our projects experience, consulting
advisory services and to download our reporting:
www.luticonsulting.com.au





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luticonsulting.com.au



LUTI Consulting - LUTI Consulting - Glenorchy to Hobart Public Transit Corridor Project -
Implementation Facilitator Report - FINAL Submitted 07_06_2018.docx | 17

8.2 Monthly Building Statistics - 1 July 2018 - 31 July 2018
File Ref: F18/88429

Memorandum of the Director City Planning of 7 August 2018 and attachment.

Delegation: Council



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Monthly Building Statistics - 1 July 2018 - 31 July 2018

Attached is the Monthly Building Statistics for the period 1 July 2018 to 31 July 2018.

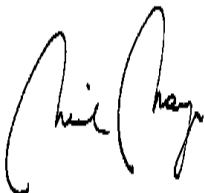
RECOMMENDATION

That the information be received and noted:

- A. 1. During the period 1 July 2018 to 31 July 2018, 57 permits were issued to the value of \$21,840,010 which included:
- (i) 23 for Extensions/Alterations to Dwellings to the value of \$1,890,386;
 - (ii) 12 New Dwellings to the value of \$4,826,140; and
 - (iii) 4 Major Projects:
 - (a) 85-89 Collins Street, (Level 2 & 3) – Alterations & Change of Use - \$3,800,000;
 - (b) 59-63 Liverpool Street, (100F Tenancy, Levels 9 & 10, 40-44 Bathurst Street) – New Office Tenancy - \$3,200,000;
 - (c) 187-195 Sandy Bay Road, (Woolworths) Refurbishment Stage 1 (Demolition) - \$2,019,000;
 - (d) 192-194 New Town Road, (Woolworths) – Refurbishment – Stage 1 (Demolition) - \$1,988,000.
2. During the period 1 July 2017 to 31 July 2017, 46 permits were issued to the value of \$15,485,684 which included:
- (i) 14 Extensions/Alterations to Dwellings to the value of \$954,139;

- (ii) 6 New Dwellings to the value of \$4,571,245; and
 - (iii) 3 Major Projects:
 - (a) 112 Cascade Road, (New Building) - \$3,821,245;
 - (b) 19-27 Campbell Street, New Performing Arts Centre - \$3,500,000;
 - (c) 410 Sandy Bay Road, Alterations (Refurbishment) - \$2,100,000.
- B. 1. In the twelve months ending July 2018, 703 permits were issued to the value of \$485,456,772; and
2. In the twelve months ending July 2017, 688 permits were issued to the value of \$207,492,341.

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.

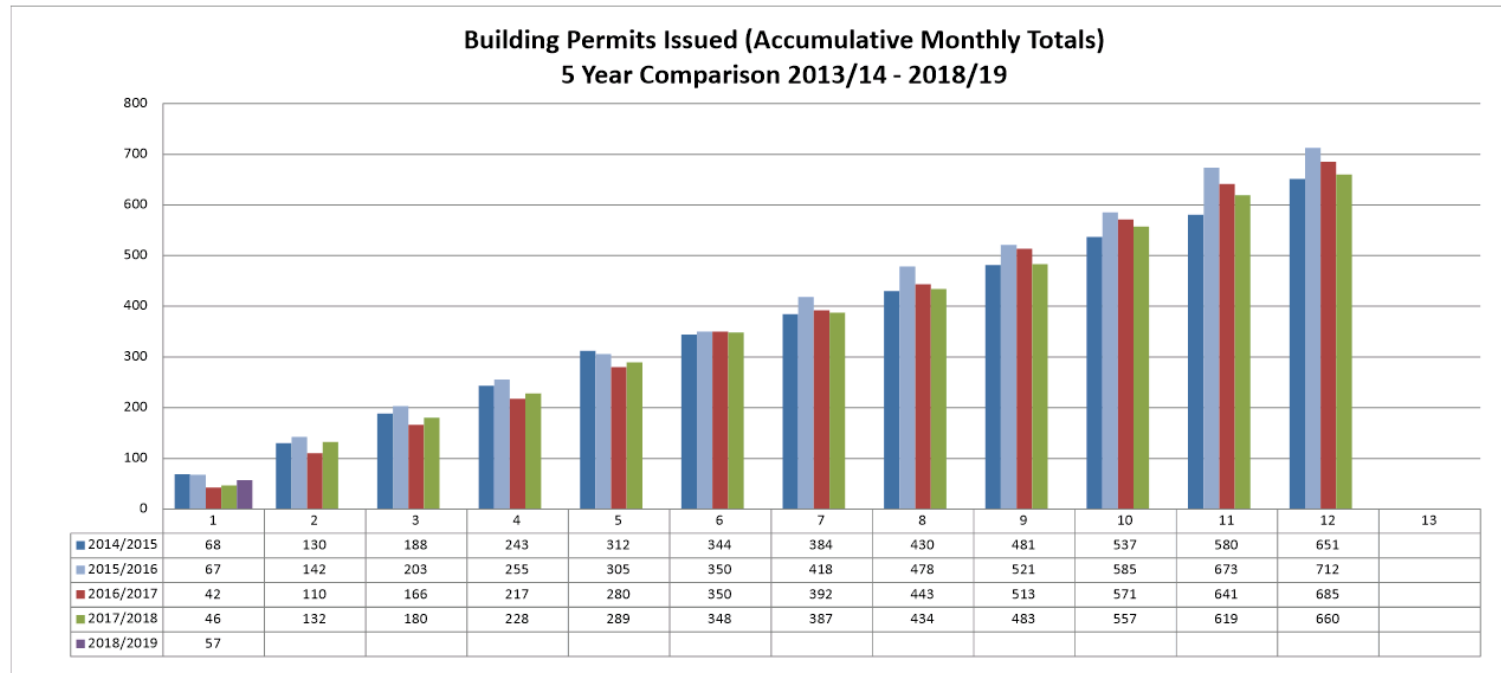


Neil Noye
DIRECTOR CITY PLANNING

Date: 7 August 2018
File Reference: F18/88429

Attachment A: Building Permits Issued (Accumulative Monthly Totals) 5 Year Comparison ↓

Attachment B: Building Permits Value (Accumulative Monthly Totals) 5 Year Comparison ↓



8.3 Delegated Decisions Report (Planning)
File Ref: F18/88944

Memorandum of the Director City Planning of 7 August 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 23 July until 6 August 2018.

RECOMMENDATION

That the information contained in the memorandum titled 'Delegated Decisions Report (Planning)' of 7 August 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 August 2018
File Reference: F18/88944

Attachment A: Delegated Decisions Report (Planning) ↓

6 August 2018

Delegated Decisions Report (Planning)

35 applications found.

Planning Description	Address	Works Value	Approved	Withdrawn / Cancelled	All
			Decision	Authority	
PLN-17-376 Alterations to Car Parking	29 FIRTH ROAD LENA VALLEY TAS 7008	\$ 15,000	Approved	Delegated	
PLN-17-405 Partial Demolition, Multiple Dwelling, Front Fencing, Outbuilding and Associated Works	99 CASCADE ROAD SOUTH HOBART TAS 7004	\$ 150,000	Approved	Delegated	
PLN-18-120 Partial Demolition, Alterations, Extension and Deck	302 NELSON ROAD MOUNT NELSON TAS 7007	\$ 150,000	Approved	Delegated	
PLN-18-246 Partial Demolition, Alteration and Extension	67 NEW TOWN ROAD NEW TOWN TAS 7008	\$ 25,000	Approved	Delegated	
PLN-18-249 Partial Demolition, Alterations and Extension	27 JOYNTON STREET NEW TOWN TAS 7008	\$ 160,000	Approved	Delegated	
PLN-18-256 Partial Demolition, Alterations and Deck	111 PRINCES STREET SANDY BAY TAS 7005	\$ 12,000	Approved	Delegated	
PLN-18-283 Dwelling	13 DOWDING CRESCENT NEW TOWN TAS 7008	\$ 283,000	Approved	Delegated	
PLN-18-291 Partial Demolition, Alterations and Extension for Business and Professional Services, and Signage	2 CHURCHILL AVENUE SANDY BAY TAS 7005	\$ 1,000,000	Approved	Delegated	
PLN-18-294 Partial Demolition, Alterations, Extension and Front Fencing	12 CROMWELL STREET BATTERY POINT TAS 7004	\$ 500,000	Approved	Delegated	
PLN-18-299 Dwelling and Outbuilding	36 AVON ROAD SOUTH HOBART TAS 7004	\$ 350,000	Approved	Delegated	
PLN-18-310 Partial Demolition, Alterations, Extension and Outbuilding	38 NEWDEGATE STREET NORTH HOBART TAS 7000	\$ 250,000	Approved	Delegated	
PLN-18-313 Partial Demolition, Alterations and Extension	19 NILE AVENUE SANDY BAY TAS 7005	\$ 35,000	Approved	Delegated	
PLN-18-319 Dwelling	10 DOWDING CRESCENT NEW TOWN TAS 7008	\$ 254,000	Approved	Delegated	
PLN-18-331 Signage	2 MELVILLE STREET HOBART TAS 7000	\$ 15,000	Approved	Delegated	
PLN-18-333 Tree Removal	71 BROOKER AVENUE GLEBE TAS 7000	\$ 0	Approved	Delegated	
PLN-18-338 Alterations	8/15 HUNTER STREET HOBART TAS 7000	\$ 20,000	Approved	Delegated	
PLN-18-340 Partial Demolition, Alterations and Extension	87 AUGUSTA ROAD LENA VALLEY TAS 7008	\$ 200,000	Approved	Delegated	
PLN-18-352 Partial Demolition, Alterations and Extension	126 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 100,000	Approved	Delegated	
PLN-18-357 Change of Use to Visitor Accommodation	9 GREENLANDS AVENUE SANDY BAY TAS 7005	\$ 0	Approved	Delegated	
PLN-18-363 Partial Change of Use to Food Services	116 NEW TOWN ROAD NEW TOWN TAS 7008	\$ 40,000	Approved	Delegated	
PLN-18-365 Dwelling	12 DOWDING CRESCENT NEW TOWN TAS 7008	\$ 285,000	Approved	Delegated	
PLN-18-371 Partial Change of Use to Visitor Accommodation	14 SACKVILLE STREET HOBART TAS 7000	\$ 0	Approved	Delegated	
PLN-18-372 Partial Change of Use to Visitor Accommodation	4/29 WENTWORTH STREET SOUTH HOBART TAS 7004	\$ 0	Approved	Delegated	
PLN-18-377 Dwelling	7 HEARTWOOD ROAD LENA VALLEY TAS 7008	\$ 262,000	Approved	Delegated	

CITY OF HOBART

Planning Description	Address	Works Value	Decision	Authority
PLN-18-387 Partial Demolition, Alterations and Extension	311 DAVEY STREET SOUTH HOBART TAS 7004	\$ 550,000	Approved	Delegated
PLN-18-396 Signage	287 MACQUARIE STREET HOBART TAS 7000	\$ 0	Approved	Delegated
PLN-18-403 Partial Demolition, Carport and Outbuilding	6 DAVID AVENUE SANDY BAY TAS 7005	\$ 45,000	Approved	Delegated
PLN-18-405 Partial Change of Use to Visitor Accommodation	6/8-10 DE WITT STREET BATTERY POINT TAS 7004	\$ 0	Approved	Delegated
PLN-18-409 Partial Demolition, Alterations and Extension	44 SANDY BAY ROAD HOBART TAS 7000	\$ 45,000	Approved	Delegated
PLN-18-417 Additional Access and Car Parking Space	105 AUGUSTA ROAD LENA VALLEY TAS 7008	\$ 2,000	Approved	Delegated
PLN-18-432 Partial Demolition and Alterations	65 LANSLOWNE CRESCENT WEST HOBART TAS 7000	\$ 60,000	Approved	Delegated
PLN-18-436 Partial Demolition, Alterations and Deck	7 DRESDEN STREET SANDY BAY TAS 7005	\$ 30,000	Approved	Delegated
PLN-18-477 Partial Change of Use to Visitor Accommodation	61 MELVILLE STREET HOBART TAS 7000	\$ 0	Exempt	Delegated
PLN-18-500 Partial Change of Use to Visitor Accommodation	2/16 CROSS STREET NEW TOWN TAS 7008	\$ 0	Withdrawn	Applicant
PLN-18-78 Partial Demolition, Alterations and Extension	104 YORK STREET SANDY BAY TAS 7005	\$ 200,000	Approved	Delegated

8.4 City Planning - Advertising Report
File Ref: F18/88933

Memorandum of the Director City Planning of 7 August 2018 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list for the period 23 July 2018 – 3 August 2018.

RECOMMENDATION

That the information contained in the memorandum titled 'City Planning – Advertising Report' of 7 August 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 August 2018
File Reference: F18/88933

Attachment A: City Planning - Advertising Report ↴

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-18-472	100 PINNACLE ROAD	MOUNT WELLINGTON	Playground, Track Works, Landscaping, Picnic Shelter, Public Toilet, Carpark and Associated Road Works	\$900,000	29/08/2018	ayersh	Council	26/07/2018	09/08/2018
PLN-18-337	772 SANDY BAY ROAD	SANDY BAY	Dwelling	\$450,000	16/07/2018	ayersh	Council	30/07/2018	13/08/2018
PLN-18-484	114 AUGUSTA ROAD	LENAH VALLEY	Partial Demolition and Front Fencing	\$35,000	06/09/2018	ayersh	Director	03/08/2018	17/08/2018
PLN-18-460	239 NELSON ROAD	MOUNT NELSON	Alterations for New Deck	\$10,000	27/08/2018	baconr	director	25/07/2018	08/08/2018
PLN-18-470	31 GORDON AVENUE	MOUNT STUART	Partial Demolition, Alterations and Extension	\$150,000	29/08/2018	baconr	director	25/07/2018	08/08/2018
PLN-18-290	35 ADELAIDE STREET	SOUTH HOBART	Partial Demolition, Alterations and Extension	\$150,000	28/06/2018	baconr	director	26/07/2018	09/08/2018

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-17-430	234 ELIZABETH STREET	HOBART	Partial Demolition, Alterations and Redevelopment for Visitor Accommodation, 91 Multiple Dwellings, General Retail and Hire, Food Services, Hotel Industry, Business and Professional Services, and Subdivision (Boundary Adjustment)	\$70,000,000	25/07/2017	baconr	Council	27/07/2018	10/08/2018
PLN-17-371	52 HAMILTON STREET	WEST HOBART	Multiple Dwellings (one existing, one new)	\$390,000	03/07/2017	baconr	director	02/08/2018	16/08/2018
PLN-18-462	36 HILL STREET	WEST HOBART	Alterations	\$4,000	28/08/2018	baconr	director	02/08/2018	16/08/2018
PLN-18-418	5 C ZOMAY AVENUE	DYNNYRNE	Dwelling	\$249,360	08/08/2018	Foalem	director	25/07/2018	08/08/2018
PLN-18-241	42 WILLIAM COOPER DRIVE	NEW TOWN	Dwelling	\$400,000	13/06/2018	Foalem	director	01/08/2018	15/08/2018
PLN-18-478	41 FISHER AVENUE	SANDY BAY	Partial Demolition, Alterations and Extension	\$550,000	03/09/2018	langd	director	27/07/2018	10/08/2018
PLN-18-487	1 / 526 SANDY BAY ROAD	SANDY BAY	Partial Demolition and Alterations	\$8,000	07/09/2018	langd	director	02/08/2018	16/08/2018

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-17-648	153 WARWICK STREET	WEST HOBART	Partial Demolition and Outbuilding (Garage and Workshop)	\$70,000	03/10/2017	langd	director	03/08/2018	17/08/2018
PLN-18-404	19 THOMAS STREET	NORTH HOBART	Partial Demolition, Alterations and Extension	\$150,000	03/08/2018	mcclenahanm	director	25/07/2018	08/08/2018
PLN-18-469	105 KING STREET	SANDY BAY	Partial Demolition, Alterations and Extension	\$100,000	29/08/2018	mcclenahanm	director	26/07/2018	09/08/2018
PLN-18-382	251 MACQUARIE STREET	HOBART	Partial Demolition, Alterations and Change of Use to Visitor Accommodation	\$50,000	30/07/2018	mcclenahanm	director	27/07/2018	10/08/2018
PLN-18-428	113 SWANSTON STREET	NEW TOWN	Partial Demolition, Alterations, Extension and Garage	\$60,000	14/08/2018	mcclenahanm	director	27/07/2018	10/08/2018
PLN-18-288	44 - 46 HAMPDEN ROAD	BATTERY POINT	Partial Demolition, Alterations and Extension	\$20,000	28/06/2018	mcclenahanm	director	02/08/2018	16/08/2018
PLN-18-379	2 / 344 - 346 SANDY BAY ROAD	SANDY BAY	Change of Use to Visitor Accommodation	\$0	27/07/2018	nolanm	director	01/08/2018	15/08/2018
PLN-18-451	22 ST GEORGES TERRACE	BATTERY POINT	Partial Demolition, Alterations and Extension	\$80,000	23/08/2018	nolanm	director	02/08/2018	16/08/2018
PLN-18-346	3 - 15 PATRICK STREET	HOBART	Fencing	\$20,000	20/07/2018	sherriffc	Director	27/07/2018	10/08/2018

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-18-407	34 CHURCH STREET (CT173355/1)	NORTH HOBART	Six Multiple Dwellings	\$1,600,000	06/08/2018	sherriffc	Director	30/07/2018	13/08/2018
PLN-18-448	439 A SANDY BAY ROAD	SANDY BAY	Partial Demolition, Alterations and Extension	\$450,000	22/08/2018	smeea	director	25/07/2018	08/08/2018
PLN-18-471	40 PEDDER STREET	NEW TOWN	Partial Demolition, Alterations and Extension	\$250,000	29/08/2018	smeea	director	25/07/2018	08/08/2018
PLN-17-1066	66 BURNETT STREET	NORTH HOBART	Demolition and New Building for 71 Multiple Dwellings, 18 Visitor Accommodation Apartments and Food Services	\$28,000,000	02/02/2018	smeea	Council	30/07/2018	13/08/2018
PLN-18-454	30 WASHINGTON STREET	SOUTH HOBART	Partial Demolition, Front Fencing and Carport	\$50,000	24/08/2018	smeea	director	30/07/2018	13/08/2018
PLN-17-1060	30 - 34 GRAYS ROAD	FERN TREE	Dwelling	\$250,000	31/01/2018	smeea	Council	02/08/2018	16/08/2018
PLN-18-450	34 PATRICK STREET	HOBART	Partial Demolition and Alterations for Eight Multiple Dwellings, New Building for 18 Multiple Dwellings, and Works in Road Reserve	\$5,000,000	23/08/2018	smeea	Council	03/08/2018	17/08/2018
PLN-18-425	4 GORDON AVENUE	MOUNT STUART	Fencing and Garden Structure	\$12,500	13/08/2018	widdowsont	director	25/07/2018	08/08/2018

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-18-449	157 ELIZABETH STREET	HOBART	Signage	\$0	22/08/2018	widdowsont	director	25/07/2018	08/08/2018
PLN-17-1041	106 SALAMANCA PLACE	BATTERY POINT	Partial Demolition, Alterations and Multiple Dwelling (one existing, one new)	\$300,000	26/01/2018	widdowsont	Council	26/07/2018	01/08/2018
PLN-18-439	14 WESTINWOOD ROAD	LENAH VALLEY	Dwelling	\$292,860	17/08/2018	widdowsont	director	26/07/2018	09/08/2018
PLN-18-369	9 HALL STREET	RIDGEWAY	Outbuilding	\$15,000	25/07/2018	widdowsont	director	03/08/2018	17/08/2018
PLN-18-433	10 EVANS STREET	HOBART	Partial Demolition and Alterations	\$200,000	15/08/2018	wilsone	Director	26/07/2018	09/08/2018
PLN-18-364	100 PINNACLE ROAD	MOUNT WELLINGTON	Track Extension	\$65,000	25/07/2018	wilsone	Council	30/07/2018	13/08/2018
PLN-18-307	18 DOWDING CRESCENT	NEW TOWN	Dwelling	\$195,000	04/07/2018	wilsone	Director	30/07/2018	13/08/2018
PLN-18-443	2 SALAMANCA SQUARE	BATTERY POINT	Signage	\$5,000	21/08/2018	wilsone	Director	31/07/2018	14/08/2018

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 - July 2018

<p style="text-align: center;">CITY PLANNING COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING July 2018</p>				
Ref.	Title	Report / Action	Action Officer	Comments
1	<p>SUSTAINABLE BUILDING PROGRAM Open Council 15 December 2014 Item 10; Open CPC Item 8, 20 July 2015</p>	<ol style="list-style-type: none"> 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	<p>The Tasmanian Government has engaged (as of Nov 2016) SGS Economics and Planning Consultants to prepare options study on which the report will be premised.</p> <p>SGS Economics and Planning Consultants has provided an interim report on Sustainable Buildings Program options for Tasmania (2 March 2018). The Tasmanian Climate Change Office is to convene a Steering Committee meeting (TBA) to discuss report and next steps</p>

Progress report to July 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	<p>A workshop regarding the application of heritage precincts under the <i>Hobart Interim Planning Scheme 2015</i> was conducted on 31 July 2018.</p> <p>A report in regard to the establishment of a Heritage Advisory Committee will be provided by December 2018.</p>
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	<p>Seed Consulting is to provide a report on consultation outcomes. The report was received 15 May 2018 report to Council in August.</p>

4	<p>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</p>	<p>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.</p>	<p>Director City Planning</p>	<p>This will be addressed as part of the ICAP AP06 Campbell Street Upgrade project scheduled to commence in the 18/19 financial year.</p>
5	<p>CLIMATE CHANGE ROUNDTABLE AND NOMINATION FOR CARBON DISCLOSURE PROJECT (CDP) REPORT AND CLIMATE AND ENERGY WORKSHOP Open CPC 19 September 2016</p>	<p>That the Council formally offer to host a future Climate Change Roundtable meeting.</p>	<p>Director City Planning</p>	<p>The Climate Action Roundtable (CAR) communique 1 December 2017 included the City of Hobart's offer to host the roundtable.</p> <p>The City is collaborating with the Tasmanian Climate Change Office to host next CAR – waiting for TCCO and Minister to confirm meeting date – currently aiming for late July/early Aug</p>

6	<p>REVIEW OF INTERIM PLANNING DIRECTIVE NO. 1 (BUSHFIRE-PRONE AREAS CODE) AND RELATED AMENDMENTS TO THE BUILDING REGULATIONS 2014 Open Council 27 February 2017</p>	<p>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</p> <p>A further report be provided to Council in 12 months' time.</p>	Director City Planning	Report will be provided by October 2018.
7	<p>ILLEGAL DEMOLITION UNDER PLANNING SCHEME Open Council 20 March 2017</p>	<p>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.</p> <p>(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.</p> <p>(ii) The report also consider a minimum range of penalties as per an example in the rationale.</p> <p>(iii) The report also consider options to lobby the government to impose criminal penalties when illegal demolitions occur that may endanger lives.</p>	Director City Planning	On hold pending outcome of Supreme Court proceedings

		(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	An Aldermanic workshop in relation to the final draft of the Heritage Precincts review was held on 31 July 2018. Reporting on this matter will be included in the upcoming report on the Local Provisions Schedule.
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	Article to appear in June edition of City News and promoted via social media. Communication with architectural community still to be actioned.
10	UNESCO'S HISTORICAL URBAN LANDSCAPE APPROACH AND HOBART'S HERITAGE PRECINCTS	A report be prepared on the following: 1. Whether the UNESCO Historic Landscape (HUL) approach would have value in managing identification, assessment and consideration of Hobart's Heritage precincts in the planning process; 2. The progress to date on the City's Heritage Precincts approach; 3. The capacity to use GIS and	Director City Planning	Completed

Progress report to July 2018

		<p>other data to determine any correlation between heritage precinct areas and real estate values (using perhaps one or two precincts for comparison) as one of a suite of useful tools to overcome negative perceptions of heritage listings;</p> <p>4. Further opportunities for appropriate briefings for Council with a relevant professional on the HUL approach; and</p> <p>5. The capacity for a pilot program based on the City of Ballarat learnings for a community consultation on a Heritage Precinct level, and methodology for selecting the most appropriate pilot Heritage Precinct.</p>		
11	<p>URBAN DESIGN ADVISORY PANEL – TERMS OF REFERENCE REVIEW Open Council 22 January 2018</p>	<p>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.</p>	Director City Planning	Completed
12	<p>CIVIC HERITAGE AREA Open Committee 5 March 2018</p>	<p>That the Council request a report to investigate:</p> <p>1. Hobart's standing as an Historic Urban Landscape based on the UNESCO's Historic Urban Landscape Model (HUL), including the suburbs of, but not</p>	Director City Planning	Completed

		<p>limited to Battery Point, West Hobart, Glebe and extending to the Boa Vista ridge;</p> <p>2. The merits of developing a Master Plan in partnership with the State Government that encompasses the Treasury buildings, Franklin Square, the Town Hall, the Bond Store, Old Customs House and the Maritime Museum and any subsequent amendments to the planning scheme to facilitate the Master Plan, and;</p> <p>3. Whether the Council should also consider nominating the Treasury buildings for listing as a National Heritage Place, and what listing criteria could be used for the buildings. The report also set out the steps that would be required for preparing a nomination in time for the next annual round of inclusions in early 2019.</p>		
13	<p>HOBART INTERIM PLANNING SCHEME 2015 – PLANNING SCHEME AMENDMENT PSA-18-1 – 2 CHURCHILL AVENUE</p> <p>Open Council 19 March 2018</p>	<p>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</p>	Director City Planning	Completed

Progress report to July 2018

		<p>Tasmania (Sandy Bay Campus), as detailed in Attachment B to item 8.1 of the Open City Planning Committee agenda of 13 March 2018.</p> <p>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 to item 8.1 of the Open City Planning agenda of 13 March 2018).</p> <p>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.</p> <p>PART B:</p> <p>That the Council write to the University of Tasmania (UTAS):</p>		
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		<ul style="list-style-type: none">(i) Seeking an update in relation to their Master Plan for the Sandy Bay Campus;(ii) Asking whether there will be consultation in relation to the Master Plan with other key stakeholders, including the City of Hobart and the State Government;(iii) Asking whether the Master Plan will look for housing solutions for students;(iv) Seeking clarification regarding UTAS's wider city plans, including plans regarding associated student accommodation.		
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10. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

The General Manager reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

10.1 Garrington Park Subdivision**File Ref: F18/89626**

Memorandum of the Director City Planning of 8 August 2018.

Delegation: Committee

That the information be received and noted.



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Aldermen

Response to Question Without Notice

GARRINGTON PARK SUBDIVISION

Meeting: City Planning Committee

Meeting date: 30 July 2018

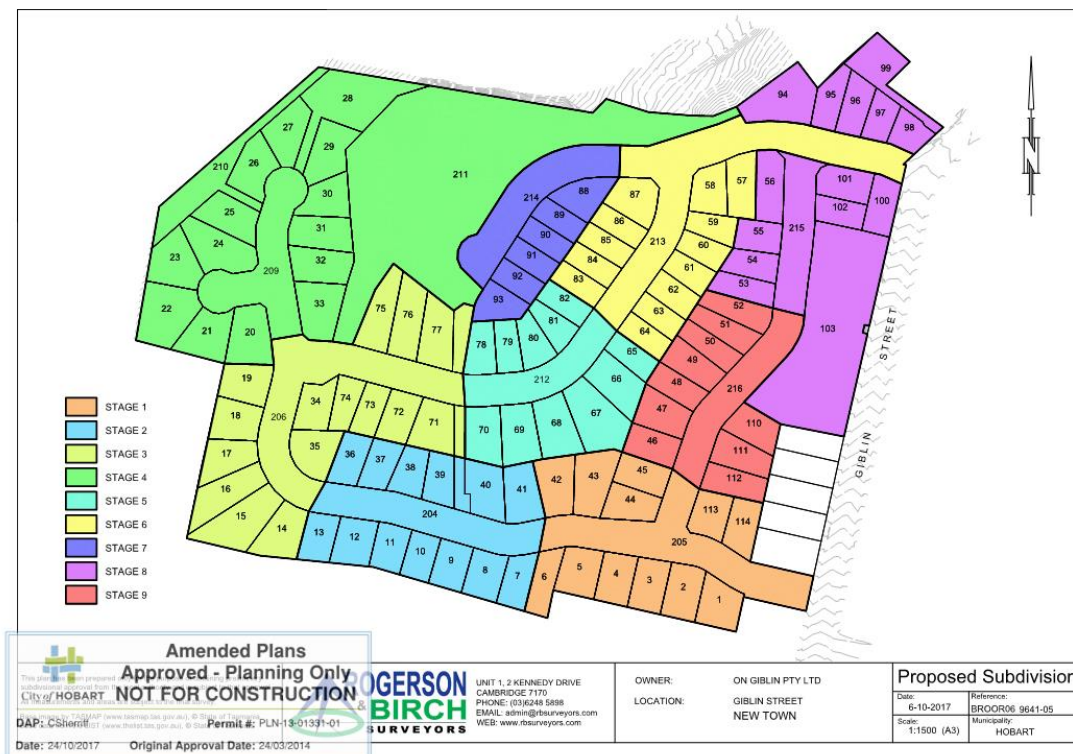
Raised by: Alderman Reynolds

Question:

Could the Director please advise when the final inspection will be taking place on the Garrington Park subdivision to ensure that the subdivision is compliant before it is handed over to Council?

Response:

The subdivision of the former K&D site at 110 Giblin Street, New Town, known as Garrington Park, has been approved in nine stages, as shown below.

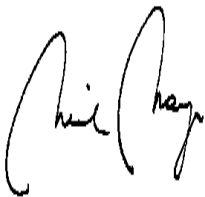


Certificates of title have been issued for Stages 1-7. Stages 8 and 9 are yet to have titles issued.

As Stages 8 and 9 are yet to be finalised, it is unknown when the last inspection of the subdivision will take place.

However, it should be noted that a number of aspects of the approved subdivision have already been inspected in association with various subdivision stages prior to be being taken over by the City, and that that practice will continue in accordance with the conditions on the planning permit as the last stages are finalised. The commencement and completion of each stage is substantially determined by the developer.

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: 8 August 2018
File Reference: F18/89626

11. 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.

12. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Legal action to be taken by, or involving the Council.

The following items are listed for discussion:-

- | | |
|----------------|--|
| 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 | Planning Authority Items – Consideration of Items with Deputations |
| Item No. 5 | City Acting as Planning Authority |
| Item No. 5.1 | Committee Acting as Planning Authority |
| Item No. 5.1.1 | 5 St Georges Terrace - Appeal - Mediation - PLN-17-1068 LG(MP)R 15(4)(a) |
| Item No. 6 | Questions Without Notice |