CITY OF HOBART

AGENDA

Planning Authority Committee Meeting
Open Portion
Wednesday, 24 June 2026
at 4.00pm
Council Chamber, Town Hall

City of HOBART

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We care about people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

ELECTED MEMBER COMMITMENTS

Respectful and Cooperative Behaviour	We will treat each other, staff, and stakeholders respectfully, fostering a collaborative environment.
Conduct and media use	We will advocate using transparent, evidence-based arguments, respect majority decisions, avoid public criticism of employees, and maintain workplace safety by refraining from harmful communication.
Objective, evidence-based communication:	Our discussions and advocacy are grounded in reliable, shared evidence, avoiding personal attacks and promoting respectful debate before public commentary.
Roles and responsibilities:	We recognise our duty to represent our community while being accountable, engaging in critical debate and holding others to account respectfully.

ORDER OF BUSINESS

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

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Planning Authority Committee Meeting (Open Portion) held Wednesday, 24 June 2026 at 4.00pm in the Council Chamber, Town Hall.

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

COMMITTEE MEMBERS:
Councillor M S C Dutta (Chairperson)
Lord Mayor Councillor A M Reynolds
Deputy Lord Mayor Councillor Dr Z E Sherlock
Councillor W F Harvey
Councillor R J Posselt
Councillor B Lohberger
Councillor G H Kitsos

Apologies:

Leave of Absence:
Nil.

NOMINEE MEMBERS:
Alderman M Zucco
Councillor J L Kelly
Alderman L A Bloomfield
Councillor W N S Coats

1 ACKNOWLEDGEMENT OF COUNTRY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the Planning Authority Committee meeting held on Wednesday, 10 June 2026, are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 10(7) of the *Local Government (Meeting Procedures) Regulations 2025*.

Recommendation

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

4. INDICATIONS OF CONFLICTS OF INTEREST

Ref: Part 2, Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*.

Members of the Committee are requested to indicate where they may have, or are likely to have, interest in the agenda.

5. TRANSFER OF AGENDA ITEMS

Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 17(2) of the above regulations.

In the event that the Committee transfers 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 10(4) of the *Local Government (Meeting Procedures) Regulations 2025*, the Chief Executive Officer is to arrange the agenda so that the planning authority items are sequential.

In accordance with Part 2 Regulation 10(5) of the *Local Government (Meeting Procedures) Regulations 2025*, 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 10(5) of the *Local Government (Meeting Procedures) Regulations 2025*, 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 29 of the *Local Government (Meeting Procedures) Regulations 2025*, 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 29, 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 29(2), the Chief Executive Officer is to ensure that the reasons for a decision by a Council or Council Committee acting as a planning authority are recorded in the minutes.

7.1 APPLICATIONS UNDER THE TASMANIAN PLANNING SCHEME

7.1.1 65 BRISBANE STREET, HOBART - ALTERATIONS, EXTENSION TO PREVIOUSLY APPROVED DEVELOPMENT (PLN-HOB-2025-0147) AND THIRTEEN MULTIPLE DWELLINGS (EIGHT APPROVED AND FIVE PROPOSED) PLN-HOB-2025-0658 - FILE REF: F26/30400

Address:	65 Brisbane Street, Hobart
Proposal:	Alterations, Extension to Previously Approved Development (PLN-HOB-2025-0147) and Thirteen Multiple Dwellings (Eight Approved and Five Proposed)
Expiry Date:	26 June 2026
Extension of Time:	Not applicable
Author:	Dan Burke

RECOMMENDATION

That pursuant to the *Tasmanian Planning Scheme – Hobart* the Council approve the application for Alterations, Extension to Previously Approved Development (PLN-HOB-2025-0147) and Thirteen Multiple Dwellings (Eight Approved and Five Proposed) at 65 Brisbane Street, Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN - General

The use and/or development must be substantially in accordance with the documents and drawings that comprise *PLN-HOB-2025-0658 - 65 BRISBANE ST HOBART TAS 7000 - Final Planning Documents* except where modified below.

THC - General

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the *Notice of Heritage Decision*, *THC Works Ref: 8796* dated *10 June 2026*, as attached to the permit.

TW - General

The use and/or development must comply with the requirements of TasWater as detailed in the form *Submission to Planning Authority Notice*, Reference No. *TASWASPAN-HOB-2025-0264* dated *12 January 2026* as attached to the permit.

PLN s1 – Special

Unless there is a direct conflict, this permit does not negate the need to satisfy all conditions of the substantive planning approval for the works under planning permit PLN-HOB-2025-0147.

Reason for condition

To ensure that this permit operates in conjunction with planning permit PLN-19-768 and is not read as a stand alone permit

HER 1 - Heritage - Fabric

Original and early fabric is to be protected and conserved. Works are to be undertaken in a manner that protects the Sydney Lodge building and the remnant sandstone wall along the rear north western boundary, in any construction, excavation, carparking and landscaping works.

HER 18 - Heritage - Landscaping and Trees

A landscaping plan must be prepared, submitted and approved as a Condition Endorsement, prior to approval under the *Building Act 2016*.

The landscape plan must:

Have regard to the requirements of the heritage management policies within the *Historic Heritage and Archaeological Management Strategy* by Praxis Environment, dated March 2025, Policy 5, page 107, for the plan to be formulated by persons with experience in heritage landscapes, in order to provide for a contextually appropriate garden setting;

- Incorporate a differentiating surface treatment for the rear parking area within the ‘backyard’ space of Sydney Lodge, as per the recommendations in the *Historic Heritage and Archaeological Management Strategy*, Section 9.2.2, page 114;
- Indicate the Sydney Lodge building and any landscaping and excavation works immediately alongside the building;
- Show species of trees, shrubs or plantings proposed, locations, and other finishes, and structures, for outdoors areas;
- Include details of any in-ground irrigation systems;
- Show how all plantings are to be maintained; and

- Show that if any vegetation dies or is destroyed, replacement vegetation of a similar size must be planted within 30 days of the death or destruction of the planting.

All work required by this condition must be undertaken in accordance with the approved landscaping plan and the site must be landscaped within 6 months of occupancy.

HER 19 - Heritage - Landscaping and Trees

The significant Bhutan cypress at 67 Brisbane Street must be protected throughout excavation, construction and post construction. All recommendations in the report *Impact of development at 65 Brisbane St on a mature Bhutan cypress at 67 Brisbane St, Hobart* by *Tree Inclined*, dated *16 December 2024*, must be complied with in full, including engagement of a Project Arborist and development of the documentation required in the report.

HER 20 - Heritage - Archaeological

All onsite excavation and disturbance must be monitored and managed in accordance with the *Historic Heritage and Archaeological Management Strategy* by Praxis Environment, dated March 2025, Section 9.3 Archaeological Method Statement, pages 117-120. This includes but is not limited to:

- Test excavation and excavation within areas of high archaeological potential to be supervised by a suitably qualified archaeologist as per pages 117 and 118 of the report;

- Salvage of artefacts for retention and reuse as per page 120 of the report; and

- A final report on the excavation outcomes is to be submitted within 6 months of the completion of excavation, as per pages 119 and 120 of the report.

HER 21 - Heritage - Archaeological

Should excavation or disturbance lead to the discovery of any features or deposits of an archaeological nature outside of the area of high archaeological potential:

1. All excavation and/or disturbance must stop immediately; and
2. A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and

3. All and any recommendations made by the archaeologist engaged in accordance with 2. above must be complied with in full; and
4. All features and/or deposits discovered must be reported to the Council within 3 days of the discovery; and
5. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with 2. above must be provided to Council within 90 days of receipt of the advice, assessment and recommendations.

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

HER 22 - Heritage - Archeological

All artefacts of high interpretative value and/or rare or otherwise significant as determined by the qualified archaeologist engaged in accordance with Condition HER 20 and HER 21 are to be incorporated into an on-site interpretation and history. An interpretation plan must be prepared and submitted and approved by Council prior to occupation.

The on-site interpretation must be:

- In accordance with the approved interpretation plan;
- Incorporate the artefacts described above, including but not limited to use of recovered materials in the hard landscaping or facing materials to the street boundary treatment;
- Located in a publicly accessible space visible from Brisbane Street and to the boundary of the landscaped garden of Sydney Lodge; and,
- Installed prior to the issue of a certificate of completion.

HER 23 - Heritage - Archaeological

Prior to approval under the *Building Act 2016*, an interpretation and historical information panel must be submitted and approved as a Condition Endorsement, describing the physical and social history of the site in words, plans and historical pictures and provide information on the process and intention of the archaeological works. Copies of the approved panel must be displayed on all boundaries facing onto the public realm on the commencement and for the length of the archaeological works to the satisfaction of the Council.

ENVHE 1 - Environmental Health - Site Assessment Reports

Recommendations in the report Environmental Site Assessment, 65 Brisbane Street, Hobart, Tasmania, January 2025, by GES must be implemented, for the duration of the demolition and construction phases.

In particular:

- Environmental Risk - Given exceedances of ESL guideline limits were observed, a Soil and Water Management Plan (SWMP) is required to minimise the movement of soil and sediment off-site during the construction phase. Correct implementation of the SWMP will mitigate the identified environmental risks,
- Excavated Material - The soil classified on site ranges from Level 1 Material (Clean Fill) to Level 3 Material (contaminated soil). For any future excavation of soil at the site, future waste classification should be conducted in accordance with EPA Tasmania IB105,
- Groundwater - If groundwater is encountered during the site redevelopment works and is suspected to be contaminated (observed odour, sheen or staining) then a suitably qualified and experienced person should conduct groundwater sampling in accordance with NEPM ASC 2013 to determine if there is a risk to human health or the environment.

ENV 2 - Environmental Planning - Soil Water Management Plan

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

A SWMP for each relevant stage must be submitted and approved as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the *Erosion And Sediment Control, The Fundamentals for Development in Tasmania* and associated guideline documents (TEER &DEP, 2023), available from the Derwent Estuary Program's website. The SWMP must detail temporary site drainage. If the site or controls change, an updated SWMP must be submitted.

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

Advice:

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

ENG 1 - Development Engineering - Protection of Council Assets

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

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

Any damage must be immediately reported to Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

ENG 9 - Development Engineering - Waste Management

Prior to occupancy or the commencement of the use (whichever occurs first), a waste management plan for all (commercial or domestic) waste and recycling must be submitted and approved. The waste management plan must:

1. include provisions for commercial waste services for the handling, storage, transport and disposal of domestic waste and recycle bins from the development.

The handling, storage, transport and disposal of waste and recycling from the property must be undertaken in accordance with the approved waste management plan for the duration of the use.

ENG sw1 – Stormwater - Design

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

Any private or private shared stormwater systems passing through third-party land must have sufficient receiving capacity.

Advice:

Council notes that the development is proposed to be built over an existing easement and potential private infrastructure. Consent of Council and the beneficiaries of the easement would be required under section 73 and 74 of the Building Act 2016 prior to any building/plumbing approval.

Any private or private shared pipelines that are discovered during construction should be immediately reported to Council on 6238 2711.

Under section 23 of the Urban Drainage Act 2013 *it is an offence for a property owner to direct stormwater onto a neighbouring property.*

SW 1 - Stormwater - Protection of Hobart City Council Assets

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

The condition assessment must include at least:

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

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

Advice:

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

SW 2 - Stormwater - Protection of Hobart City Council Assets

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

The condition assessment must include at least:

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

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

SW 3 - Stormwater - Protection of Hobart City Council Assets

The proposed works (including foundations and overhangs) must be designed to ensure the long-term protection of and access to the Council's stormwater infrastructure.

A detailed design certified by a suitably qualified engineer must be submitted and approved as a Condition Endorsement prior to issue of any consent under *Building Act 2016* or commencement of works (whichever occurs first). The detailed design must:

1. Demonstrate how the design will provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching.
2. Include cross-sections clearly showing the relationship both vertically and horizontally between Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.
3. Be certified by a suitably qualified engineer

Prior to issue of any Certificate of Completion a suitably qualified engineer must confirm the installation of the works within two metres of Council's stormwater main / construction of the retaining wall is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

Advice:

Please note that once the condition endorsement and any consent under s13 of Urban Drainage Act 2013 *has been issued, you may need to contact Council's City Infrastructure Division to conduct an inspection as per any hold points mentioned within the issued consent.*

The proposal is generally acceptable. You will need specific permission from Council's Stormwater Unit under s73 of the Building Act 2016 *and s13 of the* Urban Drainage Act *for the final certified detailed design plans.*

SW 7 - Stormwater - Design

Prior to occupancy or the commencement of the use (whichever occurs first), any new or upgraded stormwater connection required must be constructed and existing redundant connection(s) be abandoned and sealed at the owner's expense.

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

1. The location of the proposed connections and all existing connections;
2. The size and design of the connection such that it is appropriate to safely service the development;
3. Long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure;
4. Connections which are free-flowing gravity driven;
5. Be in general accordance with Council's departures from the LGAT Tasmanian Standard Drawings, available from our [website](https://www.hobartcity.com.au/Development/Planning/Standard-engineering-drawings).

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

Advice:

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

SW 8 - Stormwater - Design

Prior to occupancy or the commencement of the approved use (whichever occurs first), stormwater pre-treatment for stormwater discharges from the development must be installed.

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

1. Show the location of the proposed pit baskets in general accordance with planning documents;
2. Include final estimations of contaminant removal and the supporting MUSIC model; and

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

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

Advice:

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

SW 9 - Stormwater - Design

Prior to occupancy or the commencement of the approved use (whichever occurs first), the stormwater energy dissipation structure (SW 1/2) or another suitable method proposed by the development such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding must be installed.

A detail design must be submitted and approved as a condition endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The detail design must be prepared by a suitably qualified engineer and must:

1. Include detailed design of the proposed infrastructure including both a long-section and a cross-section.
2. Provide details of how the proposed infrastructure prevents damage to public stormwater infrastructure showing reduction in velocity or any other measures proposed to prevent scouring of the pit base e.g. lining the base with suitable material. All assumptions must be clearly stated.
3. Include a brief maintenance plan, detailing all actions and frequencies required to ensure the ongoing effective operation of the system, such as inspection, cleanout and asset replacement.

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

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

ENG tr1 - City Transport- On-street Parking

Approval from Council's Strategic and Regulatory Services Network must be obtained prior to the issue of any consent under the Building Act 2016 (excluding demolition or excavation) for any changes to the existing on-street parking arrangements in Brisbane Street.

Advice:

All works will be at the developer's expense. Please contact Council's City Transport Group Manager with regard to the application process for any changes to the on-street parking arrangements in Brisbane Street.

Reason for condition

To ensure that relevant approvals are obtained.

ENG tr2 - City Transport - Construction Traffic and Parking Management

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

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

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

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

Advice:

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

Reason for condition

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

ENG s1 - Development Engineering - Special

The lighting of parking areas and vehicle circulation roadways and pedestrian paths used outside daylight hours must be designed and constructed in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

Prior to the issuing of any approval under the Building Act 2016 or commencement of works (whichever occurs first) for each stage, detailed design drawings must be submitted and approved as a Condition Endorsement.

The detailed designs must;

1. be prepared by a suitably qualified person;
2. be designed and constructed in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting; and
3. include certification, signed by a suitably qualified person, stating that the design complies with the above requirements.

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

Advice:

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

Reason for condition

To ensure that lighting of parking areas and vehicle circulation roadways and pedestrian paths used outside daylight hours meets the Council's requirements and standards.

ENG 2B - Development Engineering - Vehicle Barriers

Further detailed designs are required for any vehicle barriers required in the following locations:

1. Car parking modules

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. be prepared and certified by a suitably qualified person,
2. be in accordance with the Australian Standard AS/NZS 1170.1:2002, if possible; and
3. show dimensions, levels, gradients & transitions, and other details as Council deem necessary to satisfy the above requirement.

The vehicle barriers must be installed in accordance with the approved detailed designs prior to first occupation.

Reason for condition

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

ENG 2C - Development Engineering - Vehicle Barriers

Prior to the first occupation, a suitably qualified person must certify that the vehicle barriers have been installed in accordance design drawings approved by condition ENG 2B.

Advice:

An example certificate is available on our website.

Reason for condition

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

ENG 3A - Development Engineering - Parking and Access Design

The access driveway(s) and parking areas must be constructed in accordance with the following documentation which forms part of this permit: ALDANMARK Consulting Engineers documentation received by the Council on the 11th June 2025 and approved as part of the Final Planning Documents set associated with this permit.

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

1. approved by the Director Strategic and Regulatory Services, via a condition endorsement application; or
2. designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.

The works required by this condition must be completed prior to first occupation.

Reason for condition

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

ENG 3C - Development Engineering - Parking and Access Design

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway(s) and parking areas have been constructed in accordance with design drawings approved under this permit.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

Reason for condition

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

ENG 4 - Development Engineering - Parking and Access Design

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

Reason for condition

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

ENG 5 - Development Engineering - Parking Spaces

The number of car parking spaces approved on the site, for use is seventy two (72). Of these:

1. A minimum of one (1) car parking must be allocated to each dwelling (within the proposed building);
2. two (2) parking spaces
   must be designated for people with disabilities
   (in accordance with AS2890.6:2009); and
3. the remining car parking spaces (within the proposed building) shall be allocated to the use(s) of the building.

All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004 and AS/NZS 2890.6: 2009, prior to the first occupation / commencement of use (whichever occurs first).

Reason for condition

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

ENG 6 - Development Engineering - Parking Spaces

The existing external parking area and parking spaces shown as "REMAINING CAR PARKING TO REMAIN AS EXISTING" [not affected by the development] do not form part of this planning application and are not approved as part of this planning permit.

Advice:

It is noted that Council holds no record of this parking area and parking spaces being approved, and Council has not assessed them as part of this application. Approval of the parking area is not implied or granted as part of this permit.

Reason for condition

To clarify the scope of the permit.

ENG 7 - Development Engineering - Bicycle Parking Spaces

The number of bicycle parking spaces approved on the site is a minimum of eight (8) in accordance with the Hubble Traffic Impact Assessment documentation received by the Council on the 11th June 2025 and approved as part of the Final Planning Documents set associated with this permit.

The bicycle parking area(s) must be constructed on the site compliant with the Australian Standards AS/NZS 2890.3:2015 prior to first occupation / commencement of use (whichever occurs first).

Advice:

User classes are in accordance with Australian Standard AS/NZS 2890.1:2004. Bicycle parking space class is as defined in the Hobart Interim Planning Scheme 2015 Table E6.2.

Reason for condition

To ensure safe and efficient parking adequate to provide for the use.

ENG 8 - Development Engineering - Parking Spaces For People With Disabilities

All car parking spaces for people with disabilities must be delineated to Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009, prior to the first occupation / commencement of use (whichever occurs first).

Reason for condition

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

ENG 9 - Development Engineering - Motorcycle Parking

The number of car motorcycle parking spaces approved to be used on the site is four (4) in accordance with the ALDANMARK Consulting Engineers documentation received by the Council on the 11th June 2025 and approved as part of the Final Planning Documents set associated with this permit.

The motorcycle parking spaces must be constructed on the site compliant with the Australian Standards AS/NZS 2890.1:2004 prior to the commencement of use.

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

Reason for condition

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

ENG 10 - Development Engineering - Waste Management

A construction waste management plan must be implemented throughout construction and an ongoing waste management plan for all waste and recycling must be implemented post construction.

A construction waste management plan must be submitted and approved as a Condition Endorsement, prior to commencement of work on the site. The construction waste management plan must include:

- Provisions for commercial waste services for the handling, storage, transport and disposal of post-construction solid waste and recycle bins from the development; and
- Provisions for the handling, transport and disposal of demolition material, including any contaminated waste andrecycling opportunities, to satisfy the above requirement.

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

Advice:

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

It is recommended that the developer liaise with the Council's Waste & Circular Economy Team regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's website.

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards.

R 3 - Road infrastructure - Design

Prior to occupancy or the commencement of the use (whichever occurs first), the proposed driveway crossover and driveway crossover reinstatement within the Brisbane Street highway reservation must be designed and constructed generally accordance with the Local Government of Tasmania, Tasmanian Standard Drawings (the version which applies at the time the relevant works), as varied by the City of Hobart's published departures from those drawings:

1. Urban: TSD-R09- – Urban Roads Driveways and TSD R14- Type KC vehicular crossing
2. Urban Footpaths TSD R11 and TSD R14 type KC
3. The driveway layback should maintain same dimensions as the internal property driveway i.e. 6.1m and rest should be reinstated as per TSD R14.
4. All the services pits present in the crossover should be adjusted as per the new finalised footpath levels.

Design drawings must be submitted and approved as a condition endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The design drawing must be prepared and certified by a suitably qualified expert and must:

1. show the cross and long section of the driveway crossover within the highway reservation and onto the property;
2. detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;

3. if the design deviates from the requirements of the Local Government of Tasmania, Tasmanian Standard Drawings (the version which applies at the time the relevant works), as varied by the City of Hobart's published departures from those drawings, then the drawings must demonstrate that a B85 vehicle or B99 depending on use (Australian Standard AS/NZS 2890.1:2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the cars underside;
4. show that vehicular and pedestrian sight lines are met as per AS/NZS 2890.1:2004;
5. Show swept paths of vehicles at driveway crossover (exit and entry) within Brisbane St highway reservation in accordance with AS/NZS 2890.1

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

Advice:

Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from City of Hobart's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

ADVICE

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

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

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission through PlanBuild. Detailed instructions can be found here.

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

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

Fees for Condition Endorsement are set out in Council's Fees and Charges

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*, further details are available on the Council's website which may assist you in understanding the relevant requirements.

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

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Further details are available on the Council's website, which may assist you in understanding the relevant requirements.

LANDSCAPING ADVICE

It is recommended that installation of landscaping treatment be explored between the building and the Brisbane Street frontage to further enhance the appearance of the site at the footpath level.

STORMWATER

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

If a new stormwater service connection is required for this development, you may require a permit to construct public infrastructure, with a 12 month maintenance period and bond (please contact the Council's Infrastructure and Assets Network to initiate the permit process).

NEW SERVICE CONNECTION

If a new stormwater service connection is required for this development, please contact the Hobart City Council's Stormwater and Waterways Group to initiate the application process for your new stormwater connection. The connection design can be approved via a condition endorsement application, A plumbing permit application, or via a Request to install a stormwater service connection form.

STRUCTURES CLOSE TO COUNCIL'S STORMWATER MAIN

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

STORMWATER / ROADS / ACCESS

Services to be designed and constructed in accordance with the (IPWEA) LGAT – standard drawings. Click here for more information.

WORKS INVOLVING, OR IN PROXIMITY OF EXISTING DRAINS

Section 73 of the *Building Act 2016* requires that a person must not perform any building work over an existing drain or within one metre from the edge of an existing drain measured horizontally, unless the owner of the building obtains written consent from the general manager of the council for the municipal area where the work is performed.

WORKS INVOLVING, OR IN PROXIMITY OF SERVICE EASEMENTS

For any building work over or within any existing or proposed services easement, the consent of the beneficiaries of the easement will be required in accordance with section 74 of the Building Act 2016 and/or any plumbing works under section 42 of the *Building Regulations 2016*.

A person must not perform any building work over or within a service easement unless the person obtains written consent to do so from the person on whose behalf the service easement was created.

PUBLIC HEALTH

You may be required to provide approved/endorsed plans for a food business fit out, in accordance with the National Construction Code - Building Code of Australia including Tas Part 14 for food premises which must have regard to the FSANZ Food Safety Standards. Click here for more information.

FOOD BUSINESS REGISTRATION

Food business registration in accordance with the *Food Act 2003*. Click here for more information.

SINGLE USE PLASTICS

The City of Hobart has a 'Single-Use Plastics By-Law' in force, which applies to retailers who provide or sell food to be taken from the retailer's premises in food packaging. Retailers must not provide to a person any food packaging which is wholly or partly comprised of plastic and a single use product. Please click here for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require a road closure permit for construction. Click here for more information.

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

You may qualify for a General Exemption permit for construction vehicles i.e. residential or meter parking/loading zones. Click for more information.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

BEFORE YOU DIG

Click here for before you dig information.

Attachment A:	PLN-HOB-2025-0658 - 65 BRISBANE ST HOBART TAS 7000 - Planning Application - Planning Authority Committee Report ⇩
Attachment B:	PLN-HOB-2025-0658 - 65 BRISBANE ST HOBART TAS 7000 - ATTACHMENT A -Conditions ⇩
Attachment C:	PLN-HOB-2025-0658 - 65 BRISBANE ST HOBART TAS 7000 - Plans (Supporting information)
Attachment D:	PLN-HOB-2025-0658 - 65 BRISBANE ST HOBART TAS 7000 - DE Report (Supporting information)
Attachment E:	PLN-HOB-2025-0658 - 65 BRISBANE ST HOBART TAS 7000 -UDAP Report (Supporting information)

SECTION 57 DISCRETIONARY PERMIT
DELEGATED REPORT

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

Type of Report:	Delegated *The development has been assessed under the Tasmanian Planning Scheme – Hobart.*
Delegated:	15 June 2026
Expiry Date:	26 June 2026
Application No:	PLN-HOB-2025-0658
Address:	65 Brisbane Street, Hobart
Proposal:	Alterations, Extension to Previously Approved Development (PLN-HOB-2025-0147) and Thirteen Multiple Dwellings (Eight Approved and Five Proposed)
Applicant:	Mark Gardner, 199 Macquarie Street, Hobart, Tasmania, 7000.
Advertisement:	The application was advertised between 14 May 2026 and 28 May 2026.
Representations:	A total of six (6) representations were received during the statutory advertising period.
Zone:	17.0 Commercial Zone
SAP:	HOB-S6.0 Hobart Commercial Zone Specific Area Plan
Performance criteria:	Hobart Commercial Zone Specific Area Plan: Development Standards for Buildings and Works: Development Standards for Buildings and Works – Building Height - HOB-S6.7.1 – (P1 & P2), Façade Design – HOB-6.7.2 (P1), Residential and Visitor Accommodation Amenity – HOB-S6.7.3 (P2 & P5 & P6), Waste Storage and Collection – HOB-S6.7.4 (P3) Parking and Sustainable Transport Code: Car parking numbers – C2.5.1 (P1.1), Design and layout of parking areas – C2.6.2 (P1), Pedestrian access (10 or more car parking spaces) – C2.6.5 (P1)

Delegation: Committee

Recommendations: Pursuant to the *Tasmanian Planning Scheme – Hobart*, the application is recommended for approval for the reasons outlined in the officer's report and a permit containing the conditions in Attachment A

Attachments: Attachment A: Conditions

Attachment B: PAC Agenda Documents

Attachment C: DE Assessment

Attachment D: UDAP Report

REPORT

1. Proposal

1.1. Planning approval is sought for Alterations, Extension to Previously Approved Development (PLN-HOB-2025-0147) and Thirteen Multiple Dwellings (Eight Approved and Five Proposed) at 65 Brisbane Street, Hobart.

1.2. More specifically, the proposal includes:

- One additional storey to the five-storey mixed use building approved under PLN-HOB-2025-0147 on 14 August 2025;
- The additional storey will increase the total residential component of the building to thirteen new dwellings;
- The dwelling increase requires reconfigurations to the residential floors, carparking and storage areas to what was previously approved;
- Otherwise, the footprint, access, design and materiality of the proposal are closely aligned with PLN-HOB-2025-0147;
- The ground floor is to include a 246 square metre retail space, apartment storage lockers, bike and waste storage, plant room, lift shafts and lobby;
- Levels 1 and 2 are proposed to be commercial tenancies of 578sqm 427sqm respectively;

- Level 3 is to be comprised of five (5) two-bedroom dwellings and a shared courtyard;
- Level 4 is the additional level that compromises the five (5) additional bedrooms, each in two-bedroom formats;
- Level 5 is a penthouse level comprised of three (3) three-bedroom dwellings;
- Sydney Lodge, the THC registered property to the rear of the site will remain unaltered except for previously approved landscaping works to its curtilage;
- The rear of the site will also continue to provide commercial car parking spaces to adjacent businesses and commuters;
- The building will be six (6) storeys at street level and measures a maximum building height of 21.1 metres;
- Due to the steep grade of the site, the proposal adopts a stepped form and will effectively read as four (4) stories to the rear of the building, measuring a maximum height of 13.9 metres.
- The nearest residential zone areas are to the north, the residential apartment buildings facing Patrick Street which are more than 40 metres from the northern elevation of the proposed building.
- The reconfigurations to the residential floors, beyond the inclusion of an additional storey, include reorientation of balconies, windows and common areas to enhance residential access to sunlight and improve development potential on adjacent sites;
- Construction materials include painted cement sheeting, pre-cast concrete panels, off-form concrete, steel gates and balustrades.



Figure 1: Render of proposed development as would be seen from Brisbane Street.

Source: Submission plans.



Figure 2: Render of proposed development as seen from western adjoining property, 67 Brisbane Street.

Source: Submission plans.

2. Site Detail

2.1. The subject site is located on the north-western side of Brisbane Street, approximately 80 metres north-east of its intersection with Elizabeth Street.



Figure 3: Aerial of Site (as outlined)

Source: Council GIS Maps

2.2. The site, which is irregular in shape, is approximately 4,775 square metres. It predominantly contains, and is used for, a car park that provides parking spaces for the various commercial uses on site as well as leases of individual spaces on a commercial basis. The north-eastern corner of the site contains Sydney Lodge, and the south-west corner is occupied by commercial buildings that are setback from the frontage. The site is located within the Commercial Zone under the Tasmanian Planning Scheme – Hobart and is subject to the Hobart Commercial Zone - Specific Area Plan.

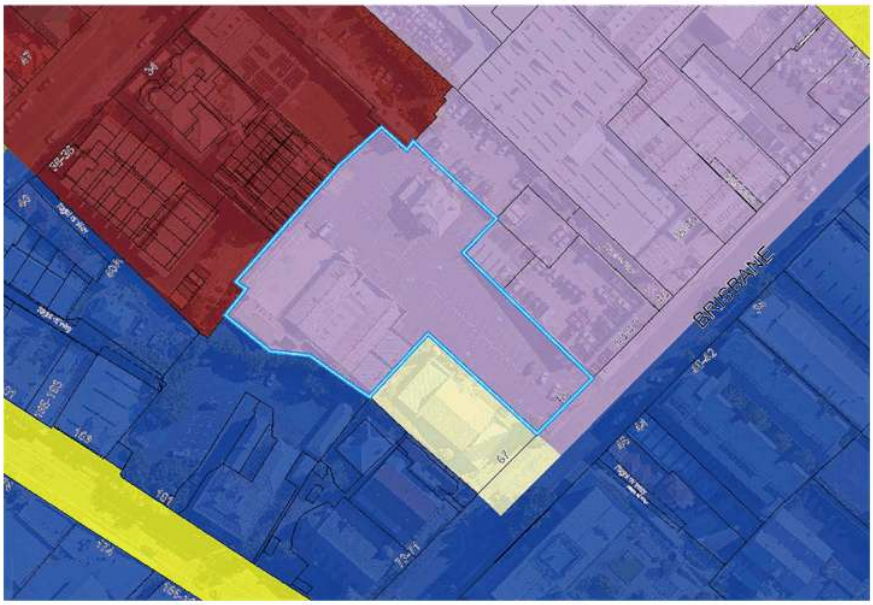

Figure 4: Zone Map under Tasmanian Planning Scheme - Hobart

Source: Council GIS Maps

2.3. The proposed works are predominantly located within the rectangular section of the lot that fronts Brisbane Street. The site is directly abutting a Community Purpose Zone, limited to the western neighbour, 67 Brisbane Street (First Church of Christ Scientist) as well as the Central Business Zone on the remainder of the western boundary. The northern boundary is abutting lots within the Inner Residential Zone that contain apartment buildings 3-5 storeys in height.

2.4. The site is an individually listed heritage site under the Tasmanian Planning Scheme - Hobart, as well as being listed on the Tasmanian Heritage Register. Several nearby and adjacent places are also listed under the Scheme and/or with THC. As with the majority of the CBD area, the site is a Place or Precinct of Archaeological Potential. The adjoining lot at 67 Brisbane Street includes a large Bhutan cypress which is listed as a Significant Tree on Council's Significant Tree Register.

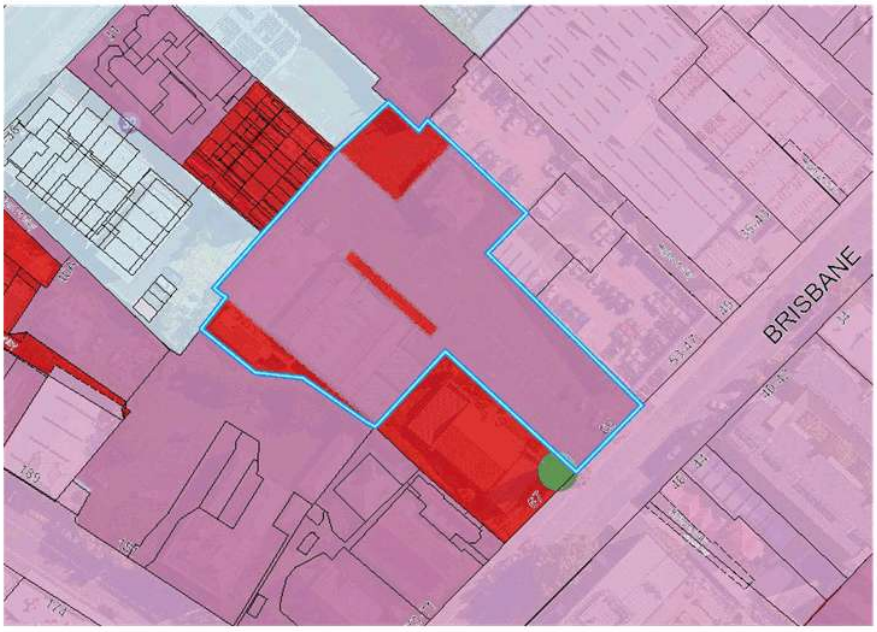

Figure 5: Heritage overlays applicable to the site, THC Listing, individual heritage listing under the scheme, a significant tree and precinct of archaeological potential.

Source: Council GIS Maps

2.5. This site is located within the 17.0 Commercial Zone of the *Tasmanian Planning Scheme – Hobart*.

2.6. This site is located within the HOB-S6.0 Hobart Commercial Zone Specific Area Plan of the Hobart Local Provisions Schedule.

3. Background

3.1. Planning Permit PLN-HOB-2025-0147 was issued 14 August 2025 and allowed *Demolition and New Building for General Retail and Hire, Business and Professional Services, and 8 Multiple Dwellings and Associated Works.*

3.2. There were no representations to Planning Permit PLN-HOB-2025-0147 before the proposal was determined.

4. Representation

4.1. The table below summarises all the concerns raised by representors during the statutory advertising period.

Concerns	Response
Built Form, Height & Scale	The built form and more specifically, height, is assessed under the relevant performance criteria in the Assessment section of this report. The proposal was also referred to Council's Urban Development Advisory Panel (UDAP) and their comments are included with this report. The proposal is considered to satisfy the relevant performance criteria and has addressed concerns raised by UDAP.
Overlooking	Although the Commercial Zone and Commercial Zone - Specific Area Plan – Hobart do not include privacy standards, the proposal, which includes windows and balconies no less than 18 metres from the nearest residential use, would satisfy the same standards that apply in high amenity areas such as the General Residential Zone.
Loss of views	The Planning Scheme does not concern loss of views from private residences but rather, loss of views from public spaces. This is further addressed in the Assessment below.
Overshadowing	This is also further considered in the Assessment. The proposal is not adjacent public open space and the impacts of overshadowing to other adjacent properties are not considered to be prolonged or unreasonable. This is discussed in the Assessment section of this report, where overshadowing is raised in the relevant performance criteria.

Heritage	This proposal, which seeks an additional storey to what has previously been approved, does not materially transform the scope in terms of heritage. The same landscaping works to Sydney Lodge and the same tree protections to the significant cypress tree are expected to apply under this proposal.
Urban Design	The proposal was referred to Council's UDAP and suggestions were made regarding the internal amenity of some residential units as well as the future development potential of adjacent properties. The proposal was amended to vary setbacks from the north-eastern boundary and to enhance the aspect design of some dwellings. The amendments have improved the development potential on adjacent lots and enhanced residential amenity. UDAP is now generally supportive of the proposal. Other aspects of the proposal that relate to Design discretions are discussed in the Assessment.
Missing documentation, Arborist Report, Heritage Impact statement etc.	This proposal, *Alterations, Extension to Previously Approved Development (PLN-HOB-2025-0147) and Thirteen Multiple Dwellings (Eight Approved and Five Proposed)*, directly relates to the previous decision and some of the same conditions that were imposed on PLN-HOB-2025-0147 can be included with the recommendation under this proposal. As this proposal is primarily an additional storey to a previously approved development, and the scope of works as far as the significant tree and Sydney Lodge are concerned are unchanged, updated reports such as a Heritage Impact Statement and Arborist Report are not deemed necessary for assessment.

5. Assessment

5.1. The *Tasmanian Planning Scheme – Hobart* 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.

5.2. The table below summarises the existing and proposed development in accordance with the Use Table of the zone:

	Existing Use	**Proposed Use**
Use	Vehicle Parking	General Retail and Hire, Business and Professional Services and Residential (multiple dwellings, located above ground floor level)
Zone status	Discretionary	Permitted

5.3. The proposal has been assessed against:

5.3.1. 17.0 Commercial Zone

5.3.2. HOB-S6.0 Hobart Commercial Zone Specific Area Plan

5.3.3. C2.0 Parking and Sustainable Transport Code

5.3.4. C3.0 Road and Railway Assets Code

5.3.5. C6.0 Local Historic Heritage Code

5.4. The proposal relies on the following criteria to comply with the acceptable standards:

5.4.1. Hobart Commercial Zone-Specific Area Plan: Development Standards for Buildings and Works – Building Height - HOB-S6.7.1 – (P1 & P2), Façade Design – HOB-6.7.2 (P1), Residential and Visitor Accommodation Amenity – HOB-S6.7.3 (P2 & P5 & P6), Waste Storage and Collection – HOB-S6.7.4 (P3)

5.4.2. Parking and Sustainable Transport Code: Car parking numbers – C2.5.1 (P1.1), Design and layout of parking areas – C2.6.2 (P1), Pedestrian access (10 or more car parking spaces) – C2.6.5 (P1)

5.4.3. Historic Heritage Code: Significant trees – C6.9.1 (P1)

5.5. Each of the performance criteria is assessed in in Section 6 of this report.

6. Performance Criteria

6.1. *Hobart Commercial Zone Specific Area Plan: Development Standards for Buildings and Works – Building Height - HOB-S6.7.1 – (P1 & P2),*

6.1.1. The acceptable solution at clause HOB-S6.7.1 A1 requires a building, with at least 50% of floor space above ground level for a residential use, to be no taller than 15m, whilst A2 requires heritage-adjacent buildings setback less than 15m from a frontage to be not more than 1 storey or 4m (whichever is lesser) than the façade height of a heritage building on an adjacent heritage place.

6.1.2. The proposal reaches a maximum height of 21.1 metres and is more than a storey taller than the adjacent heritage building at 67 Brisbane Street.

6.1.3. As such, the assessment relies upon assessment against performance criterion at clause HOB-S6.7.1 P1 & P2, which read:

> ***P1***
>
> *Buildings must make a positive contribution to the streetscape and character of the area, having regard to:*
>
> *(a) the topography of the site;*
>
> *(b) preventing unreasonable loss of views within the view lines and view cones shown Figure HOB-S6.2 and on the landscape horizons to Kunanyi / Mt Wellington and the Wellington Range when viewed from public spaces within the Commercial Zone;*
>
> *(c) the height, bulk and form of proposed buildings providing a transition between the Central Business Zone and the lower scale of the surrounding Urban Mixed Use and Inner Residential Zones;*
>
> *(d) the apparent height when viewed from the adjoining road and public places; and*
>
> *(e) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing.*

P2

Heritage-adjacent buildings set back less than 15m from a frontage must:

(a) not unreasonably dominate existing heritage buildings on an adjacent heritage place; and

(b) be compatible with and not detract from the historic heritage significance of an adjacent heritage place.

6.1.4. The proposal is considered compatible with the scale of nearby buildings elsewhere in this CBD location, particularly those alongside and opposite the site that are taller, or of comparable scale. Specifically, the six-storey University City Apartments that front Brisbane Street directly opposite the subject site that comfortably exceed 15.0 metres in height. This site also includes a 15 storey residential tower that exceeds 40 metres in height. Likewise, the 40-42 Brisbane Street apartment building is five storeys (15.1 metres) and the rear boundary of the site, shared with 34 Patrick Street, also consists of a five storey apartment building and is 15.2 metres tall. This contributes to the existing built environment of the streetscape and positively contributes to the areas established character.

The height and scale of the proposal is an appropriate response to the topographical constraints of the site and allows for a transition in height between buildings, particularly in reference to the existing residences located on higher ground to the rear of the site (fronting Patrick Street).



Figure 6: Section plan demonstrating that the height varies on account of the sloping topography. The building is reduced to four storeys to the rear of the site.

Source: Submission Plans



Figure 7: The five storey apartment building at 34 Patrick Street as seen from the approximate location of the proposed building's rear elevation.

Source: Officer photo, May 2026.

The RL for the south-east elevation of 34 Patrick Street (pictured above) which is located within the Inner Residential Zone is 53,000 whereas the RL for the roofline at the rear elevation of the proposed building is 46,150. This equates to the proposed building being 6.85 metres lower than its rear neighbour. Whilst the proposed building may have the potential to inhibit some south-eastward views from residents at Patrick Street, the extent to which these views are impacted is not unreasonable considering the Commercial Zone context of the site, nor are views towards the city or River Derwent protected or assessed under the performance criteria.



Figure 1: The south-east views as seen from the approximate location of the proposed building's rear elevation.

Source: Officer photo, May 2026.

Given the precedent set by the RL 53,000 building at 34 Patrick Street, the steep grade of the site, the 40.0 metre setback to the northern boundary and the stepped design of the proposed building, the proposal provides an appropriate transition between the Commercial and Inner Residential Zone.

There are no public open spaces adjacent the site and shadow diagrams submitted in support of the application demonstrate that overshadowing is predominantly limited to the shared driveway and does not materially impact adjoining neighbours for any prolonged period. The apparent height when viewed from Brisbane Street is generally consistent with the streetscape, particularly when observing the scale of developments on the south-eastern side of Brisbane Street and the emerging scale of development on the northern city fringe.

As there are no public spaces adjacent the site, views to Kunanyi/Mt Wellington and the Wellington Range are not directly impacted by this proposal. The proposal introduces a ground floor commercial space that will maintain an active frontage and bring a positive contribution to the streetscape which is presently, due to the predominance of vehicles sales, light industry

and trade stores, is lacking active retail displays and food and drink premises in the immediate vicinity.

Due to the aforementioned factors, the proposal satisfies the performance criteria (P1) in that it makes a positive contribution to the streetscape and character of the area.

In relation to the heritage listed First Church of Christ Science building, this building's side setback, combined with the retention of the 5.8 metre wide shared driveway, allows for sufficient curtilage and distance so to as to not unreasonably overwhelm or undermine the prominence of the building and its streetscape appeal. Furthermore, the protection of the significant cypress tree located at the boundary between the two sites will further reinforce the visual separation between the two buildings. The rear boundary is also shared with heritage sites however these buildings, particularly 34 Patrick Street contain contemporary buildings of similar scale. The proposal's footprint and proximity to adjacent heritage sites is not significantly transformed under this proposal and generally aligns with what has previously been approved under PLN-HOB-2025-0147. Due to these factors the proposal does not detract and from the historic heritage significance of adjacent sites and satisfies the performance criteria (P2).

6.1.5. The proposal complies with the performance criteria.

6.2. *Façade Design – HOB-6.7.2 (P1)*

6.2.1. The acceptable solution at clause HOB-S6.7.2 A1 requires roof-top mechanical plant and service infrastructure, including lift structures to be contained within the roof.

6.2.2. The proposal includes a rooftop plant enclosure.

6.2.3. As such, the assessment relies upon assessment against performance criterion at clause HOB-S6.7.2 P1, which reads:

> ***P1***
>
> *New buildings must be designed to be compatible with the streetscape having regard to:*
>
> *(a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units,*

> *switchboards, hot water units and the like, when viewed from the street or other public places;*
>
> *(b) minimising the visual impact of security grilles and shutters and roof-top service infrastructure, including lift structures; and*
>
> *(c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.*

6.2.4. The mechanical plant enclosure is located centrally within the roof area 16.2 metres from the rear, 28.4 metres from the front and a minimum of 5.4 metres from the side elevations. The enclosure barrier itself is less than 1.5 metres in height. The enclosure will therefore not be directly visible from street or other public places.

6.2.5. The proposal complies with the performance criteria.

6.3. *Residential and Visitor Accommodation Amenity – HOB-S6.7.3 (P2 & P5 & P6)*

6.3.1. The acceptable solution at clause HOB-S6.7.3 A2, A5 & A6 requires single aspect residential apartments to be setback at least 5.0 from side and rear boundaries (A2), private open space with a minimum horizontal dimension of 2.0 metres (A5) and sites with 10 or more dwellings to include on-site communal open space (A6)

6.3.2. The proposal includes three single-aspect dwellings that are not setback more than 5.0 metres from the north-east side boundary, includes four dwellings that do not meet the minimum horizontal dimension of private open space and the thirteen dwelling development does not include an on-site communal private open space.

6.3.3. As such, the assessment relies upon assessment against performance criterion at clause HOB-S6.7.3 P2, P2 & P5 which read:

> ***P2***
>
> *Residential or serviced apartment components of a new building must be designed to allow for reasonable access to daylight into habitable rooms and private open space, and reasonable opportunity for air circulation and natural ventilation, having regard to:*
>
> *(a) proximity to side and rear boundaries;*

(b) proximity to other buildings on the same site;

(c) the height and bulk of other buildings on the same site;

(d) the size of any internal courtyard or void;

(e) the use of light wells or air shafts;

(f) development potential on adjacent sites, considering the zones and codes that apply to those sites; and

(g) any assessment by a suitably qualified person.

P5

Private open space for a dwelling or serviced apartment must be capable of meeting the projected outdoor recreation requirements of occupants, having regard to:

(a) the size and minimum dimensions of the space, excluding space occupied by plant and equipment such as outdoor components of an air conditioning unit;

(b) the amount of space available for furniture or plantings;

(c) the potential for significant noise intrusion;

(d) proximity and overlooking to the private open space of existing adjacent residential and serviced apartment development;

(e) screening where necessary for privacy that does not unreasonably restrict access to daylight;

(f) screening where necessary for noise and wind protection that does not unreasonably restrict access to daylight;

(g) screening from public view for clothes drying areas; and

(h) any assessment from a suitably qualified person.

P6

Sites with 10 or more dwellings or serviced apartments must provide on-site communal open space on the site that provides reasonable amenity and outdoor recreation opportunities for occupants, having regard to:

(a) the area and dimensions of the space;

(b) the total number of dwellings or serviced apartments on the site;

(c) the accessibility of the space;

(d) the flexibility of the space and opportunities for various forms of recreation;

(e) the availability and location of common facilities within the space;

(f) any proposed landscaping;

(g) the provision of gardens, trees and plantings (including food gardens) appropriate in area to the size of the communal area;

(h) accessibility to daylight;

(i) the development potential of adjacent sites and likely impacts on accessibility to daylight;

(j) the outlook from the space;

(k) the level of noise intrusion from external noise sources; and

(l) any assessment from a suitably qualified person;

unless:

(a) the dwellings or serviced apartments are located in an existing building where communal open space cannot be reasonably achieved due to site constraints, or impacts on historic heritage significance of a heritage place or local heritage precinct; or

(b) open space, accessible by the public, that is of high quality in terms of location, access to sunlight, outlook, facilities, landscaping and accessibility and that can adequately accommodate the needs of occupants, is provided on the site; or

(c) private open space is provided for all dwellings or serviced apartments on the site, that provides a reasonable level of amenity in terms of access to sunlight and outlook, and sufficiently caters for flexible outdoor recreation needs including relaxation, entertainment, planting, outdoor dining and children's play.

6.3.4. The proposal includes three units, unit 3, 8 and Penthouse 2 that are located internally and therefore maintain single aspects to the north-eastern side boundary. Through the assessment process, these units have been modified to improve access to daylight and accounting for the potential development of 53-47 Brisbane Street. Penthouse 2's balcony has been setback 3.0 metres from the side boundary to ensure suitable daylight and ventilation can be maintained. Living areas, the kitchen and the master bedroom room are wrapped around this 25sqm balcony space to ensure they also benefit from the daylight access and ventilation. Otherwise, all windows to this dwelling are setback at least 1.0 metre from the side boundary. Unit 8 has been reconfigured create a south-easterly aspect from the 22sqm deck area in addition to the 1.2 metre setback from the north-eastern boundary. This modification creates a void that serves as a light well, setting back habitable room windows to Unit 8 approximately 4.5 metres from the north-eastern boundary. Similarly, Unit 3 now provides a large (58.35sqm) deck area that includes a depth of 4.5 metres that will ensure sufficient daylight and ventilation can reach the north-eastern axis even if the adjoining site is developed in the future. Furthermore, Unit 3 includes an outlook to the south-western lightwell/void area that will be landscaped. Due to these factors, the design is considered to meet the performance criteria (**P2**) and is an appropriate response Specific Area Plan Purpose which promotes residential uses above ground floors.

In terms of **P5**, there are 5 dwellings (four on Level 4, plus the modified Penthouse 2) that include decks with minimal dimensions of less than 2.0 metres. This is considered acceptable given that these decks either wrap around two interfaces of each apartment or there are two decks to each apartment facing different directions. This ensures that the decks and adjoining habitable rooms have varied access to sunlight and ventilation and with a minimum size of 24sqm, are able to provide for the outdoor recreational requirements of residents, remaining large enough for practical use of furniture and plantings.

As the number of dwellings provided is being increased from eight to thirteen under this proposal, the acceptable solution now requires a communal open space. A communal open space such as a rooftop terrace would likely add further height and scale to the building. Instead, residences have been designed to provide sufficient private open spaces that provide a reasonable

level of amenity in terms of access to sunlight and outlook, and sufficiently cater for flexible outdoor recreation needs including relaxation, entertainment, planting, outdoor dining and children's play. The performance criteria under **P6** is considered to be met given the private open space provision to each residence.

6.3.5. The proposal complies with the performance criteria.

6.4. *Waste Storage and Collection – HOB-S6.7.4 (P3)*

6.4.1. The acceptable solution at clause S6.7.4 A3 requires bulk waste bins to be collected on site by private commercial vehicles.

6.4.2. The proposed waste collection arrangement is similar to what was approved under PLN-HOB-2025-0147 in that private waste is collected from site and wheeled through the colonnade and then to collection vehicles parked on the street.

6.4.3. As such, the assessment relies upon assessment against performance criterion at clause S6.7.4 P3, which reads:

> ***P3***
>
> *Commercially serviced bulk waste bins ,storage and collection does not unreasonably compromise the amenity of the surrounding area or the flow and safety of vehicles, cyclists and pedestrians having regard to:*
>
> *(a) the frontage of the site has a width equivalent to 5m for each dwelling, visitor accommodation unit or tenancy with individual bins; or*
>
> *(b) bulk waste bin storage and collection cannot reasonably be provided on site due to:*
>
> *(i) impacts on historic heritage significance of a heritage place or local heritage precinct; or*
>
> *(ii) site constraints, if for an existing building.*

6.4.4. The proposal will rely on the use of the road for parking of a private collection vehicle and collection of waste positioned at the frontage. This aspect of the proposal was considered under PLN-HOB-2025-0147 which included a Traffic Impact Statement as well as a response to from a private waste contractor.

This was considered by Council's Development Engineering and Mobility Units, neither of whom objected to the proposal, subject to conditions. The increase in from eight to thirteen dwellings will not have a significant impact in terms of waste management, but a condition will require that a Waste Management Plan is submitted and endorsed by Council prior to occupancy. The Waste Management Plan will ensure waste collection does not adversely impact amenity, particularly in terms of noise traffic, movement and access. This same condition will need to be fulfilled under this proposal and is considered to be sufficient to address this performance criteria.

6.4.5. The proposal complies with the performance criteria.

6.5. *Parking and Sustainable Transport Code: Car parking numbers – C2.5.1 (P1.1)*

6.5.1. The acceptable solution at clause C2.5.1 A1 requires car parking numbers to align with the parking requirements under Table C2.1, which is 97 spaces when accounting for requirements for Residential, Business and Professional Services, and Retail uses.

6.5.2. The proposal includes an increase to the number of dwellings and therefore increase to the total parking demand by 10 spaces to what was previously approved under PLN-HOB-2025-0147, which had required a parking reduction.

6.5.3. As such, the assessment relies upon assessment against performance criterion at clause C2.5.1 P1.1, which reads:

> ***P1.1***
>
> *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:*
>
> *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*
>
> *(b) the ability of multiple users to share spaces because of:*
>
> *(i) variations in car parking demand over time; or*
>
> *(ii) efficiencies gained by consolidation of car parking spaces;*
>
> *(c) the availability and frequency of public transport within reasonable walking distance of the site;*

(d) the availability and frequency of other transport alternatives; *(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;* *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;* *(g) the effect on streetscape; and* *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.* ***P1.2*** *The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:* *(a) the nature and intensity of the use and car parking required;* *(b) the size of the dwelling and the number of bedrooms; and* *(c) the pattern of parking in the surrounding area.*

6.5.4. The proposal was referred internally to Council's Development Engineering Unit and the following comments were received:

Based on the documentation submitted to date and given the above assessment, the car parking numbers is accepted as meeting the Performance Criteria P1.2:C2.5.1 of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.

6.5.5. The proposal complies with the performance criteria.

6.6. *Parking and Sustainable Transport Code: Design and layout of parking areas – C2.6.2 (P1)*

6.6.1. The acceptable solution at clause C2.6.2 A1 requires parking, access ways, manoeuvring and circulation spaces to comply with Australian Standard AS

2890 - Parking facilities, Parts 1-6, have car parking space dimensions and combined access and manoeuvring width which satisfy the requirements in Table C2.3, have a vertical clearance of not less than 2.1m above the parking surface level and have disability access spaces located as close as practicable to the main entry point to the building.

6.6.2. The proposal does not meet these standards largely on account of the existing topography and site constraints.

6.6.3. As such, the assessment relies upon assessment against performance criterion at clause C2.6.2 P1, which reads:

> ***P1***
>
> *All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:*
>
> *(a) the characteristics of the site;*
>
> *(b) the proposed slope, dimensions and layout;*
>
> *(c) useability in all weather conditions;*
>
> *(d) vehicle and pedestrian traffic safety;*
>
> *(e) the nature and use of the development;*
>
> *(f) the expected number and type of vehicles;*
>
> *(g) the likely use of the parking areas by persons with a disability;*
>
> *(h) the nature of traffic in the surrounding area;*
>
> *(i) the proposed means of parking delineation; and*
>
> *(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.*

6.6.4. The proposal was referred internally to Council's Development Engineering Unit and the following comments were received:

Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the Traffic Impact Assessment.

Key elements already approved such as land use, overall development intent, and baseline impacts are generally accepted as established.

Based on the submitted documentation to date and given the above assessment, the design and layout of parking areas is accepted as meeting the Performance Criteria P1:C2.6.2 of the Planning Scheme.

6.6.5. The proposal complies with the performance criteria.

6.7. *Parking and Sustainable Transport Code: Pedestrian access (10 or more car parking spaces) – C2.6.5 (P1)*

6.7.1. The acceptable solution at clause C2.6.5 A1 requires pedestrian access to have a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle, protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle, be signed and line marked at points where pedestrians cross access ways or parking aisles. Whilst A1.2 requires parking areas containing accessible car parking spaces for use by persons with a disability, to have a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

6.7.2. The proposal does not meet the above requirements.

6.7.3. As such, the assessment relies upon assessment against performance criterion at clause C2.6.5 P1, which reads:

> ***P1***
>
> *Safe and convenient pedestrian access must be provided within parking areas, having regard to:*
>
> *(a) the characteristics of the site;*
>
> *(b) the nature of the use;*
>
> *(c) the number of parking spaces;*
>
> *(d) the frequency of vehicle movements;*
>
> *(e) the needs of persons with a disability;*
>
> *(f) the location and number of footpath crossings;*
>
> *(g) vehicle and pedestrian traffic safety;*

(h)	*the location of any access ways or parking aisles; and*
(i)	*any protective devices proposed for pedestrian safety.*

6.7.4. The proposal was referred internally to Council's Development Engineering Unit and the following comments were received:

Documentation submitted to date does not indicate any significant changes proposed to the existing pedestrian access considerations as approved under PLN-HOB-2025-0147.

Development Engineering notes that the submitted Traffic Impact Assessment refers to clauses and demand tables from the previous planning scheme, as assessed under the previously approved planning application PLN HOB 2025 0147.

Development Engineering has been advised the proposal is to be assessed in conjunction with the original approval, and not in isolation.

Key elements already approved such as land use, overall development intent, and baseline impacts are generally accepted as established.

Based on the submitted documentation to date and given the above assessment, the pedestrian access is accepted as meeting the Performance Criteria P1: C2.6.5 of the Planning Scheme.

6.7.5. The proposal complies with the performance criteria.

7. Discussion

7.1. As discussed in Section 5 and Section 6 of this report, the proposal relies upon performance criteria to satisfy the standards and codes of the relevant planning scheme. The proposal has been assessed against the provisions of section 57 of the *Land Use Planning and Approvals Act 1993* and is considered to perform well.

7.2. The proposal has been assessed by Council's Development Engineering Officer, Transport and Traffic Engineer, Stormwater Services Officer, Surveying Services Manager and Cultural Heritage Officer, who have raised no objection to the proposal, subject to conditions.

7.3. The representations received during the statutory advertisement period have been discussed in Section 4 of this report, or otherwise, relate to an assessment in Section 6.

7.4. The proposal was referred to the Urban Development Assessment Panel (UDAP) in January 2026. The panel raised initial concerns primarily regarding side setbacks, residential amenity (orientation and access to sunlight) and the development potential of the adjacent lot. The proposal was subsequently amended to vary apartment layouts, particularly those which relied on single aspects. The amendment also modified side setbacks to the south-east to improve the development potential of 53-47 Brisbane Street as well as preserving the residential amenity of the proposed dwellings. UDAP was generally satisfied with the amended design.

8. Recommendation

8.1. That pursuant to the Tasmanian Planning Scheme – Hobart the Council approve the application for a Alterations, Extension to Previously Approved Development (PLN-HOB-2025-0147) and Thirteen Multiple Dwellings (Eight Approved and Five Proposed) at 65 Brisbane Street, Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

Dan Burke

Development Appraisal Planner

As a 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.



Michael McClenahan

Senior Statutory Planner

As a 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.

ATTACHMENT A: PLANNING PERMIT

See Planning Permit

Recommendation

That pursuant to the *Tasmanian Planning Scheme – Hobart* the Council approve the application for Alterations, Extension to Previously Approved Development (PLN-HOB-2025-0147) and Thirteen Multiple Dwellings (Eight Approved and Five Proposed) at 65 Brisbane Street, Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN - General

The use and/or development must be substantially in accordance with the documents and drawings that comprise *PLN-HOB-2025-0658 - 65 BRISBANE ST HOBART TAS 7000 - Final Planning Documents* except where modified below.

THC - General

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the *Notice of Heritage Decision*, *THC Works Ref: 8796* dated *10 June 2026*, as attached to the permit.

TW - General

The use and/or development must comply with the requirements of TasWater as detailed in the form *Submission to Planning Authority Notice*, Reference No. *TASWASPAN-HOB-2025-0264* dated *12 January 2026* as attached to the permit.

PLN s1 – Special

Unless there is a direct conflict, this permit does not negate the need to satisfy all conditions of the substantive planning approval for the works under planning permit PLN-HOB-2025-0147.

Reason for condition

To ensure that this permit operates in conjunction with planning permit PLN-19-768 and is not read as a stand alone permit

HER 1 - Heritage - Fabric

Original and early fabric is to be protected and conserved. Works are to be undertaken in a manner that protects the Sydney Lodge building and the remnant sandstone wall along the rear north western boundary, in any construction, excavation, carparking and landscaping works.

HER 18 - Heritage - Landscaping and Trees

A landscaping plan must be prepared, submitted and approved as a Condition

Endorsement, prior to approval under the *Building Act 2016*.

The landscape plan must:

Have regard to the requirements of the heritage management policies within the *Historic Heritage and Archaeological Management Strategy* by Praxis Environment, dated March 2025, Policy 5, page 107, for the plan to be formulated by persons with experience in heritage landscapes, in order to provide for a contextually appropriate garden setting;

- Incorporate a differentiating surface treatment for the rear parking area within the 'backyard' space of Sydney Lodge, as per the recommendations in the *Historic Heritage and Archaeological Management Strategy*, Section 9.2.2, page 114;
- Indicate the Sydney Lodge building and any landscaping and excavation works immediately alongside the building;
- Show species of trees, shrubs or plantings proposed, locations, and other finishes, and structures, for outdoors areas;
- Include details of any in-ground irrigation systems;
- Show how all plantings are to be maintained; and
- Show that if any vegetation dies or is destroyed, replacement vegetation of a similar size must be planted within 30 days of the death or destruction of the planting.

All work required by this condition must be undertaken in accordance with the approved landscaping plan and the site must be landscaped within 6 months of occupancy.

HER 19 - Heritage - Landscaping and Trees

The significant Bhutan cypress at 67 Brisbane Street must be protected throughout excavation, construction and post construction. All recommendations in the report *Impact of development at 65 Brisbane St on a mature Bhutan cypress at 67 Brisbane St, Hobart* by *Tree Inclined*, dated *16 December 2024*, must be complied with in full, including engagement of a Project Arborist and development of the documentation required in the report.

HER 20 - Heritage - Archaeological

All onsite excavation and disturbance must be monitored and managed in accordance with the *Historic Heritage and Archaeological Management Strategy* by Praxis Environment, dated March 2025, Section 9.3 Archaeological Method Statement, pages 117-120. This includes but is not limited to:

- Test excavation and excavation within areas of high archaeological potential

to be supervised by a suitably qualified archaeologist as per pages 117 and 118 of the report;
- Salvage of artefacts for retention and reuse as per page 120 of the report; and
- A final report on the excavation outcomes is to be submitted within 6 months of the completion of excavation, as per pages 119 and 120 of the report.

HER 21 - Heritage - Archaeological

Should excavation or disturbance lead to the discovery of any features or deposits of an archaeological nature outside of the area of high archaeological potential:

1. All excavation and/or disturbance must stop immediately; and
2. A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and
3. All and any recommendations made by the archaeologist engaged in accordance with 2. above must be complied with in full; and
4. All features and/or deposits discovered must be reported to the Council within 3 days of the discovery; and
5. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with 2. above must be provided to Council within 90 days of receipt of the advice, assessment and recommendations.

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

HER 22 - Heritage - Archeological

All artefacts of high interpretative value and/or rare or otherwise significant as determined by the qualified archaeologist engaged in accordance with Condition HER 20 and HER 21 are to be incorporated into an on-site interpretation and history. An interpretation plan must be prepared and submitted and approved by Council prior to occupation.

The on-site interpretation must be:

- In accordance with the approved interpretation plan;
- Incorporate the artefacts described above, including but not limited to use of recovered materials in the hard landscaping or facing materials to the street boundary treatment;
- Located in a publicly accessible space visible from Brisbane Street and to the boundary of the landscaped garden of Sydney Lodge; and,
- Installed prior to the issue of a certificate of completion.

HER 23 - Heritage - Archaeological

Prior to approval under the *Building Act 2016*, an interpretation and historical information panel must be submitted and approved as a Condition Endorsement, describing the physical and social history of the site in words, plans and historical pictures and provide information on the process and intention of the archaeological works. Copies of the approved panel must be

displayed on all boundaries facing onto the public realm on the commencement and for the length of the archaeological works to the satisfaction of the Council.

ENVHE 1 - Environmental Health - Site Assessment Reports

Recommendations in the report Environmental Site Assessment, 65 Brisbane Street, Hobart, Tasmania, January 2025, by GES must be implemented, for the duration of the demolition and construction phases.

In particular:

- Environmental Risk - Given exceedances of ESL guideline limits were observed, a Soil and Water Management Plan (SWMP) is required to minimise the movement of soil and sediment off-site during the construction phase. Correct implementation of the SWMP will mitigate the identified environmental risks,
- Excavated Material - The soil classified on site ranges from Level 1 Material (Clean Fill) to Level 3 Material (contaminated soil). For any future excavation of soil at the site, future waste classification should be conducted in accordance with EPA Tasmania IB105,
- Groundwater - If groundwater is encountered during the site redevelopment works and is suspected to be contaminated (observed odour, sheen or staining) then a suitably qualified and experienced person should conduct groundwater sampling in accordance with NEPM ASC 2013 to determine if there is a risk to human health or the environment.

ENV 2 - Environmental Planning - Soil Water Management Plan

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

A SWMP for each relevant stage must be submitted and approved as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the *Erosion And Sediment Control, The Fundamentals for Development in Tasmania* and associated guideline documents (TEER &DEP, 2023), available from the Derwent Estuary Program's website. The SWMP must detail temporary site drainage. If the site or controls change, an updated SWMP must be submitted.

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

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

ENG 1 - Development Engineering - Protection of Council Assets

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

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

Any damage must be immediately reported to Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

ENG 9 - Development Engineering - Waste Management

Prior to occupancy or the commencement of the use (whichever occurs first), a waste management plan for all (commercial or domestic) waste and recycling must be submitted and approved. The waste management plan must:

1. include provisions for commercial waste services for the handling, storage, transport and disposal of domestic waste and recycle bins from the development.

The handling, storage, transport and disposal of waste and recycling from the property must be undertaken in accordance with the approved waste management plan for the duration of the use.

ENG sw1 – Stormwater - Design

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

Any private or private shared stormwater systems passing through third-party land must have sufficient receiving capacity.

Advice: Council notes that the development is proposed to be built over an existing easement and potential private infrastructure. Consent of Council and the beneficiaries of the easement would be required under section 73 and 74

of the Building Act 2016 prior to any building/plumbing approval.

Any private or private shared pipelines that are discovered during construction should be immediately reported to Council on 6238 2711.

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

SW 1 - Stormwater - Protection of Hobart City Council Assets

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

The condition assessment must include at least:

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

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

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

SW 2 - Stormwater - Protection of Hobart City Council Assets

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

The condition assessment must include at least:

1. A site plan clearly showing the location of the investigation, with access

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

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

SW 3 - Stormwater - Protection of Hobart City Council Assets

The proposed works (including foundations and overhangs) must be designed to ensure the long-term protection of and access to the Council's stormwater infrastructure.

A detailed design certified by a suitably qualified engineer must be submitted and approved as a Condition Endorsement prior to issue of any consent under *Building Act 2016* or commencement of works (whichever occurs first). The detailed design must:

1. Demonstrate how the design will provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching.
2. Include cross-sections clearly showing the relationship both vertically and horizontally between Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.
3. Be certified by a suitably qualified engineer

Prior to issue of any Certificate of Completion a suitably qualified engineer must confirm the installation of the works within two metres of Council's stormwater main / construction of the retaining wall is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

Advice: Please note that once the condition endorsement and any consent under s13 of Urban Drainage Act 2013 has been issued, you may need to contact Council's City Infrastructure Division to conduct an inspection as per any hold points mentioned within the issued consent.

The proposal is generally acceptable. You will need specific permission from

Council's Stormwater Unit under s73 of the Building Act 2016 and s13 of the Urban Drainage Act for the final certified detailed design plans.

SW 7 - Stormwater - Design

Prior to occupancy or the commencement of the use (whichever occurs first), any new or upgraded stormwater connection required must be constructed and existing redundant connection(s) be abandoned and sealed at the owner's expense.

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

1. The location of the proposed connections and all existing connections;
2. The size and design of the connection such that it is appropriate to safely service the development;
3. Long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure;
4. Connections which are free-flowing gravity driven;
5. Be in general accordance with Council's departures from the LGAT Tasmanian Standard Drawings, available from our [website](https://www.hobartcity.com.au/Development/Planning/Standard-engineering-drawings).

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

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

SW 8 - Stormwater - Design

Prior to occupancy or the commencement of the approved use (whichever occurs first), stormwater pre-treatment for stormwater discharges from the development must be installed.

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

1. Show the location of the proposed pit baskets in general accordance with planning documents;
2. Include final estimations of contaminant removal and the supporting MUSIC model; and
3. Include a supporting maintenance plan, which specifies the required

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

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

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

SW 9 - Stormwater - Design

Prior to occupancy or the commencement of the approved use (whichever occurs first), the stormwater energy dissipation structure (SW 1/2) or another suitable method proposed by the development such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding must be installed.

A detail design must be submitted and approved as a condition endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The detail design must be prepared by a suitably qualified engineer and must:

1. Include detailed design of the proposed infrastructure including both a long-section and a cross-section.
2. Provide details of how the proposed infrastructure prevents damage to public stormwater infrastructure showing reduction in velocity or any other measures proposed to prevent scouring of the pit base e.g. lining the base with suitable material. All assumptions must be clearly stated.
3. Include a brief maintenance plan, detailing all actions and frequencies required to ensure the ongoing effective operation of the system, such as inspection, cleanout and asset replacement.

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

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

ENG tr1 - City Transport- On-street Parking

Approval from Council's Strategic and Regulatory Services Network must be obtained prior to the issue of any consent under the Building Act 2016 (excluding demolition or excavation) for any changes to the existing on-street parking arrangements in Brisbane Street.

Advice:

All works will be at the developer's expense. Please contact Council's City Transport Group Manager with regard to the application process for any

changes to the on-street parking arrangements in Brisbane Street.

Reason for condition

To ensure that relevant approvals are obtained.

ENG tr2 - City Transport - Construction Traffic and Parking Management

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

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

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

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

Reason for condition

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

ENG s1 - Development Engineering - Special

The lighting of parking areas and vehicle circulation roadways and pedestrian paths used outside daylight hours must be designed and constructed in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

Prior to the issuing of any approval under the Building Act 2016 or commencement of works (whichever occurs first) for each stage, detailed

design drawings must be submitted and approved as a Condition Endorsement.

The detailed designs must;

1. be prepared by a suitably qualified person;
2. be designed and constructed in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting; and
3. include certification, signed by a suitably qualified person, stating that the design complies with the above requirements.

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

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

Reason for condition

To ensure that lighting of parking areas and vehicle circulation roadways and pedestrian paths used outside daylight hours meets the Council’s requirements and standards.

ENG 2B - Development Engineering - Vehicle Barriers

Further detailed designs are required for any vehicle barriers required in the following locations:

1. Car parking modules

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. be prepared and certified by a suitably qualified person,
2. be in accordance with the Australian Standard AS/NZS 1170.1:2002, if possible; and
3. show dimensions, levels, gradients & transitions, and other details as Council deem necessary to satisfy the above requirement.

The vehicle barriers must be installed in accordance with the approved detailed designs prior to first occupation.

Reason for condition

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

ENG 2C - Development Engineering - Vehicle Barriers

Prior to the first occupation, a suitably qualified person must certify that the vehicle barriers have been installed in accordance design drawings approved by condition ENG 2B.

Advice:

An example certificate is available on our website.

Reason for condition

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

ENG 3A - Development Engineering - Parking and Access Design

The access driveway(s) and parking areas must be constructed in accordance with the following documentation which forms part of this permit: ALDANMARK Consulting Engineers documentation received by the Council on the 11th June 2025 and approved as part of the Final Planning Documents set associated with this permit.

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

1. approved by the Director Strategic and Regulatory Services, via a condition endorsement application; or
2. designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.

The works required by this condition must be completed prior to first occupation.

Reason for condition

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

ENG 3C - Development Engineering - Parking and Access Design

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway(s) and parking areas have been constructed in accordance with design drawings approved under this permit.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will

be constructed as approved.
The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

Reason for condition

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

ENG 4 - Development Engineering - Parking and Access Design

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

Reason for condition

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

ENG 5 - Development Engineering - Parking Spaces

The number of car parking spaces approved on the site, for use is seventy two (72). Of these:

1. A minimum of one (1) car parking must be allocated to each dwelling (within the proposed building);
2. two (2) parking spaces must be designated for people with disabilities (in accordance with AS2890.6:2009); and
3. the remining car parking spaces (within the proposed building) shall be allocated to the use(s) of the building.

All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004 and AS/NZS 2890.6: 2009, prior to the first occupation / commencement of use (whichever occurs first).

Reason for condition

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

ENG 6 - Development Engineering - Parking Spaces

The existing external parking area and parking spaces shown as "REMAINING CAR PARKING TO REMAIN AS EXISTING" [not affected by

the development] do not form part of this planning application and are not approved as part of this planning permit.

Advice: It is noted that Council holds no record of this parking area and parking spaces being approved, and Council has not assessed them as part of this application. Approval of the parking area is not implied or granted as part of this permit.

Reason for condition

To clarify the scope of the permit.

ENG 7 - Development Engineering - Bicycle Parking Spaces

The number of bicycle parking spaces approved on the site is a minimum of eight (8) in accordance with the Hubble Traffic Impact Assessment documentation received by the Council on the 11th June 2025 and approved as part of the Final Planning Documents set associated with this permit.

The bicycle parking area(s) must be constructed on the site compliant with the Australian Standards AS/NZS 2890.3:2015 prior to first occupation / commencement of use (whichever occurs first).

Advice:
User classes are in accordance with Australian Standard AS/NZS 2890.1:2004. Bicycle parking space class is as defined in the Hobart Interim Planning Scheme 2015 Table E6.2.

Reason for condition

To ensure safe and efficient parking adequate to provide for the use.

ENG 8 - Development Engineering - Parking Spaces For People With Disabilities

All car parking spaces for people with disabilities must be delineated to Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009, prior to the first occupation / commencement of use (whichever occurs first).

Reason for condition

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

ENG 9 - Development Engineering - Motorcycle Parking

The number of car motorcycle parking spaces approved to be used on the site is four (4) in accordance with the ALDANMARK Consulting Engineers documentation received by the Council on the 11th June 2025 and approved as part of the Final Planning Documents set associated with this permit.

The motorcycle parking spaces must be constructed on the site compliant with the Australian Standards AS/NZS 2890.1:2004 prior to the

commencement of use.

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

Reason for condition

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

ENG 10 - Development Engineering - Waste Management

A construction waste management plan must be implemented throughout construction and an ongoing waste management plan for all waste and recycling must be implemented post construction.

A construction waste management plan must be submitted and approved as a Condition Endorsement, prior to commencement of work on the site. The construction waste management plan must include:

- Provisions for commercial waste services for the handling, storage, transport and disposal of post-construction solid waste and recycle bins from the development; and
- Provisions for the handling, transport and disposal of demolition material, including any contaminated waste andrecycling opportunities, to satisfy the above requirement.

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

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

It is recommended that the developer liaise with the Council's Waste & Circular Economy Team regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's website.

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards.

R 3 - Road infrastructure - Design

Prior to occupancy or the commencement of the use (whichever occurs first), the proposed driveway crossover and driveway crossover reinstatement within the Brisbane Street highway reservation must be designed and constructed generally accordance with the Local Government of Tasmania, Tasmanian Standard Drawings (the version which applies at the time the

relevant works), as varied by the City of Hobart's published departures from those drawings:

1. Urban: TSD-R09- – Urban Roads Driveways and TSD R14- Type KC vehicular crossing
2. Urban Footpaths TSD R11 and TSD R14 type KC
3. The driveway layback should maintain same dimensions as the internal property driveway i.e. 6.1m and rest should be reinstated as per TSD R14.
4. All the services pits present in the crossover should be adjusted as per the new finalised footpath levels.

Design drawings must be submitted and approved as a condition endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The design drawing must be prepared and certified by a suitably qualified expert and must:

1. show the cross and long section of the driveway crossover within the highway reservation and onto the property;
2. detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;
3. if the design deviates from the requirements of the Local Government of Tasmania, Tasmanian Standard Drawings (the version which applies at the time the relevant works), as varied by the City of Hobart's published departures from those drawings, then the drawings must demonstrate that a B85 vehicle or B99 depending on use (Australian Standard AS/NZS 2890.1:2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the cars underside;
4. show that vehicular and pedestrian sight lines are met as per AS/NZS 2890.1:2004;
5. Show swept paths of vehicles at driveway crossover (exit and entry) within Brisbane St highway reservation in accordance with
   AS/NZS 2890.1

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

Advice:

Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from City of Hobart's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The

advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's website for further information.

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

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission through PlanBuild. Detailed instructions can be found here.

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

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

Fees for Condition Endorsement are set out in Council's Fees and Charges

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*, further details are available on the Council's website which may assist you in understanding the relevant requirements.

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

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Further details are available on the Council's website, which may assist you in understanding the relevant requirements.

LANDSCAPING ADVICE

It is recommended that installation of landscaping treatment be explored between the building and the Brisbane Street frontage to further enhance the appearance of the site at the footpath level.

STORMWATER

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

If a new stormwater service connection is required for this development, you may require a permit to construct public infrastructure, with a 12 month maintenance period and bond (please contact the Council's Infrastructure and Assets Network to initiate the permit process).

NEW SERVICE CONNECTION

If a new stormwater service connection is required for this development, please contact the Hobart City Council's Stormwater & Waterways Group to initiate the application process for your new stormwater connection. The connection design can be approved via a condition endorsement application, A plumbing permit application, or via a Request to install a stormwater service connection form.

STRUCTURES CLOSE TO COUNCIL'S STORMWATER MAIN

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

STORMWATER / ROADS / ACCESS

Services to be designed and constructed in accordance with the (IPWEA) LGAT – standard drawings. Click here for more information.

WORKS INVOLVING, OR IN PROXIMITY OF EXISTING DRAINS

Section 73 of the *Building Act 2016* requires that a person must not perform any building work over an existing drain or within one metre from the edge of an existing drain measured horizontally, unless the owner of the building obtains written consent from the general manager of the council for the municipal area where the work is performed.

WORKS INVOLVING, OR IN PROXIMITY OF SERVICE EASEMENTS

For any building work over or within any existing or proposed services easement, the consent of the beneficiaries of the easement will be required in accordance with section 74 of the *Building Act 2016* and/or any plumbing works under section 42 of the *Building Regulations 2016*.

A person must not perform any building work over or within a service easement unless the person obtains written consent to do so from the person on whose behalf the service easement was created.

PUBLIC HEALTH

You may be required to provide approved/endorsed plans for a food business fit out, in accordance with the National Construction Code - Building Code of Australia including Tas Part 14 for food premises which must have regard to the FSANZ Food Safety Standards. Click here for more information.

FOOD BUSINESS REGISTRATION

Food business registration in accordance with the *Food Act 2003*. Click here for more information.

SINGLE USE PLASTICS

The City of Hobart has a 'Single-Use Plastics By-Law' in force, which applies to retailers who provide or sell food to be taken from the retailer's premises in food packaging. Retailers must not provide to a person any food packaging which is wholly or partly comprised of plastic and a single use product. Please click here for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require a road closure permit for construction. Click here for more information.

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

You may qualify for a General Exemption permit for construction vehicles i.e. residential or meter parking/loading zones. Click for more information.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

BEFORE YOU DIG

Click here for before you dig information.

7.1.2 310 ARGYLE STREET, NORTH HOBART - PARTIAL DEMOLITION AND ALTERATIONS FOR CHANGE OF USE TO SPORTS AND RECREATION PLN-HOB-2025-0663 - FILE REF: F26/30437

Address:	310 Argyle Street, North Hobart
Proposal:	Partial Demolition and Alterations for Change of Use to Sports and Recreation
Expiry Date:	1 July 2026
Extension of Time:	Not applicable
Author:	Cameron Sherriff

RECOMMENDATION

That pursuant to the *Tasmanian Planning Scheme – Hobart* the Council approve the application for Partial Demolition and Alterations for Change of Use to Sports and Recreation at 310 ARGYLE ST NORTH HOBART TAS 7000 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN - General

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-HOB-2025-0663 - 310 ARGYLE ST NORTH HOBART TAS 7000 - Final Planning Documents except where modified below.

TW - General

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TASWASPAN-HOB-2025-0268 dated 13/01/2026 as attached to the permit.

PLN 8 - Hours of Operation

The approved hours of operation are:

- 10.00am to 10.00pm Monday to Thursday;
- 10.00am to 11.00pm Friday and Saturday;
- 10.00am to 6.00pm Sunday.

ENV S1 - External Lighting

External lighting upon the site must not operate between 11.00pm and 6.00am, seven days.

PLN S1 - Signage

No signage is approved by this permit.

ENG 3B - Development Engineering - Parking and Access Design

The following aspects of the access driveway and parking area require further detailed designs:

1. Car parking layout
2. Parking spaces provided for use by persons with a disability (where required)

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. be prepared and certified by a suitably qualified person;
2. be in accordance with the Australian Standard AS/NZS 2890.1:2004, if possible;
3. where the design deviates from AS/NZS 2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use;
4. be in accordance with the Australian Standard AS/NZS 2890.6:2009, where required, and
5. show dimensions and gradients, and other details as Council deem necessary to satisfy the above requirement.

The access driveway and parking area must be constructed in accordance with the approved detailed designs prior to first occupation.

Advice:

The detailed design of the access, driveway, and manoeuvring area should be considered prior to finalising the finished floor level of the parking spaces (particularly if located within a garage intrinsic to a dwelling); failure to do so may result in difficulty complying with this condition.

ENG 3C - Development Engineering - Parking and Access Design

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway and parking area has been constructed in accordance with design drawings approved by condition ENG 3B.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

ENG 4 - Development Engineering - Parking and Access Design

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

ENG 5 – Development Engineering - Number of Car Parking Spaces and Line Marking

The approved car parking spaces on the site must comply with the following requirements:

1. All parking spaces are to be allocated for customer use only, with no spaces designated for staff parking;
2. any parking spaces designated for people with disabilities must be designed and constructed in accordance with AS2890.6:2009; and
3. all parking spaces on the site must be used in accordance with the use approved by this planning permit.

All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004 and AS/NZS 2890.6: 2009, prior to the commencement of use.

ENG 6 - Development Engineering - Parking Spaces For People With Disabilities

Any car parking spaces for people with disabilities must be delineated to *Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009*, prior to the commencement of use (whichever occurs first).

ENG 1A - Development Engineering - Protection of Council Assets

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

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

A photographic record of the Council's infrastructure adjacent to the subject site should be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction.

In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

ENG SW1 - Stormwater - Design

All stormwater from the proposed development must be drained to a lawful point of discharge to the public stormwater system prior to occupancy or commencement of use (whichever occurs first).

Advice:

Under section 23 of the Urban Drainage Act 2013 *it is an offence for a property owner to direct stormwater onto a neighbouring property.*

SURV s1 - Survey - Special

As the approved car parking for the use is located on land comprised in certificates of title 198694/1 and CT 27209/1, should these titles be transferred to different ownership from the land comprised in certificate of title 62966/26, car parking easements in favour of CT 62966/26 are to be registered over the approved car parking located on land comprised in certificates of title 198694/1 and CT 27209/1 to allow the use to continue.

ADVICE

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

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

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission through PlanBuild. Detailed instructions can be found here

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

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

Fees for Condition Endorsement are set out in Council's Fees and Charges

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*, further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016*. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here

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

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016*. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here

OCCUPATION OF THE PUBLIC HIGHWAY

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's City Resilience Group regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

BEFORE YOU DIG

Click here for before you dig information.

Attachment A:	PLN-HOB-2025-0663 - 310 ARGYLE ST NORTH HOBART TAS 7000 - Planning Committee Report ⇩
Attachment B:	PLN-HOB-2025-0663 - 310 ARGYLE ST NORTH HOBART TAS 7000 - ATTACHMENT A - Conditions ⇩
Attachment C:	PLN-HOB-2025-0663 - 310 ARGYLE ST NORTH HOBART TAS 7000 - PAC Agenda Documents (Supporting information)
Attachment D:	PLN-HOB-2025-0663 - 310 ARGYLE ST NORTH HOBART TAS 7000 - DE Assessment (Supporting information)

PLANNING COMMITTEE REPORT

Type of Report:	Committee
	The development has been assessed under the Tasmanian Planning Scheme – Hobart and the Hobart Local Provisions Schedule.
Delegated:	24 June 2026
Expiry Date:	1 July 2026
Application No:	PLN-HOB-2025-0663
Address:	310 ARGYLE ST NORTH HOBART TAS 7000
Proposal:	Partial Demolition and Alterations for Change of Use to Sports and Recreation
Applicant:	Mr John Etherington
	6/100 Elizabeth Street, Hobart, Tasmania, Australia, 7000
Advertisement:	The application was advertised between 5 May 2026 and 19 May 2026.
Representations:	A total of eleven (11) representations were received during the statutory advertising period.
Zone:	18.0 Light Industrial Zone
SAP:	HOB-S5.0 Hobart Light Industrial Zone Specific Area Plan
	HOB-S10.0 Royal Hobart Hospital Helipad Airspace Specific Area Plan
Performance criteria:	Zone Use Standards
	Parking and Sustainable Transport Code
Delegation:	Committee
Recommendations:	Pursuant to the *Tasmanian Planning Scheme – Hobart*, the application is recommended for approval for the reasons outlined in the officer's report and a permit containing the conditions in Attachment A.
Attachments:	Attachment A: Conditions
	Attachment B: PAC Agenda Documents
	Attachment C: Referral Officer Report – Development Engineering Assessment

EXECUTIVE SUMMARY

1.1. Planning approval is sought for Partial Demolition and Alterations for Change of Use to Sports and Recreation at 310 ARGYLE ST NORTH HOBART TAS 7000.

1.2. More specifically, the proposal includes:

- Partial demolition of the interior of the existing building located at the corner of Argyle and Strahan Streets.
- An internal re-fit of the existing building, involving the installation of six simulator bays, an ancillary kitchen, bar and seating area for patrons, stairs and mezzanine office/store for the operation of an indoor golf simulator facility.
- Hours of operation of:

  10.00am to 10.00pm Monday to Thursday;

  10.00am to 11.00pm Friday and Saturday;

  10.00am to 6.00pm Sunday.
- Use of fourteen (14) existing car parking spaces adjacent to the building, accessed via the existing driveway from Argyle Street.
- Use of existing external lighting including one light pole adjacent to the carpark close to Argyle Street, and two wall mounted lights on the north-western façade of the building above its entrance and facing the on-site car park. Use of this lighting will only occur between the hours of 6.00am and 11.00pm, as necessary within the proposed hours of operation of the facility.
- Servicing of the site by commercial vehicle at an anticipated rate of approximately four to five deliveries per week, between the hours of 7.00am and 6.00pm weekdays. No weekend servicing is proposed.
- No signage is proposed as part of this application.

1.3. The proposal relies on the following criteria to comply with the acceptable standards:

1.3.1. 18.3.1 P1 All Uses (Hours of operation)

1.3.2. 18.3.2 P1 Discretionary Uses

1.3.3. C2.5.1 P1.1 (Table C2.1) Car Parking Numbers

1.3.4. C2.5.3 P1 (Table C2.4) Motorcycle Parking Numbers

1.3.5. C2.6.5 P1 Pedestrian Access

1.4. A total of eleven (11) representations were received during the statutory advertising period between 5 May 2026 and 19 May 2026.

1.5. The proposal is recommended for approval, subject to conditions.

1.6. The final decision is delegated to the Planning Committee.

REPORT

1. Proposal

1.1. Planning approval is sought for Partial Demolition and Alterations for Change of Use to Sports and Recreation at 310 ARGYLE ST NORTH HOBART TAS 7000.

1.2. More specifically, the proposal includes:

- Partial demolition of the interior of the existing building located at the corner of Argyle and Strahan Streets.
- An internal re-fit of the existing building, involving the installation of six simulator bays, an ancillary kitchen, bar and seating area for patrons, stairs and mezzanine office/store for the operation of an indoor golf simulator facility. Each simulator bay can accommodate up to six players at a time, and bays can be booked on an hourly basis.
- Hours of operation of:

  10.00am to 10.00pm Monday to Thursday;

  10.00am to 11.00pm Friday and Saturday;

  10.00am to 6.00pm Sunday.
- Use of fourteen (14) existing car parking spaces adjacent to the building, accessed via the existing driveway from Argyle Street.
- Use of existing external lighting including one light pole adjacent to the carpark close to Argyle Street, and two wall mounted lights on the north-western façade of the building above its entrance and facing the on-site car park. Use of this lighting will only occur between the hours of 6.00am and 11.00pm, as necessary within the proposed hours of operation of the facility.
- Servicing of the site by commercial vehicle at an anticipated rate of approximately four to five deliveries per week, between the hours of 7.00am and 6.00pm weekdays. No weekend servicing is proposed.
- No signage is proposed as part of this application.

2. Site Detail

2.1. The subject site (Figure 1) is made up of three commonly owned adjacent lots fronting Argyle Street, totalling an area of approximately 1360m^2, situated nearby to the south-east of the busy Argyle Street/Federal Street intersection. The largest of the three lots, being approximately 653m^2 in size is located at the corner of Argyle and Strahan Streets and contains an existing single storey brick and colorbond former showroom building. Adjacent to the north-west is a sealed open carpark title of 468m^2 where access to the site is gained from Argyle Street. Further adjacent to the north-west is a smaller lot of 240m^2 occupied in part by the remainder of the existing carpark area and also the south-eastern third of smaller buildings extending back from the Argyle Street frontage, the front of which presents as an early brick, sandstone and colorbond dwelling, with a more recent brick extension attached to its rear. Both of these buildings have been used as part of the previous bulky goods sales use of the site.

2.2. The remainder of the overall property (Figure 2) contains the next title of 240m^2 to the north-west occupied by the remainder of the smaller buildings described above, an irregularly-shaped internal lot of 632m^2 behind and accessed from the four Argyle Street fronting lots, containing a larger metal-clad shed with an equivalent two-storey height, and otherwise undeveloped but previously used for stockpiling of building materials and

shipping containers, one of which still remains, and also a narrow lot of 51m^2 providing frontage to Strahan Street and providing right of way access to the rears of both the 5-7 and 9 Strahan Street residential properties.

2.3. Immediately adjoining and surrounding the wider site are bulky goods sales and manufacturing and processing uses, including a car yard and fresh produce warehouse and distribution facility, residential uses consisting of older, conjoined and free-standing single and multiple dwellings, and vehicle fuel sales and service (24hr service station), storage and business and professional services uses. This mix of uses continues further afield, with additional food services, service industry, hotel industry and general retail and hire uses adding to what is a diverse location in terms of land use.

2.4. Images of the subject site and its immediate surroundings can be found after the figures below at Plates 1 through 6.

2.5. This site is located within the 18.0 Light Industrial Zone of the *Tasmanian Planning Scheme – Hobart* (Figure 3).

2.6. This site is located within the HOB-S5.0 Hobart Light Industrial Zone Specific Area Plan and the HOB-S10.0 Royal Hobart Hospital Helipad Airspace Specific Area Plan of the *Hobart Local Provisions Schedule*.

2.7. The following overlays apply to the site, as it is identified under the relevant Local Provisions Schedule as a place, a listed place or registered place, or land within an area or plan shown on an overlay map:

2.7.1. C4.0 Electricity Transmission Infrastructure Protection Code (Figure 4).

2.7.2. C9.0 Attenuation Area Buffers (Figure 5).

2.7.3. C14.0 Potentially Contaminated Land (Figure 6).



Figure 1: The three specific titles outlined in yellow representing the site of the current application.

Source: Council ArcGIS.



Figure 2: Aerial view of the overall property, made up of six separate titles in common ownership (outlined in yellow).

Source: Council ArcGIS.



Figure 3: The subject site is zoned Light Industrial. The yellow of Argyle Street is the Utilities zone while the red is Inner Residential Zone, immediately adjacent to and otherwise within 50m of the site.

Source: Council ArcGIS.



Figure 4: The subject site relative to the Inner Protection Area overlay running along Argyle Street, relevant to the Electricity Transmission Infrastructure Protection Code of the Tasmanian Planning Scheme – Hobart. Note also the dotted line running diagonally across Argyle Street in front of the site. This is the edge of the Hobart Light Industrial Zone Specific Area Plan area, within which the subject site is located.

Source: Council ArcGIS.



Figure 5: The subject site falls within the attenuation buffer area (pale blue) relative to Custom Cabinets at 38 Feltham Street, approximately 150m to the north-east.

Source: Council ArcGIS.



Figure 6: The middle of the three lots making up the subject site is mapped as potentially contaminated land. No disturbance of this land is proposed.

Source: Council ArcGIS.



Plate 1: The subject site as it fronts Argyle Street, with the existing building intended to be fitted out for the use to the left. The existing car park and light pole proposed to be retained for use lie behind the fencing between both buildings. The building to the right which is partially on the subject site is not proposed to be utilised.

Source: Planner's photo.



Plate 2: The north-western 'front' of the existing building on site to be utilised for the proposed golf simulator, where access into the building will continue to be achieved. Note the two external lights fixed above the gutter line which will be retained for use.

Source: Planner's photo.



Plate 3: Looking west into the site from the existing vehicle access to the existing sealed carpark area opposite the building entrance which is to be retained for the proposed use. The pole extending out of the picture, to the right-hand side inside the fence is an existing light for the carpark which will be retained for use.

Source: Planner's photo.



Plate 4: Looking along the property frontage (right) and to the south-east, along Argyle Street.

Source: Planner's photo.



Plate 5: Looking along the property frontage (left) and to the north-west, along Argyle Street.

Source: Planner's photo.



Plate 6: Looking north towards the intersection with Strahan and Argyle Streets, and the subject site/existing building (centre). Note the two-storey residential dwelling (conjoined with one other) directly adjacent to the left. There are no windows facing the site in the upper side of this dwelling however two upper-level rear windows per conjoined dwelling do face north-west to the internal lot of the 310 Argyle Street property, not proposed to be used as part of the current application.

Source: Planner's photo.

3. Background

3.1. There is no relevant planning history in relation to the proposal on Council's Records. The site for many years up until recently operated as a bulky goods and hardware sales depot, best known as Uptons Salvage. The business has now ceased operation however the site is still owned by this company.

4. Representation

4.1. The table below summarises all the concerns raised by representors during the statutory advertising period.

Parking Provision • *The development does not provide enough on-site parking and instead relies heavily on on-street parking.* • *Existing provision of 14 on-site spaces is inadequate relative to expected demand (estimated at ~25 vehicles or more).* • *The proposal includes reliance on up to 15 on-street parking spaces in surrounding streets.* • *There is no public car park nearby to accommodate overflow demand.* • *The previous use of the site required fewer parking spaces and did not generate equivalent demand, particularly outside business hours.*

Existing Parking Constraints
• *Parking in the area is already severely constrained, particularly:*
  ○ *After approximately 6:00–6:20pm*
  ○ *On weekends*
  ○ *During events*
• *Residents report frequent inability to park near their homes, sometimes needing to park one or two blocks away.*
• *Many dwellings:*
  ○ *Have no off-street parking*
  ○ *Rely on resident permit parking*
• *Parking spaces are often occupied all day regardless of restrictions, further limiting availability.*

Cumulative Parking Demand from Surrounding Uses
• *Existing parking pressure is created by:*
  ○ *Restaurants, bars, clubs along Elizabeth and Argyle Streets*
  ○ *The State Cinema (with multiple screens, rooftop, café, events)*
  ○ *Dance studios and community venues*
  ○ *Festivals, sports events, and entertainment activities*
• *Many surrounding businesses operate after hours, contradicting assumptions of reduced demand.*
• *Nearby venues lack off-street parking and rely on surrounding streets, leading to overflow into residential areas.*
• *Increasing numbers of eateries and venues are contributing to growing parking pressure over time.*

Peak Demand Timing
• *Proposed use has peak patronage:*
  ○ *After 6:00pm*
  ○ *On weekends*
• *These periods coincide with:*
  ○ *Peak activity of surrounding venues*
  ○ *Residents returning home*
• *Parking surveys confirm that streets such as Strahan Street operate at or near capacity during evenings.*
• *The proposal would convert occasional peak demand into a regular nightly issue.*

Residential Amenity – Parking Access
• *Residents rely on being able to park:*
  ○ *Close to their homes*
  ○ *Within a reasonable walking distance*
• *This is essential for:*
  ○ *Carrying groceries, DIY materials, luggage, equipment*
• *The development will reduce access to nearby parking, particularly for residents without off-street parking.*
• *Residents already experience difficulty returning home if they leave in the evening, due to uncertain parking availability.*

Residential Amenity Impacts – Noise and Disturbance
• *Proposed operating hours extend to:*
  ○ *10:00pm or 11:00pm*
• *Concerns regarding:*
  ○ *Noise from patrons leaving the facility*
  ○ *Vehicle movements late at night*
  ○ *General disturbance in residential streets*
• *Increased activity is expected to impact residents during sensitive evening periods.*

Residential Amenity Impacts – Light, Fumes, and Environmental Effects
• *Additional impacts from increased vehicle movements include:*
  ○ *Headlight glare and light spill into dwellings*
  ○ *Exhaust fumes*
• *Lighting proposals may:*
  ○ *Reflect off structures such as rear warehouse walls*
  ○ *Extend beyond the defined development footprint*
• *These impacts are considered detrimental to nearby residential properties.*

Safety and Security Concerns
• *The area is described as:*
  ○ *Poorly lit*
  ○ *Subject to disturbances*
• *Increased night-time activity may:*
  ○ *Exacerbate perceptions of personal safety risk*
  ○ *Increase exposure to anti-social behaviour*
• *Traffic report conclusions that the area is "safe" are disputed by residents.*

Adequacy and Accuracy of Traffic and Parking Reports
• *Traffic and parking assessments are criticised for:*
  ○ *Using limited survey periods (e.g. single weekend day)*
  ○ *Not reflecting long-term or typical conditions*
• *Claims that parking is "available" are:*
  ○ *Disputed as inaccurate and unsupported*
• *Reports include factual inaccuracies, such as incorrect description of nearby uses (e.g. service station hours) – staffed and open until 10pm, then after automated external card payment facility.*
• *Surveys did not adequately consider:*
  ○ *Evening demand*
  ○ *Resident usage patterns*
• *Reports are described as:*
  ○ *Biased toward the development*
  ○ *Lacking depth and reliability*

Failure to Consider Resident Needs and Behaviour
• *Reports do not adequately assess:*
  ○ *Differences between resident parking and visitor parking*
  ○ *The reliance on parking for daily living activities*
• *Insufficient consideration of:*
  ○ *Resident permit systems*
  ○ *Lack of off-street parking for many households*
• *Assessment is perceived to prioritise commercial impacts over residential amenity.*

Alternative Parking Opportunities Not Fully Explored
• *Potential exists to increase on-site parking through:*
  ○ *Conversion or demolition of rear warehouse (non-heritage)*
  ○ *Use of adjacent or rear land*
• *These opportunities are not adequately considered in the proposal.*
• *Concern that reliance on on-street parking is driven by cost avoidance rather than site constraints.*

Site Extent and Future Use Uncertainty
• *Lack of clarity regarding:*
  ○ *Land included in the development (e.g. CT 27174/2)*
  ○ *Whether this land will be used for parking*
• *Concern that:*
  ○ *Future parking expansion may occur without proper assessment*
  ○ *Impacts on nearby residents are not being considered upfront.*

Vehicle Access and Site Constraints
• *Previous use involved:*
  ○ *Trucks reversing into a steep driveway, causing disruption*
• *Concern that:*
  ○ *Current proposal does not assess vehicle access adequately*
  ○ *Suitability for delivery and service vehicles is unclear.*

Suitability of Use and Location
• *The development is considered:*
  ○ *Incompatible with a residential area*
  ○ *More suitable for an industrial or commercial location*
• *Comparisons with other sites (e.g. Launceston) are:*
  ○ *Considered inappropriate due to different context (less residential interface).*

Streetscape and Built Form Impacts
• *Claims that removing buildings to allow for more car parking on site would harm streetscape are disputed:*
  ○ *Only front building is of heritage value*
  ○ *Rear warehouse is not significant*
• *General current concerns about:*
  ○ *Visual impacts*
  ○ *Maintenance of building facades*
  ○ *Graffiti on external walls*
• *Requests for maintenance obligations to ensure buildings remain presentable.*

Consultation and Process Issues
• *Lack of:*
  ○ *Written notification to some affected residents*
  ○ *Consultation with residents during parking surveys*
• *Resulting in:*
  ○ *Assessments that do not align with lived experience*
  ○ *Reduced confidence in conclusions presented*

Overall Assessment Quality and Bias

- *Reports are described as:*
  - *Biased toward supporting the development*
  - *Not reflective of real-world conditions*
- *Lack of:*
  - *Robust methodology*
  - *Comprehensive analysis*
- *Concern that decision-makers unfamiliar with the area may be misled by the reporting.*

5. Assessment

5.1. The *Tasmanian Planning Scheme – Hobart* 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.

5.2. The table below summarises the existing and proposed development in accordance with the Use Table of the zone:

	Existing Use	**Proposed Use**
Use	Bulky Goods Sales	Sports and Recreation
Zone status	Prohibited	Discretionary

5.3. The proposal has been assessed and considered against:

5.3.1. 18.0 Light Industrial Zone.

5.3.2. HOB-S5.0 Hobart Light Industrial Zone Specific Area Plan.

5.3.3. HOB-S10.0 Royal Hobart Hospital Helipad Airspace Specific Area Plan – N/R as there is no change to the height of the existing buildings on the site or otherwise the proposal in any case meets the permitted standard where at 17m AHD the existing building is well below the 100m AHD limit of the outer area of the plan.

5.3.4. C2.0 Parking and Sustainable Transport Code.

5.3.5. C4.0 Electricity Transmission Infrastructure Protection Code – N/A to proposal as proposed works are all internal and internal building and works are exempt in the initial exemptions section at clause 4.3.2 of the *Tasmanian Planning Scheme – Hobart.*

5.3.6. C9.0 Attenuation Code – N/A as proposal not for a sensitive use.

5.3.7. C14.0 Potentially Contaminated Land Code – N/A as proposal is not for a sensitive use or an outdoor Sports and Recreation use, and otherwise there is no disturbance proposed of the potentially contaminated land (carpark).

5.4. As a discretionary use in the Light Industrial Zone, in addition to consideration against relevant zone and code standards, clause 6.10.2 of the *Tasmanian Planning Scheme – Hobart* requires that regard also be given to:

(a) the purpose of the applicable zone;

(b) any relevant local area objective for the applicable zone;

(c) the purpose of any applicable code;

(d) the purpose of any applicable specific area plan;

(e) any relevant local area objective for any applicable specific area plan; and

(f) the requirements of any site-specific qualification,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

5.5. The purpose of the Light Industrial Zone at clause 18.1 of the *Tasmanian Planning Scheme – Hobart* is to provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses; and to provide for use or development that supports and does not adversely impact on industrial activity.

5.6. There is no local area objective for the Light Industrial Zone in the *Tasmanian Planning Scheme – Hobart*.

5.7. The purpose of the Parking and Sustainable Transport Code at clause C2.1 of the *Tasmanian Planning Scheme – Hobart* is to ensure that an appropriate level of parking facilities is provided to service use and development; to ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; to ensure that access for pedestrians, vehicles and cyclists is safe and adequate; to ensure that parking does not cause an unreasonable loss of amenity to the surrounding area; to ensure that parking spaces and accesses meet appropriate standards; and to provide for parking precincts and pedestrian priority streets.

5.8. The purpose of the Electricity Transmission Infrastructure Protection Code at clause C4.1 of the *Tasmanian Planning Scheme – Hobart* is to protect use and development against hazards associated with proximity to electricity transmission infrastructure means infrastructure for or associated with the transmission of electricity. It includes overhead lines, underground electricity and communication cables, substations, communications station, buildings, structures and access tracks for or associated with the transmission of electricity, and the like; to ensure that use and development near existing and future electricity transmission infrastructure does not adversely affect the safe and reliable operation of that infrastructure; and to maintain future opportunities for electricity transmission infrastructure.

5.9. The purpose of the Hobart Light Industrial Zone Specific Area Plan at clause HOB-S5.1 of the *Hobart Local Provisions Schedule* is to provide for uses that are compatible with the unique, existing pattern of use in the area; and to provide for uses that minimise land use conflict in order to protect industrial viability and the safety and the amenity of sensitive land uses in adjacent zones.

5.10. The purpose of the Royal Hobart Hospital Helipad Airspace Specific Area Plan at clause HOB-S10.1 of the *Hobart Local Provisions Schedule* is to provide that development of land does not obstruct safe air navigation of aircraft approaching and departing the Royal Hobart Hospital helipad.

5.11. In accordance with clauses HOB-S5.3 and HOB-S10.3 of the *Hobart Local Provisions Schedule* there are no Local Area Objectives for either of the applicable Specific Area Plans in the *Hobart Local Provisions Schedule*.

5.12. There are no Site-Specific Qualifications applicable to the site in the *Hobart Local Provisions Schedule*.

5.13. The proposal is considered consistent with the relevant assessment criteria of Clause 6.10.2 as they apply to the site, as it is considered complementary to the purpose of the Light Industrial Zone, which seeks to accommodate a range of industrial and supporting uses where off-site impacts are minimal or can be effectively managed. Noting that the proposal replaces a use (Bulky Goods Sales) that under current scheme standards has Prohibited status in the zone - therefore identified as incompatible and conflicting with its purpose - the development involves the adaptive reuse of an existing building for an indoor recreation use, with no expansion of the building footprint and only limited servicing requirements confined to weekday daytime hours. This suggests that the use can operate without causing unreasonable impacts on surrounding uses, while still contributing to the functional diversity of the area.

5.14. The surrounding locality is characterised by a mix of light industrial, commercial and residential uses, and the proposal integrates with this established pattern. The Hobart Light Industrial Specific Area Plan emphasises compatibility with the existing mix of uses and the minimisation of land use conflict. Assisting the proposal to achieve this is its retention of existing access, parking and lighting arrangements and its avoidance of any significant intensification of the site, thereby ensuring it remains compatible with nearby activities and does not undermine industrial viability.

5.15. Applicable codes are addressed in greater detail in Section 6 of this report. The Parking and Sustainable Transport Code, and its defined purpose - which is particularly relevant to the assessment of the proposal given that the primary concerns raised by representors, and the greatest extent of discretion sought by the application, relate to parking - are otherwise addressed through the continued use of existing on-site parking and the site's accessible inner-urban location, which supports a range of transport options. Concerns regarding the reduced level of on-site parking and associated impacts are evaluated more thoroughly in Section 6. Other relevant codes, including those relating to infrastructure protection, attenuation and contamination, are either not applicable to, or are satisfied by the application due to the limited and internal nature of the works and the absence of sensitive uses or land disturbance.

5.16. Overall, when considered against the applicable broader discretionary assessment matters - noting that the code assessments, which specifically identify and evaluate scheme standards where the proposal is reliant on performance criteria, are set out in Section 6 of this report - including the zone purpose, specific area plan objectives, and relevant code purposes, the proposal represents a compatible and low-impact use of the site. It supports the mixed-use character of the area while avoiding unreasonable off-site impacts or conflicts with existing or potential industrial activities and is therefore considered consistent with the intent of the planning framework as it applies to the site, in accordance with the determining criteria of Clause 6.10.2 of the *Tasmanian Planning Scheme – Hobart*.

5.17. The proposal relies on the following criteria to comply with the acceptable standards:

5.17.1. 18.3.1 P1 All Uses (Hours of operation)

5.17.2. 18.3.2 P1 Discretionary Uses

5.17.3. C2.5.1 P1.1 (Table C2.1) Car Parking Numbers

5.17.4. C2.5.3 P1 (Table C2.4) Motorcycle Parking Numbers

5.17.5. C2.6.5 P1 Pedestrian Access

5.18. Each of the performance criteria is assessed in in Section 6 of this report.

6. Performance Criteria

6.1. *18.3.1 P1 All Uses (Hours of operation)*

6.1.1. The acceptable solution at clause 18.3.1A1 requires that hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:

(a) 7.00am to 9.00pm Monday to Saturday; and

(b) 8.00am to 9.00pm Sunday and public holidays.

6.1.2. The proposal seeks approval to operate until 10.00pm Monday to Thursday, and until 11.00pm Friday and Saturday and is within 50m of the Inner Residential Zone.

6.1.3. As such, the assessment relies upon assessment against performance criterion at clause 18.3.1 P1, which reads:

> ***P1***
>
> *Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:*
>
> *(a) the timing, duration or extent of vehicle movements; and*
>
> *(b) noise, lighting or other emissions.*

6.1.4. The majority of the eleven representations received raise concerns around associated evening impacts caused by the proposal, while six representors specifically mention the proposed opening hours of the use as a concern. Broadly all concerns raised are explicitly linked to the fact that the proposed hours of operation will widen the scope for activity to occur on the site and therefore in turn the perceived impacts of the proposal.

6.1.5. Ten of the eleven representations relate their concerns to the broadened timing, duration and/or extent of vehicle movements.

6.1.6. Three of the eleven representations were concerned with noise impacts, one regarding light impacts and one concerned with the impacts of exhaust fumes from traffic associated with the use.

6.1.7. The daily commencement of the proposed use is comfortably later than the earliest permitted opening time in the zone, being two to three hours later than permitted. This later start time will result in vehicle movements generated by the use to at least be clear of typical morning start of day peak periods for traffic, in terms of those leaving nearby residential uses and also vehicles coming into and travelling through the area.

The additional traffic generated by opening one to two hours beyond the latest permitted hour of 9.00pm is unlikely to be significant so as to generate noticeable impacts upon the amenity of the nearby residential zone. The submitted planning report and traffic impact assessment demonstrate that, based on evidence from a comparable facility, the typical peak period for customer visitation, based on a Friday example, commences from around 5pm to 9pm with a peak of 27 users on the site around the hours of 6.00pm and 7.00pm. Numbers reduce from this point, and realistically there would be minimal additional customers arriving after this time but nonetheless they

would be likely to remain on site and eventually leave closer to closing time beyond the 9.00pm permitted hour. It is possible also that customer numbers would be reduced from these levels across weekdays, with Fridays and weekends likely to draw the most customer numbers, however there is also potential for competitive 'league nights' across weekdays to ensure numbers remain consistent throughout week nights.

With the proposed use of the existing car parking area on the site, which is limited to 14 spaces, although additional vehicles may potentially visit the site for short periods for drop off and pick up, the limited amount of on site parking suggests that in turn any impacts generated by customers leaving the premises at later hours would also be limited, with fewer vehicle movements likely during these times.

Council's Traffic and Transport Engineer advises that:

> 'Traffic associated with the proposed use is expected to be relatively evenly distributed between left-in/right-in and left-out/right-out movements at the Argyle Street access. The development is forecast to generate 66 to 68 two-way vehicle movements per day, with peak-hour activity reaching approximately 25 arrivals or departures during league nights. This represents a significant reduction compared to the estimated 234 daily movements of the site's previous use as a building supply store.'

Although some of these movements would be occurring at a later hour due to the later operating hours, the reduced level of vehicle movements overall is considered beneficial to the amenity of the local area.

Vehicle access to the site is direct from Argyle Street. This is a reasonably well-trafficked arterial road and as such higher traffic levels and noise is not uncommon. Levels would naturally drop coincident with later hours however the proposed operating hours are not significantly beyond the operation of nearby entertainment and dining premises both on Argyle Street itself and in the nearby North Hobart restaurant strip. There is already a reasonably evident level of nighttime activity in the local area, over and above what would typically be experienced in a residential area. The additional vehicle movements in local streets caused by the proposed use operating to the later hours proposed would likely be comfortably absorbed into the level of traffic already moving about the immediate area during these times so as not to be obviously noticeable.

With servicing of the site proposed between permitted daytime hours on weekdays no increased impact upon amenity due to this component of the proposed use would be likely, noting that the servicing needs of the proposed use and vehicles used as compared to those of the previous Bulky Goods Sales use of the site would be far less impactful in terms of noise, size of vehicle used and ease of access to the site, and potentially also frequency. Council's Transport and Traffic Engineer states:

> 'The transition from a building supply store to an indoor golf facility results in a substantial reduction in heavy vehicle activity. Future servicing will be infrequent and limited to small commercial vehicles (e.g., vans) for food, beverage, and maintenance supplies. Deliveries are expected to occur during daytime periods when on-site parking demand is minimal, ensuring no adverse impact on traffic operations.'

Noise generation is not considered to be an inherent quality of the proposed use. The use occurs indoors and no incidental external areas are proposed. Whilst there would be music played, this is also confined to within the building

and not to a high volume. A reasonable comparison might be to that of a bowling alley. It is not expected that the sound of the facility in operation would be audible from outside the building. Any noise generated by patrons entering and exiting the premises, particularly given the likely numbers in attendance, would typically be expected to be low, and not immediately greater than noise levels already experienced in the local area. An element of this conclusion relies on appropriate behaviour from patrons visiting the premises.

In terms of lighting, the proposal seeks to utilise existing lighting on the site, being downward facing façade lighting either side of the entrance to the building, facing into the site, and a pole-mounted light close to the Argyle Street frontage facing into the carpark on the site. While use of these existing lights would be occurring at later hours than the previous use, they are not directed beyond the interior of the site and it is evident that impacts beyond the site would not be unreasonable, noting also that the proposal meets the use standard at clause 18.3.1 A2 for external lighting for a use within 50m of a residential site, where it is confirmed in the application that this lighting will not operate within the hours of 11.00pm and 6.00am.

Detailed lighting information submitted with the application focuses on the internal and external lighting arrangements for the use. This, and the proposed type and extent of external lighting has been further reviewed by the Council's Environmental Development Planner in terms of potential for amenity impacts and in response to specific concerns raised by representors. In response Council's Environmental Development Planner advises:

> There are two relevant standards that address external lighting and the potential for impacts upon amenity within residential zones.
>
> The proposed use would operate until 10pm Mon-Thurs, 11pm Fri-Sat and 6pm Sundays. The application indicates that the lights would not be operated between 11pm and 6am.
>
> The three lights in question are for lighting of the parking area and are existing. No new external lighting is proposed.
>
> Light spill modelling included in the application documents indicate that these lights are directed away from the nearby residential zones. The supplied modelling suggests that the level of vertical illuminance at the residential zone boundary would be less than 1lux, which is well below the recommended maximum of 25lux for 'non-curfew hours' (6am-11pm) specified in *AS/NZS 4282:2023 Control of the obtrusive effects of outdoor lighting*.
>
> The proposal also complies with the acceptable solution for the more specific standard for external lighting under 18.3.1 A2.
>
> In my opinion operation of the external lighting as proposed would not cause an unreasonable loss of amenity to residents within the nearby residential zones.
>
> The application complies with acceptable solution 18.3.1 A2 as the external lighting is not proposed to be used between the hours of 11pm to 6am.
>
> Recommended Condition:
>
> *The external lighting of the car parking area must not operate between 11pm and 6am.*

Other emissions from the building, such as noise and odours from kitchen exhaust fans, and otherwise noise from external air conditioning fans are unlikely to be problematic or without precedence in the local area, but in any event, particularly noting there is only one directly adjoining residential neighbour, such emissions can be effectively managed through baffling and or filtration methods if necessary.

On balance, it is considered that at the hours proposed, the proposed use will not cause an unreasonable loss of amenity to the nearby residential zone having regard to the timing, duration or extent of vehicle movements; and noise, lighting or other emissions.

6.1.8. The proposal complies with the performance criteria.

6.2. *18.3.2 P1 Discretionary Uses*

6.2.1. There is no acceptable solution at clause 18.3.2 A1 for discretionary uses in the Light Industrial Zone.

6.2.2. The proposal is for a Sports and Recreation use, defined under the scheme as use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, children's play centre, swimming pool, race course, sports ground, and major sporting facility. A Sports and Recreation use is a Discretionary use in the Light Industrial Zone, as specified by Use Table HOB-S5.5 of the *HOB-S5.0 Hobart Light Industrial Zone Specific Area Plan*, which substitutes clause 18.2 Use Table of the Light Industrial Zone of the *Tasmanian Planning Scheme – Hobart*.

6.2.3. As such, the assessment relies upon assessment against performance criterion at clause 18.3.2 P1, which reads:

> ***P1***
>
> *A use listed as Discretionary must not compromise the use or development of the surrounding properties for industrial activities with minimal or managed off site impacts, having regard to:*
>
> *(a) the characteristics of the site;*
>
> *(b) the size and scale of the proposed use; and*
>
> *(c) the function of the industrial area.*

6.2.4. None of the representors raise the concern that the proposed use might compromise the operation of existing or potential new light industrial uses in the area. Notably, one representor suggests that the proposed use *should* be located in an industrial area. This suggests that the uses currently operating in the local Light Industrial Zone here produce minimal impacts such that there may be a lack of awareness that the zoning even exists, and such uses are even possible.

6.2.5. The scheme requirement is that the proposed discretionary use will not compromise the existing or potential operation of industrial activities in the surrounding area.

It is unlikely that the proposed use would compromise the operation of existing or potential industrial activities in the surrounding area. This is due to the reduced number and low impact nature of existing, actual industrial uses close to the proposed use; the proposed use being commercial, internal to an existing, non-industrial building, and not ordinarily being considered a sensitive use under the scheme; the use operating in part and most intensely during hours unlikely to coincide with the operation of any industrial use operating in the local area; and also the proximity of the site relative to other zones, in particular the Inner Residential Zone which would have a large bearing on the nature and likelihood of any new industrial uses being approved to commence operations in the area.

As a discretionary, non-industrial use on the site, the proposal in many respects results in a better outcome over a new industrial use on the site in terms of possible impacts upon adjoining and nearby residential properties, however with specific regard to this scheme standard, although by way of being a discretionary use and therefore not an immediately preferred use in achieving the immediate purpose of the Light Industrial Zone, the proposed use evidently can support and will not adversely impact on industrial activity, particularly given the particular characteristics of such uses already existing, which are generally low impact, the likelihood of new industrial uses occurring and extent and arrangement of actual local Light Industrial land use zoning, and otherwise highly mixed nature of other uses occurring in the local area, both within the Light Industrial Zone and also other surrounding and nearby zones which include the Inner Residential Zone, General Business Zone, Urban Mixed Use Zone, General Residential Zone, Community Purpose Zone, Recreation Zone and Open Space Zone, all occurring within 300m of the subject site.

6.2.6. The proposal complies with the performance criteria.

6.3. *C2.5.1 P1.1 (Table C2.1) Car Parking Numbers*

6.3.1. The acceptable solution at clause C2.5.1 A1(d)(ii) requires that for a change of use where the number of on-site car parking spaces for the existing development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as:

N = A + (C – B)

Where:

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

For the previous Bulky Goods Sales use of the site, occupying 720m^2 of floor area, the car parking requirement specified at Table C2.1 is 15 (rounded from 14.4).

For the proposed Sports and Recreation use, Table C2.1 specifies 50 spaces per facility.

6.3.2. There are 14 existing car parking spaces on the site and it is proposed that these remain unchanged and to be used by the proposed facility. Therefore:

N = 14 + (50 – 15) = 14 + 35 = 49

6.3.3. As such, the assessment relies upon assessment against performance criterion at clause C2.5.1 P1.1, which reads:

> ***P1.1***
>
> *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:*
>
> *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*
>
> *(b) the ability of multiple users to share spaces because of:*
>
> *(i) variations in car parking demand over time; or*
>
> *(ii) efficiencies gained by consolidation of car parking spaces;*
>
> *(c) the availability and frequency of public transport within reasonable walking distance of the site;*
>
> *(d) the availability and frequency of other transport alternatives;*
>
> *(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
>
> *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
>
> *(g) the effect on streetscape; and*
>
> *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

6.3.4. The lack of sufficient on-site parking for the use, and in turn the pressure the proposed use will therefore and otherwise place on the demand for parking spaces in nearby and surrounding streets were raised as a concern by every one of the eleven representations received.

6.3.5. The Council's Senior Development Engineering Officer and Transport and Traffic Engineer have reviewed the proposal with regard to the number of parking spaces provided for the use, the shortfall from the number required to meet the scheme standard, the analysis and conclusions of the application's Traffic Engineer, and also the concerns raised across the all of the representations relating specifically and also more broadly to traffic and parking impacts generated by the proposal.

Overall, despite the concerns of representors, the assessing officers have accepted the analysis and findings of the applicant's traffic engineer in the supporting Traffic Impact Assessment. Noting in particular the following statements relative to each test of the performance criteria P1.1:

> *"There are no significant public off-street car parking facilities within convenient walking distance of the site. The proposal does not rely on*

formal public parking infrastructure, and parking demand is instead accommodated through a combination of on-site provision and available on-street parking within the surrounding road network."

"The proposed use exhibits strong temporal variation in parking demand.

→ Weekday daytime demand is low (typically 5–8 vehicles in total).

→ Peak parking demand occurs predominantly during evening periods (particularly 6:00pm–9:00pm) and on weekends.

During weekday business hours, surrounding commercial premises generate higher parking demand, however the proposed use is largely self-sufficient during this period.

During evenings, when the proposed use experiences its highest parking demand, surrounding commercial uses are generally closed or operating at reduced intensity. This creates a complementary demand profile, allowing efficient shared use of on-street parking in the vicinity of the site."

"The site is located on Argyle Street, a major arterial corridor serviced by frequent public bus services. A bus stop is located directly adjacent to the site frontage. The availability and frequency of public transport provides a realistic alternative to private vehicle travel, particularly for evening and weekend patronage."

"The site is located within the established urban area of North Hobart and is accessible by walking and cycling. Argyle Street provides on-road bicycle lanes in both directions and continuous pedestrian footpaths. The surrounding residential catchment allows for short-distance access without reliance on private vehicles. The nature of the use (group bookings, social events, evening trading) also lends itself to car-pooling and ride-share usage, which has been observed at the operator's Launceston venue."

"The site is an existing developed commercial tenancy with a fixed building footprint and established access arrangement. There is no practical capacity to expand on-site parking provision without significant building alteration or demolition. The frontage to Argyle Street is constrained, and the site configuration does not allow for additional compliant parking to be provided without unreasonable cost and loss of built form. Accordingly, physical site constraints materially limit the ability to increase on-site parking supply."

"Updated on-street parking surveys were undertaken on Thursday, Friday

and Saturday in March 2026 to reflect typical weekday and weekend conditions (refer Section 5.3).

The surveys indicate that:

→ During weekday daytime periods, spare capacity within the immediate survey area is generally in the order of 12–17 spaces, with a minimum observed capacity of approximately 11 spaces.

→ During peak weekend daytime periods, spare capacity reduces to approximately 8 spaces, reflecting higher background demand within the North Hobart precinct.

→ During evening periods (6:00pm–8:00pm), spare capacity increases across all survey days, generally ranging between 8 and 17 spaces.

Importantly, the proposed development's peak parking demand occurs during the evening period, when on-street parking availability is demonstrably higher than during daytime conditions.

The surrounding road network comprises a mix of arterial and local streets with formalised on-street parking arrangements. The crash history review (Section 2.2) does not identify any safety issues associated with on-street parking in the vicinity of the site.

Accordingly, on-street parking in the surrounding area is considered to be available, accessible and safe, and capable of accommodating peak overflow demand beyond the 14 on-site spaces."

"Requiring compliance with the Acceptable Solution (49 spaces) would necessitate substantial redevelopment of the site and removal of built form to accommodate surface parking. This would be inconsistent with the established urban character of Argyle Street and would negatively affect the streetscape. Retention of the existing built form and parking arrangement maintains the established urban interface and is considered a superior planning outcome."

"A first-principles parking demand assessment has been undertaken in Section 5.2, having regard to patronage, vehicle occupancy, dwell time and staffing levels. The assessment indicates:

→ Weekday daytime demand: typically 5–8 vehicles

→ Regular peak demand (evenings / league nights): up to approximately 25 vehicles

→ Occasional larger functions: up to approximately 25 vehicles

The 14 on-site spaces accommodate the majority of demand under average operating conditions.

During peak evening periods, an overflow demand of approximately 10–13 vehicles may occur.

The updated on-street parking surveys confirm that available spare capacity within the surrounding road network during these periods (typically 8–17 spaces) is sufficient to accommodate this demand.

Importantly, there is a strong temporal alignment between peak parking demand and peak on-street parking availability, with the highest demand from the proposed use occurring at times when surrounding commercial parking demand is reduced.

The Acceptable Solution requirement of 49 spaces is derived from a generic rate and does not reflect the actual operational characteristics of the use, including group travel behaviour, carpooling, ride-share usage, and evening-focused activity patterns.

Accordingly, the proposed parking provision is consistent with the demonstrated and realistic parking demand of the use.

This conclusion is supported by the operation of the Launceston X-Golf venue, which accommodates a comparable use with substantially lower on-site parking provision. The successful operation of that facility confirms that actual parking demand for this land use is materially lower than that implied by generic Planning Scheme rates.

Having regard to the demonstrated parking demand, the temporal variation in demand, the availability of on-street parking during peak

periods, the excellent public transport accessibility, and the physical constraints of the site, the proposed provision of 14 on-site parking spaces is considered to meet the reasonable needs of the use.

It is also relevant that the former bulky goods use of the site operated with 14 on-site spaces for many years without identified parking-related safety or network issues. The proposed use generates lower daily traffic volumes than the former use and does not represent an intensification of access activity. Accordingly, there is no evidence to suggest that retention of the existing 14 spaces would give rise to unacceptable parking or traffic impacts.

Accordingly, the proposal satisfies the Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme.

The parking provision is considered to meet the reasonable needs of the use and represents an appropriate outcome having regard to the demonstrated demand, temporal variation in parking activity and the availability of on-street parking during peak periods."

Notably, the Council's Transport and Traffic Engineer did not express concerns with the statements provided by the Applicant's Traffic Engineer within the supporting Traffic Impact Assessment. They make the following comments after reviewing the proposal and considering the concerns raised in the representations:

Based on the analysis of the Traffic Impact Assessment (TIA), the proposed X-Golf facility at 310 Argyle Street, North Hobart, has a theoretical parking shortfall when assessed against generic Planning Scheme requirements. However, the TIA provides a full explanation for this shortfall and demonstrates the capacity to absorb parking spillage through:

- A realistic assessment of actual parking demand, which is significantly lower than theoretical rates.
- The availability of public transport and encouragement of alternative transport methods.
- Physical site constraints that make increasing on-site parking impractical.
- Empirical evidence from a successfully operating comparable venue in Launceston.

Surveys conducted in March 2026 (Thursday, Friday, and Saturday) show moderate to high daytime utilization in the North Hobart precinct. Weekday spare capacity typically ranges from 12 to 17 spaces during business hours. Parking availability increases significantly during the evening (8 to 17 spaces), which aligns with the venue's peak operating hours. The surveys confirm that the surrounding road network can safely and effectively accommodate peak overflow demand.

It is noted that the TIA omitted the availability of the Lefroy Street Car Park. The car park has 57 spaces and is open 24 hours a day. It offers a practical alternative to on-street parking for patrons as it is located less than 300 metres from the proposed venue.

The facility is expected to attract approximately 445 patrons per week, averaging 64 patrons per day.

The maximum number of patrons simultaneously is typically 36, with occasional functions accommodating up to 50. The TIA concludes that the proposed development will not adversely impact the operation, safety, or efficiency of the surrounding road network and is supported on traffic and parking grounds [1, p. 33].

Assumptions are justified using "first principles" from the operator's existing Launceston venue, adopting a conservative vehicle occupancy of 2 patrons per car and a 1.5-hour average dwell time.

The Planning Scheme theoretically requires 49 on-site spaces for this change of use, but the proposal retains the existing 14 spaces. The 14 spaces are considered sufficient under Performance Criteria P1 because actual demand is low during the day (5 to 8 vehicles) and only reaches 20 to 25 vehicles during peak evening periods. The shortfall is justified by the temporal alignment between the venue's peak demand and the increased availability of on-street parking after standard business hours.

Outside the scope of the Traffic Impact Assessment, surrounding streets—including Federal Street (towards Brooker Avenue), Yardley Street, and Wignall Street—present opportunities for spillage parking. A total of 20 residential parking permits were recorded across the surveyed streets (4 on Lefroy St, 12 on Strahan St, and 4 on Argyle St), indicating that some residents may be relying on-street parking for additional vehicles not covered by a permit.

Residents have raised their concerns regarding the impact of on-street parking during late night periods. The events are expected to have a lower number of patrons during the evening. The demand in North Hobart is reasonably high meaning that residents would have to already compete with parking pressures on the street during that period. The shortfall from the development is unlikely to significantly exacerbate the current peak demand. The on-street car park is a public asset and available to all businesses and residents on the street.

While weekend availability is expected to be constrained, the TIA demonstrates that the surrounding network has the capacity to absorb a spillage of 11 to 12 vehicles during peak periods. From City Transport's perspective, the parking demand generated from the development will not significantly impact the current demand on the surrounding streets. Patrons also have access to nearby public transport services and active travel modes.

Traffic is expected to be relatively evenly distributed between left-in/right-in and left-out/right-out movements at the Argyle Street access. The development is forecast to generate 66 to 68 two-way vehicle movements per day, with peak-hour activity reaching approximately 25 arrivals or departures during league nights. This represents a significant reduction compared to the estimated 234 daily movements of the site's previous use as a building supply store.

The transition from a building supply store to an indoor golf facility results in a substantial reduction in heavy vehicle activity. Future servicing will be infrequent and limited to small commercial vehicles (e.g. vans) for food, beverage, and maintenance supplies. Deliveries are expected to occur during daytime periods when on-site parking demand is minimal, ensuring no adverse impact on traffic operations.

From and overall traffic and development engineering perspective, based on officer assessment and the documentation submitted to support the proposal, the car parking proposed for the use has been deemed sufficient and in turn compliant with the Performance Criteria P1.1 of Clause C2.5.1 of the *Tasmanian Planning Scheme – Hobart*.

6.3.6. The proposal complies with the performance criteria.

6.4. *C2.5.3 P1 (Table C2.4) Motorcycle Parking Numbers*

6.4.1. The acceptable solution at clause C2.5.3 A1 requires that the number of on-site motorcycle parking spaces for all uses must:

(a) be no less than the number specified in Table C2.4; and

(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.

Table C2.4 specifies that for a use requiring up to 40 car parking spaces, 1 motorcycle parking space is required, and then where 41 or more car parking spaces are required, 1 motorcycle parking space must be provided for every additional 20 car parking spaces. For the proposed use, requiring 49 car parking spaces to meet the scheme requirement, but not a full 20 spaces beyond 40 car parking spaces, only the one motorcycle parking space is required to meet the standard.

6.4.2. The proposal does not include any motorcycle parking spaces within the existing on site parking area, which is not proposed to be altered.

6.4.3. As such, the assessment relies upon assessment against performance criterion at clause C2.5.3 P1, which reads:

> ***P1***
>
> *Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:*
>
> *(a) the nature of the proposed use and development;*
>
> *(b) the topography of the site;*
>
> *(c) the location of existing buildings on the site;*
>
> *(d) any constraints imposed by existing development; and*
>
> *(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.*

6.4.4. As previously stated, parking concerns have been raised by every one of the eleven representations received. Although not explicitly singled out as an issue, the lack of motorcycle parking availability on the site contributes to this concern.

6.4.5. The Council's Development Engineering Officer and Transport and Traffic Engineer have reviewed the proposal with regard to the lack of on-site motorcycle parking spaces, the shortfall from the number required to meet the standard, the analysis and conclusions of the application's Traffic Engineer, and also the concerns raised across the majority of the representations relative to traffic and parking impacts.

Overall, and acknowledging the lack of motorcycle parking would to some extent contribute to the concerns raised by representors regarding lack of on-site parking and impact on local parking supply, the assessing officers have accepted the analysis and findings of the applicant's traffic engineer in the supporting Traffic Impact Assessment. Noting in particular the following statements relative to each test of the performance criteria P1:

"The proposed use is a small-scale indoor recreation facility located within an existing commercial tenancy. The assessment of patron behaviour indicates that the majority of users attend in small groups (2–4 persons), and travel is predominantly by private car, ride-share and public transport. There is no evidence to suggest a material proportion of patrons will travel by motorcycle. Staff numbers are low (generally 1–3 persons), further limiting the likelihood of routine motorcycle commuting. On this basis, the reasonable demand for dedicated motorcycle parking is expected to be low."

"The development is contained within an existing built commercial site with established levels and access arrangements. There are no topographical features that would create a specific need for dedicated motorcycle parking (such as large gradients or separated areas requiring protected motorcycle parking). The topography does not drive the need for additional motorcycle facilities."

"The existing building footprint and site configuration constrain available external area. The car parking area is an established, compact layout serving the tenancy. There is limited opportunity to introduce additional formal motorcycle parking spaces without reconfiguring the existing parking layout or reducing the number/ functionality of existing car spaces."

"The site is constrained by its existing development form, access arrangement and established car parking supply. No changes to the car parking layout are proposed and the existing 14 spaces will be retained. Creating a dedicated motorcycle bay would either reduce the number of existing car spaces or introduce a non-standard arrangement within an already constrained layout. Given the low expected motorcycle demand, such changes are not considered reasonable or necessary."

"The site is located within an established commercial corridor where on-street parking is available in the surrounding road network. A motorcycle can generally be accommodated within on-street parking areas (subject to signage and demand) and within available kerbside spaces in the broader locality. Given the low expected motorcycle mode share for the use, the availability of surrounding kerbside parking provides a practical alternative to dedicated on-site motorcycle bays."

"Having regard to the small scale of the use, the low likelihood of significant motorcycle patronage, and the physical constraints of the existing site and parking layout, the provision of a dedicated on-site motorcycle parking space is not considered necessary to meet the reasonable needs of the use."

From and overall traffic and development engineering perspective, based on officer assessment and the documentation submitted to support the proposal, the car parking proposed for the use has been deemed sufficient and in turn compliant with the Performance Criteria P1 of Clause C2.5.3 of the *Tasmanian Planning Scheme – Hobart.*

6.4.6. The proposal complies with the performance criteria.

6.5. *C2.6.5 P1 Pedestrian Access*

6.5.1. The acceptable solution at clause C2.6.5 A1.1 requires that uses that require 10 or more car parking spaces must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

6.5.2. The proposal does not include provision for pedestrian access within the parking area on the site, which is proposed to remain unchanged.

6.5.3. As such, the assessment relies upon assessment against performance criterion at clause C2.6.5 P1, which reads:

P1

Safe and convenient pedestrian access must be provided within parking areas, having regard to:

(a) the characteristics of the site;

(b) the nature of the use;

(c) the number of parking spaces;

(d) the frequency of vehicle movements;

(e) the needs of persons with a disability;

(f) the location and number of footpath crossings;

(g) vehicle and pedestrian traffic safety;

(h) the location of any access ways or parking aisles; and

(i) any protective devices proposed for pedestrian safety.

6.5.4. None of the eleven representations raise concerns around pedestrian safety within the site.

6.5.5. The Applicant's Traffic Engineer appears to have responded to this standard as though it were meant to apply to pedestrian access to the site, and not within it. As such, they make the following statements within the supporting Traffic Impact Assessment:

> *Argyle Street has pedestrian footpaths and on-road cycle paths on both sides of the road. Pedestrian phasing has been included in the signalised intersection of Argyle Street and Federal Street to the northwest of the subject site.*
>
> *The proposed development is likely to generate a small amount of pedestrian activity in the surrounding network. The existing pedestrian infrastructure in the surrounding road network is considered adequate to cater for the likely pedestrian demands associated with the proposed development.*

6.5.6. The proposal was referred to Council's Development Engineering Officer, who has accepted as sound the analysis and statements of the Traffic Engineer relative to pedestrian access to the site and in the immediate area, and otherwise has provided the following assessment:

> The statements from Midson Transport pertaining to pedestrian matters were included to highlight wider pedestrian considerations.
>
> Development Engineering has accepted that the car park will remain in its current configuration. The existing 12 parking spaces were previously used under the Uptons Salvage Pty. Ltd use, and Council is not aware of any pedestrian safety issues associated with that former use. As no changes are proposed to the existing parking layout, the arrangement is considered acceptable under the applicable Performance Criterion.

6.5.7. The proposal complies with the performance criteria.

7. Discussion

7.1. As discussed in Section 5 and Section 6 of this report, the proposal relies upon performance criteria to satisfy the standards and codes of the relevant planning scheme. The proposal has been assessed against the provisions of section 57 of the *Land Use Planning and Approvals Act 1993* and is considered to perform well.

7.2. The proposal has been assessed by Council's Senior Development Engineering Officer, Transport and Traffic Engineer and Environmental Development Planner, who have raised no objection to the proposal, subject to conditions.

7.3. Of the eleven representations received during the statutory advertisement, primary concerns raised can be summarised as the proposal being seen to underestimate real parking demand, rely too heavily on already constrained on-street parking; residential impacts not being adequately considered. Overall key concerns are that approval of the application would result in ongoing parking stress, reduced residential amenity, and regular nightly impacts rather than occasional issues

7.4. The matters raised in the representations broadly correspond with the matters for consideration within applicable scheme standards. The proposal has been assessed in detail against these standards in section 6 of this report. Noting that they are relevant and not without merit, the representors' concerns are therefore considered to have been thoroughly assessed as part of this evaluation.

7.5. Fundamentally, the most frequently raised concerns regarding the proposal's impacts on parking and traffic have been acknowledged; however, these concerns are not shared by the Council's Traffic and Transport Engineer, who has accepted the methodology and conclusions of the Traffic Impact Assessment submitted with this application and, in this regard, has endorsed the proposal.

7.6. Although discretionary in the zone the proposed use is complementary to, and will not unduly compromise, the purpose of the Light Industrial Zone from both a scheme and Specific Area Plan perspective. No Local Area Objectives or Site-Specific Qualifications apply. From a code perspective, as detailed in Section 6 above, the deemed compliance with the relevant performance criteria for each applicable standard demonstrates that the proposal is acceptable and therefore consistent with the purpose of each applicable code.

7.7. Overall, taking into account relevant planning controls, when considered in the context of the site and the characteristics of the local area, and having regard to the already compromised level of residential amenity, as well as the scale, likely intensity of the proposed discretionary use, and the extent of variation sought beyond the permitted standards, the proposal is considered an acceptable outcome for the site. The proposal is demonstrated to be justified against relevant performance standards and as a result is unlikely to lead to significant impacts or an unreasonable erosion of the amenity of the area.

8. Conclusion

8.1. The proposed Partial Demolition and Alterations for Change of Use to Sports and Recreation at 310 ARGYLE ST NORTH HOBART TAS 7000 satisfies the relevant provisions of the *Tasmanian Planning Scheme – Hobart*, and as such is recommended for approval, subject to conditions contained within Attachment A.



Cameron Sherriff

Development Appraisal Planner

As a 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.



Michael McClenahan

Senior Statutory Planner

As a 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.

ATTACHMENT A: Conditions

ATTACHMENT B: PAC Agenda Documents

ATTACHMENT C: Referral Officer Report - Development Engineering Assessment

Recommendation

That: Pursuant to the *Tasmanian Planning Scheme – Hobart* the Council approve the application for Partial Demolition and Alterations for Change of Use to Sports and Recreation at 310 ARGYLE ST NORTH HOBART TAS 7000 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN - General

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-HOB-2025-0663 - 310 ARGYLE ST NORTH HOBART TAS 7000 - Final Planning Documents except where modified below.

TW - General

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TASWASPAN-HOB-2025-0268 dated 13/01/2026 as attached to the permit.

PLN 8 - Hours of Operation

The approved hours of operation are:

- 10.00am to 10.00pm Monday to Thursday;
- 10.00am to 11.00pm Friday and Saturday;
- 10.00am to 6.00pm Sunday.

ENV S1 - External Lighting

External lighting upon the site must not operate between 11.00pm and 6.00am, seven days.

PLN S1 - Signage

No signage is approved by this permit.

ENG 3B - Development Engineering - Parking and Access Design

The following aspects of the access driveway and parking area require further detailed designs:

1. Car parking layout
2. Parking spaces provided for use by persons with a disability (where required)

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. be prepared and certified by a suitably qualified person;
2. be in accordance with the Australian Standard AS/NZS 2890.1:2004, if possible;
3. where the design deviates from AS/NZS 2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use;
4. be in accordance with the Australian Standard AS/NZS 2890.6:2009, where required, and
5. show dimensions and gradients, and other details as Council deem necessary to satisfy the above requirement.

The access driveway and parking area must be constructed in accordance with the approved detailed designs prior to first occupation.

Advice:

The detailed design of the access, driveway, and manoeuvring area should be considered prior to finalising the finished floor level of the parking spaces (particularly if located within a garage intrinsic to a dwelling); failure to do so may result in difficulty complying with this condition.

ENG 3C - Development Engineering - Parking and Access Design

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway and parking area has been constructed in accordance with design drawings approved by condition ENG 3B.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

ENG 4 - Development Engineering - Parking and Access Design

The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed

to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the commencement of use.

ENG 5 – Development Engineering - Number of Car Parking Spaces and Line Marking

The approved car parking spaces on the site must comply with the following requirements:

1. All parking spaces are to be allocated for customer use only, with no spaces designated for staff parking;
2. any parking spaces designated for people with disabilities must be designed and constructed in accordance with AS2890.6:2009; and
3. all parking spaces on the site must be used in accordance with the use approved by this planning permit.

All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004 and AS/NZS 2890.6: 2009, prior to the commencement of use.

ENG 6 - Development Engineering - Parking Spaces For People With Disabilities

Any car parking spaces for people with disabilities must be delineated to *Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009*, prior to the commencement of use (whichever occurs first).

ENG 1A - Development Engineering - Protection of Council Assets

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

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

A photographic record of the Council's infrastructure adjacent to the subject site should be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction.

In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

ENG SW1 - Stormwater - Design

All stormwater from the proposed development must be drained to a lawful point of discharge to the public stormwater system prior to occupancy or commencement of use (whichever occurs first).

Advice:
Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

SURV s1 - Survey - Special

As the approved car parking for the use is located on land comprised in certificates of title 198694/1 and CT 27209/1, should these titles be transferred to different ownership from the land comprised in certificate of title 62966/26, car parking easements in favour of CT 62966/26 are to be registered over the approved car parking located on land comprised in certificates of title 198694/1 and CT 27209/1 to allow the use to continue.

ADVICE

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

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

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission through PlanBuild. Detailed instructions can be found here

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

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

Fees for Condition Endorsement are set out in Council's Fees and Charges

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*, further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016*. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here

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

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016*. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here

OCCUPATION OF THE PUBLIC HIGHWAY

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's City Resilience Group regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

BEFORE YOU DIG

Click here for before you dig information.

8. REPORTS

8.1 Delegated Decision Report (Planning)
File Ref: F26/30177

Report of the Director Strategic and Regulatory Services of 17 June 2026 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: PLANNING AUTHORITY COMMITTEE

Delegated Decision Report (Planning)

Attached is the delegated planning decisions report for the period 1 June 2026 to 12 June 2026.

RECOMMENDATION

That the information contained in the 'Delegated Decision Report (Planning)' 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.

Karen Abey
DIRECTOR STRATEGIC AND REGULATORY SERVICES

Date: 17 June 2026
File Reference: F26/30177

Attachment A: Delegated Decision Report (Planning) ⇩

No	Reference Number	Council Description	Property Address	Estimated Cost	Decision	Date Approved
1	PLN-HOB-2025-0526	Partial Demolition, Retaining Wall and Parking Deck	36A BEDDOME ST SANDY BAY TAS 7005	$100,000.00	Approved	11/06/2026
2	PLN-HOB-2026-0076	Partial Demolition, Alterations and Extension	532 CHURCHILL AV SANDY BAY TAS 7005	$110,000.00	Approved	11/06/2026
3	PLN-HOB-2026-0105	Partial Demolition, Alterations and Partial Change of Use to Multiple Dwellings (Eight New)	146A-150 ELIZABETH ST HOBART TAS 7000	$700,000.00	Approved	04/06/2026
4	PLN-HOB-2026-0107	Signage	UNIT 21 19A HUNTER ST HOBART TAS 7000	$1,000.00	Approved	05/06/2026
5	PLN-HOB-2026-0151	Partial Change of Use to Education and Occasional Care	32 PATRICK ST HOBART TAS 7000	$8,000.00	Approved	02/06/2026
6	PLN-HOB-2026-0159	Alterations (Awning)	21 DOWDING CR NEW TOWN TAS 7008	$13,000.00	Approved	01/06/2026

No	Reference Number	Council Description	Property Address	Estimated Cost	Decision	Date Approved
7	PLN-HOB-2026-0162	Partial Demolition, Alterations, Extension and Change of Use to Multiple Dwellings (17 New) and Food Services	47 LIVERPOOL ST HOBART TAS 7000	$5,000,000.00	Approved	10/06/2026
8	PLN-HOB-2026-0167	Signage	22-30 LIVERPOOL ST HOBART TAS 7000	$2,750.00	Approved	10/06/2026
9	PLN-HOB-2026-0177	Demolition and New Outbuilding (Glasshouse)	11 LOWER DOMAIN RD QUEENS DOMAIN TAS 7000	$300,000.00	Approved	02/06/2026
10	PLN-HOB-2026-0179	Partial Demolition, Alterations and Secondary Residence	69 ADELAIDE ST SOUTH HOBART TAS 7004	$75,000.00	Approved	04/06/2026
11	PLN-HOB-2026-0180	Partial Demolition and Alterations (Deck)	4 RICHARDSON AV DYNNYRNE TAS 7005	$30,000.00	Approved	05/06/2026
12	PLN-HOB-2026-0188	Partial Demolition and Alterations, Signage, and Change of Use to Business and Professional Services (Consulting Rooms)	126 ELIZABETH ST HOBART TAS 7000	$200,000.00	Approved	04/06/2026

No	Reference Number	Council Description	Property Address	Estimated Cost	Decision	Date Approved
13	PLN-HOB-2026-0189	Partial Demolition and Alterations	1 D'EMDEN ST WEST HOBART TAS 7000	$50,000.00	Approved	05/06/2026
14	PLN-HOB-2026-0215	Partial Demolition, Alterations, and Change of Use to Business and Professional Services (Consulting Room)	118 KING ST SANDY BAY TAS 7005	$50,000.00	Approved	11/06/2026
15	PLN-HOB-2026-0227	Partial Demolition, Alterations and Extension	26 CROMWELL ST BATTERY POINT TAS 7004	$200,000.00	Approved	09/06/2026
16	PLN-HOB-2026-0274	Public Art	40-44 MELVILLE ST HOBART TAS 7000	$0.00	Approved	11/06/2026

8.2 Planning - Advertised Applications Report
File Ref: F26/30538

Report of the Director Strategic and Regulatory Services of 18 June 2026 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: PLANNING AUTHORITY COMMITTEE

Planning - Advertised Applications Report

Attached is the advertised applications list for the period 30 May 2026 to 15 June 2026.

RECOMMENDATION

That the information contained in the 'Planning – Advertised Applications Report' 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.

Karen Abey
DIRECTOR STRATEGIC AND REGULATORY SERVICES

Date: 18 June 2026
File Reference: F26/30538

Attachment A: Planning - Advertised Applications Report ⇩

No	Reference Number	Council Description	Property Address	Estimated Cost	Expiry Date	Proposed Delegation	Advertising Period Start	Advertising Period End
1	BSA-HOB-2026-0015	Change of Use to Visitor Accommodation	UNIT 8 20 PINE ST WEST HOBART TAS 7000	$0.00	6/07/2026	Director	12/06/2026	26/06/2026
2	CVO-HOB-2025-0077	Change of Use to Visitor Accommodation	UNIT 1 26 ARTHUR ST WEST HOBART TAS 7000	$0.00	15/07/2026	Director	11/06/2026	25/06/2026
3	CVO-HOB-2026-0018	Change of Use to Visitor Accommodation	UNIT 2 18 HOOPER CR MOUNT STUART TAS 7000	$0.00	14/07/2026	Director	10/06/2026	24/06/2026
4	CVO-HOB-2026-0036	Change of Use to Visitor Accommodation	45 TASMA ST NORTH HOBART TAS 7000	$0.00	18/06/2026	Director	02/06/2026	17/06/2026
5	PLN-HOB-2025-0670	Partial Demolition, Alterations and Alterations to Parking Areas	6 PETTY ST WEST HOBART TAS 7000	$20,000.00	7/07/2026	Director	09/06/2026	23/06/2026
6	PLN-HOB-2026-0032	Dwelling	40 HILLCREST RD TOLMANS HILL TAS 7007	$1,000,000.00	25/06/2026	Director	02/06/2026	17/06/2026

No	Reference Number	Council Description	Property Address	Estimated Cost	Expiry Date	Proposed Delegation	Advertising Period Start	Advertising Period End
7	PLN-HOB-2026-0095	Partial Demolition, Alterations and Extension and Partial Change of Use to Residential (Single Dwelling)	82A BURNETT ST NORTH HOBART TAS 7000	$600,000.00	1/07/2026	Director	04/06/2026	19/06/2026
8	PLN-HOB-2026-0101	Change of Use to Food Services and Signage	50 LETITIA ST NORTH HOBART TAS 7000	$90,000.00	2/07/2026	Director	12/06/2026	26/06/2026
9	PLN-HOB-2026-0160	Partial Demolition and Alterations, Subdivision (Consolidation of Lots), New Development and Change of Use to Multiple Dwellings (Two New Dwellings and Two Existing), and Associated Works	8 ESK AV MOUNT STUART TAS 7000	$800,000.00	30/06/2026	Director	11/06/2026	25/06/2026
10	PLN-HOB-2026-0170	Signage	199-207 SANDY BAY RD SANDY BAY TAS 7005	$19,700.00	2/07/2026	Director	02/06/2026	17/06/2026

No	Reference Number	Council Description	Property Address	Estimated Cost	Expiry Date	Proposed Delegation	Advertising Period Start	Advertising Period End
11	PLN-HOB-2026-0176	Partial Demolition, Alterations, Extension, Signage and Change of Use to Business and Professional Services (Medical Centre)	65 ARGYLE ST HOBART TAS 7000	$2,400,000.00	5/07/2026	Director	09/06/2026	23/06/2026
12	PLN-HOB-2026-0190	New Secondary Residence	37 CORBY AV WEST HOBART TAS 7000	$500,000.00	6/07/2026	Director	11/06/2026	25/06/2026
13	PLN-HOB-2026-0213	Extension to Operating Hours	42 NEWDEGATE ST NORTH HOBART TAS 7000	$0.00	9/07/2026	Director	03/06/2026	18/06/2026
14	PLN-HOB-2026-0225	Change of Use to Visitor Accommodation	UNIT 12 137-139 KING ST SANDY BAY TAS 7005	$0.00	7/07/2026	Director	09/06/2026	23/06/2026
15	PLN-HOB-2026-0239	Subdivision (Lot Consolidation)	65 ARGYLE ST HOBART TAS 7000	$5,000.00	29/06/2026	Director	10/06/2026	24/06/2026
16	PLN-HOB-2026-0247	Partial Demolition, Alterations, Extension and Landscaping	782 SANDY BAY RD SANDY BAY TAS 7005	$595,000.00	3/07/2026	Director	09/06/2026	23/06/2026

No	Reference Number	Council Description	Property Address	Estimated Cost	Expiry Date	Proposed Delegation	Advertising Period Start	Advertising Period End
17	PLN-HOB-2026-0252	Partial Demolition, Alterations and Extension	4 DATE CT SANDY BAY TAS 7005	$800,000.00	6/07/2026	Director	11/06/2026	25/06/2026
18	PLN-HOB-2026-0271	Partial Demolition, Alterations, Extension and Front Fencing	321 PARK ST NEW TOWN TAS 7008	$250,000.00	13/07/2026	Director	12/06/2026	26/06/2026
19	PLN-HOB-2026-0277	Partial Demolition, Alterations and Extension	224 WARWICK ST WEST HOBART TAS 7000	$180,000.00	15/07/2026	Director	12/06/2026	26/06/2026

9. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 34 *Local Government (Meeting Procedures) Regulations 2025.*
File Ref: 13-1-10

The Chief Executive Officer reports:-

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

The Committee is reminded that in accordance with Regulation 34(3) of the *Local Government (Meeting Procedures) Regulations 2025*, the Chairperson is not to allow discussion or debate on either the question or the response."

RECOMMENDATION

That the following responses to questions without notice be received and noted.

9.1 Short Stay Accomodation Decisions

Memorandum of the Director Strategic and Regulatory Services of 18 June 2026

City of HOBART

MEMORANDUM: **LORD MAYOR**
DEPUTY LORD MAYOR
ELECTED MEMBERS

SHORT STAY ACCOMODATION DECISIONS

Meeting: Planning Authority Committee **Meeting date: 6 May 2026**

Raised by: Alderman Bloomfield

Question:

For a time, a number of ordinary short stay accommodation applications that were slated to be approved had been moved to the chamber to be discussed in Council. At the most recent Council meeting, I asked how many of those had been moved by Elected Members as a direct decision to chamber for discussion as I think that is very material to the debate that occurred in the last Council meeting.

I am concerned that costs came as a result of a decision, and so I wanted to know not just how many had been moved by Elected Members, but also what additional cost resulted to Council, therefore ratepayers, as a result of that decision, within our electoral term.

Response:

There were two applications called in during the current term that could have been determined by officers.

The applications being called in leads to additional staff time spent on the governance processes for those meetings, rather than external costs.

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



Karen Abey
DIRECTOR STRATEGIC AND REGULATORY SERVICES

Date: 18 June 2026
File Reference: F26/26206

10. QUESTIONS WITHOUT NOTICE

Regulations 33 and 34 of the *Local Government (Meeting Procedures) Regulations 2025*.
File Ref: 13-1-10

33(2) A question asked at a meeting is to, as far as practicable –

(a) be concise; and

(b) be clear; and

(c) not be a statement; and

(d) have minimal pre-amble

34. Questions without notice by a councillor

1. A councillor at a meeting may ask a question without notice –
   (a) of the chairperson; or
   (b) through the chairperson, of –
      (i) another councillor; or
      (ii) the chief executive officer.
2. In asking a question without notice at a meeting, a councillor must not –
   (a) offer an argument or opinion; or
   (b) draw any inferences or make any imputations – except so far as maybe necessary to explain the question.
3. The chairperson of a meeting must not permit any debate of a question without notice or its answer.
4. The chairperson, councillor or chief executive officer who is asked a question without notice at a meeting may decline to answer the question.
5. The chairperson of a meeting may require a councillor to put a question without notice in writing.