



CITY OF HOBART

SUPPORTING INFORMATION

CITY PLANNING COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 15 JULY 2019

AT 5:00 PM

VENUE: LADY OSBORNE ROOM, TOWN HALL

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7.2.1 31 Beddome Street, Sandy Bay - Two Multiple Dwellings (One Existing, One New)

Attachment D PLN-18-504 - 31 BEDDOME STREET AND 8 NIREE
HEIGHTS SANDY BAY TAS 7005 - CPC Supporting
Documents2



30 July 2018

Mr Dennis Zheng

By Email: rong.d.zheng@gmail.com

Dear Dennis,

**31 Beddome Street, Sandy Bay
Development Application for Additional Dwelling**

ERA Planning Pty Ltd (ERA) have been request by Mr Dennis Zheng to provide a planning assessment for an additional dwelling at 31 Beddome Street, Sandy Bay in relation to compliance with the building envelope performance criteria.

PLANNING ASSESSMENT

The subject site is within the General Residential Zone under the *Hobart Interim Planning Scheme 2015* (the Interim Planning Scheme).

Clause 10.4 Development Standards for Buildings and Works

A3 of Clause 10.4.2 in relation to Setbacks and Building Envelope requires:

A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:

- (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:*
 - (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and*
 - (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and*
- (b) only have a setback within 1.5 m of a side boundary if the dwelling:*
 - (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or*

- (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).

The proposed development does not comply with A3 as shown on the three dimensional drawings prepared by Oramatis Studio (Drawing A09 dated 26 July 2018).

The corresponding performance criteria P3 states:

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.



Figure 1: Adjoining properties to 31 Beddome Street, Sandy Bay

p2

Assessment against P3 (a)(i) is as follows:

- 29 Beddome Street: The proposed dwelling is located to the south east of the dwelling at 29 Beddome Street with 30m horizontal distance. There will be no impact on sunlight access for habitable rooms for 29 Beddome Street.
- 33 Beddome Street: The proposed dwelling is located to the south of the dwelling at 33 Beddome Street with approximately 15m horizontal distance to the proposed dwelling. There will be no impact on sunlight access for habitable rooms for 33 Beddome Street.
- 33B Beddome Street: The proposed dwelling is located to the south of the dwelling at 33B Beddome Street with approximately 15m horizontal distance to the proposed dwelling. There will be no impact on sunlight access for habitable rooms for 33B Beddome Street.
- 35 Beddome Street: The dwelling at 35 Beddome Street is located at the front half of the site. The proposed dwelling parallels with the rear yard of 35 Beddome Street. There will be no impact on sunlight access for habitable rooms for 35 Beddome Street.

Assessment against P3 (a)(ii) is as follows:

- 29 Beddome Street: The proposed dwelling is located to the south eastern of the 29 Beddome Street with 30m horizontal distance. There will be no impact on sunlight access for the POS of 29 Beddome Street.
- 33 Beddome Street: The proposed dwelling is located to the south of the 33 Beddome Street with approximately 15m horizontal distance to the proposed dwelling. There will be no impact on sunlight access for the POS of 33 Beddome Street.
- 33B Beddome Street: The proposed dwelling is located to the south of the 33B Beddome Street with approximately 15m horizontal distance to the proposed dwelling. There will be no impact on sunlight access for the POS of 33B Beddome Street.
- 35 Beddome Street: The proposed dwelling parallels with the rear yard of 35 Beddome Street. The proposed building will not in my opinion, have unreasonable impact on sunlight access for the POS of 35 Beddome Street. The overshadowing will occur in the afternoon only and to the section of the yard towards the rear boundary.

Assessment against P3 (a)(iii) is as follows:

- There are no vacant adjoining lots except the Council Reserve land to the south of the subject development site.

Assessment against P3 (a)(iv) is as follows:

- The visual impact of a development is generally a combination of its visual effects and visual sensitivity. Generally, the properties with the potential for visual impact arising from the proposed additional dwelling are 33, 33B and 35 Beddome Street as 29 Beddome Street is sufficiently separated from the proposed additional dwelling.
- Visual sensitivity for residential properties will be higher because of the duration of views compared to non-residential uses or views from public spaces. Therefore, the visual sensitivity from 29, 33, 33B and 35 Beddome Street is higher than from the adjoining Council reserve.
- Visual effect is determined by considering the visual quantity and the visual quality of a development.

p3

- The visual quantity relates to the scale of the development in the context of a view. In this instance, views from the adjoining properties are orientated in the opposite direction than the proposed additional dwelling to capture views towards the River Derwent and city area. Only small functional windows are located at the rear of the adjoining dwellings, with the primary window areas and decks located at the front of the dwellings where the proposed additional dwelling will not be visible. In our opinion the visual quantity is low.
- The visual quality is determined by the visual compatibility of development with the intent for the area and the proposal's visual contrast and integration or how visually consistent the proposal is with the established character. In other words, how visually 'harmonious' the proposed development is with the established character of an area.
- The site is within a steeply sloping established residential area where the built form is dominated by detached dwellings of a moderate to large size. Because of the slope of the land and the size of dwellings it is common for dwellings within the surrounding area to extend up to three stories in height. In our opinion the built form of the proposed additional dwelling is consistent with the established pattern of development.

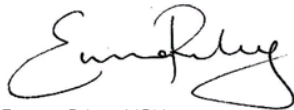
Assessment against P3 (b) is as follows:

- The proposed additional dwelling has minimum 2.8m-3.01m setback to side boundaries. This is in our opinion consistent with the separations between dwellings on adjoining lots in the surrounding area.

Overall the proposed development is considered to comply with the performance criteria. In providing this advice we have relied upon the architectural plans prepared by Oramatis Studio dated 26 July 2018 (drawing nos. A01, A02, A03, A04, A05, A06, A07, A08, A09, A10, A11, A12 and A13).

Should you require any further information please do not hesitate to contact me at emma@eraplanning.com.au or 0409 787 715.

Yours sincerely,



Emma Riley, MPIA

Director & Principal Planner

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TRAFFIC IMPACT STATEMENT

PROPOSED RESIDENTIAL DWELLING DEVELOPMENT

31 BEDDOME STREET, SANDY BAY

1. INTRODUCTION

A development application has been lodged with the Hobart City Council for a residential dwelling development on the property at 31 Beddome Street in Sandy Bay.

This Traffic Impact Statement (TIS) has been prepared to address **E6 Parking and Access Code** in the Hobart Interim Planning Scheme 2015 and in particular the performance criteria for Clause E6.7.15.

2. DEVELOPMENT PROPOSAL AND SITE ACCESS

At present there is an existing dwelling on the property at 31 Beddome Street.

The proposed development on the property is for the construction of an additional four-bedroom residential dwelling on the vacant eastern part of the development site.

The existing and proposed dwelling will have parking for two and three cars respectively, in accordance with the required minimum parking supply as set out in the planning scheme.

Drawings detailing the proposed development are attached to this report.

The development site is located off the eastern end of Niree Lane which is a 225m long 'no through road' which terminates at the development site.

Niree Lane has a varying width of up to around 4.4m but effectively it is a one lane road with average trafficable width of around 3.5m.

Niree Lane provides vehicle access to ten properties along the northern side, including the development site as well as seven properties along the southern side of the road. Three of these properties along the southern side also have a

driveway off Birngana Avenue and it appears both driveways to each property are used.

Photographs 2.1 to 2.3 provide views along the initial section of Niree Lane from Niree Heights.



Photograph 2.1: View to east along Niree Lane at junction with Niree Height



**Photograph 2.2: View to east along Niree Lane at around
30m east of Niree Height**



**Photograph 2.3: View to east along Niree Lane at around
70m east of Niree Height**

3. CONSIDERATION OF PERFORMANCE CRITERIA

The proposed development on the property will be a four-bedroom dwelling in addition to the one existing dwelling.

In considering the traffic activity that the dwellings along Niree Lane would generate, guidance is often sought from the New South Wales, Road Traffic Authority document – Guide to Traffic Generating Developments.

The updated 'Technical Direction' to the Guide dated August 2013 advises that the trip generation for residential dwellings in regional areas of New South Wales is 7.4 trips/dwelling/day.

This figure is consistent with findings by this consultant for dwellings in Tasmania. Surveys in the built-up areas of Tasmania over a number of years have found that typically the trip generation rate for residential dwellings is 8.0 trips/dwelling/day with smaller residential units generating around 4 trips/unit/day and larger units generating around 6 trip/unit/day.

As outlined above, there are 14 dwellings currently that have vehicle access off Niree Lane and a further three with dual access.

Based on a traffic generation rate of 8 vehicles/dwelling/day and assuming half the vehicle movements for the dwellings with dual access occur along Niree Lane, the total traffic generation by the existing and proposed development along this road will be:

14 existing at 8 vehicles/day	= 112 vehicles/day
3 existing dwellings (dual access) at 4 vehicles/day	= 12 vehicles/day
1 proposed dwelling at 8 vehicles/day	= <u>8 vehicles/day</u>
Total traffic	= 132 vehicles/day

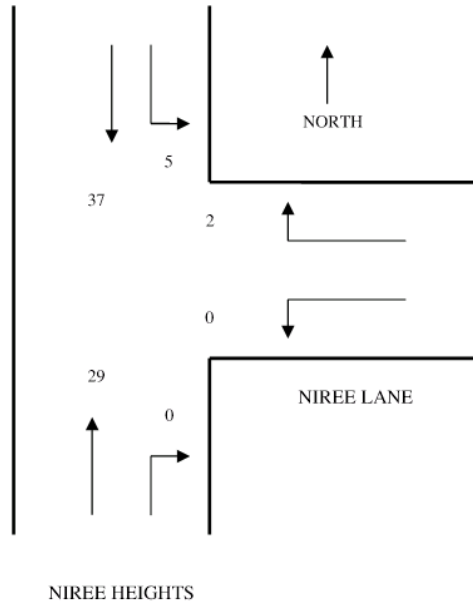
The peak hour traffic volume in residential areas is usually around 10% of the daily volume which means around 13 vehicles/hour are expected to be using Niree Lane during peak hour periods.

This traffic volume is fairly low for a one-lane access road and the proposed dwelling development will not noticeably add to the current level of traffic activity along Niree Lane.

In order to confirm the current level of traffic activity along Niree Lane, an afternoon peak hour turning movement survey was undertaken at Niree Lane/Niree Height junction during the 4:30pm to 5:30pm on Monday 12 November 2018. The results have been summarised in Figure 3.1.

It can be seen there were only seven vehicle movements along Niree Lane during this 4:30pm to 5:30pm period (there were ten movements to and from Niree Lane during the 4:25pm to 5:25pm period on the same day).

The proposed dwelling development is expected to add one vehicle/hour to these surveyed traffic volumes.



The planning scheme recognises AS 2890.1 as the relevant standard when addressing the design requirements for accesses to developments.

Clause 3.2.2 of AS 2890.1 states that as a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on a driveway, i.e. a minimum width of 5.5m.

Therefore, with only up to 11-14 vehicles/hour using Niree Lane in the future with the completion of the proposed dwelling, the geometric characteristics of Niree Lane are more than sufficient to accommodate this low hourly traffic volume.

The above advice in AS 2890.1 is based on a significantly higher two way traffic volume than will occur along Niree Lane and hence the likelihood of two opposing vehicles meeting on the road is very low. The probability of two opposing vehicles meeting also greatly reduces along Niree Lane as the number of accesses to the end of the road reduces.

In addition, drivers would further minimise incidents of opposing vehicle movements in checking for any approaching vehicles when about to enter Niree Lane from any driveway and only fully enter the road if there are no opposing vehicle movements in sight.

The straight horizontal alignment of Niree Lane with a slight crest vertical curve towards its western end ensures there are very good forward sight lines along the road.

As further assistance to the flow of traffic, there are passing opportunities available along Niree Lane through vehicles encroaching into the existing wider driveways, if it arises given the above.

It is also noted that signing at the start of Niree Lane advises there are no turning areas provided along Niree Lane.

The following advice is provided with respect to the performance criteria for *Clause E6.7.15 P1*:

Objective:

To ensure provision of safe and adequate access for the users of Niree Lane

P1: Access to multiple dwellings from Niree Lane must only be provided where it is demonstrated that:

(a) the use of Niree Lane is safe and suitable for the type and volume of traffic likely to be generated; and

The proposed development will increase the traffic use of Niree Lane by around eight vehicles/day or one vehicle/hour. As detailed above, the capacity of Niree Lane as a one lane road is well above the total traffic use that Niree Lane will receive in the future.

The current traffic generation is around 10-13 vehicles/hour at its western end and this reduces towards its eastern end. This volume will therefore increase by one vehicle/hour with proposed development, whereas AS 2890.1 indicated the capacity of such a one lane access is up to 30 vehicles/hour. Hence the likelihood of opposing vehicles meeting will be extremely low; Niree Lane does provide for a safe traffic operation in a slow speed environment.

(b) conflicts between users are avoided; and

As well as the fact that opposing vehicle movements will be very low, as outlined above, there are other geometric factors and road user decision which can assist in avoiding the creation of any conflicts between opposing traffic movements and provide for the safe use of the road.

(c) access is available for refuse and service vehicles;

While not detailed on the drawings for the proposed development, the developer intends to construct a pedestrian pathway between the proposed dwelling and the property frontage on Beddome Street.

It is recommended this be set as a condition in the planning permit.

This will allow for pedestrian access to/from Beddome Street as well as servicing of the dwelling, including waste collection, directly from Beddome Street.

(d) the use of Niree Lane does not result in unreasonable adverse amenity impacts on residents along Niree Lane.

The proposed dwelling development will not add measurably to the current level of traffic activity along Niree Lane and the daily traffic volume will remain well below desirable maximum traffic volumes of around 500 vehicles/hour for a residential street.

There may be a very low likelihood of two opposing vehicles meeting on the road at its western end and this probability reduces along Niree Lane towards its eastern end.

The straight horizontal alignment of Niree Lane with a slight crest vertical curve towards its western end ensures there are very good forward sight lines along the road.

All of these factors as well as Niree Lane having a low speed environment ensures the amenity of the road will not be adversely impacted by the proposed development.

4. CONCLUSIONS

This TIS assessment has considered and addressed the traffic impacts of the development site on Niree Lane, with attention given to Clause E6.7.15 P1.

While the level of traffic activity along Niree Lane has been a point of discussion in the past and suggestions made about required widening, the above advice should provide sufficient detail and fact for this to not be a concern; the proposed dwelling will have a negligible traffic impact and the development should be supported on traffic grounds.



Milan Prodanovic

28 November 2018

Planning Assessment accompanying Development Application**- Additional House at 31 Beddome St, Sandy Bay****Application**

The application is for 1 additional house on a residential site at 31 Beddome St, Sandy Bay. The application makes some modifications to the previously approved permit PLN-14-00961-01 under the *City of Hobart Planning Scheme 1982*. The application is to replace permit PLN-14-00961-01.

Site

The site has an area of 1480 sqm in the General Residential Zone under *Hobart Interim Planning Scheme 2015*. It faces NNE towards the Derwent and has extensive views from the upper part of the property. It is an L-shaped site with 1 existing house effectively in the corner of the "L". The site's official frontage and street address is in Beddome St. There is no driveway access from Beddome St at this stage. Car access to the existing house is from Niree Lane to the rear (south) of the property. The site slopes downhill between Niree Lane and Beddome St (south to north), and downhill from the western to the eastern side of the site. The slope is more than 20%.

Proposal

The proposal is for an additional house comprising 3 levels on the eastern leg of the site. The upper level houses the entry foyer, a garage and a living area. The middle level has the one living area and an outdoor open space, study and 2 bedrooms including the master bedroom with ensuite, and a private courtyard. The lower level has a main living area with direct access to the ground level garden which is the main area of private open space. It also contains a workshop with separate external access. The area on which the new house is proposed is an internal part of the site not fronting a street.

It is proposed that the new house and existing house will share pedestrian access through the lower part of the site to Beddome Street for the purposes of mail collection and garbage etc.

Zone Purpose

The application supports the Zone objective that it is a residential use and a single family detached house.

10.4.1 Residential density for multiple dwellings

The site is 1480sqm and there is one existing house on it. According to A1, the permitted number of dwellings is $1480/325 = 4.5$. Three additional dwellings are permitted and one is proposed, therefore, A1 is met.

10.4.2 Setbacks and building envelope for all dwellings

<p>A1</p> <p>Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road. 	<p>P1</p> <p>A dwelling must:</p> <ul style="list-style-type: none"> (a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and (b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.
<p>A2</p> <p>A garage or carport must have a setback from a primary frontage of at least:</p> <ul style="list-style-type: none"> (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage. 	<p>P2</p> <p>A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.</p>

A1 and A2 - N/A The proposed house does not front a street. It is located in an internal part of the lot and its southern façade fronts a private right of way. The access is from a driveway on a private right of way.

<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground 	<p>P3</p> <p>The siting and scale of a dwelling must:</p> <ul style="list-style-type: none"> (a) not cause unreasonable loss of amenity by: <ul style="list-style-type: none"> (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
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<p>level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and</p> <p>(b) only have a setback within 1.5 m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).</p>	<p>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</p>
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The proposed development does not comply with A3, therefore it has to be assessed against P3. P3 clause is assessed by Town Planner Ms Emma Riley, and Ms Riley's letter of support is attached separately.

10.4.3 Site coverage and private open space for all dwellings

<p>A1</p> <p>Dwellings must have:</p> <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(c) a site area of which at least 25% of the site area is free from impervious surfaces.</p>
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A1 Site coverage

The existing house including carport sits on a footprint of 163 m² and the proposed house has a footprint of 165m². The combined site coverage of the two buildings is 328m². This comprises 22.2% of the total 1480sqm site area and is less than 50%. The proposal therefore complies with A1.

<p>A2</p> <p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least:</p> <p>(i) 24 m²; or</p> <p>(ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4 m; or</p> <p>(ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</p> <p>(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and</p> <p>(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and</p>	<p>P2</p> <p>A dwelling must have private open space that:</p> <p>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:</p> <p>(i) conveniently located in relation to a living area of the dwelling; and</p> <p>(ii) orientated to take advantage of sunlight.</p>
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| (f) has a gradient not steeper than 1 in 10; and | |
| (g) is not used for vehicle access or parking. | |

A2 Private Open Space

50sqm of private open space with a minimum 5m width is provided in front of the north-eastern corner of the proposed house adjoining the living areas of ground floor and can be directly access from the living. This space is in an internal section of the lot not between the front of the house and the street. The POS doesn't have gradient steeper than 1 in 10 and will not be used for vehicle access or parking.

A2 is therefore satisfied.

10.4.4 Sunlight and overshadowing for all dwellings

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| <p>A1
A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).</p> |
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The Proposal is design to have several living areas facing north on every level. A1 is therefore met.

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| <p>A2
A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c):</p> <p>(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B):</p> <ul style="list-style-type: none"> (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. <p>(b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.</p> <p>(c) That part, of a multiple dwelling, consisting of:</p> <ul style="list-style-type: none"> (i) (i)an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling. |
|--|

A2 N/A The Proposal is not to north of a window of a habitable room (other than a bedroom) of another dwelling on the same site.

- | |
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| <p>A3
A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):</p> <p>(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):</p> <ul style="list-style-type: none"> (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. <p>(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.</p> <p>(c) That part, of a multiple dwelling, consisting of:</p> <ul style="list-style-type: none"> (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling. |
|--|

A3 N/A - The Proposal is not to north of the private open space of another dwelling on the same site.

10.4.5 Width of openings for garages and carports for all dwellings

<i>A1</i>	<i>P1</i>
<i>A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).</i>	<i>A garage or carport must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</i>

A1 N/A - The garage is not within 12m of a primary frontage which abuts Beddome Street.

10.4.6 Privacy for all dwellings

<i>A1</i>	<i>P1</i>
<i>A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:</i>	<i>A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1 m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of:</i>
<ul style="list-style-type: none"> <i>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and</i> <i>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and</i> <i>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m:</i> <ul style="list-style-type: none"> <i>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</i> <i>(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.</i> 	<ul style="list-style-type: none"> <i>(a) a dwelling on an adjoining lot or its private open space; or</i> <i>(b) another dwelling on the same site or its private open space; or</i> <i>(c) an adjoining vacant residential lot.</i>

The proposal has two decks, first deck adjoins the media room on the middle level. This deck is within 6m from the POS of the existing house. However the level of POS of existing house is FL 123.96, the level of the proposed deck is FL 120.985, meaning it is a 3m vertical difference below the existing POS, ensuring the proposal doesn't not overlooking the existing POS. Therefore, P2 is met.

The Second deck adjoins the master bedroom, which is within 3m from the side boundary. The deck will have a permanently fixed screen to a height of 1.7 m above floor level, with a uniform transparency of no more than 25%. Therefore, A1 is met.

<i>A2</i>
<i>A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):</i>
<ul style="list-style-type: none"> <i>(a) The window or glazed door:</i> <ul style="list-style-type: none"> <i>(i) is to have a setback of at least 3 m from a side boundary; and</i> <i>(ii) is to have a setback of at least 4 m from a rear boundary; and</i>

- (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and
 - (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site.
- (b) The window or glazed door:
- (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or
 - (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or
 - (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.

A2 N/A - In relation to 33 and 35 Beddome Street, there are no habitable room windows proposed which have a direct view into a habitable room window in those adjacent dwellings.

- A3
- A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least:
- (a) 2.5 m; or
 - (b) 1 m if:
 - (i) it is separated by a screen of at least 1.7 m in height; or
 - (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.

A3 N/A No shared driveway or parking space proposed.

Further Information - Privacy

In relation to 33 Beddome Street, in addition to the over 12m separation between windows, all of the windows on the southern walls of 33 Beddome Street contain obscure glass. Also the upper floor level of 33 Beddome Street is FL 114.89, meaning it is a full 3.4m below the lowest floor of the proposed house. This combination of obscure glazing, horizontal distance, significant vertical offset and an intervening boundary fence means there will be little visual relationship between the two buildings or their gardens, and means a high level of privacy for both. In relation to 35 Beddome Street - again there is also a significant vertical offset: the upper floor level of 35 Beddome Street is approximately FL 113.62 which is 4.7m lower than the lowest level of the proposed house. All of these factors will result in a high level of privacy between the proposed building and its neighbours at 33 and 35 Beddome Street.

10.4.7 Frontage fences for all dwellings

A1 - No fence is proposed.

10.4.8 Waste storage for multiple dwellings

A1

A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations:

- (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or
- (b) in a communal storage area with an impervious surface that:
 - (i) has a setback of at least 4.5 m from a frontage; and
 - (ii) is at least 5.5 m from any dwelling; and
 - (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.

The Proposal will have a designated area for the exclusive use. It is located under the eastern stair.

E6.6.1 Number of Car Parking Spaces

A1

The number of on-site car parking spaces must be:

- (a) no less than and no greater than the number specified in Table E6.1;

According to Table E6.1, 5 car parking spaces are required, including 1 visitor space. The existing dwelling provides 2 car parking spaces. The proposal includes one garage, providing up to three car spaces. In addition, there is ample on street car parking available. All visitor vehicles and other generated traffic are expected to park in Beddome Street, ensuring the minimal impact on Niree Lane.

E6.7.15 Access to Niree Lane Sandy Bay

<i>Objective:</i>	
<i>To ensure provision of safe and adequate access for the users of Niree Lane.</i>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
A1 Access to multiple dwellings must not be provided from Niree Lane.	P1 Access to multiple dwellings from Niree Lane must only be provided where it is demonstrated that: <ul style="list-style-type: none"> (a) the use of Niree Lane is safe and suitable for the type and volume of traffic likely to be generated; and (b) conflicts between users are avoided; and (c) access is available for refuse and service vehicles; and (d) the use of Niree Lane does not result in unreasonable adverse amenity impacts on residents along Niree Lane.

A Traffic Impact Statement (TIS) has also been prepared by Traffic Engineer Mr Milan Prodanovic to address **E6 Parking and Access Code** in the Hobart Interim Planning Scheme 2015 and in particular the performance criteria for Clause E6.7.15.

In summary, the proposal meets all relevant acceptable solutions or performance criteria, and is consistent with the requirements of the Zone and Precinct Objectives. The proposed

house can be readily serviced by existing infrastructure, and will have minimal impact on neighbouring properties.

Dennis Zheng

29 November 2018