

Prior to the commencement of the meeting, the Mayor will make the following declaration:

*“I acknowledge the Tasmanian Aboriginal Community as the traditional custodians of the land on which we meet today, and pay respect to elders, past and present”.*

The Mayor also to advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are audio-visually recorded and published to Council’s website.

**CLARENCE CITY COUNCIL (PLANNING AUTHORITY) MEETING****MONDAY 23 JANUARY 2017****TABLE OF CONTENTS**

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**BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE**

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## **1. APOLOGIES**

Ald Walker

## **2. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE**

(File No 10-03-09)

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council's adopted Code of Conduct, the Mayor requests Aldermen to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

## **3. REPORTS OF OFFICERS**

**NB: Requests for Deputations will be finalised on the Friday prior to the Meeting**

**3.1 DEVELOPMENT APPLICATION D-2016/506 - 40 AND 40A KANGAROO BAY DRIVE, ROSNY PARK AND 64C, 76 AND 78 CAMBRIDGE ROAD, BELLERIVE - HOTEL AND HOSPITALITY TRAINING SCHOOL (HOTEL INDUSTRY, VISITOR ACCOMMODATION, EDUCATIONAL, GENERAL RETAIL AND FOOD SERVICES)**

(File No D-2016/506)

**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Hotel and Hospitality Training School (Hotel Industry, Visitor Accommodation, Educational, General Retail and Food Services) at 40 and 40A Kangaroo Bay Drive, Rosny Park and 64C, 76 and 78 Cambridge Road, Bellerive.

**RELATION TO PLANNING PROVISIONS**

The land is zoned Particular Purpose 4 – Kangaroo Bay and subject to the Road and Railways Assets, Inundation Prone Areas (low/medium/high), Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 25 January 2017.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 35 (some were from the same household) representations were received raising the following issues:

- not in accordance with Council's Strategic Planning or the Scheme;
- Building 2 does not meet zone Local Area Objectives;
- loss of views;
- glare and loss of light;
- noise;
- overlooking and loss of privacy;
- heritage place;
- maintain laneway access;
- pollution;
- lack of car parking and overloading the traffic network;
- Bellerive Yacht Club access;
- building overhangs into the bay;
- relocation of the dinghy storage and fuel facility;
- wind corridors;
- proposed uses are not required;



- cycle route;
- cycle infrastructure;
- loss of public elements;
- public transport;
- significance of the Bluff;
- view corridor;
- incongruous with the streetscape;
- loss of a weatherboard dwelling;
- construction noise;
- future change of use;
- ferry terminal;
- timing of advertising;
- Hotel Impact Assessment; and
- general support for the hotel and school.

The proposal was considered by the Clarence Bicycle Steering Committee which supported submissions made by Cycling South and Bicycle Network Tasmania with particular consideration to the following:

- improvements to the short term parking area to eliminate conflicts with other users;
- removing the right angle bends proposed to improve movement for users of the shared pathways; and
- maintain connection of the Clarence Foreshore Trail through to Clarence Street.

#### **RECOMMENDATION:**

A. That the Development Application for Hotel and Hospitality Training School (Hotel Industry, Visitor Accommodation, Educational, General Retail and Food Services) at 40 and 40A Kangaroo Bay Drive, ROSNY PARK and 64C, 76 and 78 Cambridge Road, Bellerive (CI Ref D-2016/506) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. GEN AP3 – AMENDED PLAN [- widening of the walkway around the proposed 90<sup>0</sup> bend to the south of Building 1 and removal of the 10 short stay car parking spaces along the thoroughfare between Building and Building 2; and - further details of screening of the north end of Building 2 in respect of windows, balconies and the roof top garden to ensure the privacy of 80 Cambridge Road].
3. Prior to the issue of a building permit, amended plans must be submitted and approved by Council's Manager City Planning identifying 14 employee (Class 1 or 2) and 14 visitor (Class 3) bicycle spaces. The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:

- (a) minimising the distance from the street to the bicycle parking area;
- (b) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building; and
- (c) avoiding creation of concealment points to minimise the risk.

The design of bicycle parking spaces must be to the class specified in Table 1.1 of AS2890.3-1993 Parking Facilities Part 3: Bicycle parking facilities in compliance with Section 2 “Design of Parking Facilities” and Clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard. In addition, shower and change room facilities must be provided for employees of the hotel and the educational facility.

The bicycle facilities must be provided prior to the commencement of the use.

4. The use hereby approved must not exceed the following seating capacities without the further consent of Council:
  - restaurants and bar combined must not exceed 180 seats;
  - function centre must not exceed 120 seats; and
  - educational facility must not exceed 105 students on the premises at any one time.
5. GEN C1 – ON-SITE CAR PARKING [61] [delete last 2 sentences and add an additional sentence “3 motorcycle spaces must be provided on-site prior to the commencement of the use”.]
6. GEN C2 – CASH-IN-LIEU [\$840,000] [84].
7. GEN M3 – EXTERNAL COLOURS [delete “non-reflective, muted colours” and replace with “low reflective materials”].
8. The approved bar, restaurants and function centre must not be open to the public outside the hours of 6.00am-12.00am midnight.
9. Noise emissions measured at the boundary of the Cambridge Road General Residential zone within 50m of the application site must not exceed the following:
  - (a) 55dB(A) (LAeq) between the hours of 7.00am to 7.00pm;
  - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00pm to 7.00am;
  - (c) 65dB(A) (LAmx) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.

Within 60 days after any approved use has commenced, a report from a suitably qualified acoustic engineer must be submitted in a form acceptable to Council's Senior Environmental Health Officer. Should the above parameters be exceeded, suitable mitigation and/or management measures must be undertaken within an agreed timeframe to the satisfaction of Council's Senior Environmental Health Officer.

10. External amplified loud speakers or music must not be used.
11. External lighting must comply with all of the following:
  - (a) be turned off between 11.00pm and 6.00am, except for security lighting;
  - (b) security lighting must be baffled to ensure it does not cause emission of light outside the zone.
12. Commercial vehicle movements, (including loading and unloading and garbage removal) to or from any area of the site within 50m of a Residential zone must be within the hours of:
  - (a) 7.00am to 6.00pm Mondays to Fridays inclusive;
  - (b) 9.00am to 5.00pm Saturdays; and
  - (c) 10.00am to 12.00 noon Sundays and Public Holidays.
13. Public art works valued not less than \$20,000 must be provided in a form and location in accordance with Council's documented guidelines, procedure and criteria to the satisfaction of Council's Manager City Planning. The form and location must be agreed prior to the issue of a Building Permit and installation of the art works must occur prior to the commencement of any uses hereby approved.
14. A plan for the management of construction must be submitted and approved by Council's Group Manager Asset Management prior to the issue of a Building or Plumbing Permit. The plan must outline the proposed demolition and construction practices in relation to:
  - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
  - proposed hours of construction;
  - identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
  - spread of pathogens which may include noxious weeds;
  - a Construction Environmental Management Plan in accordance with the recommendations of Marine Solutions, Marine Environmental Assessment dated November 2016, which addresses the following points:
    - translocation of marine pests by machinery working on-site;
    - management of silt disturbance during construction;

- methodology to prevent debris from entering the bay during construction;
    - piling (if required), and appropriate cetacean/pinniped management; and
    - seasonality of construction timing to minimise risk to spotted hand fish breeding;
  - control of dust and emissions during working hours;
  - construction parking;
  - proposed screening of the site and vehicular access points during work;
  - alternative arrangements for pedestrian, cycling and Bellerive Yacht Club access; and
  - procedures for washing down vehicles, to prevent soil and debris being carried onto the street.
15. GEN S1 – SIGN CONSENT.
16. GEN M5 – ADHESION delete all wording and replace with [Future Lots 7, 8 and 11 must be consolidated into 1 title prior to the commencement of any of the uses hereby approved.]
17. The building as constructed must make provision for a 4m wide public walk way and cycle way (“the Way”) within the area shown on the endorsed plan as “Public Walkway”. The Way is to be:
- constructed to the satisfaction of Council’s Group Manager Asset Management;
  - maintained at all times in a useable condition at the owner’s cost;
  - kept open and unobstructed at all times for use by the public; and
  - built so as to link with the existing or proposed foreshore public walkway immediately to the south and north of the application site.
18. ENG A5 – SEALED CAR PARKING.
19. ENG A7 – REDUNDANT CROSSOVER.
20. ENG S1 – INFRASTRUCTURE REPAIR.
21. ENG M1 – DESIGNS DA.
22. ENG M5 – EROSION CONTROL.
23. ENG M8 – EASEMENTS.

24. All stormwater run-off from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council's Group Manager Asset Management for approval prior to the issue of a building or plumbing permit. This report is to include the maintenance management regime/replacement requirements for the treatment facility.

Prior to commencement of use or the issuing of a completion certificate, a Part 5 Agreement is to be included on the sealed plan. This Part 5 Agreement is to incorporate the Maintenance Management Schedule/Regime obligations for the stormwater treatment facility and a requirement to report to Council on an annual basis stating that all maintenance requirements for the facility have been met.

25. Special provisions are to be made for the cycleway/multi-user paths that travel around and through the site. The detailed designs must be submitted to Council's Group Manager Asset Management for approval prior to the issue of a building permit and must include:
- a public multi-user path with a clear width of 4m (unencumbered with street furniture) around the water side of the development with an appropriate surface and no sharp bends;
  - a clearly defined cycle path/multi-user path across the forecourt and through the access lane, with a smooth horizontal and vertical geometry, utilising appropriate smooth surface materials with contrasting colour to the forecourt and other pedestrian surface areas with the use of symbolic inlays within the pavement being encouraged;
  - special provisions within the access laneway/public thoroughfare are to be made which may include surface treatments and channelization techniques to make provision for the interaction of cyclist, pedestrian and vehicle movements;
  - additional cycle parking hoops are to be provided adjacent to the cycleway and in the vicinity of the forecourt and eating areas;
  - the works must be completed prior to the commencement of any of the uses hereby approved.
26. LAND 1A – LANDSCAPE PLAN [insert after fifth dot point, "details of hard landscaping to provide a seamless transition from existing public to private areas".]
27. LAND 3 – LANDSCAPE BOND (COMMERCIAL).
28. The development must meet all required Conditions of Approval specified by TasWater notice dated 13 January 2017 (TWDA 2016/01804-CCC).

**ADVICE 5 – FOOD SPECIFICATIONS ADVICE.****ADVICE 6 – FOOD REGISTRATION ADVICE.**

ADVICE – The proponent is advised to contact MAST in respect of the “buffer” zone under the roof of Building 1 and which extends 2m is planned as a no navigation zone. Confirmation is required of the distance from the buffer zone to the existing Bellerive Yacht Club marina to ensure existing BYC marina tenants are provided with a safe distance to be able to manoeuvre their vessels in and out of their pens and also to other berths to the south (shore side) of the marina.

- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

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**ASSOCIATED REPORT****1. BACKGROUND**

- 1.1.** Kangaroo Bay is a significant location within the heart of the urban area of Clarence that has long been regarded by Council and the community as an undeveloped opportunity to provide a significant visitor and leisure destination and community focus for the City.
- 1.2.** In 2004, the State Government and Council called for Expressions of Interest (EOI) in the development of land around the former ferry terminal. The EOI process was subsequently terminated as it did not produce a viable development proposal. Factors identified as contributing to the failure of the EOI process was the lack of an overall masterplan for the area and issues in regard to access to the precinct.
- 1.3.** In response, Council commissioned an extensive process of community and stakeholder consultation leading to the formal adoption of the Kangaroo Bay Urban Design Strategy and Concept Plan (Masterplan) in 2008.

- 1.4.** The Masterplan has provided the framework upon which to move forward in a planned manner and to meet the community expectation for progress. A number of components of the Masterplan were soon actioned, including the extension of the Bellerive boardwalk (incorporating a movable pedestrian bridge past the yacht club slipway) and construction of a section of foreshore promenade at the head of the bay.
- 1.5.** Scheme amendments critical to implementing the Masterplan were approved by the Tasmanian Planning Commission in 2011, following further public and stakeholder consultation (statutory and non-statutory). Kangaroo Bay Development Plan (DPO 11) established the zoning and planning provisions for the precinct, including an outline subdivision plan. The intent and provisions of DPO11 have been subsequently translated into Kangaroo Bay Particular Purpose Zone 4 within the new format Clarence Interim Planning Scheme 2015.
- 1.6.** A Rosny Park/Kangaroo Bay Traffic Management Plan was prepared which proposed full signalisation of the Bligh Street/Rosny Hill Road and Alma Street/Cambridge Road intersections, the closure of the Pembroke Place/Cambridge Road intersection, and connection of Pembroke Place and Alma Street to Kangaroo Bay Drive. These actions were verified by traffic intersection modelling undertaken in December 2012 and endorsed by Council in January 2013. The roadworks have since been completed and are now operational.
- 1.7.** The precinct subdivision required to implement the Kangaroo Bay Development Plan (SD-2013/32) – creating the areas of public domain, new access and road lots, and also the development parcels – was approved by Council in October 2013, following statutory public consultation.

- 1.8.** Progress with the \$13 Million precinct enhancement project and associated subdivision civil works was given a significant stimulus with the awarding in August 2014 of a \$5 Million Australian Government grant under the Tasmanian Jobs and Growth Plan. The grant was awarded on the basis that Council would contribute and expend matching funds to the project totalling \$7.8 Million over 3 financial years.
- 1.9.** In March 2015, Council and the Tasmanian Government invited the submission of development proposals to activate the Kangaroo Bay development precinct. The land area offered for private freehold development comprised 2 parcels: the “Boulevard” site (13400m<sup>2</sup>) and the “Wharf” site (8900m<sup>2</sup>).
- 1.10.** Following review of the submissions received, overseen by a project probity auditor, the joint assessment panel recommended that Hunter Developments be invited to participate in Stage 2 of the Expression of Interest process, to further develop a proposal for a Hotel development at the Wharf site.
- 1.11.** In March 2016, the TasTAFE Board confirmed it was working on a joint project with Hunter Developments and Shandong Chambroad Holdings Co Ltd to incorporate a hospitality training school within the proposed hotel development.
- 1.12.** In October 2016, following assessment of an updated submission by the joint assessment panel, preferred developer status for the Wharf site was awarded to Hunter Developments Pty Ltd in relation to a proposal for premium standard waterfront accommodation hotel and TasTAFE linked hospitality training school.
- 1.13.** Preferred developer status has enabled the lodgement by Hunter Developments of Development Application D-2016/506 to be assessed through the statutory land use planning and approval process.



## **2. STATUTORY IMPLICATIONS**

- 2.1.** The land is zoned Particular Purpose 4 – Kangaroo Bay and subject to the Road and Railways Assets, Inundation Prone Areas (low/medium/high), Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes under the Scheme.
- 2.2.** The proposal is discretionary because of the land uses, demolition works and because it does not meet the Acceptable Solutions under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
  - Section 9.9 – Accretions;
  - Section 10 – Particular Purpose 4 – Kangaroo Bay Zone; and
  - Section E6.0 – Road and Railway Assets, Inundation Prone Areas (low/medium/high), Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes.
- 2.4.** Council’s assessment of this proposal should also consider the issues raised in the representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

## **3. PROPOSAL IN DETAIL**

### **3.1. The Site**

The site is located to the south of the newly aligned Kangaroo Bay Drive. Cambridge Road is to the east, Kangaroo Bay foreshore to the west and the Bellerive Yacht Club Crown lease to the south. The land comprises titled and untitled Crown land (comprising lease areas) and 2 Council owned lots. The land is vacant apart from the former ferry terminal building (currently a dinghy storage facility) and a house at 78 Cambridge Road.

The site comprises 3 approved but unsealed lots under SD-2013/32 (Lots 7, 8 and 11). The combined area of the lots is 8,934m<sup>2</sup> although Lot 8 extends over the high-water mark into Kangaroo Bay itself. A 4m wide right-of-way is required around the foreshore perimeter of Lot 8; and Lot 11 is intended to provide an 8m wide right-of-way from Kangaroo Bay Drive to the Bellerive Yacht Club Crown lease area. Other easements are required for infrastructure services.

### **3.2. The Proposal**

The proposal is to provide a hotel and associated uses and to include a TAFE hospitality education facility. The proposed uses comprise the following:

- hotel rooms: 85;
- serviced apartments: 24;
- students: 105;
- lecturers/staff: 20;
- restaurants and bars: 180 seats;
- function centre: 120 seats; and
- retail: 450m<sup>2</sup>.

The proposed development comprises 2 principal buildings and an associated car parking structure adjacent to Building 1.

#### **Building 1**

- situated over the site of the former ferry terminus building and extending out into Kangaroo Bay;
- comprised over 5 levels having an elongated elliptical floor plan (boat shaped);
- both the “bow” of the structure and the public walkway around the building extend outward, past the site boundaries determined by Subdivision SD 2013/32, into Kangaroo Bay;

- Level 1: restaurant and bar; hotel check in, kitchen storage and luggage areas as well as toilets; tenancy area for specialty shops; function area and guest lounge; and central garden courtyard;
- Level 2: 33 rooms around a central atrium; level walkway through to Building 2; roof top terrace over at-grade car parking;
- Level 3: 35 rooms around a central atrium;
- Level 4: 17 rooms and partial roof top garden around a central atrium; and
- Level 5: restaurant and partial roof top garden.

### **Building 2**

- secondary building adjacent to, and aligning with Cambridge Road;
- 4 internal levels – 2 for students activities and 2 for serviced apartments associated with the hotel – and a roof top garden;
- Level 1: 1 commercial tenancy; a student café opening out onto a courtyard with seating; entry to the hotel run serviced apartments above; a lecture theatre for students; 2 classrooms; and student facilities and library;
- Level 2: thoroughway between Kangaroo Bay and Cambridge Road, class rooms and student facilities;
- Level 3: 12 two bedroom, short stay apartments;
- Level 4: 12 two bedroom, short stay apartments; and
- roof top garden.

**Associated Buildings and Infrastructure**

- a ground level carpark providing 63 spaces with an elevated terrace garden structure over part of the parking and 10 short-term and drop off on–street parking spaces;
- hard landscaped public pedestrian and cycle right-of-way as well as vehicular access to the Bellerive Yacht Club (BYC) between Buildings 1 and 2; and
- signage is not proposed at this time.

The application is supported by architectural plans, renderings/photomontages, an architectural report, town planning assessment report (incorporating a Hotel Impact Industry Assessment), engineering report, traffic impact assessment (TIA) and a marine environmental assessment report.

**4. PLANNING ASSESSMENT****4.1. General Overview**

- **Accretions**

The “bow” end of Building 1 overhangs the Particular Purpose Zone 4 – Kangaroo Bay zone. Council has received legal opinion that this issue may be considered under Section 9.9.1 of the Scheme which deals with accretions. In addition to the relevant codes and zone standards that apply to the development within Particular Purpose Zone 4, Council must also have regard to the provisions of the Environmental Management and Open Space zones. Given the extent of the assessment for the development located within Particular Purpose Zone 4 (below), it is considered that there is nothing under these additional zones that would warrant refusal.

- **Urban Design Analysis**

Given its prominent location, form and height, the proposal will be the principal form and focus in Kangaroo Bay and therefore Council has obtained input from Leigh Woolley, Urban Design Consultant. Mr Woolley has previously provided urban design input in the early master planning of the area and has provided the following analysis of the buildings and siting.

*“The proposal will provide a distinctive focus and an architectural feature to the extended Kangaroo Bay precinct. Although the functions of hotel and hospitality training facility are less civic than may have been anticipated at the time of the UD Strategy, the complex will provide a destination in its own right.*

*While the degree of visual permeability envisaged with pedestrian movement around the ‘arc of the bay’ will be less open and continuous, the development will provide active uses at ground level while providing a continuous public walkway around the perimeter of the buildings.*

*The loss of public plazas, in part a consequence of a recalibration of the lot dimensions following completion of the road works and the Kangaroo Bay Drive turning circle, could be offset to some degree by providing a wider curtiledge on the southern side of the building. This would offer a more open, legible and less contorted public route than that currently proposed. It will also influence and contribute to the further upgrading and extension of the public edge beyond the Bellerive Yacht Club.*

*The scale of the buildings extend the massing anticipated in the UD Strategy and Development Plan. The hotel building is primarily three levels rising several further levels as a curving tilting prow and feature element. While prominent it is not inconsistent with the intention that the location be a built form focus to the precinct, while also providing definition to the public space of which it is a part. Its elliptical plan and ovoid form will ensure it contributes ‘in the round’ both to its own site as well as the Kangaroo Bay more broadly.*

*The building frontage and entry along Cambridge Road will provide a defined edge also as a distinctive architecture. While continuous, the separate building elements narrow to focus an entry and public link across and down the escarpment. While prominent within the existing scale of Cambridge Road (and not inconsistent with recent nearby development), the building massing is deceptive being both narrow comprising a glazed curtain wall, embracing internal gardens.*

*The development proposal provides a considered response to the urban design principles and site development intentions for Kangaroo Bay. While some of the civic expectations from the guiding documents have diminished in response to the proposed building type and its infrastructure demands, the solution will positively contribute to and enhance the public domain”.*

The issues raised by Mr Woolley in respect of providing a wider curtiledge to the south of Building 1 and developing the space between Buildings 1 and 2 (currently 10 short stay car parking spaces) to provide for a better view corridor and public thoroughfare have been discussed with the applicant and are further considered in Design Standard 35.4.1 of the Particular Purpose Zone 4 – Kangaroo Bay (below).

#### **4.2. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

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

Reference to these principles is contained in the discussion below.

#### 4.3. Compliance with Zone and Codes

The proposal meets the Scheme's relevant Acceptable Solutions of the Particular Purpose 4 – Kangaroo Bay zone and the Road and Railways Assets, Inundation Prone Areas (low/medium/high), Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes with the exception of the following.

##### Particular Purpose Zone 4 – Kangaroo Bay

Clause	Standard	Acceptable Solution (Extract)	Proposed
35.3.1 A1	Amenity	Hours of operation of a use within 50 m of a residential zone must be within: (a) 6.00am to 10.00pm Mondays to Saturdays inclusive; (b) 7.00am to 9.00pm Sundays and Public Holidays except for residential, office and administrative activities.	The whole of Building 2 is within 50m of a residential zone.

The proposed variation can be supported pursuant to the Performance Criteria (P1) of the Clause 35.3.1 for the following reason.

Performance Criteria	Assessment
The operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through operating hours.	The hours of operation for the educational facility are unlikely to exceed the acceptable solution, however, the serviced apartments will be in continual usage but will require a high level of amenity for guests.

**Particular Purpose Zone 4 – Kangaroo Bay**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
35.3.1 A2	Amenity	<p>Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <p>(a) 55dB(A) (LAeq) between the hours of 7.00am to 7.00pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00pm to 7.00am;</p> <p>(c) 65dB(A) (LAmax) at any time.</p> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	As the use has not commenced it is not possible to confirm compliance with the acceptable solution

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause 35.3.1 for the following reason.

<b>Performance Criteria</b>	<b>Assessment</b>
The operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through noise or other emissions in their timing, duration or extent.	Given that it is not possible to confirm compliance with the acceptable solution, the applicant has suggested that this issue can be dealt with by condition. Such a condition could require a report once the uses commence and measures to rectify any impacts above the acceptable solution.



**Particular Purpose Zone 4 – Kangaroo Bay**

Clause	Standard	Acceptable Solution (Extract)	Proposed
35.4.1 A1	Urban Design	The development is for minor additions and/or alterations to an existing building.	The proposal is for a significant new development

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 35.4.1 for the following reason:

Performance Criteria	Assessment
<p>The urban design of the development satisfactorily responds to the context of the site through:</p> <p>(a) private spaces are to provide open and clear connection to public spaces;</p> <p>(b) development forecourts are to be interconnected to provide for easy and legible movement between each other;</p> <p>(c) frontages to the street and pedestrian areas are to be active while entrances to buildings and spaces are to be legible in the wider streetscape.</p>	<p>The privately owned open spaces will provide clear connections and would be improved by widening of the walkway to the south of Building 1 and by the removal of the 10 short stay car parking spaces along the thoroughfare between the 2 principal buildings. The applicant is in agreement and a condition is recommended to any approval requiring amended plans to this effect. This is consistent with the advice from Mr Woolley and the representations from cyclist and cycling groups.</p> <p>The development forecourts are a design feature of adjacent sites situated along Kangaroo Bay Drive (the Boulevard precinct) and therefore this PC is not relevant.</p> <p>The frontages are considered to be adequately activated by entrances and glazing and will be easily discernible in the wider streetscape.</p>

**Particular Purpose Zone 4 – Kangaroo Bay**

Clause	Standard	Acceptable Solution (Extract)	Proposed
35.4.2 A1	Building Height	<p>(a) The development complies with a 3-dimensional building envelope described within an approved plan of subdivision; or</p> <p>(b) Buildings are not to exceed 2 storeys in height at the frontage to a public road.</p>	<p>There are no such envelopes described in the plan of subdivision.</p> <p>Both Building 1 and Building 2 will exceed 2 storeys.</p>

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 35.4.2 for the following reason.

Performance Criteria	Assessment
(a) the height of buildings are to be consistent with the Zone Purpose Statements, Local Area Objectives and Desired Future Character Statements;	The Zone Purpose Statements, Local Area Objectives and Desired Future Character Statements do not specify a particular height for the application site. The old ferry terminal building site is intended to provide an important built form focus as described by the zone Desired Future Character Statement (Clause 35.1.3) – “...provide a feature architectural element cognisant of its location and visual importance in the Bay”.
(b) the height of buildings within the Village area is to be generally consistent with the surrounding development;	Not applicable.
(c) the height of buildings within the Boulevard area should generally not exceed 3 storeys above the escarpment at that location; and	Not applicable.
(d) increased height of buildings in the Marina and Wharf areas may be considered where the development incorporates a scale and architectural response that is cognisant of its location and visual importance in the Bay and surrounds.	The buildings are considered to incorporate such an architectural response and would be commensurate (but not exceed) the guidance for the height of buildings along the Boulevard precinct not exceeding 3 storeys <u>above</u> the escarpment (being at least 4 storeys). The location is considered to justify a landmark response and, as such, the height of the buildings is not considered excessive.

**Particular Purpose Zone 4 – Kangaroo Bay**

Clause	Standard	Acceptable Solution (Extract)	Proposed
35.4.3 A1	Setbacks	The development complies with a 3 dimensional building envelope described within an approved plan of subdivision.	There are no such envelopes described in the plan of subdivision.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 35.4.3 for the following reason.

Performance Criteria	Assessment
(a) setbacks from frontages to the boardwalk and Kangaroo Bay Drive are to be sufficient to contain activities within development forecourts;	It is considered that the frontage to the boardwalk contains a “pinch point” to the southern side of Building 1 which will impact the free flow of pedestrians and cyclists around a 90° bend (as identified by Mr Woolley and some representors). This issue has been discussed with the applicant and it is agreed that a condition of a permit will require amended plans be submitted to widen this area.
(b) setbacks between buildings are sufficient to allow for view corridors through and beyond the area.	The setback between Buildings 1 and 2 is perhaps narrower than originally envisaged in the initial master planning. Given the 4-5 storey height of these buildings it is vital that the setback is achieved to create a view corridor. At present, the 10 short term stay car parks are considered to denigrate this setback. This issue has been discussed with the applicant and it is agreed that a condition of a permit will require amended plans be submitted to remove the car parking for this area.

**Road and Railway Assets Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E5.5.1	Existing road accesses and junctions	The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The applicant's TIA suggests 1,640 vehicle trips per day.

The proposed variation can be supported pursuant to the Performance Criteria P3 of the Clause E5.5.1 for the following reason.

<b>Performance Criteria</b>	<b>Assessment</b>
<p>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the increase in traffic caused by the use;</li> <li>(b) the nature of the traffic generated by the use;</li> <li>(c) the nature and efficiency of the access or the junction;</li> <li>(d) the nature and category of the road;</li> <li>(e) the speed limit and traffic flow of the road;</li> <li>(f) any alternative access to a road;</li> <li>(g) the need for the use;</li> <li>(h) any traffic impact assessment; and</li> <li>(i) any written advice received from the road authority.</li> </ul>	<p>Kangaroo Bay Drive was designed and built to facilitate the intensity of development proposed. As advised above, the applicant has submitted a TIA which has been accepted by Council's Traffic and Development Engineers in respect of impact on the efficiency of the road network.</p>

- **Parking and Access Code**

Under the code the objective is to ensure that there is enough car parking to meet the “reasonable” needs of the users of a use or development. Whilst the Scheme provides car parking requirements as the acceptable solution and the performance criteria allow assessment of other factors such as the sharing of car parking spaces by multiple uses and analysis of specific demand.

The applicant has provided a TIA which considers parking generated under the Scheme and identified specific uses under the Roads and Maritime Services NSW (RMS) Guide to Traffic Generating Developments 2002.

Council’s Traffic Engineer has further considered the demand generated and notes that the RMS guide generally provides a model for hotels within a significant metropolitan CBD where public transport and car parking demand is quite different. The Kangaroo Bay site is unique with very limited surrounding on-street parking or an overflow area to accommodate additional parking needed. The area, as it grows will have competing need for parking and the development should provide sufficient car parking to satisfy the need it will create.

- **Hotel Parking Generation**

Under the Scheme, the requirement would be 1 space per bedroom/serviced apartment being 109 spaces. The typical parking generation from a 3 or 4 star hotel is considered in the TIA, however, due to the location and proximity from other services, CBD, public transport, Council’s Traffic Engineer considers a slightly higher generation should be applied. The RMS guide suggests 1 space per 4 rooms for a 3 or a 4 star hotel, however, 1 space per 3 guest rooms is a more realistic approach for this development and some provision for staff parking. Council’s Traffic Engineer considers that due to the size of the hotel, 0.3 spaces per 1 staff member would be appropriate (assuming 50 staff in total operation). As such, a total of 51 car parking spaces are required.

- **Hotel Restaurant and Bar**

The applicant has stated that the total capacity for the restaurants and bars is 180 seats which is also consistent with the Scheme and RMS Guide. It generates a requirement of 60 car parking spaces. The applicant's TIA makes the case that a significant percentage of seats would be ancillary to the hotel (ie the demand would come from guests). Council's Traffic Engineer accepts the applicant's TIA which proposes a discounting of 40% for hotel guest and provides a discounted demand of 36 car parking spaces.

- **Retail**

The applicant has specified a gross floor area of 450m<sup>2</sup> which requires 1 car parking space per 35m<sup>2</sup> and results in a total requirement for 13 car parking spaces.

- **Educational**

The applicant has specified that the educational facility is to comprise 105 students and 20 staff. Under the Scheme a tertiary institution requires 0.5 spaces per member of staff and 0.1 for each student. The total parking demand generated by this facility is 21 car parking spaces.

- **Function Centre**

The specified size of the function centre is a capacity of 120 seats. The Scheme requires 1 car parking space per 3 seats (being a total of 40 car parking spaces). The applicant's TIA proposes that 40% of delegates or guest would stay at the hotel which is accepted by Council's Traffic Engineer. This results in a total requirement of 24 car parking spaces.

The total requirement generated by the development is calculated to be 145 car parking spaces. The advertised plans identify a total of 71 car parking spaces on-site, creating a shortfall of 74 car parking spaces.

**Parking and Access Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.6.1 A1	Number of Car Parking Spaces	The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;	As per the above discussion, the car parking provision does not satisfy Table E6.1
E6.6.1 A2	Number of Car Parking Spaces	No Acceptable Solution	Refer P2 (below)

The proposed variation can be supported pursuant to the Performance Criteria P1 and P2 of the Clause E6.6.1 for the following reason.

Performance Criteria	Assessment
<p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <p>(a) car parking demand;</p> <p>(b) the availability of on-street and public car parking in the locality;</p> <p>(c) the availability and frequency of public transport within a 400m walking distance of the site;</p>	<p>The car parking demand generated is below the Scheme requirement, however, because of the mix of uses it is considered that some discounting will occur.</p> <p>It is considered that there is insufficient on-street car parking in the locality to discount spaces.</p> <p>The recent works to Kangaroo Bay Drive are significant and were designed to enable a public transport corridor to occur (for example the cul-de-sac head has been designed to accommodate turning for Metro buses). Notwithstanding, there is not considered to be a volume of service to warrant discounting of spaces;</p>

(d) the availability and likely use of other modes of transport;	Whilst other modes of transport are encouraged, it is considered that this is still insufficient to warrant a discounting of car parking.
(e) the availability and suitability of alternative arrangements for car parking provision;	There are no alternative arrangements proposed.
(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;	As discussed above, the part ancillary nature of the bar, function centre and restaurants to the guest accommodation allows for some discounting of the parking requirement.
(g) any car parking deficiency or surplus associated with the existing use of the land;	There is no deficiency or surplus identified as part of this site.
(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;	Not applicable
(i) the appropriateness of a financial contribution in-lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;	It is considered appropriate to seek a financial contribution in-lieu of parking. There are a number of options available to Council in the vicinity to develop car parking.
(j) any verified prior payment of a financial contribution in-lieu of parking for the land;	No prior payments have been made.
(k) any relevant parking plan for the area adopted by Council;	Not required in these circumstances.
(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;	Not applicable



Use and Development on land within the Activity Centres specified in Table E6.3 must make a cash-in-lieu payment for any deficient spaces at the rate specified in Table E6.3. Alternative arrangements may be made in accordance with any parking plan adopted by Council.	There is an identified shortfall of 74 spaces based on the advertised plans. However, if Council is minded to approve the development with an amended plans condition removing the 10 short stay car parking spaces located in between Buildings 1 and 2, the deficit is increased to 84 car parking spaces; a cash-in-lieu contribution of \$840,000, based on the \$10k per space rate for Bellerive.
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### Parking and Access Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.6.3	Number of Motorcycle Parking Spaces	The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	No motorcycle parking is proposed.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E6.6.3 for the following reason.

Performance Criteria	Assessment
The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate: (a) motorcycle parking demand; (b) the availability of on-street and public motorcycle parking in the locality;	It should be a condition of any approval that 3 motorcycle spaces are provided within the development.

(c) the availability and likely use of other modes of transport; (d) the availability and suitability of alternative arrangements for motorcycle parking provision.	
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**Parking and Access Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.6.4	Number of Bicycle Parking Spaces	The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not specifically identified

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E6.6.4 for the following reason.

Performance Criteria	Assessment
The number of on-site bicycle parking spaces provided must have regard to all of the following: (a) the nature of the use and its operations; (b) the location of the use and its accessibility by cyclists; (c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.	The applicant has indicated agreement for bicycle spaces to be conditioned at scheme standard. The applicable uses comprise Restaurant, Education and Visitor Accommodation. As such, a condition requiring amended plans identifying 14 employees (Class 1 or 2) and 14 visitors (Class 3) bicycle spaces is recommended of any approval.

**Parking and Access Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.7.10 A1	Design of Bicycle Parking Facilities	The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30m of the main entrance to the building.	Information not provided

E6.7.10 A2	Design of Bicycle Parking Facilities	The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with Section 2 “Design of Parking Facilities” and Clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard.	Information not provided
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The proposed variation can be supported pursuant to the Performance Criteria P1 and P2 of the Clause E6.7.10 for the following reason.

Performance Criteria	Assessment
<p>The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) minimising the distance from the street to the bicycle parking area;</li> <li>(b) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building;</li> <li>(c) avoiding creation of concealment points to minimise the risk.</li> </ul>	The applicant has indicated acceptance of providing facilities and this can therefore be a condition of approval.
The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.	As above.

**Parking and Access Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.7.11	Bicycle End of Trip Facilities	For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Information not provided

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E6.7.11 for the following reason.

Performance Criteria	Assessment
<p>End of trip facilities must be provided at an adequate level to cater for the reasonable needs of employees having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) the location of the proposed use and the distance a cyclist would need to travel to reach the site;</li> <li>(b) the users of the site and their likely desire to travel by bicycle;</li> <li>(c) whether there are other facilities on the site that could be used by cyclists;</li> <li>(d) opportunity for sharing bicycle facilities by multiple users.</li> </ul>	<p>The applicant has indicated acceptance of providing facilities and this can therefore be a condition of approval.</p>

**Hotel Industries Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E26.4	Application Requirements for the Hotel Industries Code	<p>The Hotel industry must:</p> <ul style="list-style-type: none"> <li>(a) use existing floor space within an shopping centre complex; and</li> <li>(b) be at least 100m from a residential or Community Purpose zone, as measured from the premises to be occupied.</li> </ul>	The proposal is for a new development and the Hotel Industry is occurring within a building which is within 100m of the General Residential zone.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E26.4 for the following reason.

Performance Criteria	Assessment
<p>The operation of Hotel industry uses must:</p> <ul style="list-style-type: none"> <li>(a) not have an unreasonable impact on the amenity and safety of the surrounding uses, having regard to the following: <ul style="list-style-type: none"> <li>(i) the hours of operation and intensity of the proposed use;</li> <li>(ii) the location of the proposed use and the nature of surrounding uses and zones;</li> <li>(iii) the impact of the proposed use on the mix of uses in the immediate area;</li> <li>(iv) the cumulative impact of any existing hotel industry uses and the proposed hotel industry on the amenity of the surrounding area;</li> <li>(v) methods to be employed to avoid conflict with nearby sensitive uses, including houses, schools, community facilities and the like;</li> <li>(vi) the impacts of light spill on adjacent properties;</li> </ul> </li> </ul>	<p>The applicant has not applied for hours of operation on the basis that the hotel, having consideration to its guests, will effectively be self-regulating. However, the applicant is agreeable to a condition of approval that the bar, restaurants and function centre be limited to hours of operation between 6.00am-12.00am. This is considered acceptable given the specific circumstances discussed below.</p> <p>The hotel uses (bar, restaurants and function centre) are all located within Building 1 and are orientated north towards Kangaroo Bay and away from residences.</p> <p>Apart from residential uses in the vicinity, there are no other uses which might be adversely impacted.</p> <p>The nearest hotel use is the Clarence Hotel which is over 200m away and directed at a different clientele and offers a drive through bottle shop.</p> <p>Whilst the bar and function centre may fall within the assessment criteria of the Code they are essentially uses subservient to the hotel and would not have the same impact that pubs and clubs might have on sensitive uses.</p> <p>There is no light spill issues created by the bar or function centre.</p>

<p>(vii) possible noise impacts and proposed noise attenuation measures, including no amplified music audible outside the property;</p> <p>(viii) impacts on traffic and parking in the vicinity;</p> <p>(ix) any other measures to be undertaken to ensure minimal amenity impacts from the licensed premises during and after opening hours;</p> <p>(x) the need for security personnel to control behaviour around the site;</p> <p>(xi) the use of landscaping to enhance the appearance of the site used for hotel industry; and</p> <p>(xii) demonstration that the outcomes of the Hotel Industry Impact Assessment have been satisfied.</p> <p>(b) ensure that signage is limited in order to avoid clutter and reduced streetscape qualities, especially where shared with a residential zone;</p> <p>(c) not provide outdoor seating on a free standing bottle shop site;</p> <p>(d) not provide a drive through facility on a free standing bottle shop site;</p> <p>(e) be designed and operated in accordance with the principles of Crime Prevention Through Environmental Design, including:</p> <p>(i) reducing opportunities for crime to occur;</p>	<p>A recommended condition of any permit provides for limits on noise emissions as agreed with the applicant.</p> <p>Impacts on traffic and parking are covered in the discussion under the Access and Parking Code.</p> <p>The potential amenity impacts are considered to be minimal as they are integral uses to the primary hotel (accommodation) use.</p> <p>The nature of the use is unlikely to warrant such measures.</p> <p>The building and surrounds can be designed to the highest standards in accordance with the design principles established by Mr Woolley.</p> <p>The HIA recognises the subservient nature of the bar and function centre and the outcomes can therefore be readily satisfied.</p> <p>Signage is a matter for future application.</p> <p>Not applicable</p> <p>Not applicable.</p> <p>The building and surrounds can be designed to the highest standards in accordance with the design principles established by Mr Woolley and will be secure.</p>
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<ul style="list-style-type: none"> <li>(ii) providing safe, well designed buildings with appropriate opportunities for surveillance of the surroundings;</li> <li>(iii) minimising the potential for vandalism and anti-social behaviour; and</li> <li>(iv) promoting safety on neighbouring public and private land.</li> </ul>	
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### Public Art Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E24.6	Use or Development Standards for the Public Art Code	<p>Developments with development costs over \$1M must:</p> <p>(a) Provide a contribution to public art at a ratio of 1% of the cost of the development, up to a maximum of \$20,000. Such contribution must be made as a cash payment to the Clarence City Council Public Arts Fund to be allocated to public art on public land within the precinct containing the development site.</p>	The applicant has indicated a desire to provide artwork(s) on the subject site.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E24.6 for the following reason.

Performance Criteria	Assessment
<p>Developments with development costs over \$1M must:</p> <p>(a) Provide public art works valued at a ratio of at least 1% of the cost of the development, up to a maximum of \$20,000. Such contribution must be provided in a form and location agreed to by Council.</p>	To be a condition of any permit.

## 5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 35 representations were received (some included multiple representations from the same household). The following issues were raised by the representors.

### 5.1. Not in Accordance with Council's Strategic Planning or the Scheme

Fifteen representations were received stating that the proposal is not in accordance with the Kangaroo Bay Strategic Plan or development standards of the Scheme in terms of height and setbacks; that the development should be sympathetic to the scale and ambience of the village within the existing styles and should not dominate streetscapes or vistas to the water; the representors considered the development should be scaled back.

- **Comment**

The Kangaroo Bay Urban Design Strategy and Concept Plan (Masterplan) provided the basis for formulating the Scheme provisions and as such, do not hold any statutory weight in assessing the development application. As previously discussed, Council has engaged urban design consultant Mr Leigh Woolley, who was instrumental in formulating the master planning of the area, to critique the proposal. Whilst the design concept has progressed through the process, Mr Woolley is supportive of the proposal noting that: *“The development proposal provides a considered response to the urban design principles and site development intentions for Kangaroo Bay”*.

A planning assessment has been undertaken at Section 4.3 of this report which concludes that the proposal can be justified under the performance criteria, desired future character statements and local area objectives of the zone.



## **5.2. Building 2 does not meet Zone Local Area Objectives**

There were 3 representations received stating that proposed Building 2 does not meet zone Local Area Objectives as it is approximately 90m long with no glimpses of the bay or beyond for this distance. As it is approximately 14m high above Cambridge Road there is no possibility of views of anything but the building itself. One representor suggests removing the student café and commercial tenancy to reduce height impact. A representor claims that the Building 2 roof garden means that the structure is 5 storeys and not 4 storeys as claimed by the applicant.

- **Comment**

Building 2 has a defined edge of 82m to Cambridge Road and comprises separate building elements to focus on entry and public link across and down the escarpment, providing a corridor through the building. The maximum height of the building is 13.6m above Cambridge Road but this height is variable and tapers down to 10.5m at the northern end of the building. As previously discussed, the performance criterion allows an increased height of buildings in the Wharf precinct where the development incorporates a scale and architectural response that is cognisant of its location and visual importance in the Bay and surrounds. The architectural critique of this building suggests that it does provide such a response.

The roof top garden is contained within the roof space itself, as viewed from Cambridge Road and therefore contending that the building is 5 storeys and not 4 storeys is irrelevant; from Cambridge Road Building 2 presents as 3 storeys with a roof form above.

## **5.3. Loss of Views**

Three representors objected to the loss of views for properties along the eastern and western sides of Cambridge Road.

- **Comment**

It is noted that the acceptable solution for the building height standard provides for a “permitted” 2 storey building, the corresponding performance criteria refers to “scale and architectural response”. The objective of the standard simply refers “context” and “defining” the public realm. The standard does not refer to loss of views. Notwithstanding, even a building 2 storeys above Cambridge Road would result in a similar loss of views for single storey dwellings on the opposite side of Cambridge Road.

#### **5.4. Loss of Light and Glare**

Four representors objected to Building 2 limiting light, overshadowing and creating glare.

- **Comment**

There are only 2 residential properties that are situated to the west of Building 2 which will potentially be affected by overshadowing. The applicant has provided shadow diagrams that confirm overshadowing of these buildings at 3.00pm Winter Solstice (23 June). Notwithstanding, both properties are at least 25m to the west of Building 2 and enjoy full sun for the rest of the day. As such, the issues concerning overshadowing and access to light are not considered to be of determining weight.

At this stage, not all of the design details and types of materials have been resolved. Although the applicant has specified transparent cladding to Building 2, it is unclear what the properties of the material are and whether this would create glare issues for neighbouring residents. As such, it would be appropriate to attach a condition of approval requiring a full schedule of materials.

#### **5.5. Noise**

Four representors expressed concern regarding noise, particularly from the roof top garden of Building 2 and how this might impact residents along Cambridge Road.

- **Comment**

Aspects of the design are still not fully resolved at this stage but the elevations show that the roof on Building 2 is enclosed along Cambridge Road and is therefore not considered to create potential for impact to residents to the west of the building. Notwithstanding, a recommended condition of approval prohibits external amplified loud speakers or music.

## **5.6. Overlooking and Loss of Privacy**

Three representors raised concerns about overlooking and loss of privacy for residences along Cambridge Road, to the north and west of Building 2; a representor suggested that additional planting to the north face wall of the educational facility and apartments, as well as screening, and limiting hours of operation of the roof top garden.

- **Comment**

There are 2 residential properties along Cambridge Road to the west of Building 2 which could be impacted by overlooking. Notwithstanding, there is a building separation distance of at least 25m and 4 lane carriageway. The design of the apartments in Building 2 are clearly orientated to the opposite side of the building to take advantage of views and therefore the Cambridge Road side of the building comprises corridor and landscaping behind glazing. Therefore the potential for overlooking is not considered overly obtrusive, given that the affected areas will be front gardens and house facades.

The impact on the residential property to the north of Building 2 is less clear given that not all design issues have been resolved at this stage. Therefore it is considered appropriate that an amended plans condition be applied requiring further details of screening of the north end of the building in respect of windows, balconies and the roof top garden.

## **5.7. Heritage Place**

The building along Cambridge Road will dominate a neighbouring heritage listed property.

- **Comment**

There are no heritage controls applicable to the application site.

#### **5.8. Maintain Laneway Access**

Wish to ensure that vehicular access is maintained through the small laneway to the south of 80 Cambridge Road.

- **Comment**

The laneway is a road reserve and there are no proposals to restrict access.

#### **5.9. Pollution**

Representors expressed concern that Building 2 will “channel” road noise, fumes and pollution.

- **Comment**

Whilst the current open nature of this section of Cambridge Road will be enclosed, there is nothing to suggest that it will create a pollution issue for residents. Similarly, whilst there will undoubtedly be a change to the acoustics of this section of Cambridge Road, there is no evidence to suggest that this would create a significant residential amenity impact.

#### **5.10. Lack of Car Parking and Overloading the Traffic Network**

Fourteen objections were received expressing concern about a lack of car parking and the negative impact the development would have on the surrounding road network. Concern was also raised that cash-in-lieu is not an appropriate solution if Council does not use it to deal with the parking issues generated by the development.

Representors were concerned that Bellerive is becoming over developed and cannot cope with current traffic and parking demands. The representors were concerned that this development, along with other future proposals in Rosny Hill, will push parking and access problems further into residential streets and will result in more severe traffic flow problems.

- **Comment**

The realignment works to Kangaroo Bay Drive and the signalisation of its junctions with the wider road network have been designed to accommodate development of the type applied for. Therefore it is considered that the local road network is able to cope with the additional demand created by this development.

The car parking generated by the development has been calculated in Section 4.3 of this report and the shortfall is considerable. Whilst a cash-in-lieu contribution which covers this shortfall is considered appropriate, it is also acknowledged that the development and the local area will not function effectively without the development of public car parking, which is at least commensurate with the shortfall of demand generated by the development. To this end, it is imperative that Council identifies and develops a suitable site for car parking to coincide with the commencement of the land uses that are the subject of this application.

#### **5.11. Bellerive Yacht Club (BYC) Access**

Concern was raised by several representors that no mention is made in the application documentation of access to BYC through the development site.

- **Comment**

Vehicular access to the BYC through the development site is specified by Subdivision Approval SD-2013/32 and will eventually be established by land title. The layout makes provision for access between Buildings 1 and 2 in accordance with this requirement.

#### **5.12. Building Overhangs into the Bay**

Concern was raised by several representors regarding vessel navigation/operation and building overhang.

- **Comment**

It is noted that Building 1 overhangs, and the walkway around it encroaches beyond the ferry terminal lot approved under SD-2013/32 and further into Kangaroo Bay beyond high water. This is likely to affect navigation in this part of the bay, although it is considered to be an operational issue and one that cannot be resolved by a planning permit.

### **5.13. Relocation of the Dinghy Storage and Fuel Facility**

Several representors raised concern that there has been no advice from Council regarding relocation of the dinghy storage and fuel facility.

- **Comment**

The land subject to these facilities is owned by the Crown. It is essentially up to the BYC and Crown to establish alternative arrangements in due course and is not a matter to be considered as part of the development application before Council.

### **5.14. Wind Corridors**

One representor wanted to know if any wind studies had been undertaken to analyse impact of proposed buildings on tunnelling effects and what will the impact be from the proposed pier.

- **Comment**

There was no information supplied by the applicant in this regard, although it is not considered to be an issue which is of relevance under the Scheme and therefore in determining the application.

### **5.15. Proposed Uses are not Required**

Several representors contended that a hotel is not required in Rosny and questioned whether another hospitality school is required; what happens if those uses are not successful?

- **Comment**

The application, as lodged by the proponent, is a matter for Council to determine under the provisions of the Scheme. The viability of the proposed uses is not a matter of determining weight.

#### **5.16. Cycle Route**

A total of 15 representations were received raising concern at the level of thought that had been given to providing a convenient and safe path for cyclists through the proposed development. They considered the development will sever the existing trail and it would be reasonable to expect provision of a new route that was just as convenient and safe as the current path. They further raise concern that it appears from the plans that the development proposes to simply divert cyclists onto the vehicle access route and then divert them back to the trail once past the development. The representors wanted to see a redesign of the cycleway route so that cyclists do not have dangerous choke points, sharp corners and large detours in their journeys. Vehicles reversing from the proposed 10 short term parking spaces are identified as a hazard to cyclists.

In particular it was suggested that the plans provide for a high-grade continuation of the trail through the development with the following.

- A separated bike path through the development next to the proposed training centre on the left-hand side of the roadway leading to the hotel carpark.
- Better definition for the Clarence Foreshore Trail and motor vehicle movements in the shared zone, particularly if motor vehicles start to dominate the space. The consistent paving and lack of kerbs across the area is suitable for reinforcing the pedestrianised nature of the area and to keep speeds down but car-free footpath areas should be protected by the use of visual cues or bollards to define the space where pedestrians need to be alert and aware of motor vehicles and where they can relax.

The 10 short term parking bays are problematic as they encourage increased motor vehicle movements in the space and requires cars to reverse into the shared zone.

- Pave the area alongside the hospitality school to create a 1.5m wide footpath space along the building line and mark a 2.5m bi-directional cycleway alongside and a 0.5m buffer between the cycleway and the shared roadway. The design would provide level and free movement of pedestrian traffic in the “shared space” but define where to expect and look for vehicles (bikes and cars). It also provides legibility for the cycling route between the foreshore trail and Clarence Street and better accommodates commuting cyclists. A priority pedestrianised crossing point between the hotel entry and hospitality school should also be highlighted.
- In highly pedestrianised areas a standard width shared path does not function well and results in congestion and conflict between user groups. A wide, open, uncluttered promenade area can accommodate shared use by allowing enough space for faster path users to manoeuvre around slower or stationary users. The wide area in front of the hotel should allow enough room for safe movement through the space but it needs to have a more direct link to the foreshore that had physical separation from motor vehicles.
- Giving right-of-way to trail users at that point.
- Realigning the proposed pathway through the site to eliminate tight corners for bike riders, thereby improving safety for all users.
- **Comment**

It is acknowledged that there are number of issues created within the proposed layout which are of concern to cyclists. Firstly, it should be noted that the Crown land to the south of the subject site, which is leased to the BYC, does not form part of the application and currently it is unclear how it will be utilised in the future. As such, it is not possible to fully resolve all pedestrian and cycle linkages between the bottom of Kangaroo Bay Drive and the BYC.



As discussed previously in this report a number of layout issues have been raised with the applicants, which concern the above matters raised by the representors.

Firstly, the conflict between the 10 short stay carpark and cyclist (and pedestrians) in the thoroughfare between Buildings 1 and 2 is recognised. As discussed earlier in the report, the applicant indicates agreement to removing the car parking spaces which will widen the thoroughfare.

Secondly, the additional width created in this thoroughfare will enable some of the design features raised by the representors to be considered. It will enable vehicle movements to and from the hotel carpark and the BYC to be channelled through the thoroughfare whilst providing safe passage for cyclist and pedestrians; it will also allow safe areas for visitors, staff and students of Building 2 to move around the forecourt of that building. The detailed design of this space will be fundamental to the success of the area and it is proposed that this be controlled by condition of approval. Such a condition will need to consider the organisation of the space as well as materials and construction.

Thirdly, the design issues regarding the boardwalk around Building 1 are also acknowledged, particularly in respect of the tight 90° bend to the south of Building 1. As previously discussed in this report, it proposed that a condition of approval be to require amended plans to widen the walkway at this location which will eliminate the tight bend and potential pinch point.

#### **5.17. Cycle Infrastructure**

Three representors raised the need for end of trip bicycle infrastructure. Public bike parking is recommended to be dispersed across the area rather than consolidated into a large bank of rails at one spot. They are considered best located by the Clarence Foreshore Trail or eateries with 2 or 3 hoop rails at each location.

Also raised by the representors was the concern that there are no provisions in the plans for bicycle parking for students attending the hospitality school. In a location where car parking is limited and good cycle routes connecting to the site, making provision for alternative methods of transport is essential.

Further, secure, enclosed and undercover bicycle parking should be provided for staff working at the site in the location shown on the plans by the service entry, with a door connecting directly into the service area. A combination of hanging rails and floor mounted rails would maximise parking volumes within the space.

- **Comment**

The Scheme requires bicycle parking rates for certain uses and this is expressed in specific facilities for patrons, students and staff. The Scheme also requires secure parking, lockers and shower facilities. This has been discussed with the applicant and is recommended to be a condition of approval as discussed in Section 4.3 of this report.

#### **5.18. Loss of Public Elements**

Loss of public space and removal of the public “walkway” from the waterfront, basically to facilitate the construction of a private entity.

- **Comment**

The application site is over land that is currently in the ownership of Council and the Crown. The master planning of Kangaroo Bay seeks private development with good public access through and around the subject site. As such, the boardwalk will be formalised around Building 1.

#### **5.19. Public Transport**

One representation asked if additional public transport had been considered.

- **Comment**

The redevelopment of Kangaroo Bay, including the turning head adjacent to the proposal site, has been designed to facilitate buses. There are also longer term plans to facilitate ferries in the vicinity. It is anticipated that additional public transport services will be possible as critical mass of development is achieved.

#### **5.20. Significance of the Bluff**

A representor has commented that Bellerive Bluff is a site of historic and natural significance with future national significance because of its unique qualities. This development will obscure important vistas of the Bluff from Kangaroo Bay.

- **Comment**

The master planning of Kangaroo Bay has occurred over an extended period and has considered the context of the site adjacent to Bellerive Bluff. It is unclear what important vistas are to be obscured but such matters are not considered to be of determining weight.

#### **5.21. View Corridor**

This structure will impact negatively on an important viewing corridor of the marina and Mount Wellington from Cambridge Road.

- **Comment**

The proposal will provide a defined edge to this section of Cambridge Road and consequently it will not be possible view through the site, however, there will still be glimpses either side of the building. As such, the issue is not considered to be of determining weight.

#### **5.22. Incongruous with the Streetscape**

The structure detracts from the current streetscapes of mainly single storeyed structures, principally residences.

- **Comment**

The proposal has been considered in the context of the existing streetscape and is considered to be an appropriate response which is considered in the masterplan and Mr Woolley's assessment.

### **5.23. Loss of a Weatherboard Dwelling**

The weatherboard dwelling with its unusual siting angle to gain full views of the mountain will be a sad loss to the streetscape if demolished.

- **Comment**

The weatherboard house at 78 Cambridge Road will be demolished to facilitate the development. The house is not listed nor is it considered to have any special heritage significance other than it has sat in the streetscape for a period of time.

### **5.24. Construction Noise**

Residents, particularly on the north facing area of Bellerive Bluff, have been impacted by industrial noise for many years caused by major construction work in the area such as the Bellerive Oval redevelopment several months of rock removal before the construction began, The Montage Apartments and the nearly completed development on the boardwalk. The main noise nuisances other than rock breaking have been noise such as concrete trucks and beeping machinery. This noise has occasionally begun as early as 4.30am and continued intermittently all day. These noise nuisances penetrate our living spaces when doors and windows are closed and make time spent outdoors unpleasant.

- **Comment**

By its very nature, construction will cause some disruption from time to time. Notwithstanding, works can be managed to reduce impact on residential amenity and it is therefore recommended that a construction management plan be a condition of approval. Such a plan will enable the management of other construction issues as well, such as parking, public access and marine protection.

### 5.25. MAST Requirements

MAST has a number of comments as shown below.

1. The planned wharf may affect some pre-existing moorings. If the developer can provide, in easting's and northing's, the position of the wharf and boats shown on plan 1609-DA 1.02B we can then plot onto our GIS to see how many moorings may be affected.
2. Can MAST be advised if the "buffer" zone under the roof and which extends 2m is planned as a no navigation zone?
3. Can a distance from the buffer zone to the existing BYC marina be given? It is essential existing BYC marina tenants are provided with a safe distance to be able to manoeuvre their vessels in and out of their pens and also to other berths to the south (shore side) of the marina.
4. The plans show the building protruding beyond the planned lease boundary.
5. MAST has worked closely with Infrastructure Tasmania and the BYC in relation to formalising a channel and fairway into the development past the planned extension to the BYC Marina. This necessitates moving the current port hand mark in Kangaroo Bay. Infrastructure Tasmanian has been advised this would need to be done at the Developers cost to the satisfaction of MAST. Moorings in this area may also be affected.

- **Comment**

In relation to Items 1 and 5, the wharf does not form part of this application. Items 2 and 3 are operational matters which can form an advice associated with any approval and can be resolved independently.

### 5.26. Future Change of Use

A representor questioned what guarantee is there that in the future if the serviced apartments do not prove to be viable or profitable that they will not be sold or used as long term living, either strata titled or long term rentals.

- **Comment**

Council must consider the application before it as lodged. The viability or even profitability of a project is not a proper planning matter under the Scheme. Any future change of use application would have to be considered under the provisions of the Scheme and multiple dwelling units are currently a prohibited use in the Wharf precinct.

#### **5.27. Ferry Terminal**

One representor noted that there is no guarantee that ferry berthing facilities will eventuate or can be relied upon.

- **Comment**

The applicant has indicatively shown ferry berthing adjacent to Building 1 on the site plan. It does not form part of the application, nor is it relied upon to justify any aspect of the application.

#### **5.28. Timing of Advertising**

The timing of advertising particularly over Christmas has been raised as disappointing. One representor has described this in rather emotive terms and suggests it was in the nature of an ambush.

- **Comment**

The application was advertised over the Christmas period as there was sufficient information to do so and statutory timeframes must be adhered to. Council has no control over the point in time at which an applicant chooses to lodge a development application. Nevertheless an additional 3 advertising days were added to compensate for the 3 public holidays on which Council offices were closed and a further 7 days were added for submissions. Therefore the period was extended from the normal 2 weeks to 3½ weeks and, as such, it is considered that sufficient time was made available.

#### **5.29. Hotel Impact Assessment**

One representor questioned whether a Hotel Impact Assessment had been undertaken.

- **Comment**

The Hotel Industries Code is primarily aimed at “Hotels” in the sense of pubs and bottle shops. The hotel proposed is essentially visitor accommodation with restaurants, bar and a function centre. Notwithstanding, a Hotel Impact Assessment was undertaken as part of the applicant’s planning report and is considered to be an acceptable submission in form and content.

### **5.30. Unconditional Support for the Hotel and School**

Several representors made submission solely to express support for the proposal; specifically:

- the proposed complex will be a major attraction to Kangaroo Bay;
- will create employment in the area;
- proposed shape is in keeping with the Clarence area;
- recent development on the waterfront have lacked imagination and simply resemble old concrete warehouses;
- the design is innovative and has a modern but also a maritime look about it, reflecting both the way forward whilst recognising Bellerive’s maritime history;
- I hear criticism from self-interested groups, criticism which should be considered but I think will prove to be without foundation;
- the old shed on the proposed site is an eyesore, built to serve as a temporary measure for a short term purpose and for almost the last 40 years has been in a state of decay and a waste of valuable real estate;
- I note there is a blend of accommodation and teaching facilities. This will bring people to the area; and
- the atmosphere whilst enjoying a meal in the restaurant as the sun sinks behind Mount Wellington.

- **Comment**

The comments in support of the application are noted.

## **6. EXTERNAL REFERRALS**

Referrals to the Department of State Growth, MAST and TasWater were undertaken as part of this application. MAST made a number of comments which are discussed in this report and TasWater has provided a number of conditions to be included on the planning permit if granted.

## **7. COUNCIL COMMITTEE RECOMMENDATION**

The proposal was considered by the Clarence Bicycle Steering Committee which supported submissions made by Cycling South and Bicycle Network Tasmania with particular consideration to the following:

- improvements to the short term parking area to eliminate conflicts with other users;
- removing the right angle bends proposed to improve movement for users of the shared pathways; and
- maintain connection of the Clarence Foreshore Trail through to Clarence Street.

As discussed previously in the report, the first 2 dot points have been addressed and will be resolved by condition of approval. The Clarence Foreshore Trail connection is maintained through the site.

## **8. STATE POLICIES AND ACT OBJECTIVES**

**8.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**8.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.



**9. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

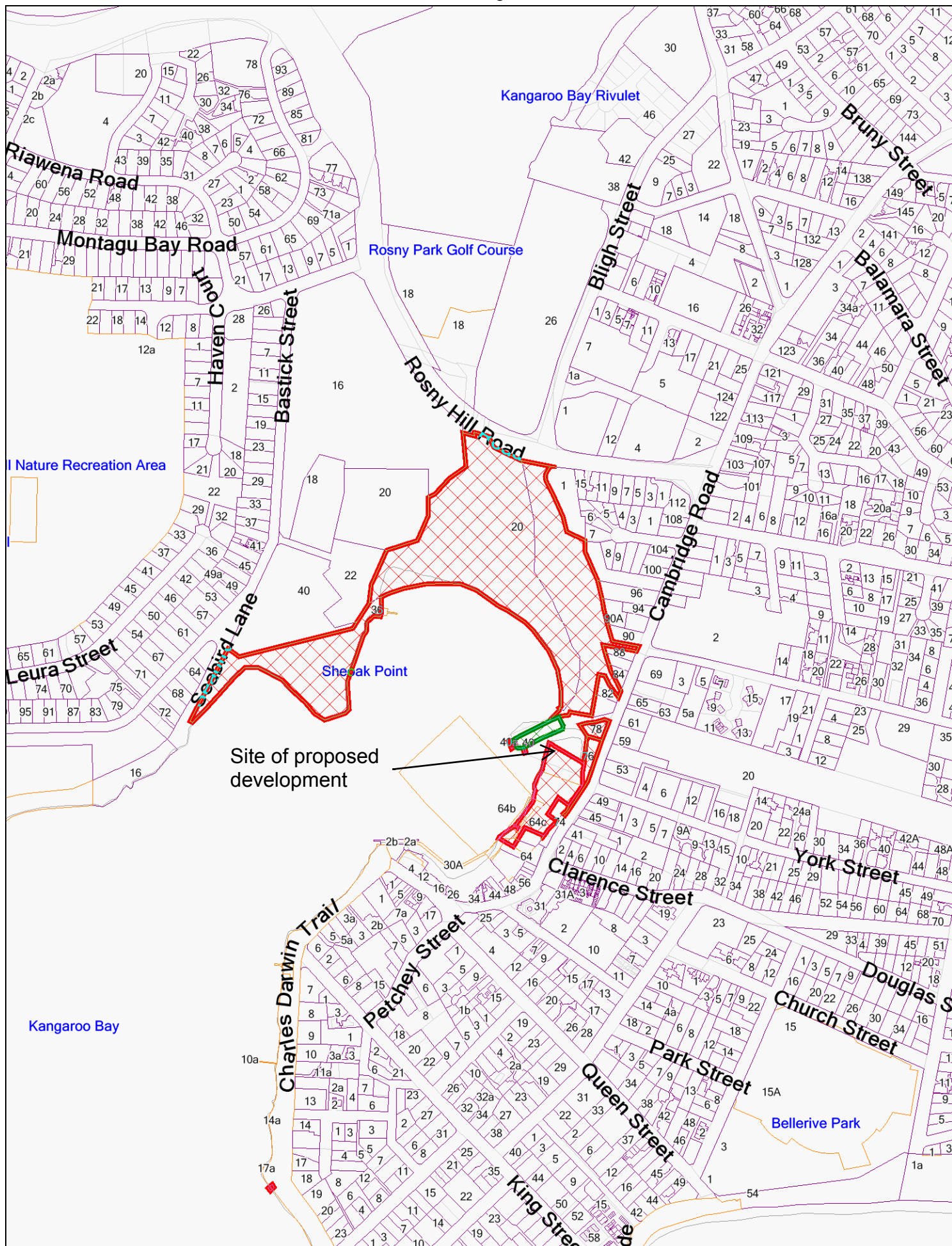
**10. CONCLUSION**

The proposal for a Hotel and Hospitality Training School (Hotel Industry, Visitor Accommodation, Educational, General Retail and Food Services) at 40 and 40A Kangaroo Bay Drive, Rosny Park and 64C, 76 and 78 Cambridge Road, Bellerive is recommended for approval subject to reasonable and relevant conditions.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (17)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

# Location Plan - 40, 40A Kangaroo Bay Drive and 64C Cambridge Road, Bellerive



**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Wednesday, 18 January 2017 **Scale:** 1:7,504 @A4



# Kangaroo Bay Proposed Development

## Drawing List

DA1.01	cover page
DA1.02	site plan
DA1.03	site diagrams
DA2.01	ground floor plan
DA2.02	level 1 floor plan
DA2.03	level 2 floor plan
DA2.04	level 3 floor plan
DA2.05	level 4 floor plan
DA2.06	roof plan
DA3.01	building 01 elevations
DA3.02	building 02 elevations
DA4.01	sections 01 + 02



1	Location Plan
-	Preliminaries & Site

revisions		
A	2016.11.25	issued for planning permit
B	2016.12.14	issued for CCC RFI

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**cover page / drawing list**  
**Preliminaries & Site**

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print date  
drawing of

Wednesday, 14 December 2016

1609-DA1.01 B





1 Site Plan  
- Preliminaries & Site scale 1:500

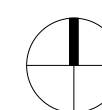
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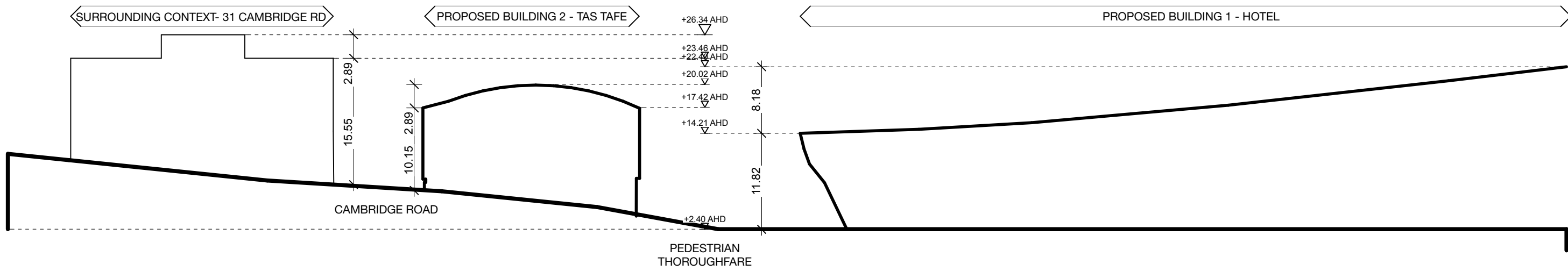
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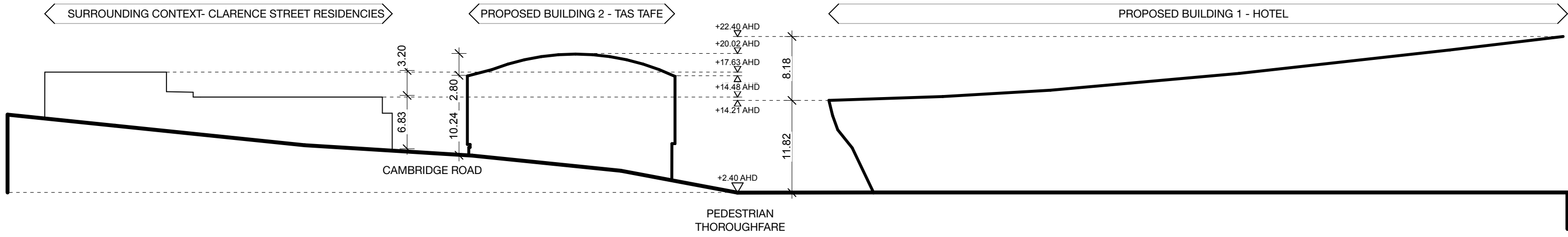
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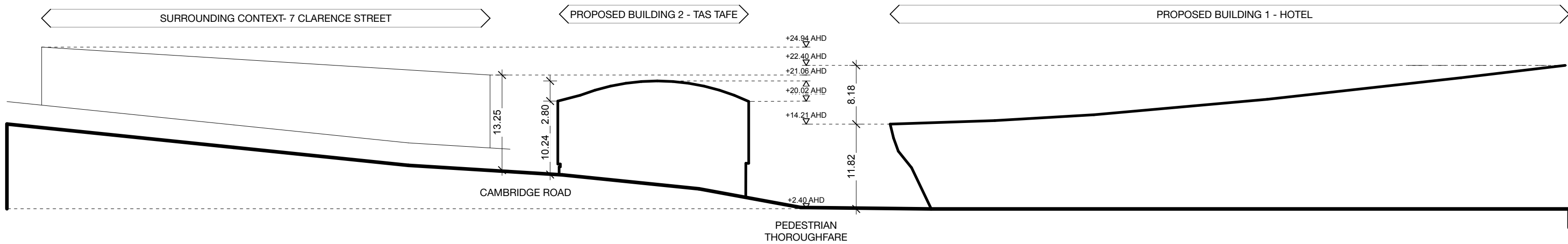




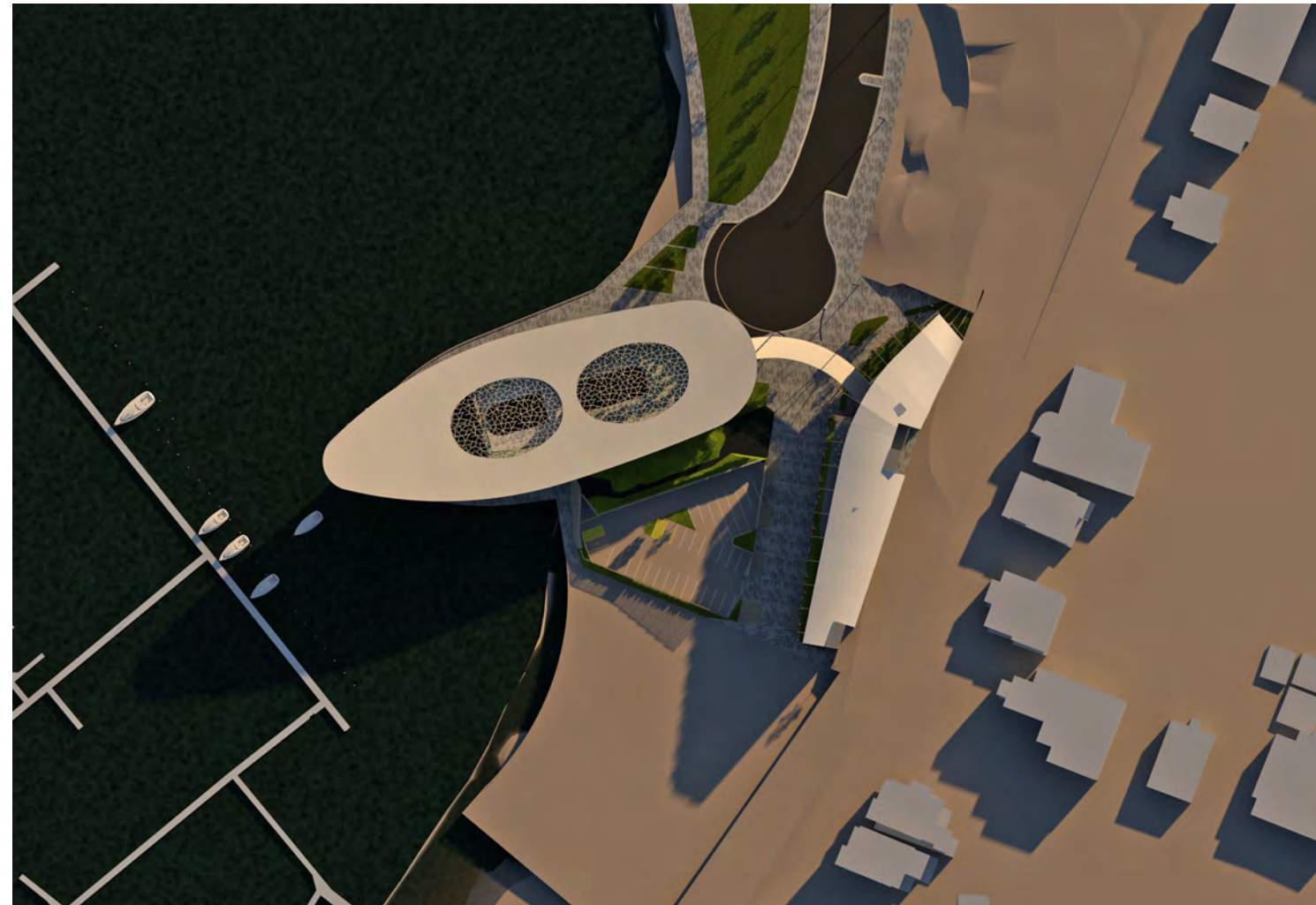
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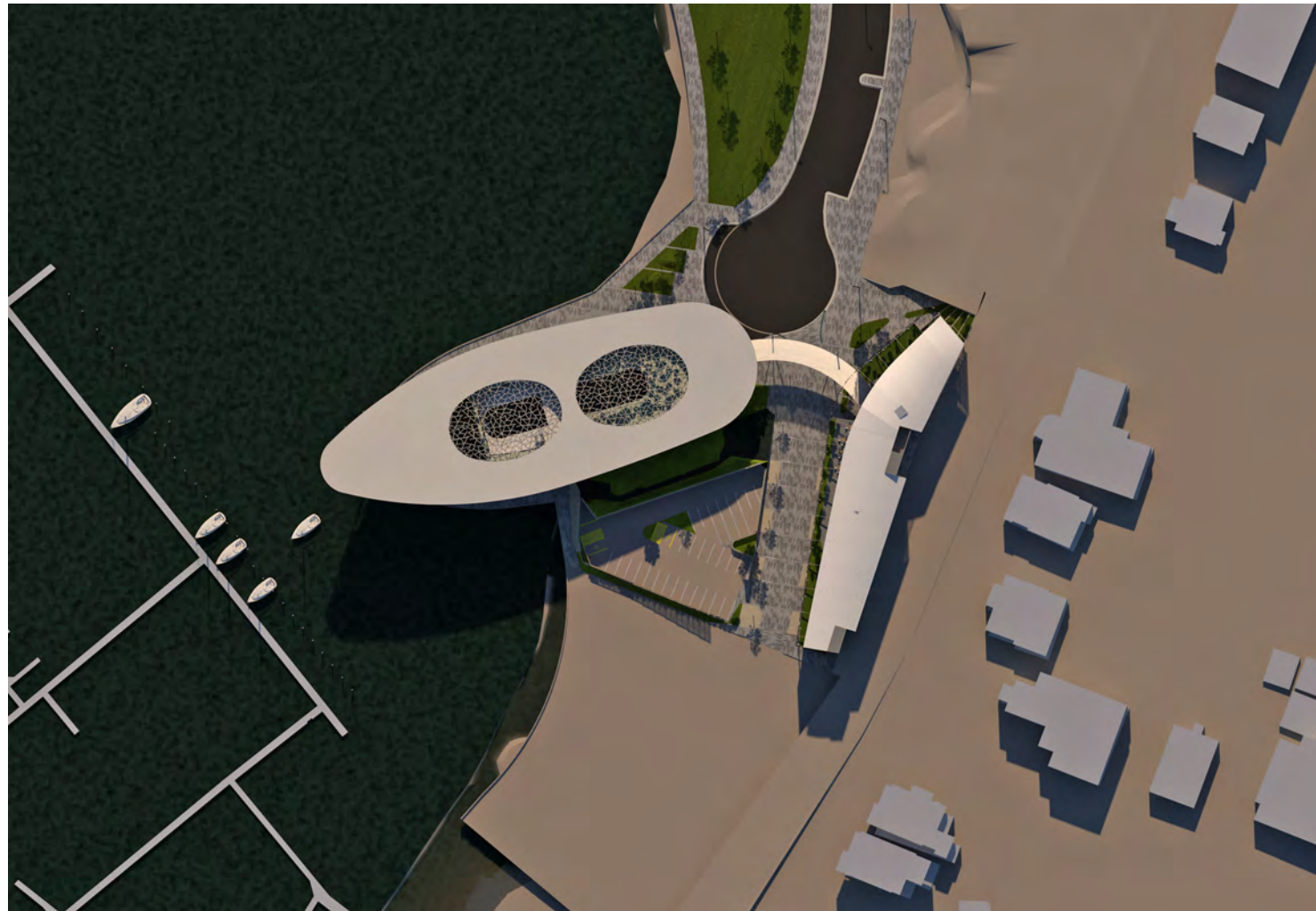
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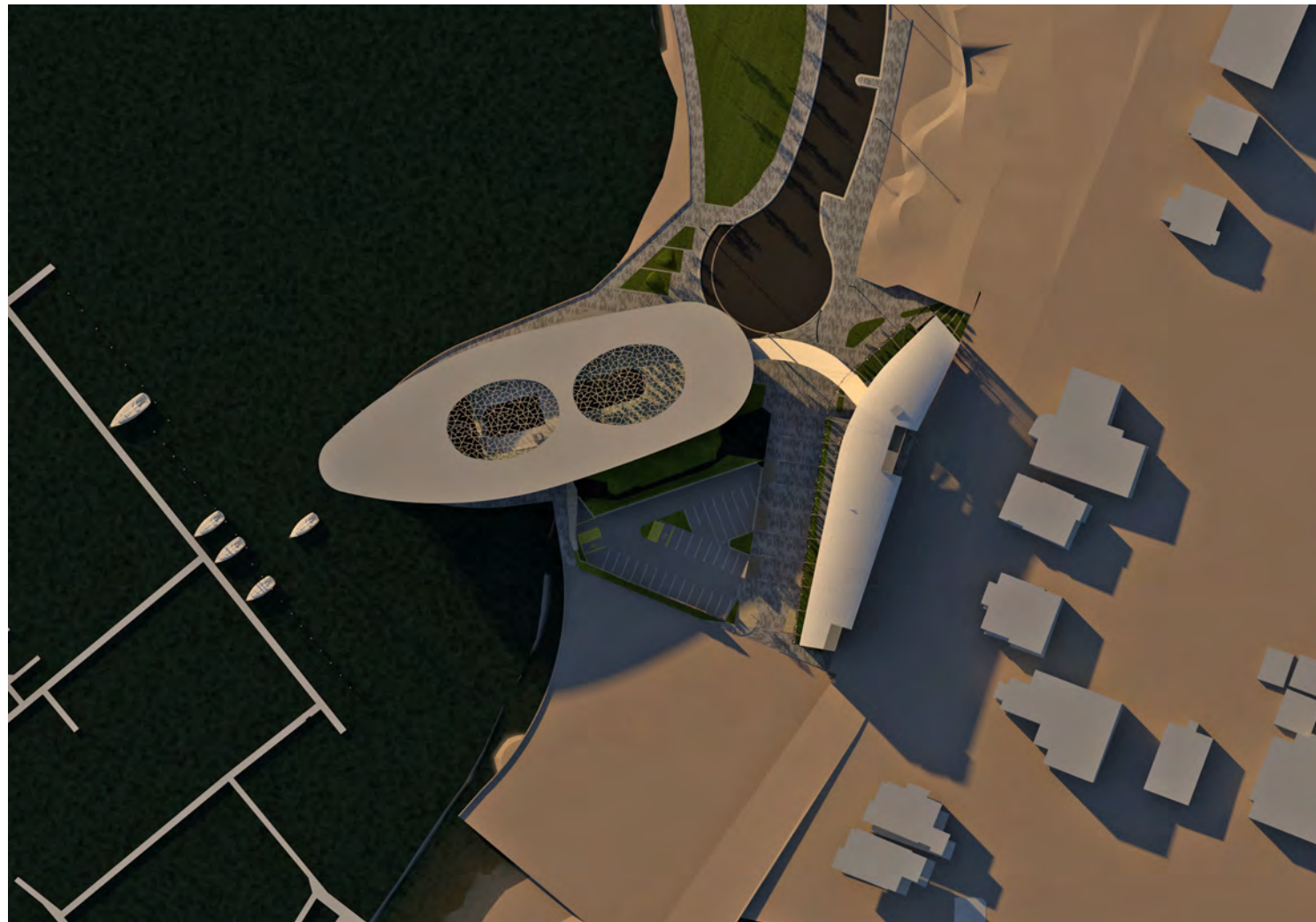
03 Height Comparison Diagram 03  
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4 9am Winter Solstice (June 22nd)  
- Shadow Diagram



5 12pm Winter Solstice (June 22nd)  
- Shadow Diagram



6 3pm Winter Solstice (June 22nd)  
- Shadow Diagram

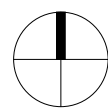
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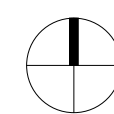
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1 Second Floor Plan  
Plan  
scale 1:200

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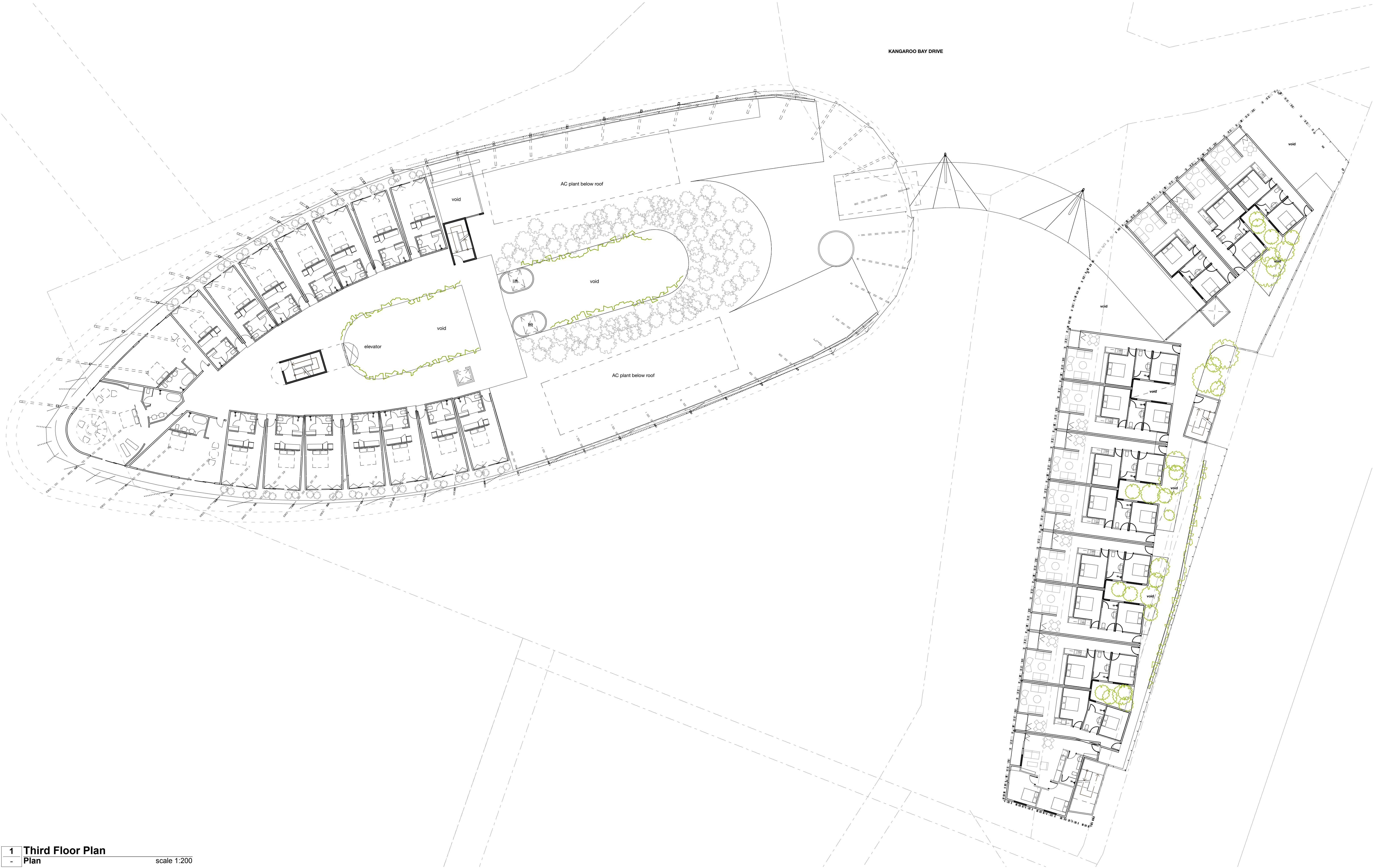
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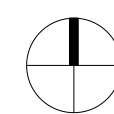
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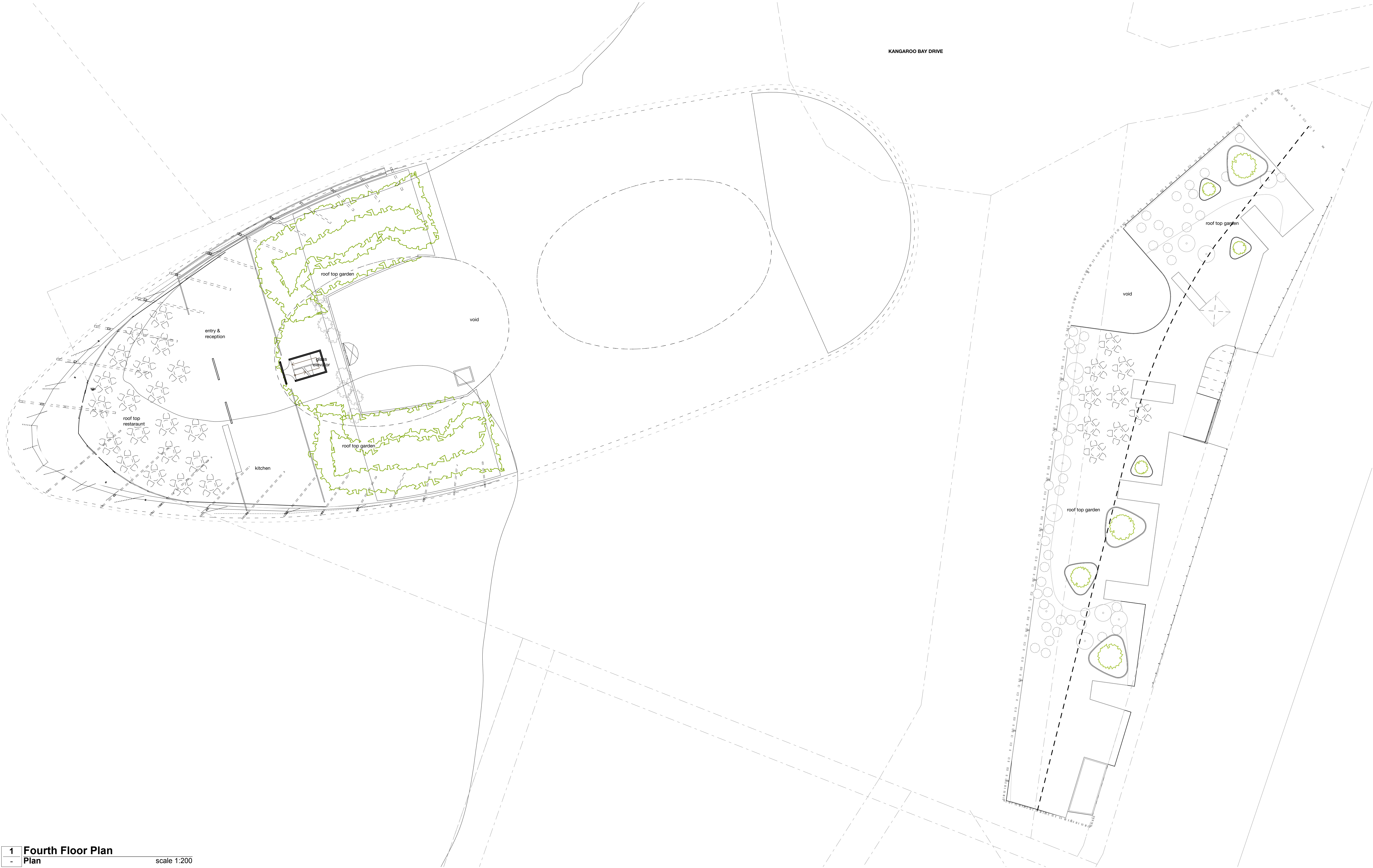
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1 Fourth Floor Plan  
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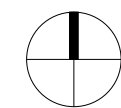
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fourth floor  
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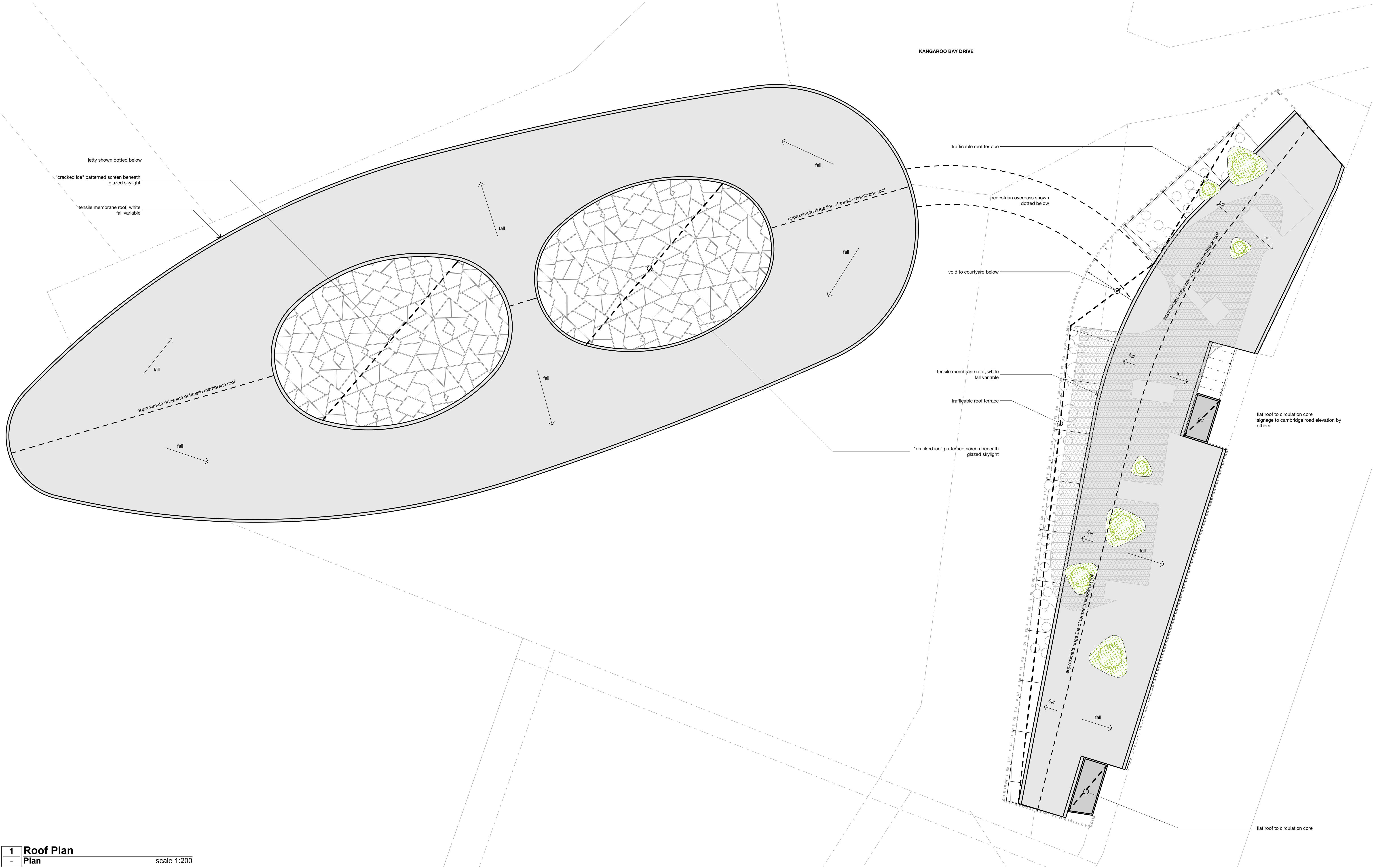
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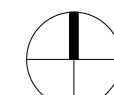
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**roof plan**

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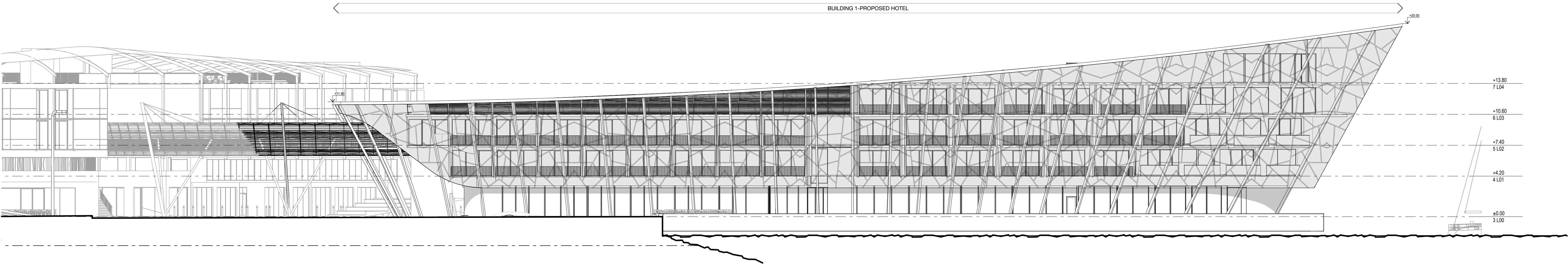
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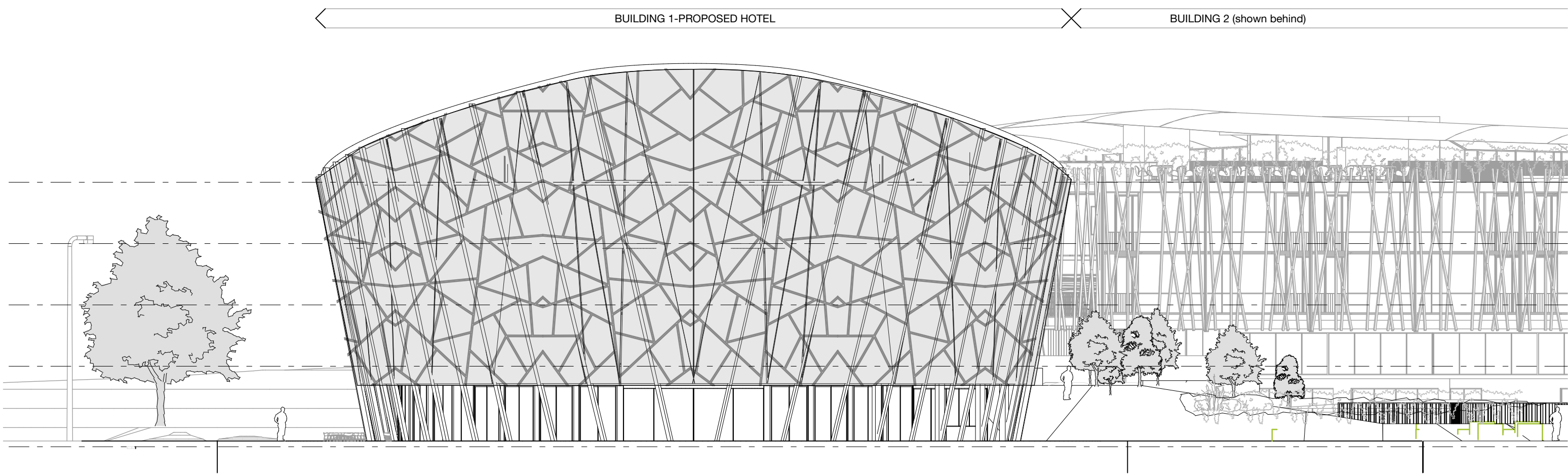
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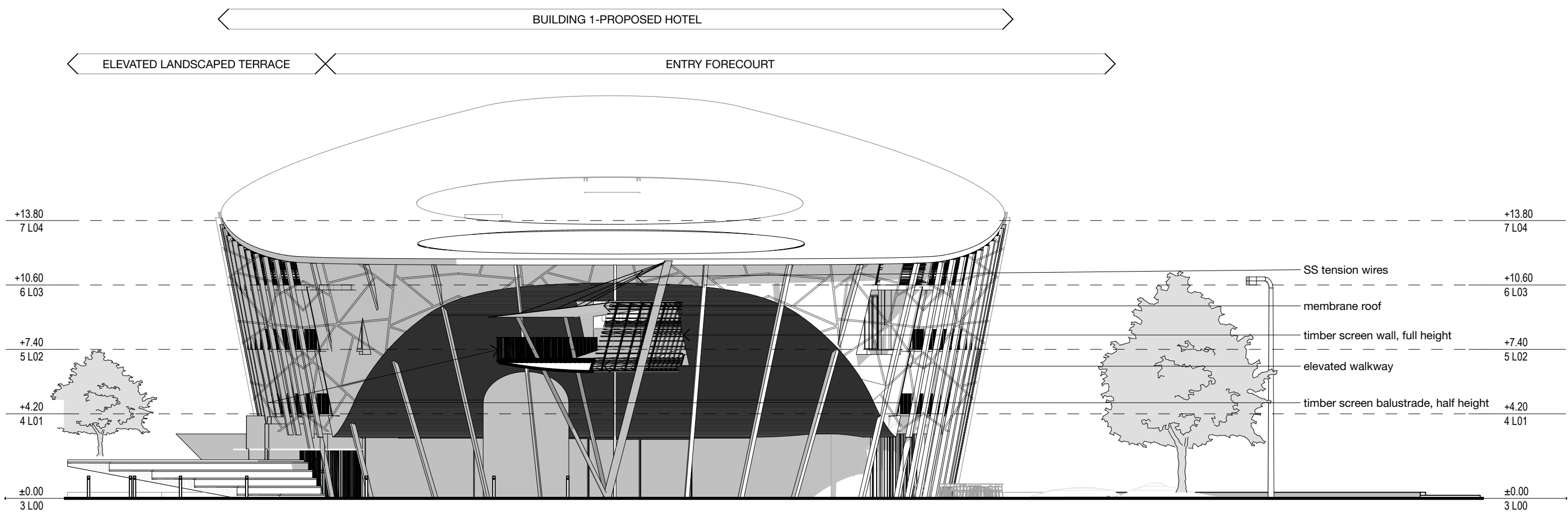
1 North Elevation  
elevations

scale 1:200



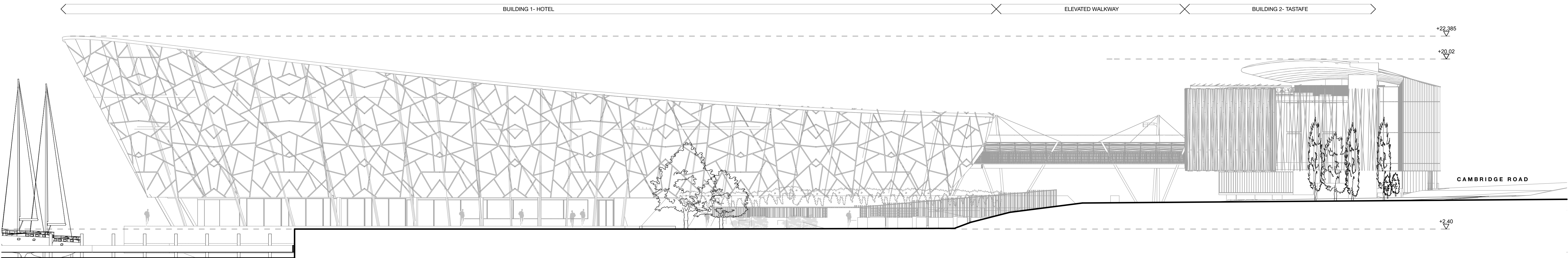
1 Building 1 West Elevation  
elevations

scale 1:200



1 Building 1 East Elevation  
elevations

scale 1:200



2 Building 1 & 2 South elevation  
elevations

scale 1:200

#### revisions

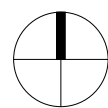
A	2016.11.25	issued for planning permit
B	2016.12.14	issued for CCC RFI

PRELIMINARY  
NOT FOR CONSTRUCTION

original drawing size

Kangaroo Bay  
Hunter Developments

27 Hunter St  
Hobart  
Tas 7000



circa morris-nunn architects  
Contact

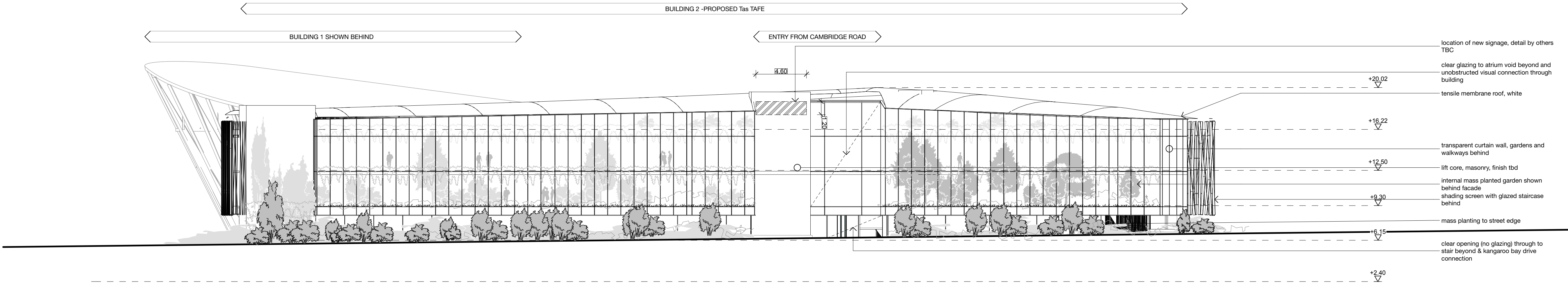
W: annum | 27 hunter st | hobart | tas | 7000  
03 6236 9544  
info@circamorrisnunn.com.au

Building 1 Elevations  
elevations

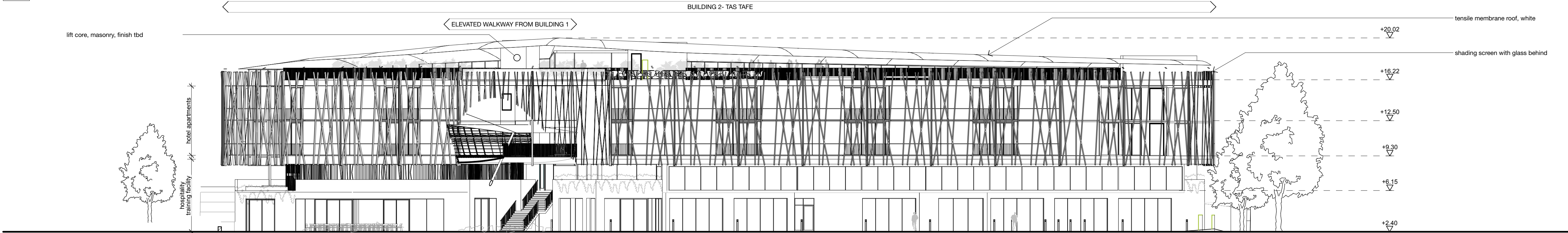
status  
print date  
Wednesday, 14 December 2016

1609-DA3.01 B

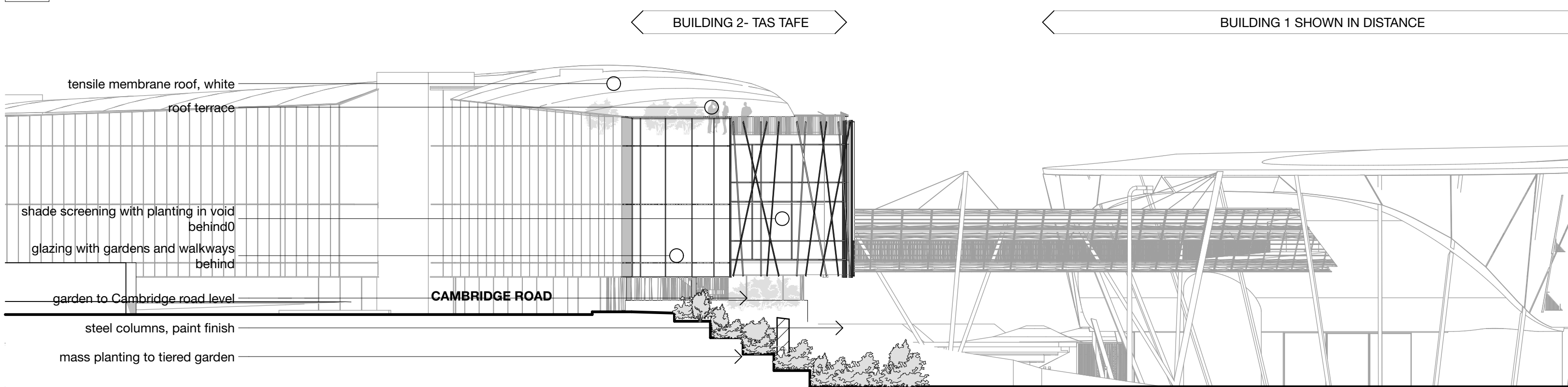




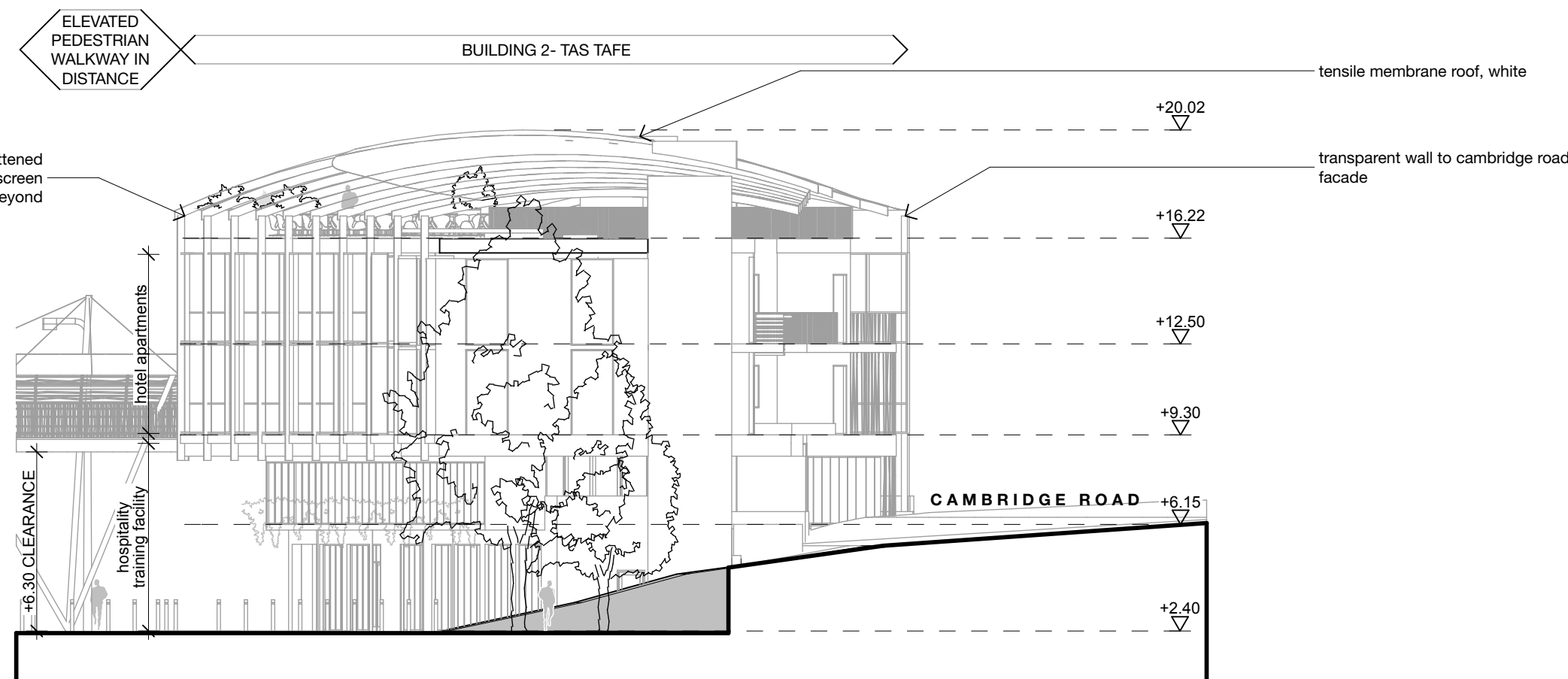
1 Eastern Elevation (Building 2)  
- elevations scale 1:200



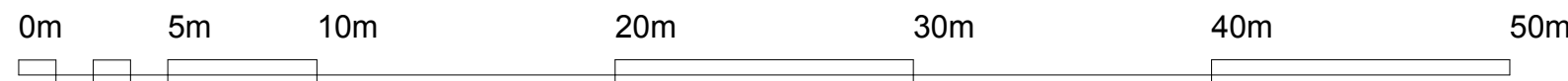
2 West Elevation (Building 2)  
- elevations scale 1:200



3 North Elevation (Building 2)  
- elevations scale 1:200



4 South Elevation (Building 2)  
- elevations scale 1:200

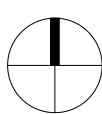


revisions		
A	2016.11.25	issued for planning permit
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original drawing size

**A1**  
**Kangaroo Bay**  
Hunter Developments  
27 Hunter St  
Hobart  
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**Building 2 Elevations**  
elevations

status **sk**

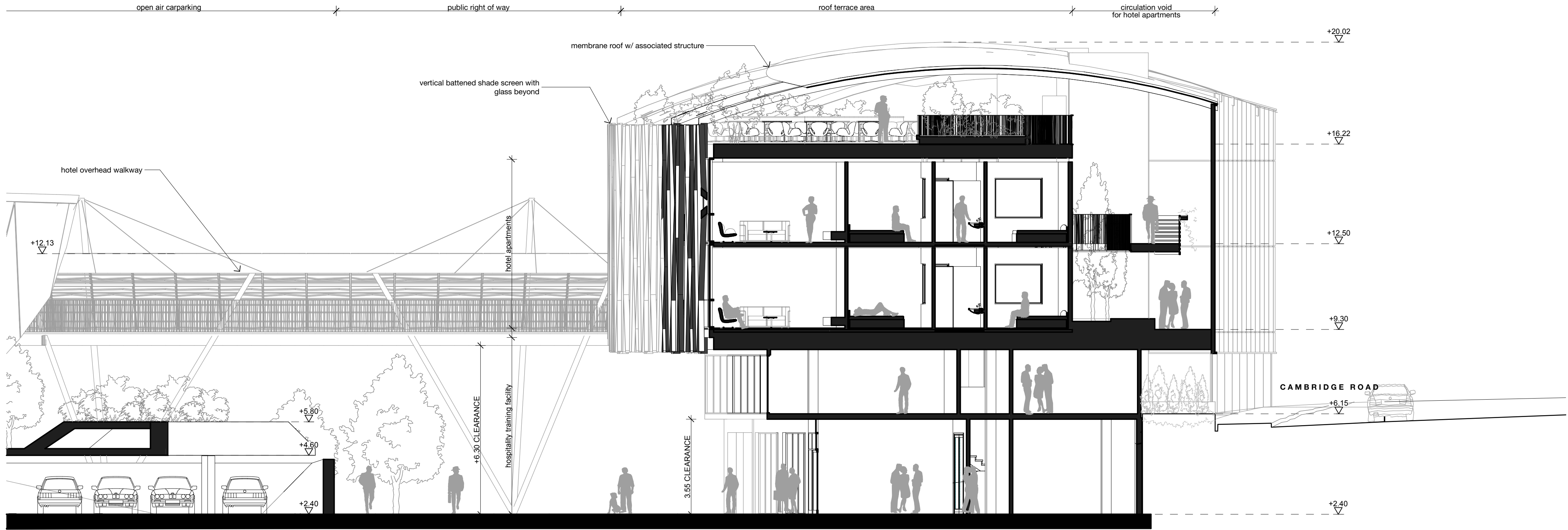
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drawing ref **1609-DA3.02 B**

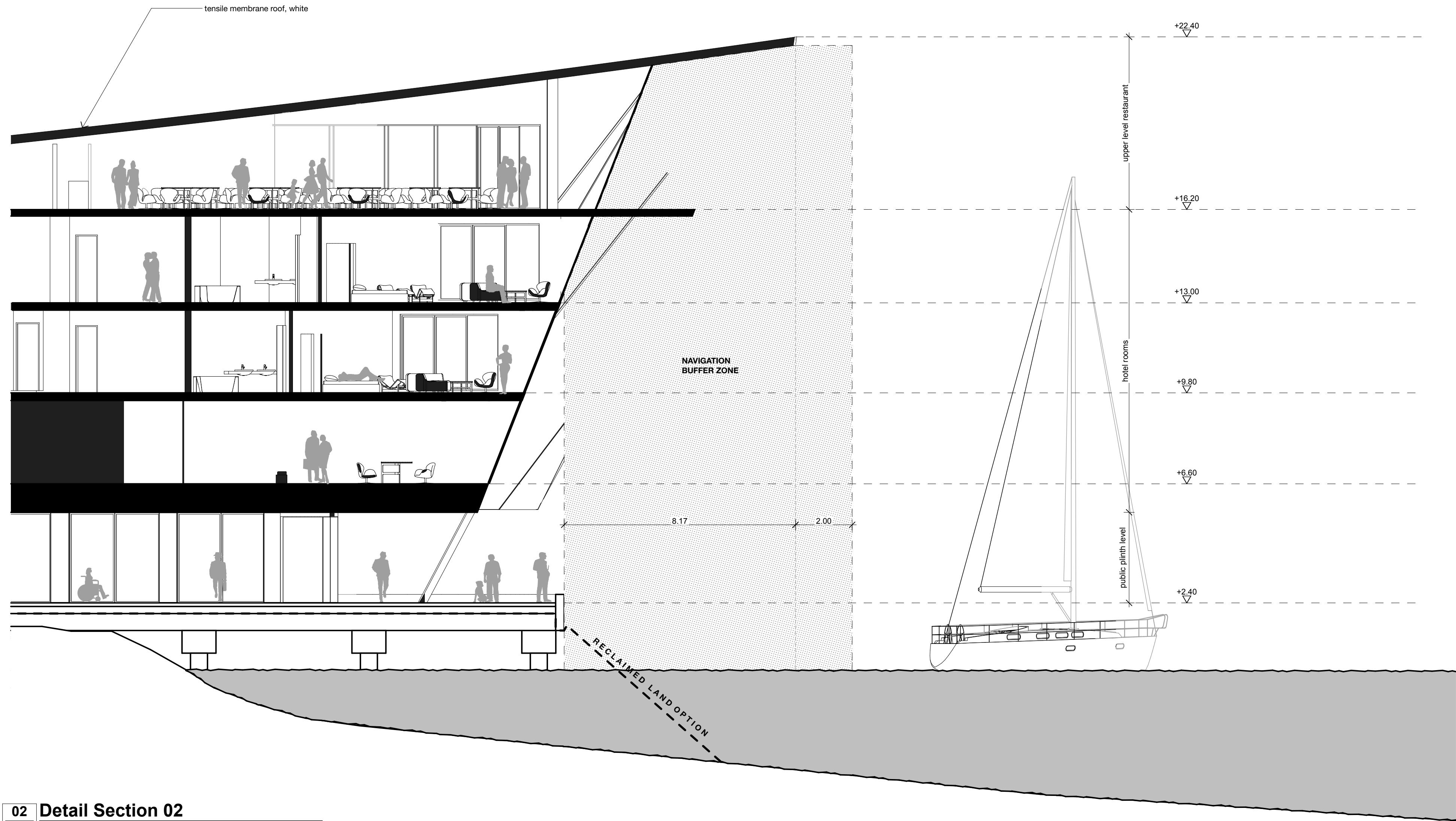
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01 Detail Section 01  
sections scale 1:100



02 Detail Section 02  
sections scale 1:100

revisions

A	2016.11.25	issued for planning permit
B	2016.12.14	issued for CCC RFI

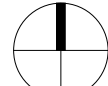
P R E L I M I N A R Y  
N O T F O R C O N S T R U C T I O N

original drawing size

A1

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Sections  
sections

status

print date Wednesday, 14 December 2016

drawing ref 1609-DA4.01

1609-DA4.01 B

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## VIEW LIST

**View 01**

North from boardwalk near  
Bellerive Yacht Club

**View 02**

North from pedestrian walkway off  
Cambridge Road

**View 03**

West from western landing of  
pedestrian overpass

**View 04**

South from Kangaroo Bay  
foreshore pathway

**View 05**

South from foreshore path near  
Rosny College

**View 06**

North from York Street

**View 07**

South West from Alma Street



\* not to scale



**View 01**

North from boardwalk near Bellerive Yacht Club

**View 02**

North West from pedestrian footpath connecting to Cambridge Road







**EXISTING**

**View 03**

West from western landing of pedestrian overpass



**PROPOSED**



**EXISTING**

**View 04**

South from Kangaroo Bay foreshore pathway



**PROPOSED**





**EXISTING**

**View 05**  
South from foreshore path near Rosny College



**EXISTING**

**View 06**  
North from York Street



**PROPOSED**





**View 07**  
South West from Alma Street



**40 & 40A Kangaroo Bay Drive, ROSNY PARK and 64C. 76 & 78 Cambridge Road, BELLERIVE**

**Site viewed from Cambridge Road pedestrian overpass**

